Land off Mendip Way, Great Ashby

Transport Assessment
Revision M

April 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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CLIENT
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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).

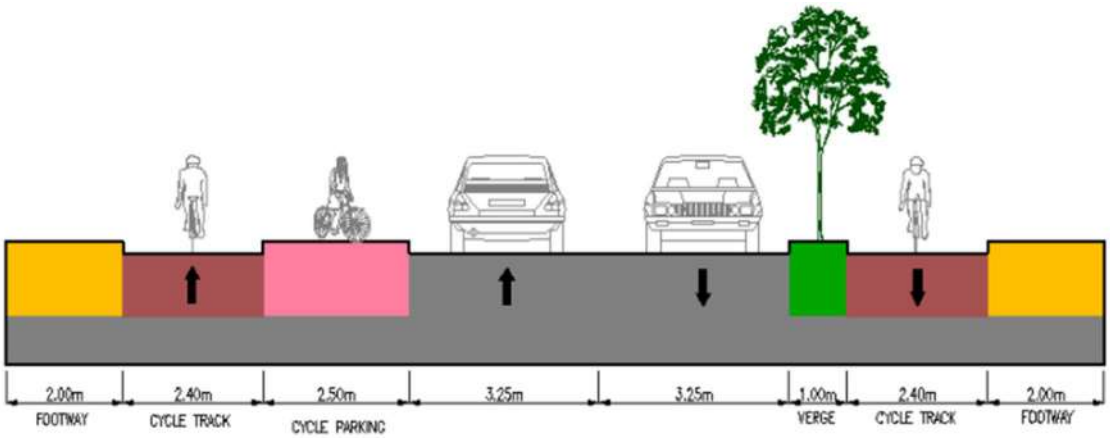
Sustainable Transport Access

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).

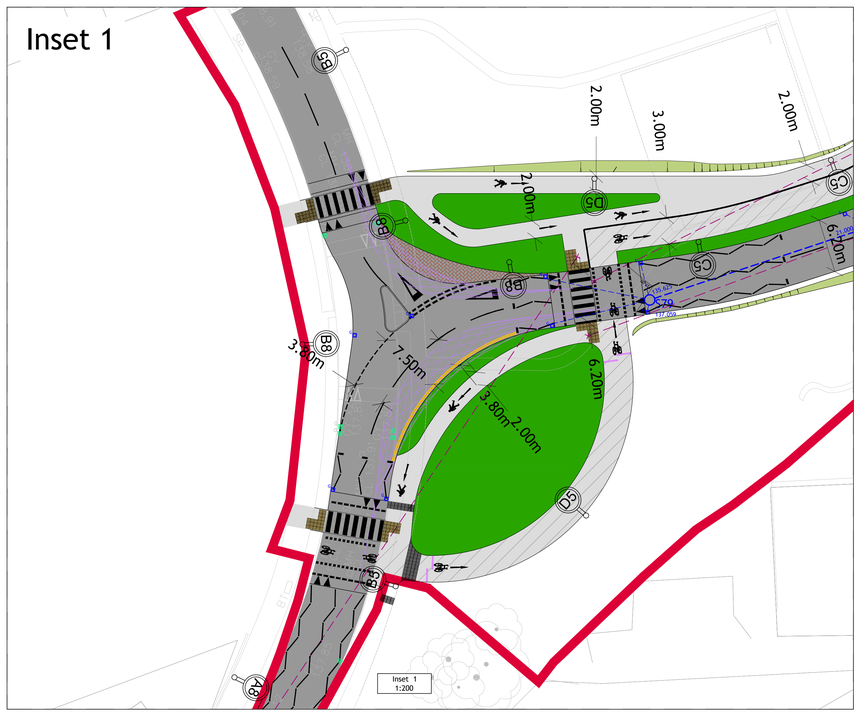
This second strand contribution is intended to help implement broader transport measures in the catchments of new development from which contributions are secured. The need for second stand contributions will be balanced against the level of first strand contributions and any other relevant planning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

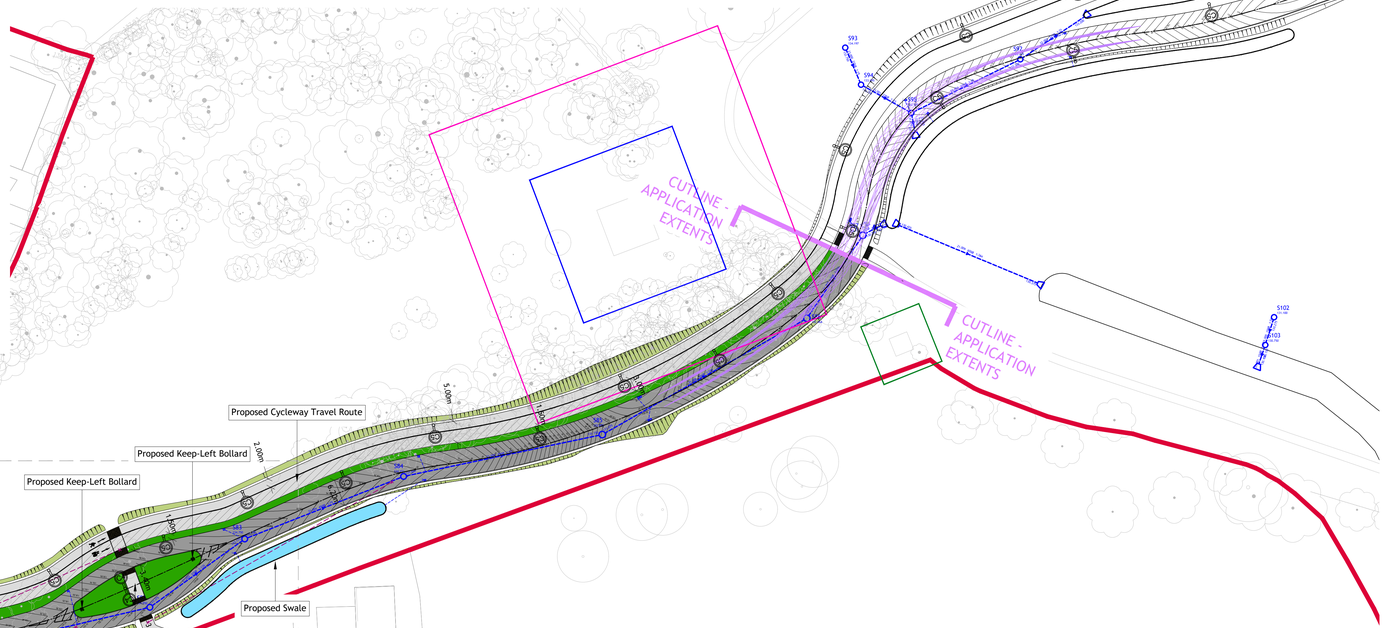
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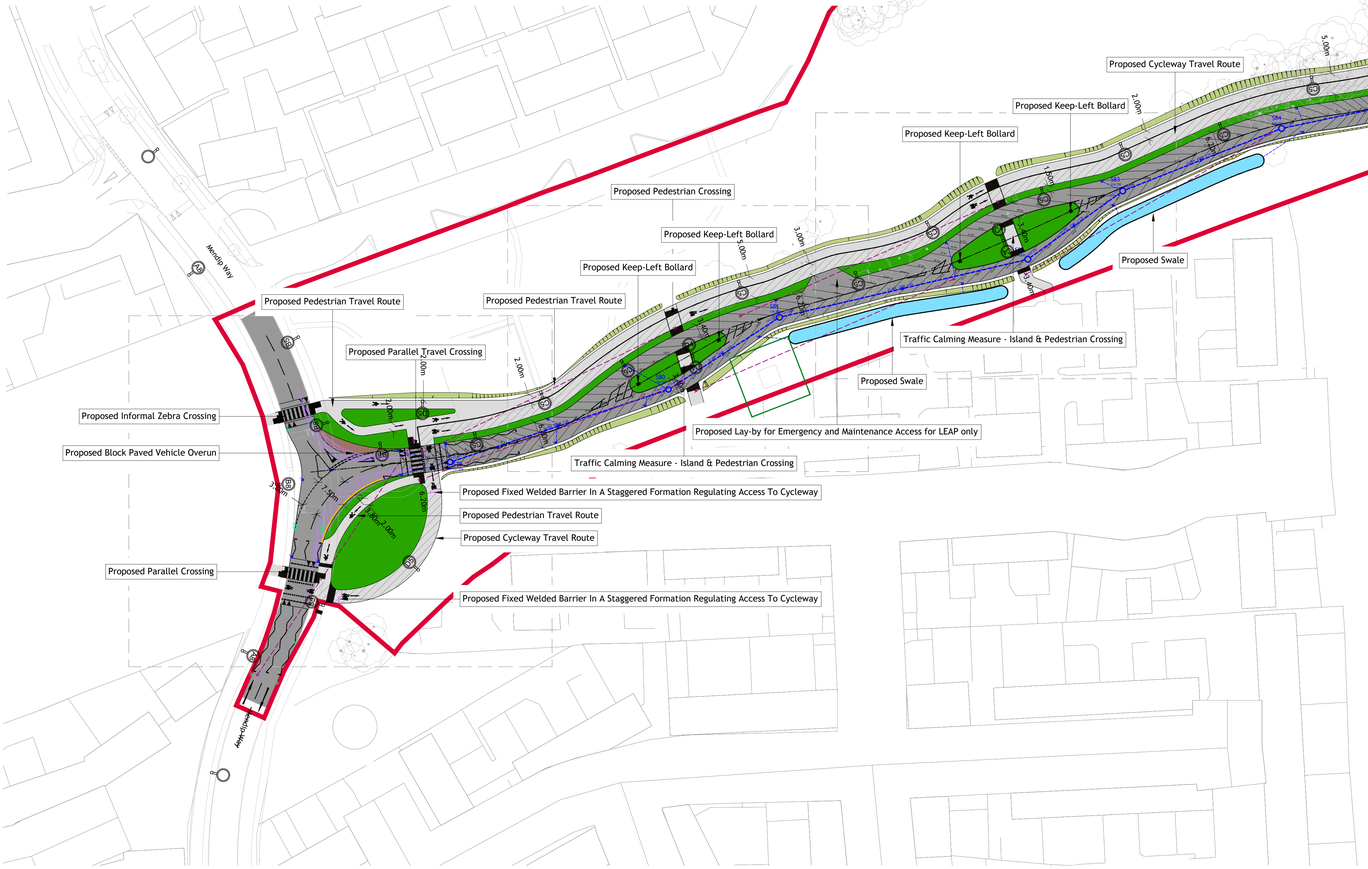
Appendix D

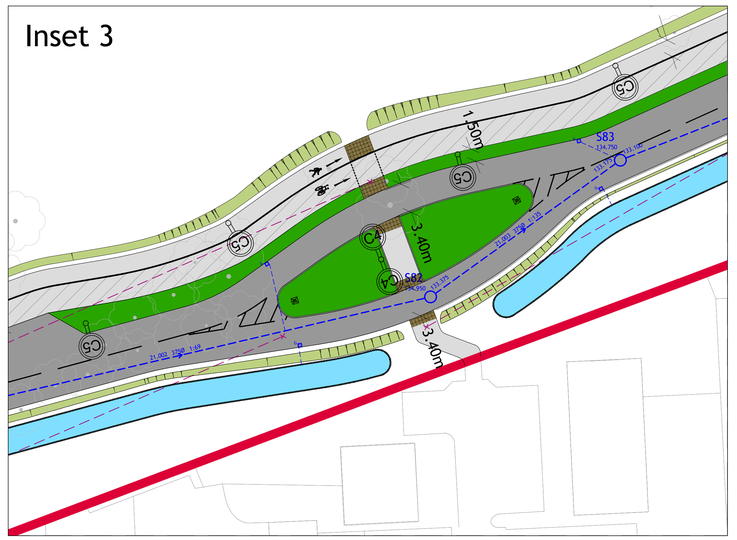
Site Access/Emergency Access & Refuse Vehicle Tracking Drawings











NOTES

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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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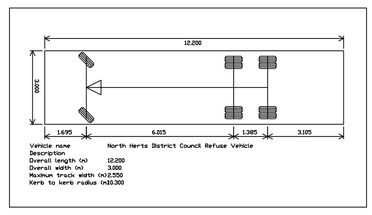
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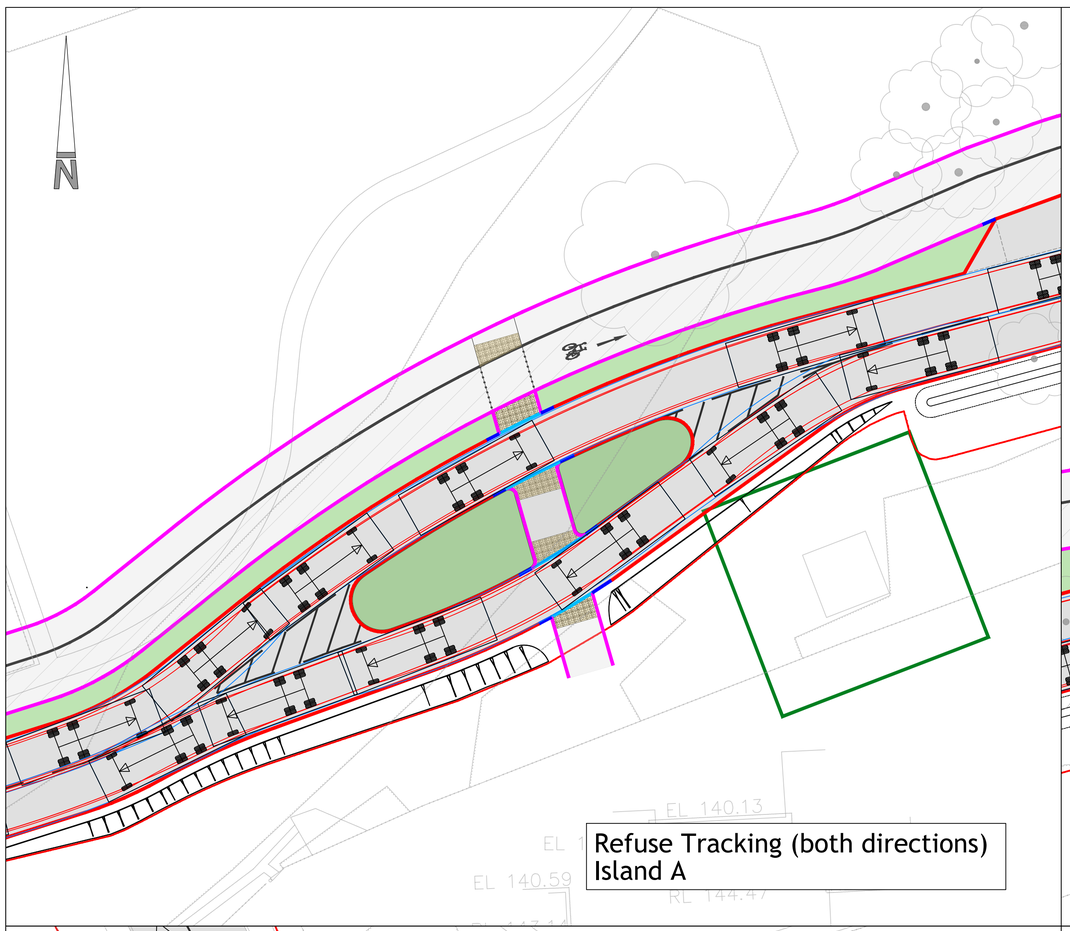
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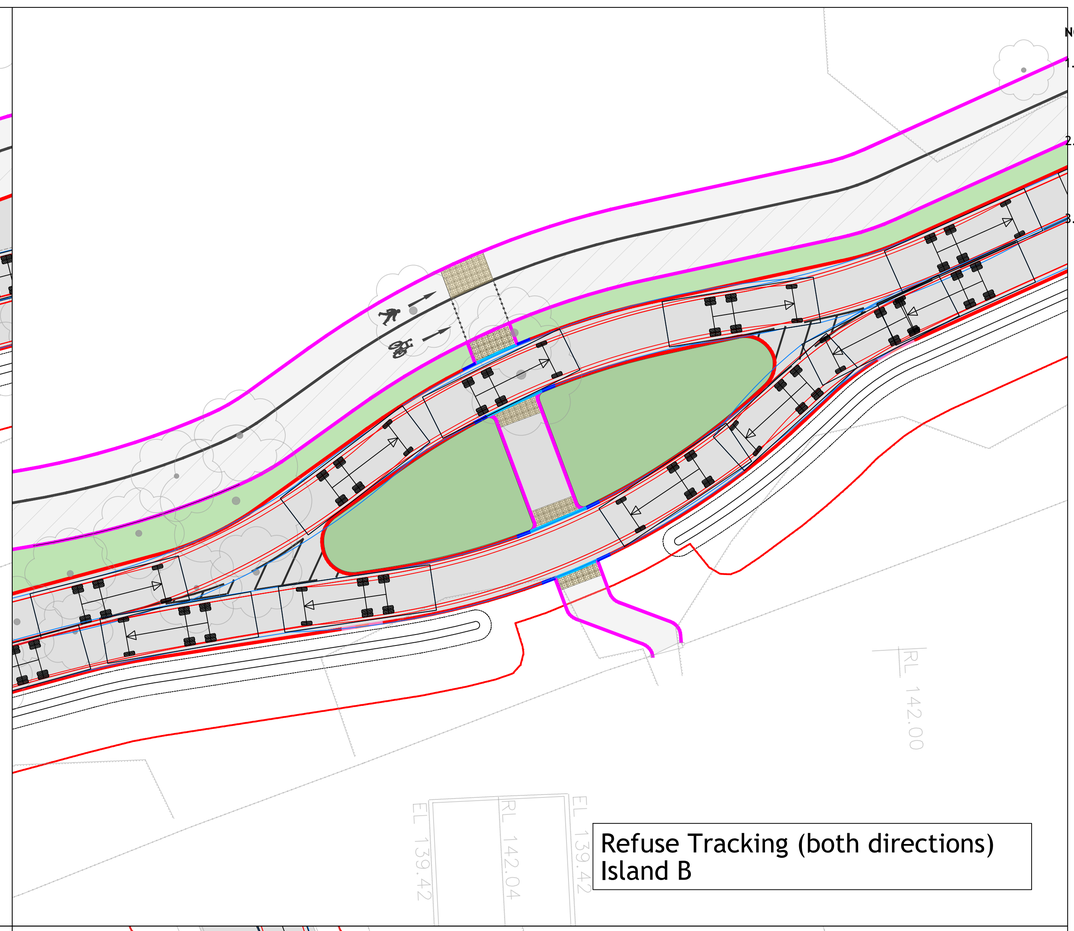
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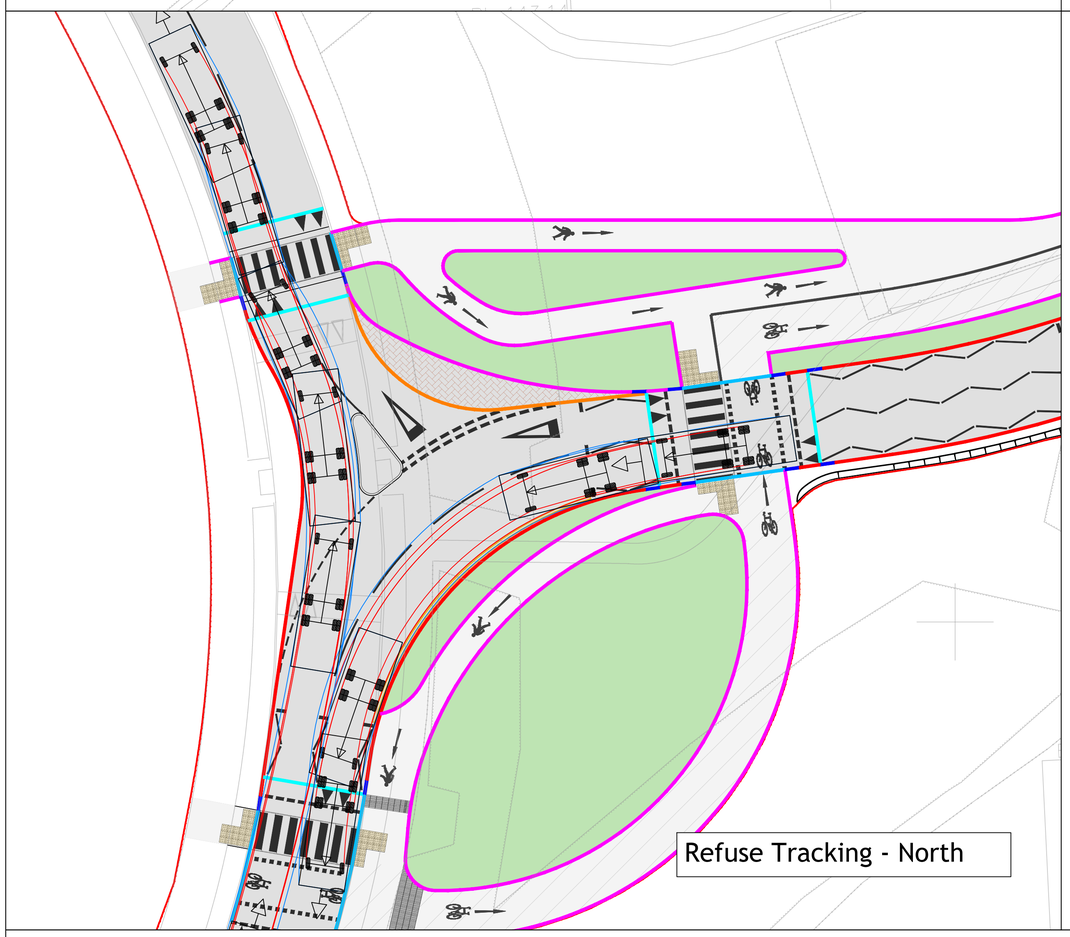




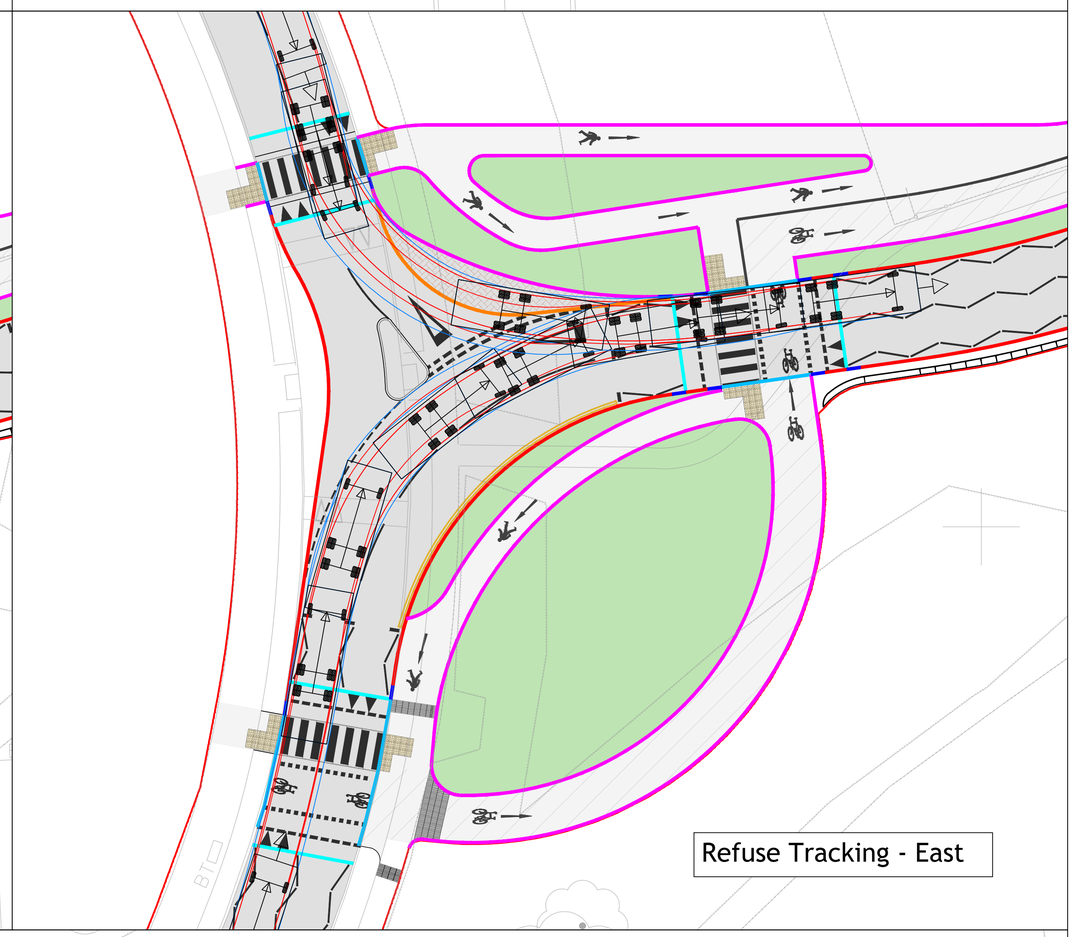
Refuse Tracking (both directions)
Island A



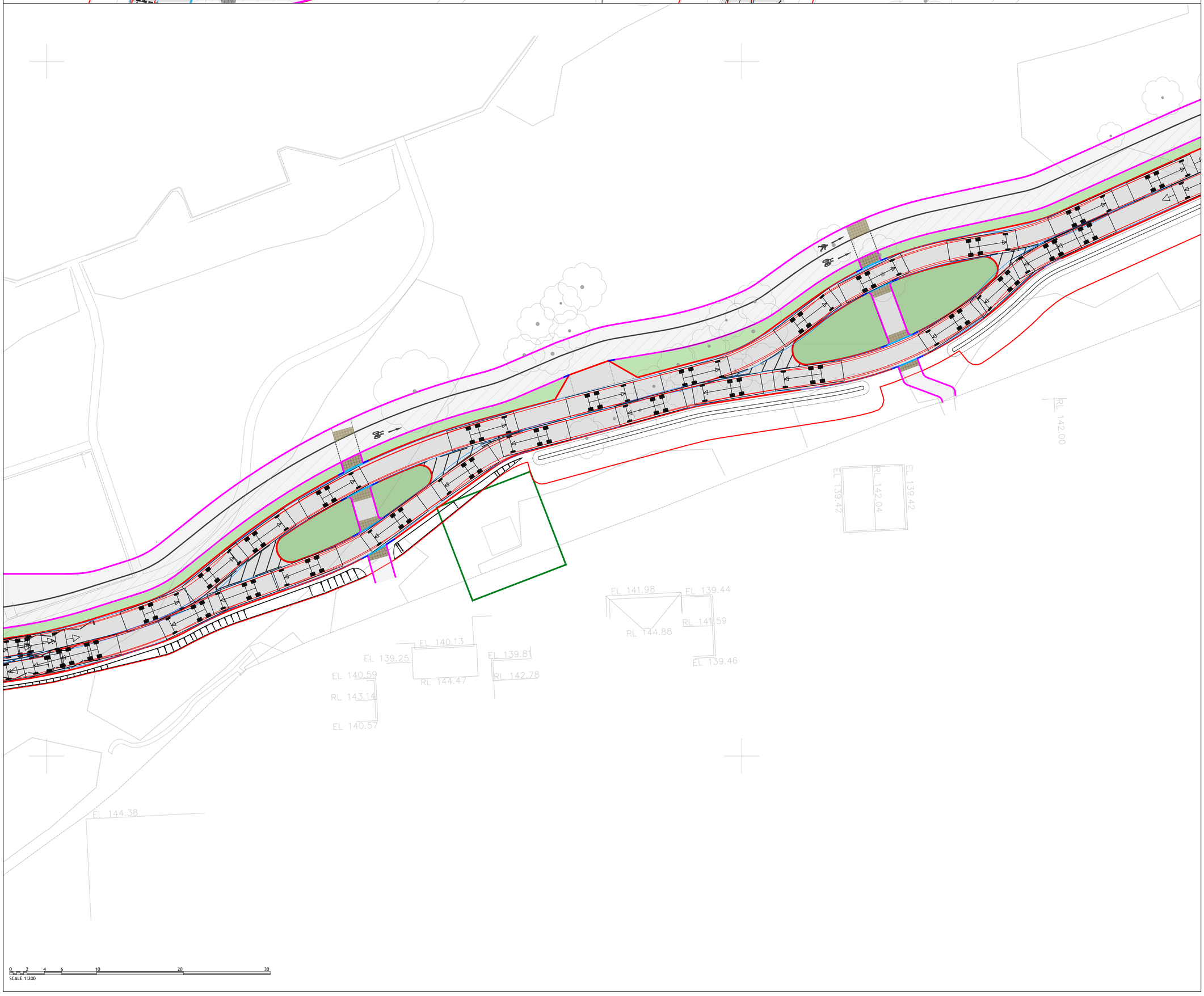
Refuse Tracking (both directions)
Island B



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

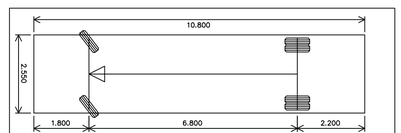
Bus Tracking - North

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

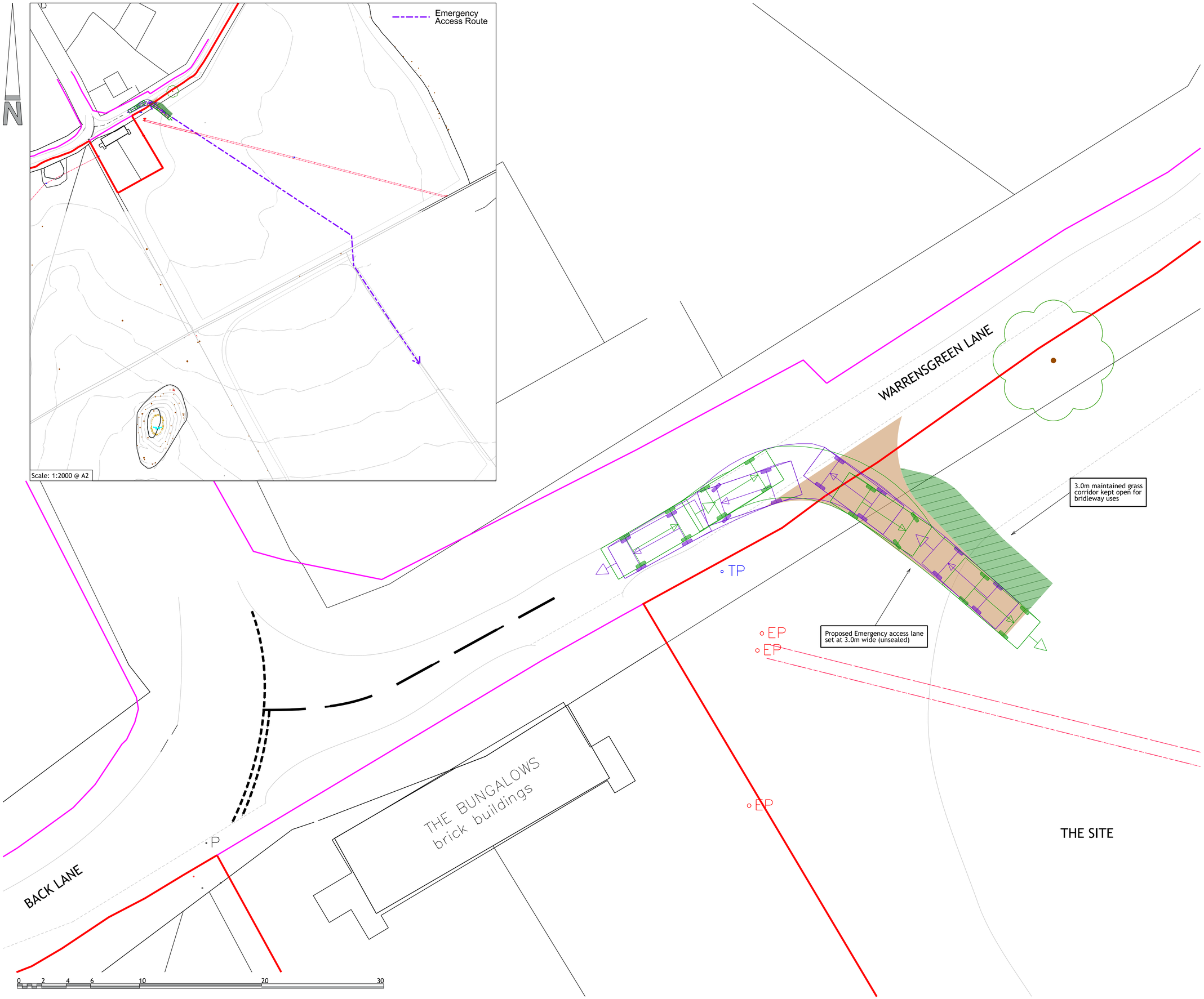
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4. Until technical approval has been obtained from the relevant authorities, all drawings are issued as preliminary and not for construction. Should the Contractor commence site work prior to approval being given it is entirely at his own risk.

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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ONLINE: mail@woodshardwick.com | woodshardwick.com

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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

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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

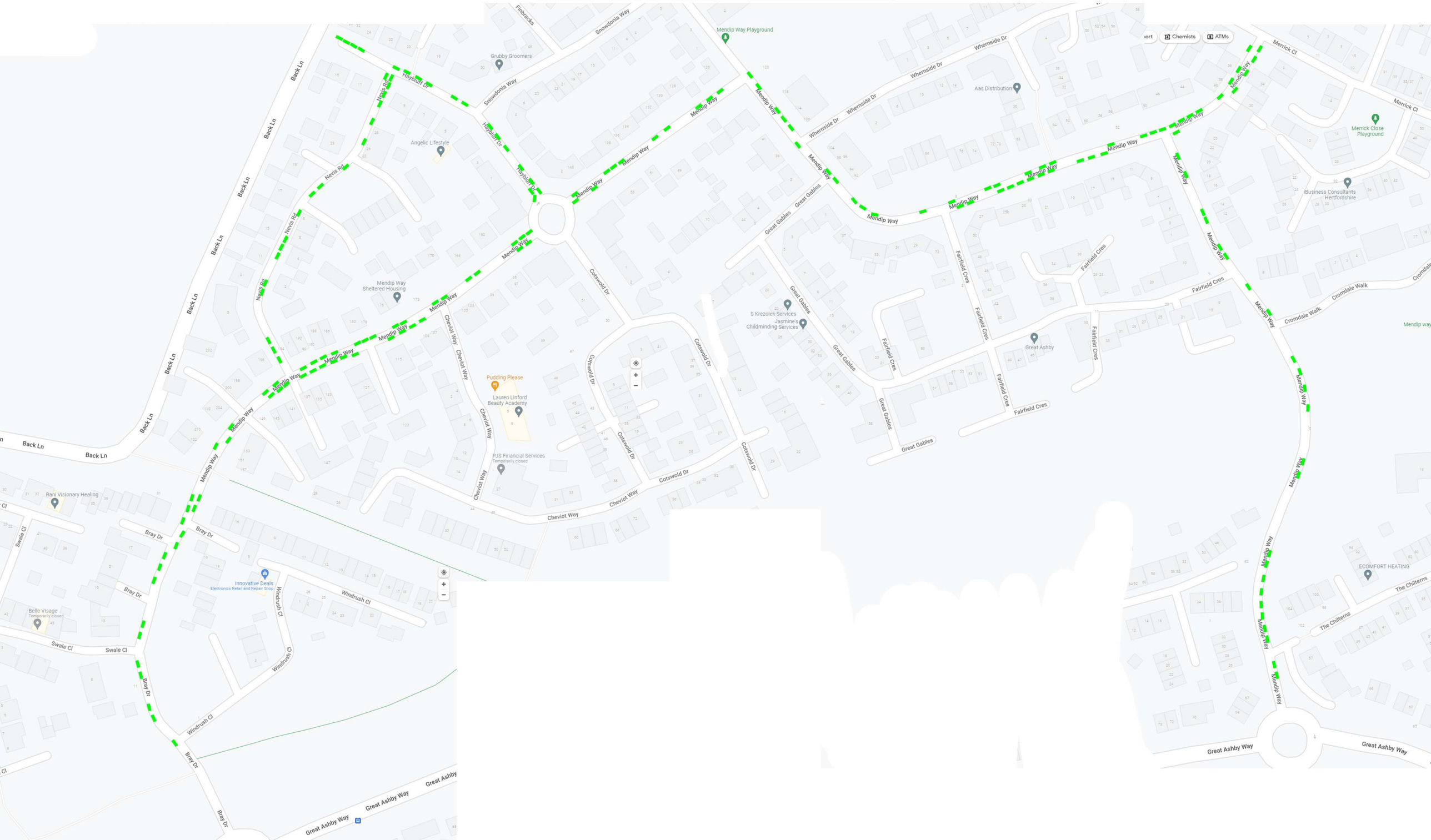
Stevenage Parking Survey - Saturday 21st January 2023 06:00

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**

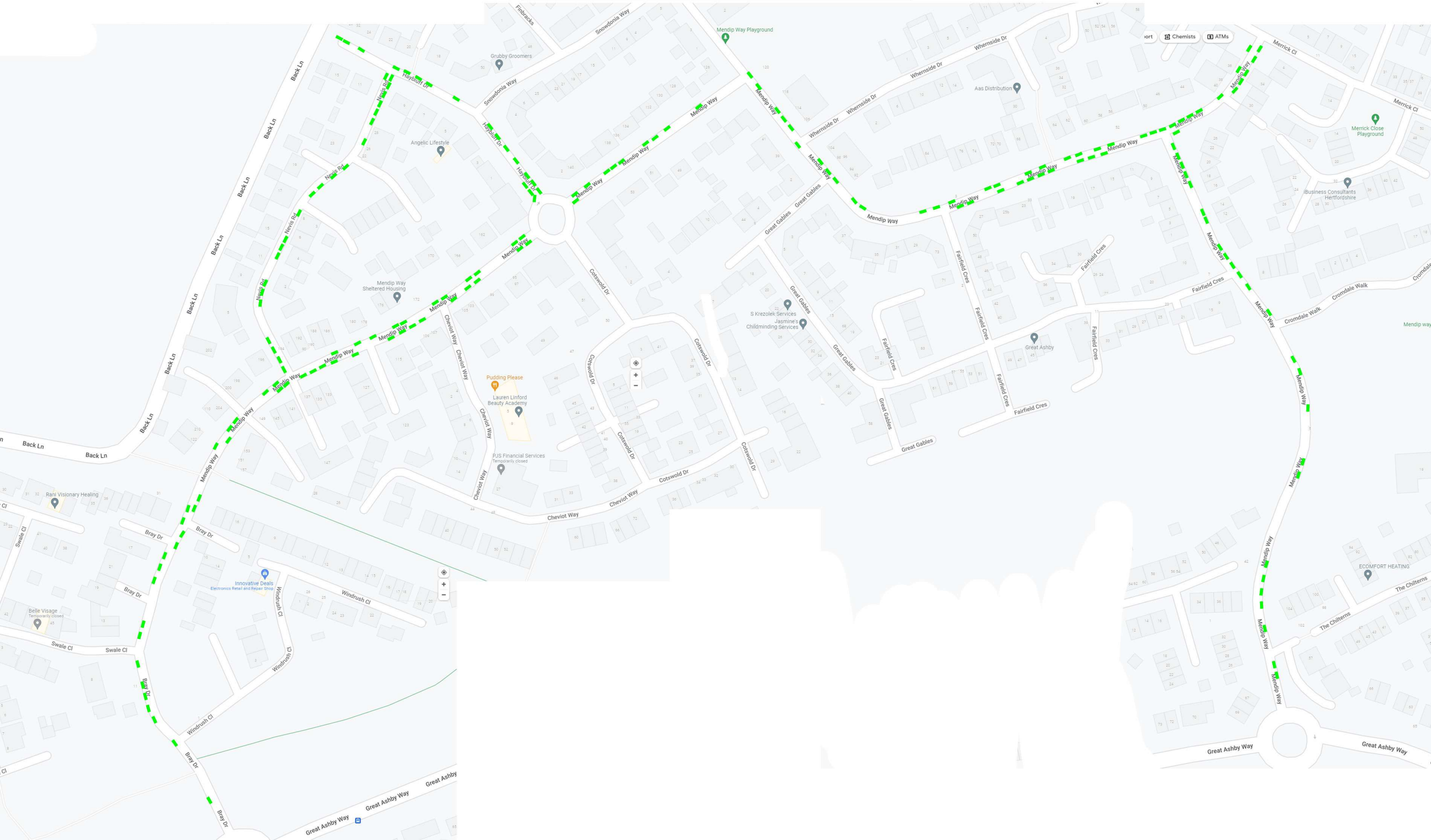
RESULTS

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

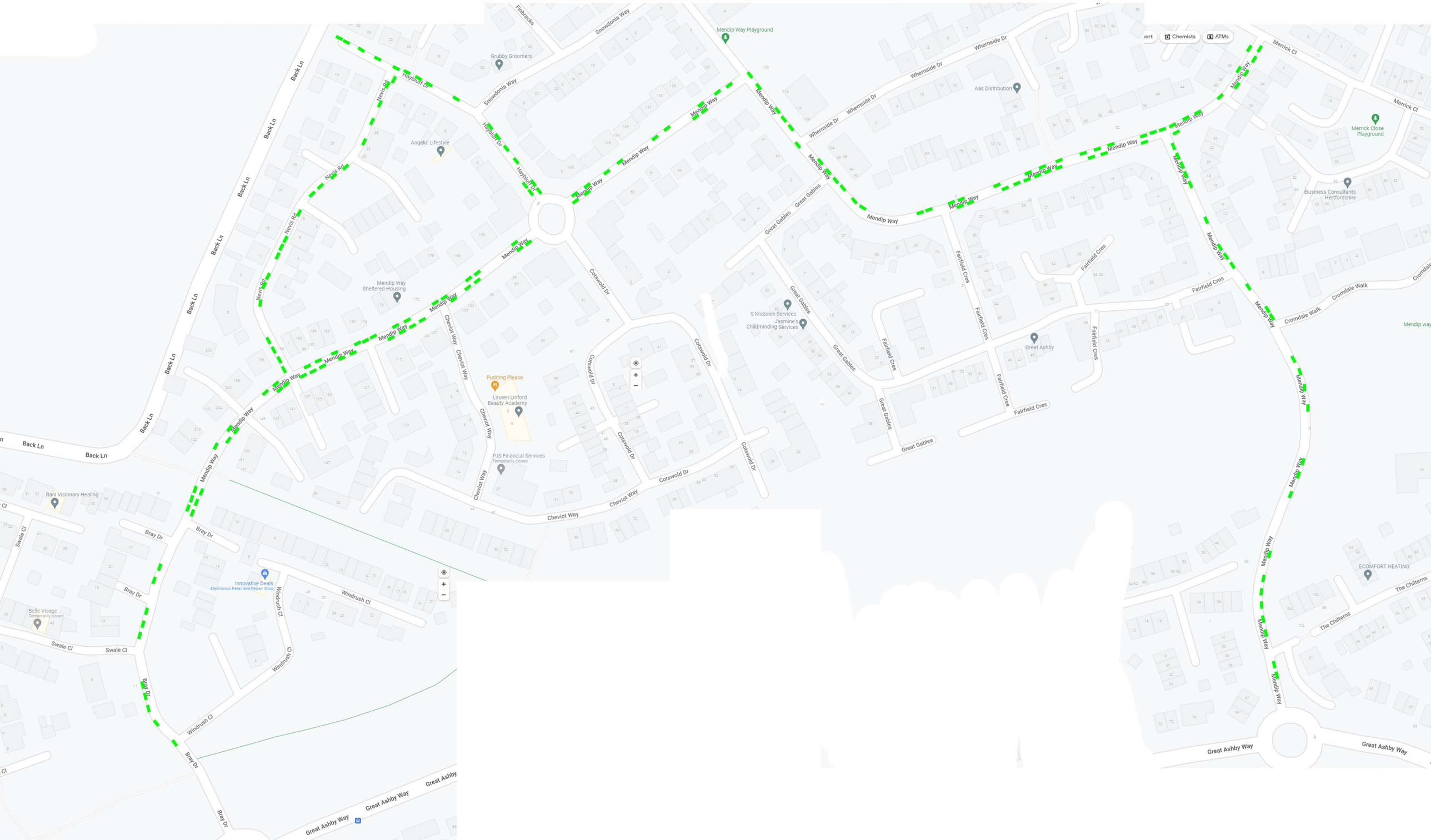
Tuesday 17th January 2023 - 22:00



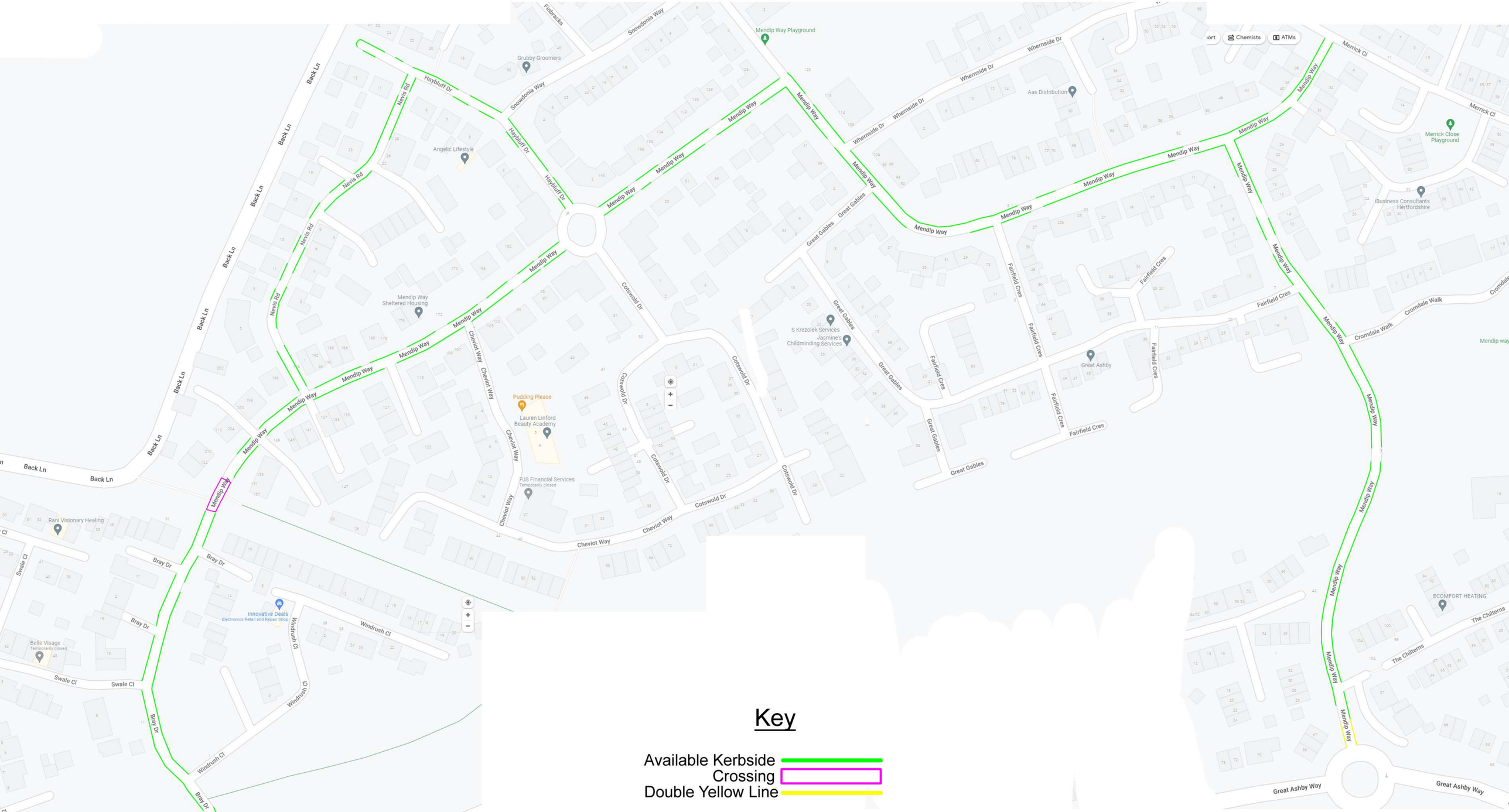
Wednesday 18th January 2023 - 22:00



Saturday 21st January 2023 - 06:00



Stevenage TRO Map



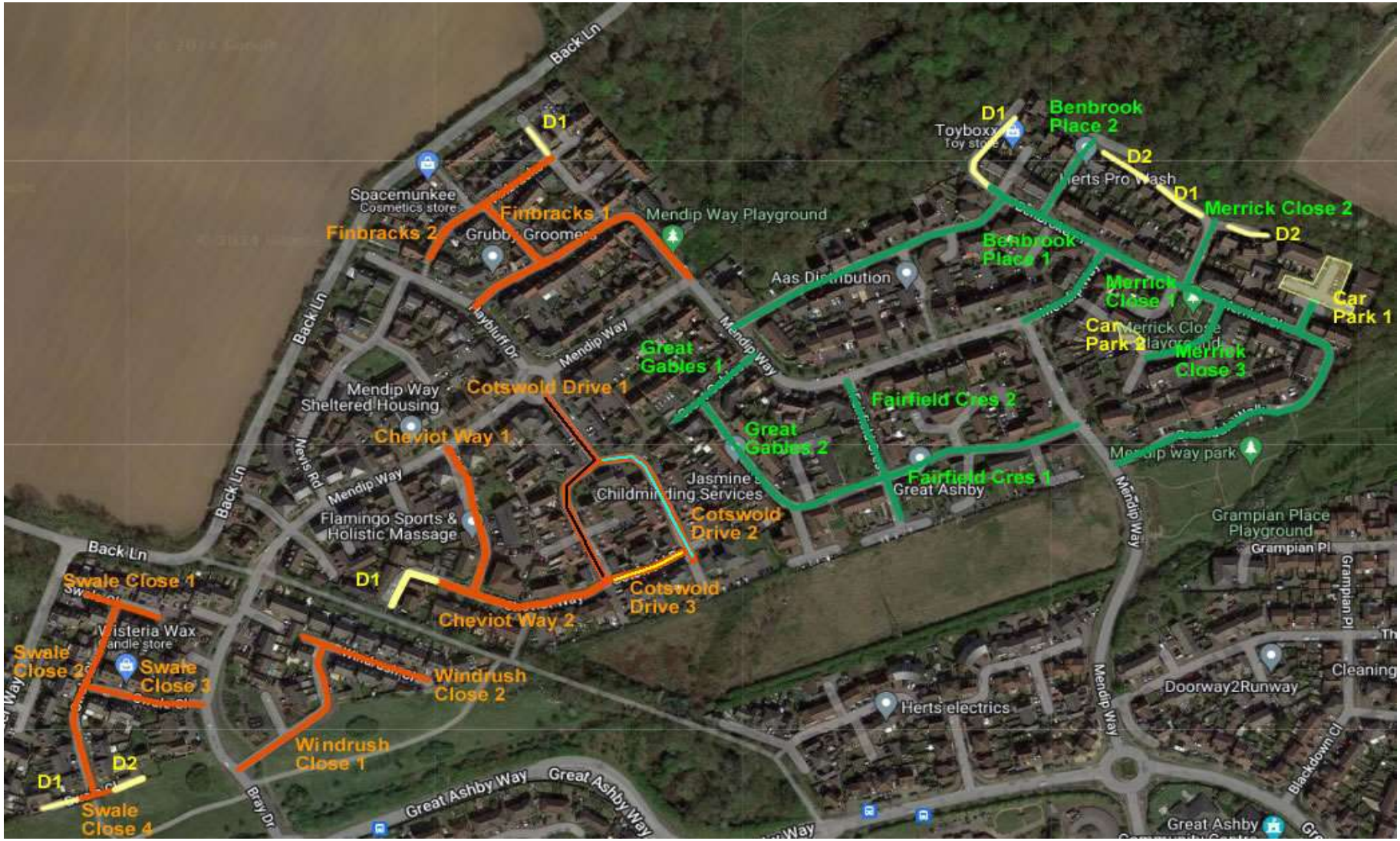
Key

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

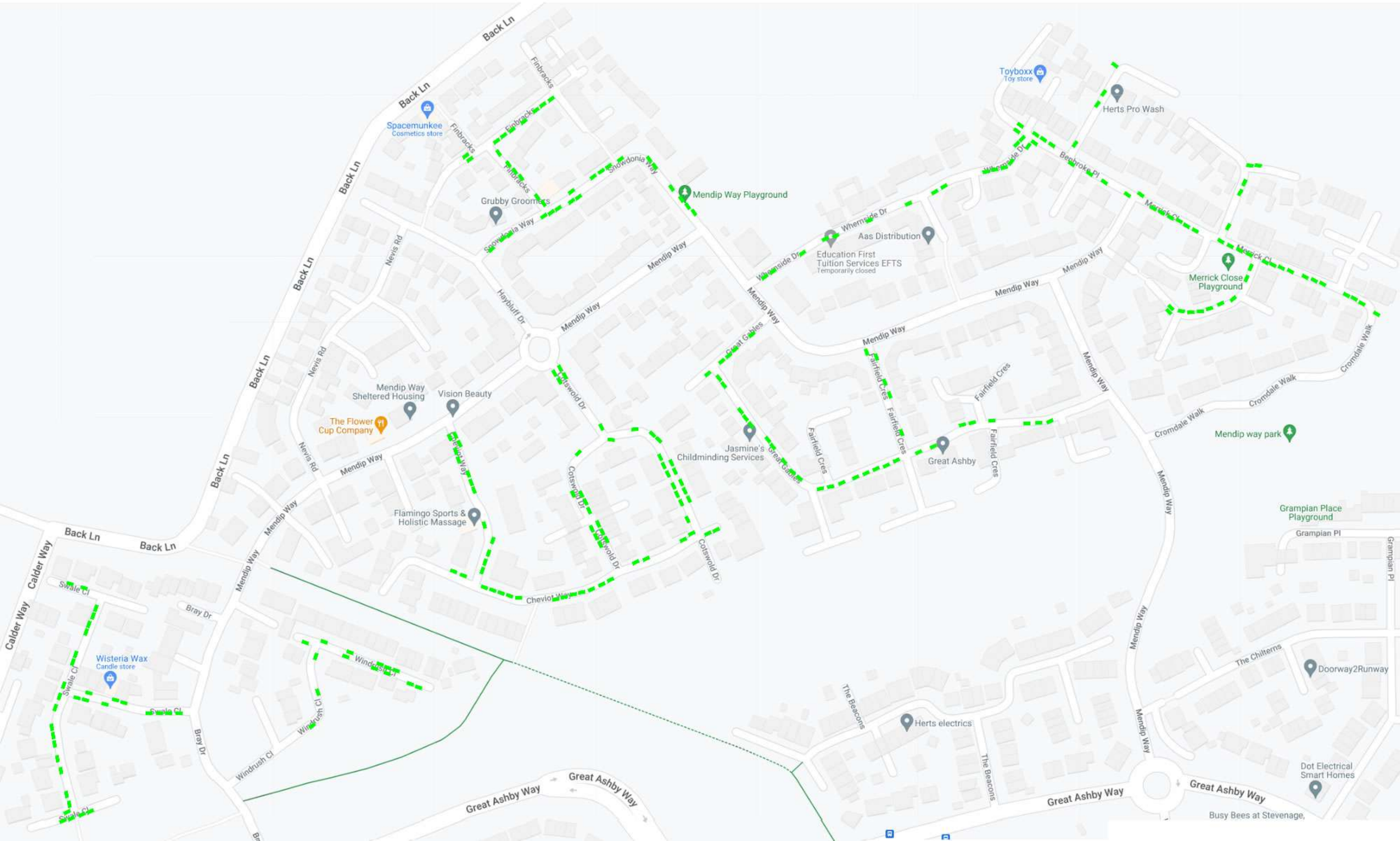
Street Name	No. of cars parked on Road	Parking Stress (%)
Swale Close 1	4	133%
Swale Close 2	15	115%
Swale Close 3	9	150%
Swale Close 4	5	125%
Windrush Close 1	4	27%
Windrush Close 2	10	167%
Cheviot Way 1	13	144%
Cheviot Way 2	14	175%
Cotswold Drive 1	17	189%
Cotswold Drive 2	15	375%
Cotswold Drive 3	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

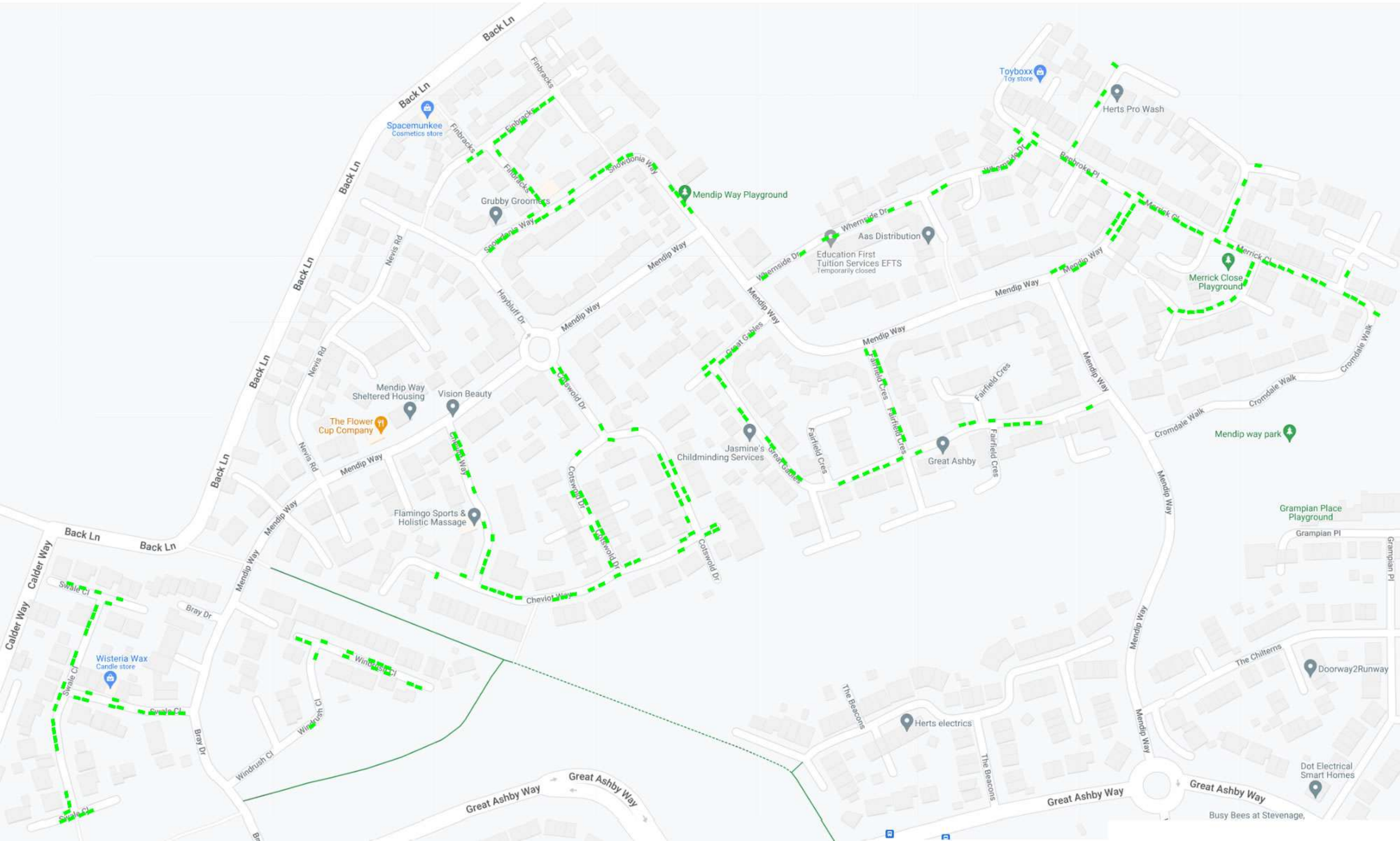
Driveways	Parked
Swale Close D1	1
Swale Close D2	1
Cheviot Way D1	3
Finbacks D1	3
Benbroke Place D1	4
Benbroke Place D2	1
Merrick Close D1	0
Merrick Close D2	0
Cromdale Walk Private Bays	34

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

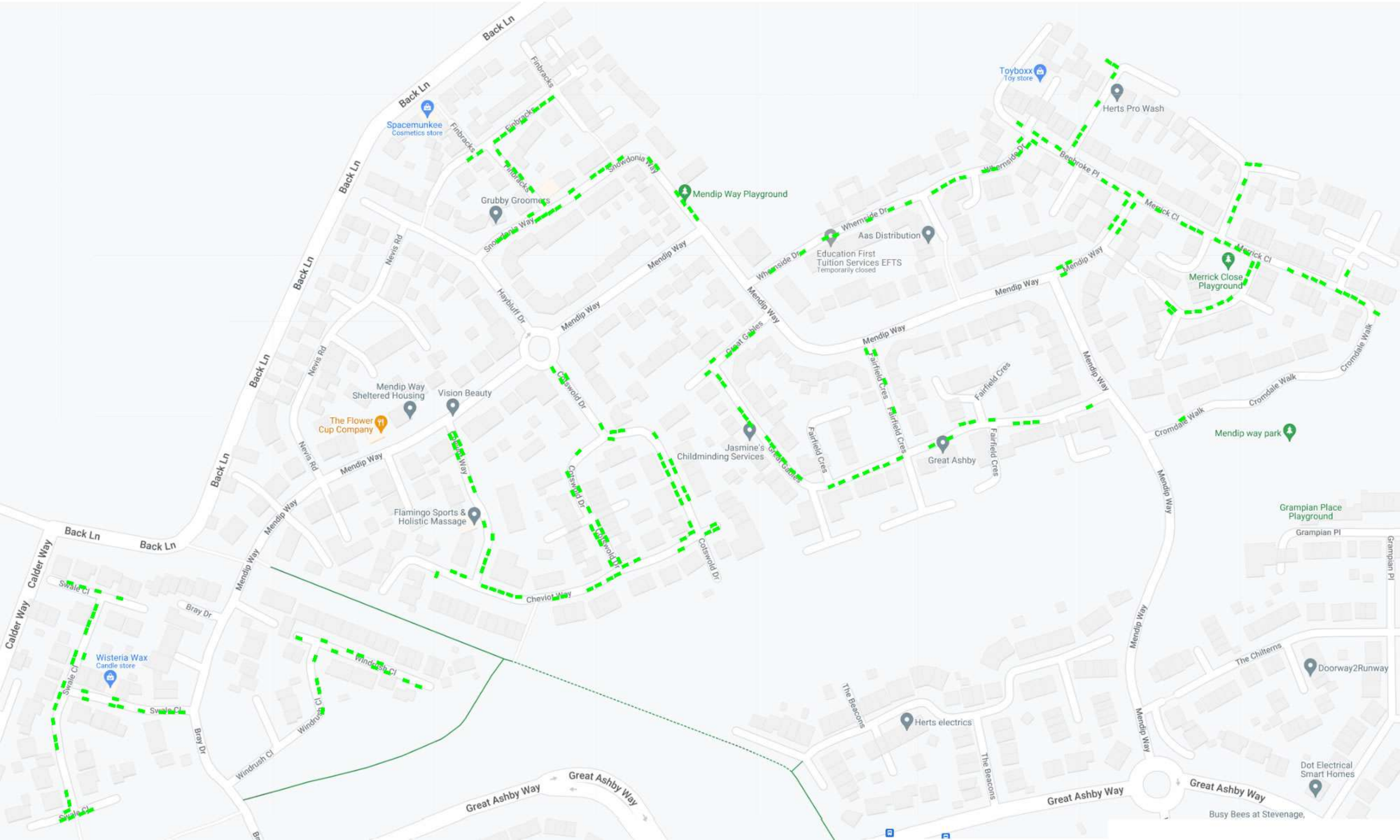
Tuesday 14th May - 22:00



Wednesday 15th May - 22:00



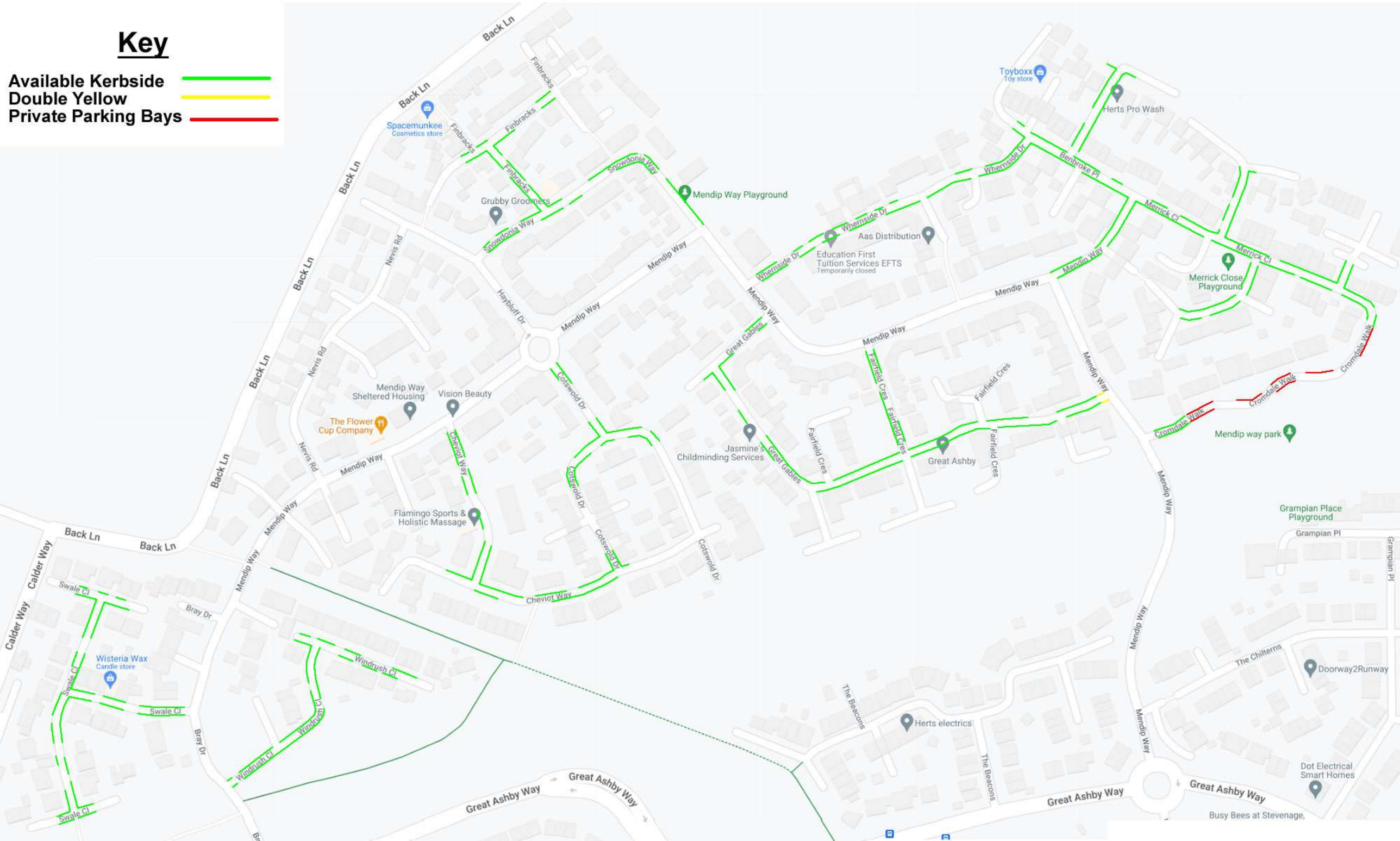
Saturday 18th May - 06:00



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.

3. Reproduced from OS Sitemap ® by permission of Ordnance Survey on behalf of The Controller of His Majesty's Stationery Office. © Crown copyright 2008. All rights reserved. Licence number 100007126.

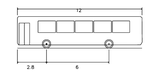
4. Until technical approval has been obtained from the relevant authorities, all drawings are issued as preliminary and not for construction. Should the Contractor commence site work prior to approval being given it is entirely at their own risk.

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

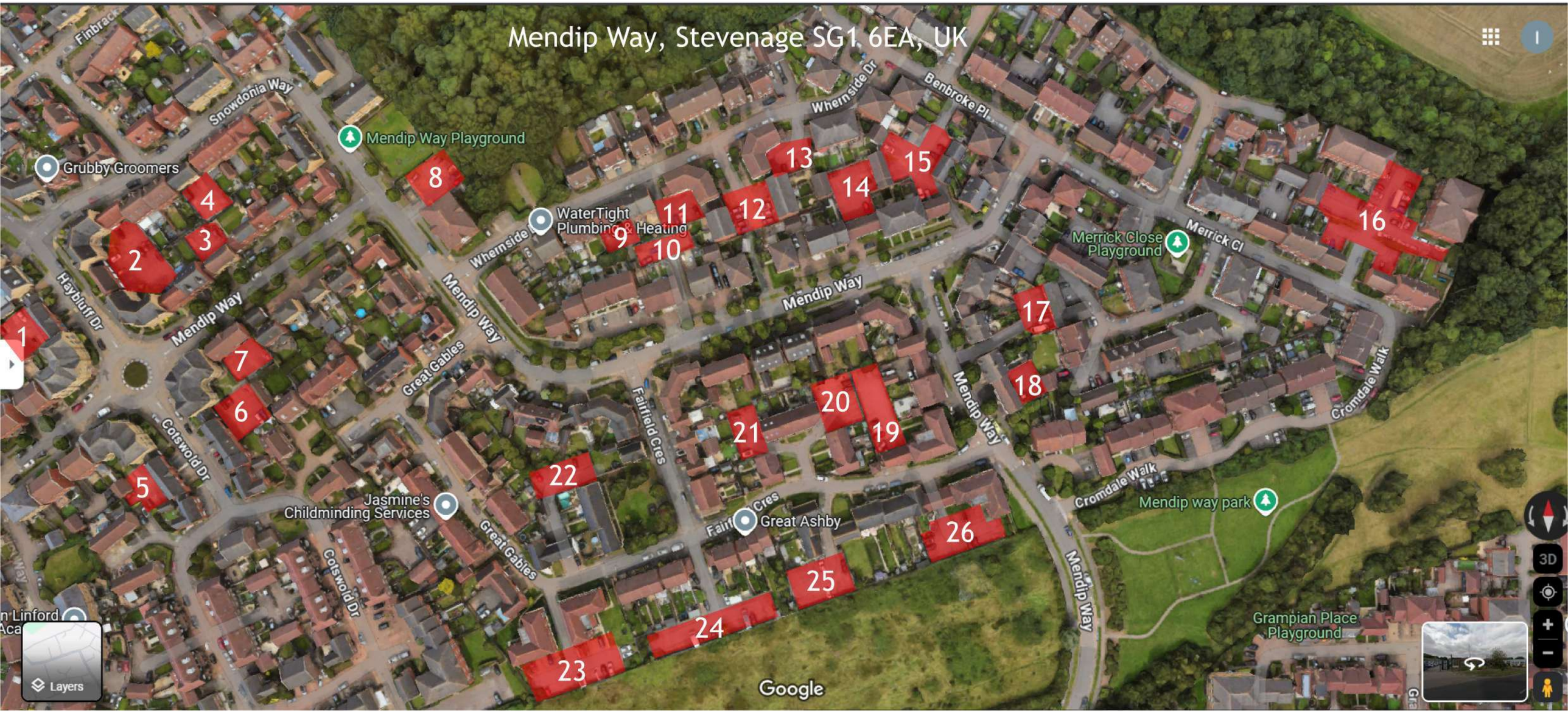
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PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS DRAWING


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
1
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3
4
5
6
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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.

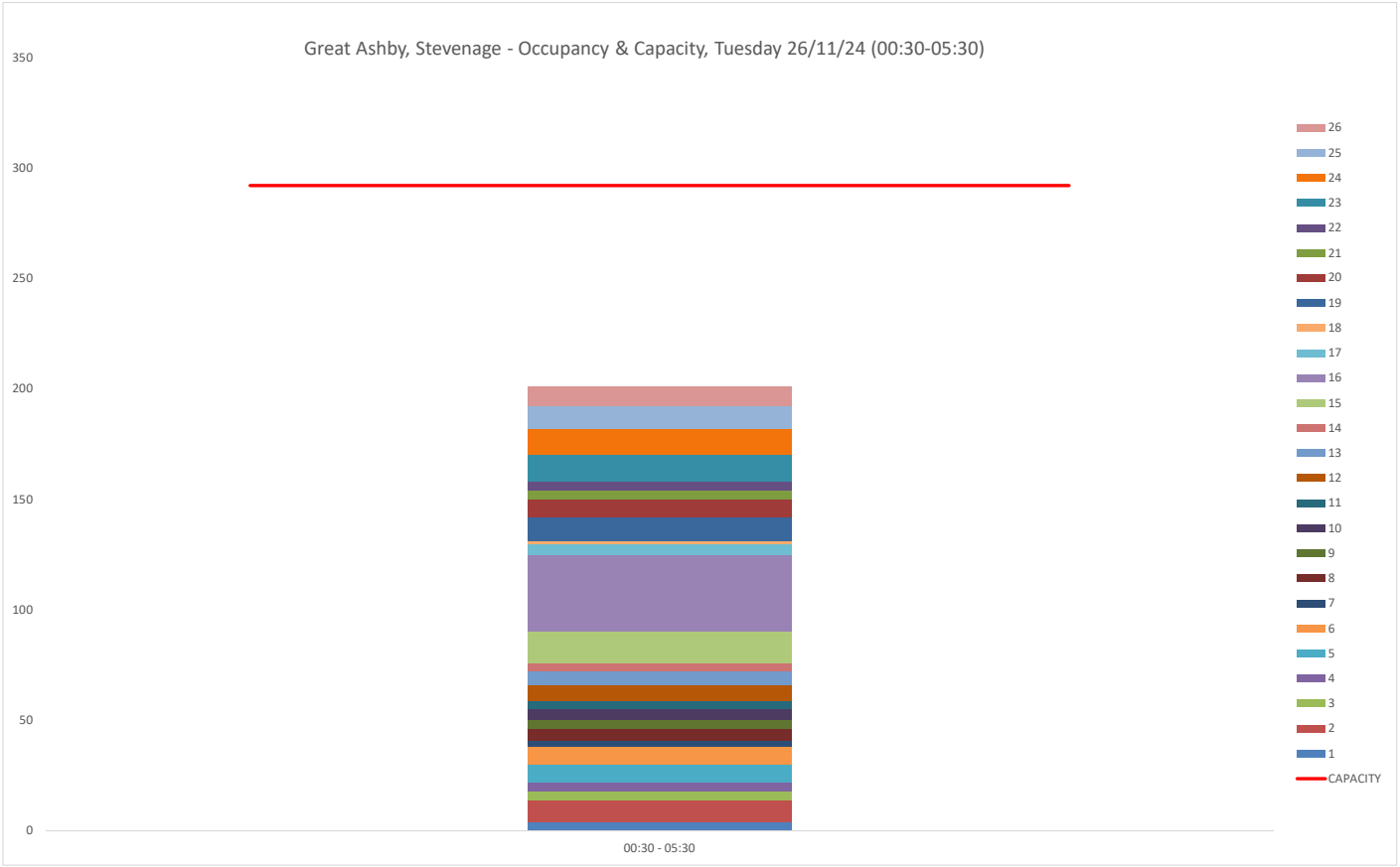
LINKS CLASSIFIED

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



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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

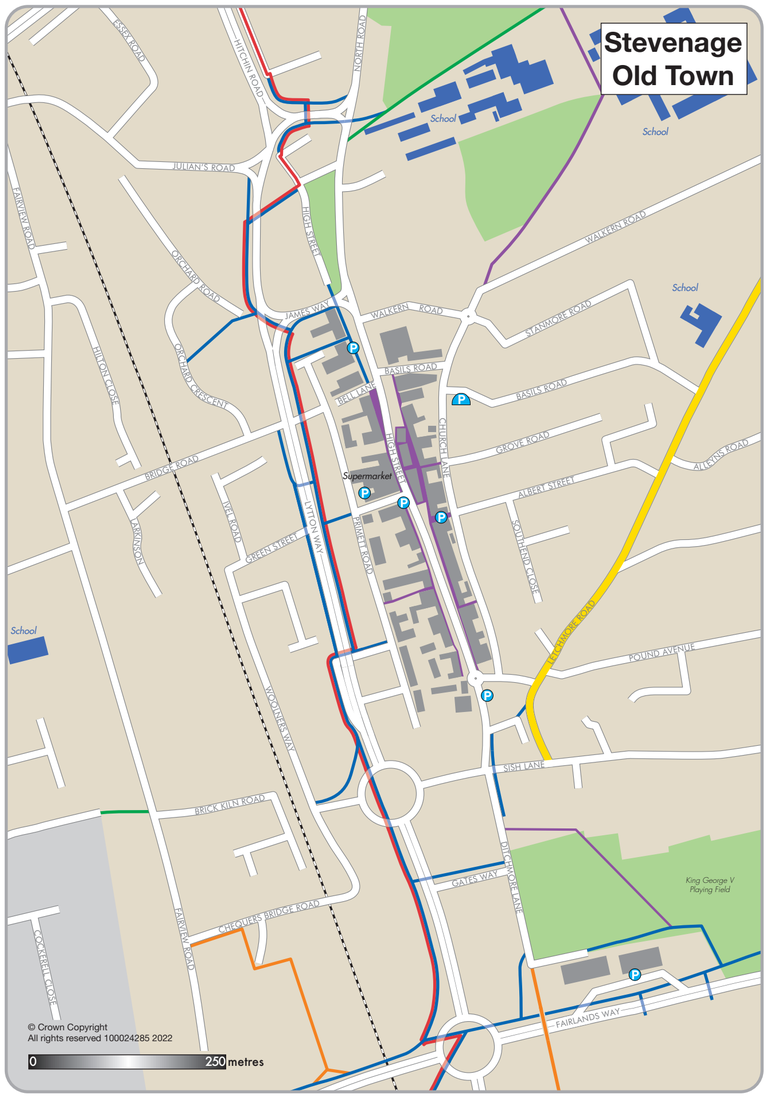
Stevenage Cycle Map

- 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

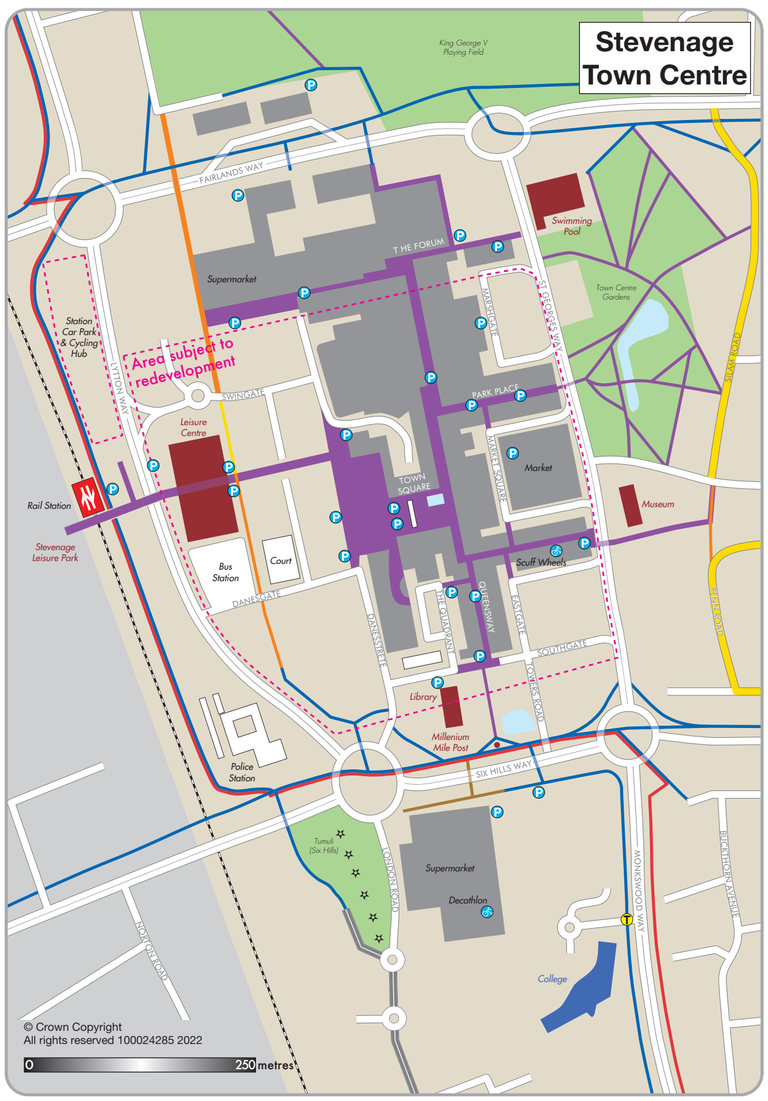
- Rural area
- Open space
- Woods
- Built up area
- Industrial area
- Neighbourhood Centre
- Place of interest
- Selected stores
- School
- Hospital
- Inset map

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.

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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

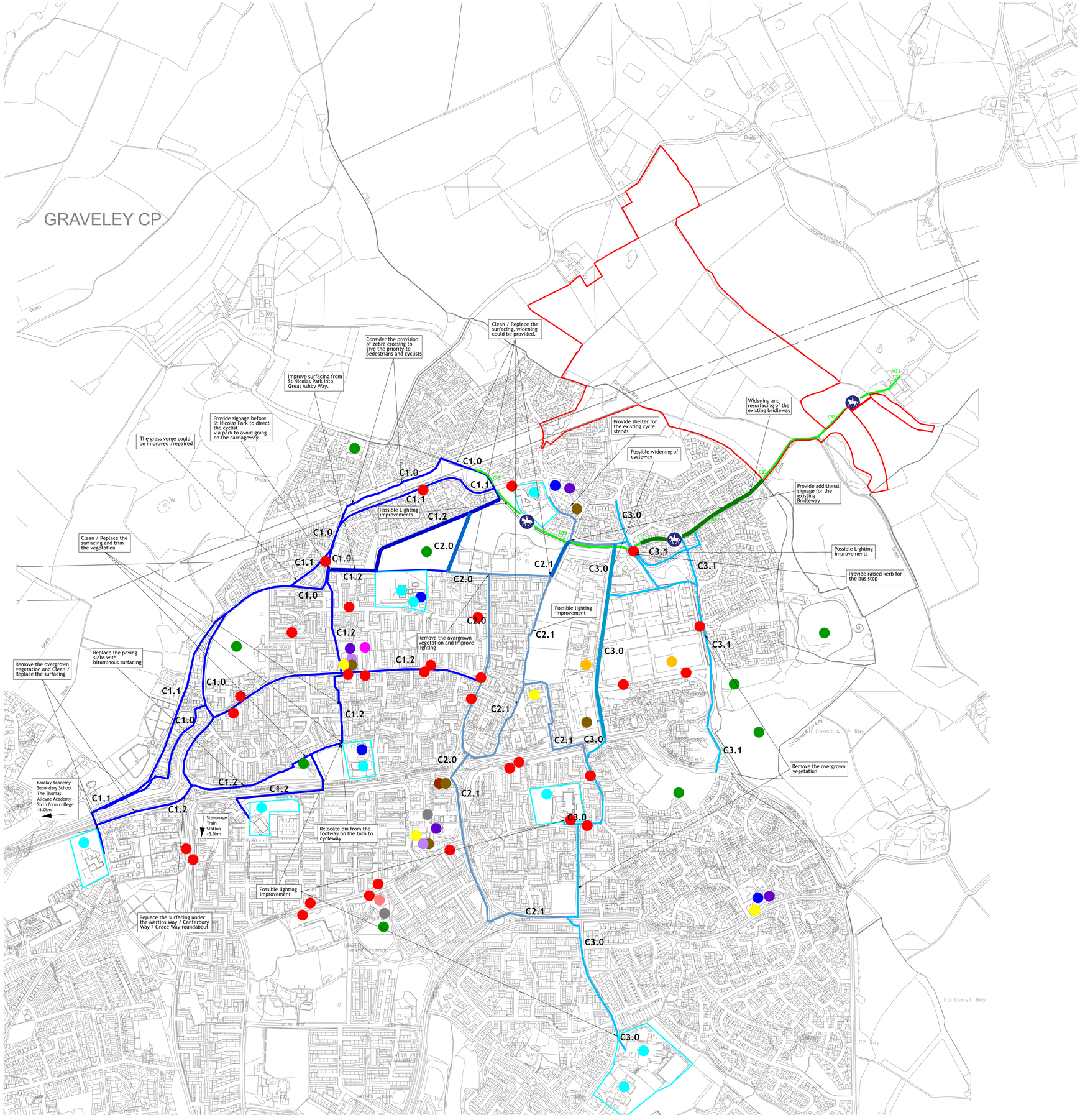
Architecture | Engineering | Planning | Surveying

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PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS DRAWING



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									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	3	3	0	0	0	0	0	6.0	6	1	0	0	0	0	0	0	1.0	1
07:15 - 07:30	3	0	0	0	0	0	0	3.0	3	4	0	0	0	0	0	0	4.0	4
07:30 - 07:45	3	1	0	0	0	0	0	4.0	4	4	0	0	0	0	0	0	4.0	4
07:45 - 08:00	12	1	0	0	0	0	0	13.0	13	3	0	0	0	0	0	0	3.0	3
Hourly Total	**21**	**5**	**0**	**0**	**0**	**0**	**0**	**26**	**26**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**12**
08:00 - 08:15	25	0	0	0	0	0	0	25.0	25	2	0	0	0	0	0	0	2.0	2
08:15 - 08:30	10	0	0	0	0	0	0	10.0	10	5	0	0	0	0	1	0	5.2	6
08:30 - 08:45	8	0	0	0	0	0	0	8.0	8	10	0	0	0	0	0	0	10.0	10
08:45 - 09:00	7	1	0	0	0	0	0	8.0	8	6	1	0	0	0	0	0	7.0	7
Hourly Total	**50**	**1**	**0**	**0**	**0**	**0**	**0**	**51**	**51**	**23**	**1**	**0**	**0**	**0**	**1**	**0**	**24**	**25**
09:00 - 09:15	1	2	0	0	0	0	0	3.0	3	1	0	0	0	0	0	0	1.0	1
09:15 - 09:30	2	0	0	0	0	0	0	2.0	2	4	0	0	0	0	0	0	4.0	4
09:30 - 09:45	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	3	2	0	0	0	0	0	5.0	5	2	0	0	0	0	0	0	2.0	2
Hourly Total	**11**	**4**	**0**	**0**	**0**	**0**	**0**	**15**	**15**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**7**
10:00 - 10:15	3	0	0	0	0	1	0	3.2	4	3	0	0	0	0	0	0	3.0	3
10:15 - 10:30	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	2	0	0	0	0	0	0	2.0	2	1	0	0	0	0	0	0	1.0	1
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	**7**	**0**	**0**	**0**	**0**	**1**	**0**	**7**	**8**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**
11:00 - 11:15	4	1	0	0	0	0	0	5.0	5	1	0	0	0	0	0	0	1.0	1
11:15 - 11:30	4	1	1	0	0	0	0	6.5	6	4	0	0	0	0	0	0	4.0	4
11:30 - 11:45	5	1	0	0	0	0	0	6.0	6	1	0	0	0	0	0	0	1.0	1
11:45 - 12:00	3	1	0	0	0	0	0	4.0	4	2	1	0	0	0	0	0	3.0	3
Hourly Total	**16**	**4**	**1**	**0**	**0**	**0**	**0**	**22**	**21**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**9**	**9**
12:00 - 12:15	4	0	0	0	0	0	0	4.0	4	2	1	0	0	0	0	0	3.0	3
12:15 - 12:30	1	0	0	0	0	0	0	1.0	1	3	0	0	0	0	0	0	3.0	3
12:30 - 12:45	1	0	0	0	0	0	0	1.0	1	1	1	0	0	0	0	0	2.0	2
12:45 - 13:00	3	0	0	0	0	0	0	3.0	3	3	1	0	0	0	0	0	4.0	4
Hourly Total	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**9**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**12**	**12**
13:00 - 13:15	6	0	0	0	0	0	0	6.0	6	1	2	0	0	0	0	0	3.0	3
13:15 - 13:30	5	1	0	0	0	0	0	6.0	6	1	0	0	0	0	0	0	1.0	1
13:30 - 13:45	2	0	0	0	0	0	0	2.0	2	1	0	0	0	0	0	0	1.0	1
13:45 - 14:00	1	2	0	0	0	0	0	3.0	3	2	0	0	0	0	0	0	2.0	2
Hourly Total	**14**	**3**	**0**	**0**	**0**	**0**	**0**	**17**	**17**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**7**	**7**
14:00 - 14:15	6	1	0	0	0	0	0	7.0	7	2	0	0	0	0	0	0	2.0	2
14:15 - 14:30	2	0	0	0	0	0	0	2.0	2	2	0	0	0	0	0	0	2.0	2
14:30 - 14:45	3	0	0	0	0	0	0	3.0	3	3	0	0	0	0	0	0	3.0	3
14:45 - 15:00	7	0	0	0	0	0	0	7.0	7	1	0	0	0	0	0	0	1.0	1
Hourly Total	**18**	**1**	**0**	**0**	**0**	**0**	**0**	**19**	**19**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**8**
15:00 - 15:15	7	2	0	0	0	0	0	9.0	9	5	0	0	0	0	0	0	5.0	5
15:15 - 15:30	8	0	0	0	0	0	0	8.0	8	3	1	0	0	0	1	0	4.2	5
15:30 - 15:45	4	1	0	0	0	0	0	5.0	5	3	0	0	0	0	0	0	3.0	3
15:45 - 16:00	6	0	0	1	0	0	0	8.3	7	2	0	0	0	0	0	0	2.0	2
Hourly Total	**25**	**3**	**0**	**1**	**0**	**0**	**0**	**30**	**29**	**13**	**1**	**0**	**0**	**0**	**1**	**0**	**14**	**15**
16:00 - 16:15	5	1	0	0	0	0	0	6.0	6	2	0	0	0	0	0	0	2.0	2
16:15 - 16:30	6	0	0	0	0	0	0	6.0	6	6	0	0	0	0	0	0	6.0	6
16:30 - 16:45	4	3	0	0	0	0	0	7.0	7	2	0	0	0	0	0	0	2.0	2
16:45 - 17:00	4	1	0	0	0	0	0	5.0	5	5	0	0	0	0	0	0	5.0	5
Hourly Total	**19**	**5**	**0**	**0**	**0**	**0**	**0**	**24**	**24**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**15**
17:00 - 17:15	6	0	0	0	0	0	0	6.0	6	4	0	0	0	0	1	0	4.2	5
17:15 - 17:30	6	0	1	0	0	0	0	7.5	7	3	0	0	0	0	0	0	3.0	3
17:30 - 17:45	7	0	0	0	0	0	0	7.0	7	2	0	0	0	0	0	0	2.0	2
17:45 - 18:00	4	0	0	0	0	0	0	4.0	4	4	0	0	0	0	0	0	4.0	4
Hourly Total	**23**	**0**	**1**	**0**	**0**	**0**	**0**	**25**	**24**	**13**	**0**	**0**	**0**	**0**	**1**	**0**	**13**	**14**
18:00 - 18:15	3	0	0	0	0	0	0	3.0	3	4	0	0	0	0	0	0	4.0	4
18:15 - 18:30	3	0	0	0	0	0	0	3.0	3	3	0	0	0	0	0	0	3.0	3
18:30 - 18:45	6	1	0	0	0	0	0	7.0	7	4	0	0	0	0	0	0	4.0	4
18:45 - 19:00	8	0	0	0	0	0	0	8.0	8	9	0	0	0	0	0	0	9.0	9
Hourly Total	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**21**	**21**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**20**
Session Total	**233**	**27**	**2**	**1**	**0**	**1**	**0**	**266**	**264**	**137**	**8**	**0**	**0**	**0**	**3**	**0**	**146**	**148**

	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	10	1	1	0	0	0	2	13.3	14	0	0	0	0	0	0	0	0.0	0
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	15	2	0	0	0	0	0	17.0	17	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	**51**	**5**	**1**	**0**	**0**	**0**	**2**	**58**	**59**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
08:00 - 08:15	25	0	0	0	0	0	0	25.0	25	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	10	0	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	10	1	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	9	2	0	0	0	0	1	11.4	12	1	0	0	0	0	0	0	1.0	1
Hourly Total	**54**	**3**	**0**	**0**	**0**	**0**	**1**	**57**	**58**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
09:00 - 09:15	6	0	0	0	0	0	0	6.0	6	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	4	1	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	6	0	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
Hourly Total	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**21**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	2	0	0	0	0	0	1	2.4	3	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	6	0	0	0	0	0	1	6.4	7	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	2	0	0	0	0	0	2.0	2	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	**16**	**2**	**0**	**0**	**0**	**0**	**2**	**19**	**20**	**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	6	1	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	6	3	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
Hourly Total	**17**	**4**	**0**	**0**	**0**	**0**	**0**	**21**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	4	1	1	0	0	0	0	6.5	6	0	0	0	0	0	0	0	0.0	0
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	3	1	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	7	0	0	0	0	0	1	7.4	8	0	0	0	0	0	0	0	0.0	0
Hourly Total	**16**	**2**	**1**	**0**	**0**	**0**	**1**	**20**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	3	1	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	2	2	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	6	0	0	0	0	0	0	6.0	6	1	0	0	0	0	0	0	1.0	1
Hourly Total	**15**	**3**	**0**	**0**	**0**	**0**	**0**	**18**	**18**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
14:00 - 14:15	8	0	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	6	0	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	7	2	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	7	1	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
Hourly Total	**28**	**3**	**0**	**0**	**0**	**0**	**0**	**31**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	10	1	0	0	0	0	1	11.4	12	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	3	0	0	0	0	0	0	3.0	3	1	0	0	0	0	0	0	1.0	1
15:45 - 16:00	7	2	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
Hourly Total	**25**	**3**	**0**	**0**	**0**	**0**	**1**	**28**	**29**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
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	4	1	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	10	1	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0
Hourly Total	**20**	**2**	**0**	**0**	**0**	**0**	**0**	**22**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	8	2	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	6	0	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	11	1	0	0	0	0	0	12.0	12	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	9	0	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
Hourly Total	**34**	**3**	**0**	**0**	**0**	**0**	**0**	**37**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	5	1	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	8	3	0	0	0	0	0	11.0	11	1	0	0	0	0	0	0	1.0	1
18:30 - 18:45	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	7	0	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
Hourly Total	**23**	**4**	**0**	**0**	**0**	**0**	**0**	**27**	**27**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
Session Total	**319**	**35**	**2**	**0**	**0**	**0**	**7**	**360**	**363**	**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	14	4	1	0	0	0	2	20.3	21	4	0	1	0	0	0	0	5.5	5
07:15 - 07:30	20	0	0	0	0	0	0	20.0	20	6	0	0	0	0	0	0	6.0	6
07:30 - 07:45	22	3	0	0	0	0	0	25.0	25	1	1	0	0	0	0	0	2.0	2
07:45 - 08:00	29	3	0	0	0	0	0	32.0	32	10	3	0	0	0	0	0	13.0	13
Hourly Total	**85**	**10**	**1**	**0**	**0**	**0**	**2**	**97**	**98**	**21**	**4**	**1**	**0**	**0**	**0**	**0**	**27**	**26**
08:00 - 08:15	52	0	0	0	0	0	0	52.0	52	10	1	0	0	0	0	0	11.0	11
08:15 - 08:30	25	0	0	0	0	1	0	25.2	26	13	2	0	0	0	1	0	15.2	16
08:30 - 08:45	28	1	0	0	0	0	0	29.0	29	10	3	0	0	0	0	0	13.0	13
08:45 - 09:00	23	4	0	0	0	0	1	27.4	28	13	1	1	0	0	1	0	15.7	16
Hourly Total	**128**	**5**	**0**	**0**	**0**	**1**	**1**	**134**	**135**	**46**	**7**	**1**	**0**	**0**	**2**	**0**	**55**	**56**
09:00 - 09:15	8	2	0	0	0	0	0	10.0	10	13	1	0	0	0	0	0	14.0	14
09:15 - 09:30	10	0	0	0	0	0	0	10.0	10	14	1	0	0	0	0	0	15.0	15
09:30 - 09:45	9	1	0	0	0	0	0	10.0	10	7	3	0	0	0	0	0	10.0	10
09:45 - 10:00	11	2	0	0	0	0	0	13.0	13	7	1	0	0	0	0	0	8.0	8
Hourly Total	**38**	**5**	**0**	**0**	**0**	**0**	**0**	**43**	**43**	**41**	**6**	**0**	**0**	**0**	**0**	**0**	**47**	**47**
10:00 - 10:15	8	0	0	0	0	1	1	8.6	10	12	0	0	0	0	0	1	12.4	13
10:15 - 10:30	8	0	0	0	0	0	1	8.4	9	8	2	0	0	0	0	0	10.0	10
10:30 - 10:45	3	2	0	0	0	0	0	5.0	5	8	1	0	0	0	0	0	9.0	9
10:45 - 11:00	8	0	0	0	0	0	0	8.0	8	6	2	0	0	0	0	0	8.0	8
Hourly Total	**27**	**2**	**0**	**0**	**0**	**1**	**2**	**30**	**32**	**34**	**5**	**0**	**0**	**0**	**0**	**1**	**39**	**40**
11:00 - 11:15	6	1	0	0	0	0	0	7.0	7	6	3	0	0	0	0	0	9.0	9
11:15 - 11:30	14	2	1	0	0	0	0	17.5	17	9	3	0	0	0	0	0	12.0	12
11:30 - 11:45	10	1	0	0	0	0	0	11.0	11	10	0	0	0	0	0	0	10.0	10
11:45 - 12:00	11	5	0	0	0	0	0	16.0	16	6	2	1	0	0	0	0	9.5	9
Hourly Total	**41**	**9**	**1**	**0**	**0**	**0**	**0**	**52**	**51**	**31**	**8**	**1**	**0**	**0**	**0**	**0**	**41**	**40**
12:00 - 12:15	10	2	1	0	0	0	0	13.5	13	13	1	0	0	0	0	0	14.0	14
12:15 - 12:30	6	0	0	0	0	0	0	6.0	6	6	3	0	0	0	0	0	9.0	9
12:30 - 12:45	5	2	0	0	0	0	0	7.0	7	8	0	0	0	0	0	0	8.0	8
12:45 - 13:00	13	1	0	0	0	0	1	14.4	15	12	1	0	0	0	0	1	13.4	14
Hourly Total	**34**	**5**	**1**	**0**	**0**	**0**	**1**	**41**	**41**	**39**	**5**	**0**	**0**	**0**	**0**	**1**	**44**	**45**
13:00 - 13:15	10	3	0	0	0	0	0	13.0	13	9	1	0	0	0	0	0	10.0	10
13:15 - 13:30	8	3	0	0	0	0	0	11.0	11	12	5	0	0	0	0	0	17.0	17
13:30 - 13:45	7	0	0	0	0	0	0	7.0	7	10	3	0	0	0	0	0	13.0	13
13:45 - 14:00	10	2	0	0	0	0	0	12.0	12	20	3	0	0	0	0	0	23.0	23
Hourly Total	**35**	**8**	**0**	**0**	**0**	**0**	**0**	**43**	**43**	**51**	**12**	**0**	**0**	**0**	**0**	**0**	**63**	**63**
14:00 - 14:15	16	1	0	0	0	0	0	17.0	17	17	3	0	0	0	2	0	20.4	22
14:15 - 14:30	10	0	0	0	0	0	0	10.0	10	21	2	0	0	0	0	0	23.0	23
14:30 - 14:45	13	2	0	0	0	0	0	15.0	15	5	1	0	0	0	0	0	6.0	6
14:45 - 15:00	15	1	0	0	0	0	0	16.0	16	15	4	0	0	0	0	0	19.0	19
Hourly Total	**54**	**4**	**0**	**0**	**0**	**0**	**0**	**58**	**58**	**58**	**10**	**0**	**0**	**0**	**2**	**0**	**68**	**70**
15:00 - 15:15	22	3	0	0	0	0	1	25.4	26	5	0	0	0	0	0	2	5.8	7
15:15 - 15:30	16	1	0	0	0	1	0	17.2	18	23	2	1	0	0	0	1	26.9	27
15:30 - 15:45	11	1	0	0	0	0	0	12.0	12	32	6	0	0	0	0	1	38.4	39
15:45 - 16:00	15	2	0	1	0	0	0	19.3	18	18	0	0	0	0	0	0	18.0	18
Hourly Total	**64**	**7**	**0**	**1**	**0**	**1**	**1**	**74**	**74**	**78**	**8**	**1**	**0**	**0**	**0**	**4**	**89**	**91**
16:00 - 16:15	9	1	0	0	0	0	0	10.0	10	20	2	0	0	0	0	0	22.0	22
16:15 - 16:30	16	1	0	0	0	0	0	17.0	17	14	4	0	0	0	0	0	18.0	18
16:30 - 16:45	10	3	0	0	0	0	0	13.0	13	26	2	0	0	0	0	0	28.0	28
16:45 - 17:00	19	2	0	0	0	0	0	21.0	21	19	1	0	0	0	0	0	20.0	20
Hourly Total	**54**	**7**	**0**	**0**	**0**	**0**	**0**	**61**	**61**	**79**	**9**	**0**	**0**	**0**	**0**	**0**	**88**	**88**
17:00 - 17:15	18	2	0	0	0	1	0	20.2	21	19	4	0	0	0	0	0	23.0	23
17:15 - 17:30	15	0	1	0	0	0	0	16.5	16	22	3	1	0	0	1	0	26.7	27
17:30 - 17:45	20	1	0	0	0	0	0	21.0	21	31	4	0	0	0	0	0	35.0	35
17:45 - 18:00	17	0	0	0	0	0	0	17.0	17	27	1	0	0	0	0	0	28.0	28
Hourly Total	**70**	**3**	**1**	**0**	**0**	**1**	**0**	**75**	**75**	**99**	**12**	**1**	**0**	**0**	**1**	**0**	**113**	**113**
18:00 - 18:15	12	1	0	0	0	0	0	13.0	13	28	5	0	0	0	0	0	33.0	33
18:15 - 18:30	15	3	0	0	0	0	0	18.0	18	22	1	0	0	0	0	1	23.4	24
18:30 - 18:45	13	1	0	0	0	0	0	14.0	14	22	1	0	0	0	0	1	23.4	24
18:45 - 19:00	24	0	0	0	0	0	0	24.0	24	22	1	0	0	0	1	1	23.6	25
Hourly Total	**64**	**5**	**0**	**0**	**0**	**0**	**0**	**69**	**69**	**94**	**8**	**0**	**0**	**0**	**1**	**3**	**103**	**106**
Session Total	**694**	**70**	**4**	**1**	**0**	**4**	**7**	**776**	**780**	**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									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	1	0	0	0	0	0	3.0	3	28	6	1	0	1	0	0	37.5	36
07:15 - 07:30	4	0	0	0	0	0	0	4.0	4	29	3	0	0	0	0	0	32.0	32
07:30 - 07:45	11	1	0	0	0	0	0	12.0	12	51	6	0	1	1	2	0	61.7	61
07:45 - 08:00	10	1	1	0	0	0	0	12.5	12	51	3	0	0	0	0	0	54.0	54
Hourly Total	**27**	**3**	**1**	**0**	**0**	**0**	**0**	**32**	**31**	**159**	**18**	**1**	**1**	**2**	**2**	**0**	**185**	**183**
08:00 - 08:15	14	0	0	0	0	0	0	14.0	14	61	2	1	0	1	0	0	66.5	65
08:15 - 08:30	4	0	0	0	0	0	0	4.0	4	41	4	0	0	0	0	0	45.0	45
08:30 - 08:45	15	0	0	0	0	0	0	15.0	15	45	3	0	0	0	0	0	48.0	48
08:45 - 09:00	16	0	0	0	0	0	0	16.0	16	27	2	0	0	1	0	1	31.4	31
Hourly Total	**49**	**0**	**0**	**0**	**0**	**0**	**0**	**49**	**49**	**174**	**11**	**1**	**0**	**2**	**0**	**1**	**191**	**189**
09:00 - 09:15	6	1	0	0	0	0	0	7.0	7	24	4	0	0	0	0	0	28.0	28
09:15 - 09:30	7	0	0	0	0	0	0	7.0	7	30	4	1	0	0	0	0	35.5	35
09:30 - 09:45	5	2	0	0	0	0	0	7.0	7	22	1	0	1	1	0	0	27.3	25
09:45 - 10:00	4	0	0	0	0	0	0	4.0	4	27	3	0	0	0	0	0	30.0	30
Hourly Total	**22**	**3**	**0**	**0**	**0**	**0**	**0**	**25**	**25**	**103**	**12**	**1**	**1**	**1**	**0**	**0**	**121**	**118**
10:00 - 10:15	4	0	1	0	0	0	0	5.5	5	24	1	0	0	1	0	0	27.0	26
10:15 - 10:30	5	1	0	0	0	0	0	6.0	6	13	3	2	0	0	0	1	19.4	19
10:30 - 10:45	7	0	0	0	0	0	0	7.0	7	12	2	0	0	1	0	0	16.0	15
10:45 - 11:00	3	1	0	0	0	0	0	4.0	4	12	2	0	0	0	0	0	14.0	14
Hourly Total	**19**	**2**	**1**	**0**	**0**	**0**	**0**	**23**	**22**	**61**	**8**	**2**	**0**	**2**	**0**	**1**	**76**	**74**
11:00 - 11:15	5	0	0	0	0	0	0	5.0	5	17	0	1	0	1	0	0	20.5	19
11:15 - 11:30	4	0	1	0	0	0	0	5.5	5	20	5	1	0	0	0	0	26.5	26
11:30 - 11:45	3	0	0	0	0	0	0	3.0	3	12	3	1	0	1	0	0	18.5	17
11:45 - 12:00	5	1	0	0	0	0	0	6.0	6	16	4	0	0	0	1	0	20.2	21
Hourly Total	**17**	**1**	**1**	**0**	**0**	**0**	**0**	**20**	**19**	**65**	**12**	**3**	**0**	**2**	**1**	**0**	**86**	**83**
12:00 - 12:15	7	0	0	0	0	0	0	7.0	7	23	3	0	0	1	0	1	28.4	28
12:15 - 12:30	7	0	0	0	0	0	0	7.0	7	13	3	0	0	0	0	2	16.8	18
12:30 - 12:45	4	0	0	0	0	0	0	4.0	4	27	2	0	0	1	0	1	31.4	31
12:45 - 13:00	3	0	0	0	0	0	0	3.0	3	13	4	0	0	0	0	1	17.4	18
Hourly Total	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**21**	**76**	**12**	**0**	**0**	**2**	**0**	**5**	**94**	**95**
13:00 - 13:15	5	0	0	0	0	0	0	5.0	5	15	1	1	0	1	0	0	19.5	18
13:15 - 13:30	3	0	1	0	0	0	0	4.5	4	21	5	1	0	0	0	0	27.5	27
13:30 - 13:45	6	1	0	0	0	0	0	7.0	7	22	2	0	0	1	1	0	26.2	26
13:45 - 14:00	4	0	0	0	0	0	0	4.0	4	16	2	1	0	0	0	0	19.5	19
Hourly Total	**18**	**1**	**1**	**0**	**0**	**0**	**0**	**21**	**20**	**74**	**10**	**3**	**0**	**2**	**1**	**0**	**93**	**90**
14:00 - 14:15	4	0	0	0	0	0	0	4.0	4	19	0	1	0	1	0	0	22.5	21
14:15 - 14:30	5	2	0	0	0	1	0	7.2	8	17	0	0	0	0	0	0	17.0	17
14:30 - 14:45	4	0	0	0	0	0	0	4.0	4	18	2	0	0	1	0	0	22.0	21
14:45 - 15:00	7	0	0	0	0	0	0	7.0	7	22	2	0	0	0	0	0	24.0	24
Hourly Total	**20**	**2**	**0**	**0**	**0**	**1**	**0**	**22**	**23**	**76**	**4**	**1**	**0**	**2**	**0**	**0**	**86**	**83**
15:00 - 15:15	6	0	0	0	0	0	1	6.4	7	26	3	1	0	1	0	0	32.5	31
15:15 - 15:30	9	0	0	0	0	1	0	9.2	10	29	0	1	0	0	0	1	30.9	31
15:30 - 15:45	6	0	0	0	0	0	0	6.0	6	34	1	0	0	1	0	0	37.0	36
15:45 - 16:00	6	0	0	0	0	0	0	6.0	6	27	3	1	0	0	0	0	31.5	31
Hourly Total	**27**	**0**	**0**	**0**	**0**	**1**	**1**	**28**	**29**	**116**	**7**	**3**	**0**	**2**	**0**	**1**	**132**	**129**
16:00 - 16:15	10	1	0	0	0	0	0	11.0	11	15	5	1	0	1	1	0	23.7	23
16:15 - 16:30	6	1	0	0	0	0	0	7.0	7	23	4	0	0	1	0	0	29.0	28
16:30 - 16:45	4	1	0	0	0	0	0	5.0	5	22	4	1	0	0	0	0	27.5	27
16:45 - 17:00	8	0	0	0	0	0	0	8.0	8	25	4	0	0	0	0	1	29.4	30
Hourly Total	**28**	**3**	**0**	**0**	**0**	**0**	**0**	**31**	**31**	**85**	**17**	**2**	**0**	**2**	**1**	**1**	**110**	**108**
17:00 - 17:15	10	0	0	0	0	0	0	10.0	10	32	4	0	0	1	0	0	38.0	37
17:15 - 17:30	13	1	0	0	0	0	0	14.0	14	26	3	0	0	0	2	1	29.8	32
17:30 - 17:45	10	0	0	0	0	0	0	10.0	10	28	3	0	0	1	0	1	33.4	33
17:45 - 18:00	11	1	0	0	0	0	0	12.0	12	28	3	0	0	0	0	2	31.8	33
Hourly Total	**44**	**2**	**0**	**0**	**0**	**0**	**0**	**46**	**46**	**114**	**13**	**0**	**0**	**2**	**2**	**4**	**133**	**135**
18:00 - 18:15	17	0	0	0	0	0	0	17.0	17	37	3	0	0	1	1	0	42.2	42
18:15 - 18:30	7	0	0	0	0	0	0	7.0	7	28	2	0	0	0	0	1	30.4	31
18:30 - 18:45	3	0	0	0	0	0	0	3.0	3	40	2	0	0	1	0	0	44.0	43
18:45 - 19:00	6	0	0	0	0	0	0	6.0	6	30	2	0	0	0	0	0	32.0	32
Hourly Total	**33**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**33**	**135**	**9**	**0**	**0**	**2**	**1**	**1**	**149**	**148**
Session Total	**325**	**17**	**4**	**0**	**0**	**2**	**1**	**349**	**349**	**1238**	**133**	**17**	**2**	**23**	**8**	**14**	**1454**	**1435**

	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	0	1	0	0	0	0	2.5	2	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	2	0	0	0	0	0	0	2.0	2	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	5	2	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
Hourly Total	**8**	**2**	**1**	**0**	**0**	**0**	**0**	**12**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	9	1	0	0	0	0	0	10.0	10	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	4	0	1	0	0	0	0	5.5	5	0	0	0	0	0	0	0	0.0	0
Hourly Total	**21**	**2**	**1**	**0**	**0**	**0**	**0**	**25**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	5	1	0	0	0	0	0	6.0	6	2	0	0	0	0	0	0	2.0	2
09:15 - 09:30	8	1	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	3	0	0	0	0	0	3.0	3	0	0	1	0	0	0	0	1.5	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	**13**	**5**	**0**	**0**	**0**	**0**	**0**	**18**	**18**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**4**	**3**
10:00 - 10:15	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	2	1	0	0	0	0	0	3.0	3	1	0	0	0	0	0	0	1.0	1
10:30 - 10:45	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	2	0	0	0	0	0	0	2.0	2	1	0	0	0	0	0	0	1.0	1
Hourly Total	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**11**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
11:00 - 11:15	1	3	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	3	2	0	0	0	0	0	5.0	5	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	2	2	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
Hourly Total	**9**	**7**	**0**	**0**	**0**	**0**	**0**	**16**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	4	0	0	0	0	0	0	4.0	4	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	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
Hourly Total	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
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	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	5	1	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
Hourly Total	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**14**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:00 - 14:15	7	0	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	7	1	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	0	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	3	3	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
Hourly Total	**17**	**5**	**0**	**0**	**0**	**0**	**0**	**22**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
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	3	0	1	0	0	0	0	4.5	4	1	0	0	0	0	0	0	1.0	1
15:30 - 15:45	17	2	0	0	0	0	0	19.0	19	2	0	0	0	0	0	0	2.0	2
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	**26**	**2**	**1**	**0**	**0**	**0**	**0**	**30**	**29**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
16:00 - 16:15	5	1	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	5	3	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	7	2	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	6	1	0	0	0	0	0	7.0	7	0	0	0	0	0	0	1	0.4	1
Hourly Total	**23**	**7**	**0**	**0**	**0**	**0**	**0**	**30**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
17:00 - 17:15	5	2	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	5	1	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	11	3	0	0	0	0	0	14.0	14	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	8	1	0	0	0	0	0	9.0	9	1	0	0	0	0	0	0	1.0	1
Hourly Total	**29**	**7**	**0**	**0**	**0**	**0**	**0**	**36**	**36**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
18:00 - 18:15	5	3	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	7	1	0	0	0	0	1	8.4	9	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	7	0	0	0	0	0	1	7.4	8	0	0	0	0	0	0	0	0.0	0
Hourly Total	**23**	**4**	**0**	**0**	**0**	**0**	**2**	**28**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**206**	**43**	**3**	**0**	**0**	**0**	**2**	**254**	**254**	**9**	**0**	**1**	**0**	**0**	**0**	**1**	**11**	**11**

	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	31	7	2	0	1	0	0	43.0	41	14	4	0	0	0	0	0	18.0	18
07:15 - 07:30	35	3	0	0	0	0	0	38.0	38	17	4	0	0	0	0	1	21.4	22
07:30 - 07:45	62	7	0	1	1	2	0	73.7	73	20	7	0	0	1	1	0	29.2	29
07:45 - 08:00	66	6	1	0	0	0	0	73.5	73	39	5	0	0	0	0	0	44.0	44
Hourly Total	**194**	**23**	**3**	**1**	**2**	**2**	**0**	**228**	**225**	**90**	**20**	**0**	**0**	**1**	**1**	**1**	**113**	**113**
08:00 - 08:15	80	2	1	0	1	0	0	85.5	84	63	6	0	0	0	0	0	69.0	69
08:15 - 08:30	54	5	0	0	0	0	0	59.0	59	37	4	0	0	0	0	0	41.0	41
08:30 - 08:45	63	4	0	0	0	0	0	67.0	67	40	6	0	0	0	0	0	46.0	46
08:45 - 09:00	47	2	1	0	1	0	1	52.9	52	31	4	0	1	0	0	0	37.3	36
Hourly Total	**244**	**13**	**2**	**0**	**2**	**0**	**1**	**264**	**262**	**171**	**20**	**0**	**1**	**0**	**0**	**0**	**193**	**192**
09:00 - 09:15	37	6	0	0	0	0	0	43.0	43	35	5	2	0	0	0	0	43.0	42
09:15 - 09:30	45	5	1	0	0	0	0	51.5	51	21	3	0	0	0	0	0	24.0	24
09:30 - 09:45	27	6	1	1	1	0	0	38.8	36	16	2	1	0	0	0	0	19.5	19
09:45 - 10:00	31	3	0	0	0	0	0	34.0	34	25	8	0	0	0	0	1	33.4	34
Hourly Total	**140**	**20**	**2**	**1**	**1**	**0**	**0**	**167**	**164**	**97**	**18**	**3**	**0**	**0**	**0**	**1**	**120**	**119**
10:00 - 10:15	31	1	1	0	1	0	0	35.5	34	16	1	0	0	0	1	0	17.2	18
10:15 - 10:30	21	5	2	0	0	0	1	29.4	29	21	2	1	0	0	0	0	24.5	24
10:30 - 10:45	22	2	0	0	1	0	0	26.0	25	15	4	0	0	0	0	0	19.0	19
10:45 - 11:00	18	3	0	0	0	0	0	21.0	21	22	4	1	0	0	0	0	27.5	27
Hourly Total	**92**	**11**	**3**	**0**	**2**	**0**	**1**	**112**	**109**	**74**	**11**	**2**	**0**	**0**	**1**	**0**	**88**	**88**
11:00 - 11:15	23	3	1	0	1	0	0	29.5	28	21	2	0	0	0	1	0	23.2	24
11:15 - 11:30	27	7	2	0	0	0	0	37.0	36	20	5	1	0	0	0	0	26.5	26
11:30 - 11:45	18	3	1	0	1	0	0	24.5	23	18	3	0	0	0	0	0	21.0	21
11:45 - 12:00	23	7	0	0	0	1	0	30.2	31	22	1	0	0	0	0	0	23.0	23
Hourly Total	**91**	**20**	**4**	**0**	**2**	**1**	**0**	**121**	**118**	**81**	**11**	**1**	**0**	**0**	**1**	**0**	**94**	**94**
12:00 - 12:15	35	3	0	0	1	0	1	40.4	40	20	6	1	0	0	0	0	27.5	27
12:15 - 12:30	22	3	0	0	0	0	2	25.8	27	26	0	0	0	0	0	0	26.0	26
12:30 - 12:45	34	2	0	0	1	0	1	38.4	38	26	5	0	0	0	1	0	31.2	32
12:45 - 13:00	21	4	0	0	0	0	1	25.4	26	21	2	0	0	0	0	1	23.4	24
Hourly Total	**112**	**12**	**0**	**0**	**2**	**0**	**5**	**130**	**131**	**93**	**13**	**1**	**0**	**0**	**1**	**1**	**108**	**109**
13:00 - 13:15	21	1	1	0	1	0	0	25.5	24	31	4	0	0	0	0	1	35.4	36
13:15 - 13:30	28	5	2	0	0	0	0	36.0	35	33	8	0	0	0	0	0	41.0	41
13:30 - 13:45	31	3	0	0	1	1	0	36.2	36	19	5	1	0	0	0	0	25.5	25
13:45 - 14:00	25	3	1	0	0	0	0	29.5	29	27	4	0	1	0	0	0	33.3	32
Hourly Total	**105**	**12**	**4**	**0**	**2**	**1**	**0**	**127**	**124**	**110**	**21**	**1**	**1**	**0**	**0**	**1**	**135**	**134**
14:00 - 14:15	30	0	1	0	1	0	0	33.5	32	34	4	1	0	0	0	0	39.5	39
14:15 - 14:30	29	3	0	0	0	1	0	32.2	33	20	1	0	0	0	0	0	21.0	21
14:30 - 14:45	22	3	0	0	1	0	0	27.0	26	23	0	1	0	0	0	1	24.9	25
14:45 - 15:00	32	5	0	0	0	0	0	37.0	37	34	3	3	1	0	0	0	43.8	41
Hourly Total	**113**	**11**	**1**	**0**	**2**	**1**	**0**	**130**	**128**	**111**	**8**	**5**	**1**	**0**	**0**	**1**	**129**	**126**
15:00 - 15:15	32	3	1	0	1	0	1	38.9	38	30	5	1	0	0	0	1	36.9	37
15:15 - 15:30	42	0	2	0	0	1	1	45.6	46	37	6	1	0	0	0	0	44.5	44
15:30 - 15:45	59	3	0	0	1	0	0	64.0	63	57	5	0	0	0	0	0	62.0	62
15:45 - 16:00	39	3	1	0	0	0	0	43.5	43	42	4	1	1	0	1	0	50.0	49
Hourly Total	**172**	**9**	**4**	**0**	**2**	**1**	**2**	**192**	**190**	**166**	**20**	**3**	**1**	**0**	**1**	**1**	**193**	**192**
16:00 - 16:15	30	7	1	0	1	1	0	40.7	40	37	7	1	0	0	0	1	45.9	46
16:15 - 16:30	34	8	0	0	1	0	0	44.0	43	42	4	0	0	0	0	1	46.4	47
16:30 - 16:45	33	7	1	0	0	0	0	41.5	41	50	9	0	0	0	0	1	59.4	60
16:45 - 17:00	39	5	0	0	0	0	2	44.8	46	45	8	0	0	0	0	1	53.4	54
Hourly Total	**136**	**27**	**2**	**0**	**2**	**1**	**2**	**171**	**170**	**174**	**28**	**1**	**0**	**0**	**0**	**4**	**205**	**207**
17:00 - 17:15	47	6	0	0	1	0	0	55.0	54	48	3	0	0	0	0	2	51.8	53
17:15 - 17:30	44	5	0	0	0	2	1	49.8	52	58	4	1	0	0	1	0	63.7	64
17:30 - 17:45	49	6	0	0	1	0	1	57.4	57	69	4	0	0	0	0	1	73.4	74
17:45 - 18:00	48	5	0	0	0	0	2	53.8	55	62	2	0	0	0	0	0	64.0	64
Hourly Total	**188**	**22**	**0**	**0**	**2**	**2**	**4**	**216**	**218**	**237**	**13**	**1**	**0**	**0**	**1**	**3**	**253**	**255**
18:00 - 18:15	59	6	0	0	1	1	0	67.2	67	51	4	0	0	0	1	0	55.2	56
18:15 - 18:30	39	2	0	0	0	0	1	41.4	42	45	3	0	0	0	0	1	48.4	49
18:30 - 18:45	50	3	0	0	1	0	1	55.4	55	44	5	0	0	0	0	1	49.4	50
18:45 - 19:00	43	2	0	0	0	0	1	45.4	46	35	6	0	0	0	0	0	41.0	41
Hourly Total	**191**	**13**	**0**	**0**	**2**	**1**	**3**	**209**	**210**	**175**	**18**	**0**	**0**	**0**	**1**	**2**	**194**	**196**
Session Total	**1778**	**193**	**25**	**2**	**23**	**10**	**18**	**2068**	**2049**	**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**

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								
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	0	0	0	0	0	0	3.0	3	11	1	0	0	0	0	0	12.0	12
07:15 - 07:30	2	0	0	0	0	0	0	2.0	2	14	3	0	0	0	0	1	17.4	18
07:30 - 07:45	0	1	0	0	0	0	0	1.0	1	12	6	0	0	1	1	0	20.2	20
07:45 - 08:00	4	1	0	0	0	0	0	5.0	5	25	4	0	0	0	0	0	29.0	29
Hourly Total	9	2	0	0	0	0	0	11	11	62	14	0	0	1	1	1	79	79
08:00 - 08:15	5	1	0	0	0	0	0	6.0	6	33	5	0	0	0	0	0	38.0	38
08:15 - 08:30	3	1	0	0	0	0	0	4.0	4	25	4	0	0	0	0	0	29.0	29
08:30 - 08:45	5	2	0	0	0	0	0	7.0	7	29	5	0	0	0	0	0	34.0	34
08:45 - 09:00	5	1	0	0	0	0	0	6.0	6	18	3	0	1	0	0	0	23.3	22
Hourly Total	18	5	0	0	0	0	0	23	23	105	17	0	1	0	0	0	124	123
09:00 - 09:15	3	0	0	0	0	0	0	3.0	3	23	3	2	0	0	0	0	29.0	28
09:15 - 09:30	5	0	0	0	0	0	0	5.0	5	17	3	0	0	0	0	0	20.0	20
09:30 - 09:45	4	0	0	0	0	0	0	4.0	4	11	1	0	0	0	0	0	12.0	12
09:45 - 10:00	5	1	0	0	0	0	0	6.0	6	17	3	0	0	0	0	1	20.4	21
Hourly Total	17	1	0	0	0	0	0	18	18	68	10	2	0	0	0	1	81	81
10:00 - 10:15	7	0	0	0	0	0	1	7.4	8	11	1	0	0	0	0	0	12.0	12
10:15 - 10:30	4	1	0	0	0	0	0	5.0	5	15	2	1	0	0	0	0	18.5	18
10:30 - 10:45	3	0	0	0	0	0	0	3.0	3	13	3	0	0	0	0	0	16.0	16
10:45 - 11:00	3	1	0	0	0	0	0	4.0	4	18	4	1	0	0	0	0	23.5	23
Hourly Total	17	2	0	0	0	0	1	19	20	57	10	2	0	0	0	0	70	69
11:00 - 11:15	5	0	0	0	0	0	0	5.0	5	13	1	0	0	0	1	0	14.2	15
11:15 - 11:30	2	1	0	0	0	0	0	3.0	3	14	4	0	0	0	0	0	18.0	18
11:30 - 11:45	6	0	0	0	0	0	0	6.0	6	12	2	0	0	0	0	0	14.0	14
11:45 - 12:00	4	0	0	0	0	0	0	4.0	4	18	0	0	0	0	0	0	18.0	18
Hourly Total	17	1	0	0	0	0	0	18	18	57	7	0	0	0	1	0	64	65
12:00 - 12:15	4	0	0	0	0	0	0	4.0	4	14	5	1	0	0	0	0	20.5	20
12:15 - 12:30	2	2	0	0	0	0	0	4.0	4	19	0	0	0	0	0	0	19.0	19
12:30 - 12:45	2	0	0	0	0	0	0	2.0	2	19	5	0	0	0	1	0	24.2	25
12:45 - 13:00	6	1	0	0	0	0	1	7.4	8	17	1	0	0	0	0	1	18.4	19
Hourly Total	14	3	0	0	0	0	1	17	18	69	11	1	0	0	1	1	82	83
13:00 - 13:15	7	0	0	0	0	0	0	7.0	7	21	4	0	0	0	0	1	25.4	26
13:15 - 13:30	6	4	0	0	0	0	0	10.0	10	26	6	0	0	0	0	0	32.0	32
13:30 - 13:45	3	3	0	0	0	0	0	6.0	6	15	5	1	0	0	0	0	21.5	21
13:45 - 14:00	11	1	0	0	0	0	0	12.0	12	24	2	0	1	0	0	0	28.3	27
Hourly Total	27	8	0	0	0	0	0	35	35	86	17	1	1	0	0	1	107	106
14:00 - 14:15	5	2	0	0	0	2	0	7.4	9	26	3	1	0	0	0	0	30.5	30
14:15 - 14:30	11	1	0	0	0	0	0	12.0	12	17	1	0	0	0	0	0	18.0	18
14:30 - 14:45	2	0	0	0	0	0	0	2.0	2	19	0	1	0	0	0	1	20.9	21
14:45 - 15:00	8	1	0	0	0	0	0	9.0	9	24	3	3	1	0	0	0	33.8	31
Hourly Total	26	4	0	0	0	2	0	30	32	86	7	5	1	0	0	1	103	100
15:00 - 15:15	2	0	0	0	0	0	1	2.4	3	19	3	1	0	0	0	1	23.9	24
15:15 - 15:30	19	2	0	0	0	0	1	21.4	22	26	5	1	0	0	0	0	32.5	32
15:30 - 15:45	4	4	0	0	0	0	1	8.4	9	38	3	0	0	0	0	0	41.0	41
15:45 - 16:00	10	0	0	0	0	0	0	10.0	10	33	4	1	0	0	1	0	38.7	39
Hourly Total	35	6	0	0	0	0	3	42	44	116	15	3	0	0	1	1	136	136
16:00 - 16:15	11	1	0	0	0	0	0	12.0	12	27	6	1	0	0	0	1	34.9	35
16:15 - 16:30	6	1	0	0	0	0	0	7.0	7	30	4	0	0	0	0	1	34.4	35
16:30 - 16:45	12	0	0	0	0	0	0	12.0	12	32	5	0	0	0	0	1	37.4	38
16:45 - 17:00	12	0	0	0	0	0	0	12.0	12	37	6	0	0	0	0	0	43.0	43
Hourly Total	41	2	0	0	0	0	0	43	43	126	21	1	0	0	0	3	150	151
17:00 - 17:15	9	1	0	0	0	0	0	10.0	10	39	1	0	0	0	0	2	40.8	42
17:15 - 17:30	13	2	1	0	0	0	0	16.5	16	49	4	0	0	0	1	0	53.2	54
17:30 - 17:45	15	1	0	0	0	0	0	16.0	16	57	3	0	0	0	0	1	60.4	61
17:45 - 18:00	13	0	0	0	0	0	0	13.0	13	54	1	0	0	0	0	0	55.0	55
Hourly Total	50	4	1	0	0	0	0	56	55	199	9	0	0	0	1	3	209	212
18:00 - 18:15	19	2	0	0	0	0	0	21.0	21	42	4	0	0	0	1	0	46.2	47
18:15 - 18:30	13	1	0	0	0	0	1	14.4	15	35	3	0	0	0	0	1	38.4	39
18:30 - 18:45	10	0	0	0	0	0	0	10.0	10	33	4	0	0	0	0	1	37.4	38
18:45 - 19:00	9	0	0	0	0	0	0	9.0	9	19	4	0	0	0	0	0	23.0	23
Hourly Total	51	3	0	0	0	0	1	54	55	129	15	0	0	0	1	2	145	147
Session Total	322	41	1	0	0	2	6	367	372	1160	153	15	3	1	6	14	1351	1352

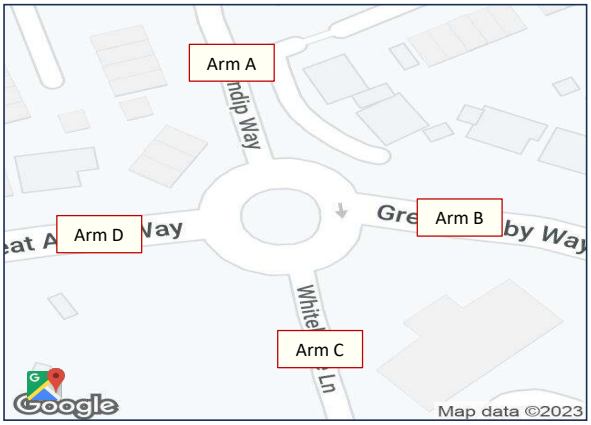
	D to C									D to D								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	8	0	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	7	0	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	14	2	0	0	0	0	0	16.0	16	1	0	0	0	0	0	0	1.0	1
07:45 - 08:00	27	1	0	0	0	0	0	28.0	28	0	0	0	0	0	0	0	0.0	0
Hourly Total	56	3	0	0	0	0	0	59	59	1	0	0	0	0	0	0	1	1
08:00 - 08:15	17	0	0	0	0	0	0	17.0	17	1	0	0	0	0	0	0	1.0	1
08:15 - 08:30	17	0	0	0	0	0	0	17.0	17	1	0	0	0	0	0	0	1.0	1
08:30 - 08:45	26	2	0	0	0	0	0	28.0	28	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	41	0	0	0	0	0	1	41.4	42	0	0	0	0	0	0	0	0.0	0
Hourly Total	101	2	0	0	0	0	1	103	104	2	0	0	0	0	0	0	2	2
09:00 - 09:15	19	1	0	0	0	0	1	20.4	21	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	10	1	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	9	1	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	9	1	1	0	0	0	0	11.5	11	0	0	0	0	0	0	0	0.0	0
Hourly Total	47	4	1	0	0	0	1	53	53	0	0	0	0	0	0	0	0	0
10:00 - 10:15	12	0	0	0	0	0	0	12.0	12	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	11	2	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	12	0	0	0	0	0	0	12.0	12	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	9	0	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
11:00 - 11:15	8	1	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	17	3	0	0	0	0	0	20.0	20	0	1	0	0	0	0	0	1.0	1
11:30 - 11:45	9	1	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	14	2	0	0	0	0	0	16.0	16	0	0	0	0	0	0	0	0.0	0
Hourly Total	48	7	0	0	0	0	0	55	55	0	1	0	0	0	0	0	1	1
12:00 - 12:15	9	2	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	12	1	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	14	1	2	0	0	0	0	18.0	17	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	22	0	0	0	0	0	0	22.0	22	0	0	0	0	0	0	0	0.0	0
Hourly Total	57	4	2	0	0	0	0	64	63	0	0	0	0	0	0	0	0	0
13:00 - 13:15	9	2	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	12	0	1	0	0	0	0	13.5	13	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	16	3	0	0	0	0	0	19.0	19	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	18	2	0	0	0	0	0	20.0	20	1	0	0	0	0	0	0	1.0	1
Hourly Total	55	7	1	0	0	0	0	64	63	1	0	0	0	0	0	0	1	1
14:00 - 14:15	10	0	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	12	1	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	13	1	0	0	0	0	0	14.0	14	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	21	3	0	0	0	0	0	24.0	24	0	0	0	0	0	0	0	0.0	0
Hourly Total	56	5	0	0	0	0	0	61	61	0	0	0	0	0	0	0	0	0
15:00 - 15:15	20	1	0	0	0	0	0	21.0	21	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	34	0	0	0	0	1	0	34.2	35	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	17	0	0	0	0	0	0	17.0	17	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	20	2	0	0	0	0	0	22.0	22	1	0	0	0	0	0	0	1.0	1
Hourly Total	91	3	0	0	0	1	0	94	95	1	0	0	0	0	0	0	1	1
16:00 - 16:15	16	1	1	0	0	0	0	18.5	18	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	24	2	0	0	0	0	0	26.0	26	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	21	3	0	0	0	0	0	24.0	24	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	25	4	0	0	0	0	0	29.0	29	1	0	0	0	0	0	0	1.0	1
Hourly Total	86	10	1	0	0	0	0	98	97	1	0	0	0	0	0	0	1	1
17:00 - 17:15	20	4	0	0	0	0	0	24.0	24	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	33	2	0	0	0	0	0	35.0	35	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	34	0	0	0	0	0	0	34.0	34	1	0	0	0	0	0	0	1.0	1
17:45 - 18:00	42	4	0	0	0	0	0	46.0	46	0	0	0	0	0	0	0	0.0	0
Hourly Total	129	10	0	0	0	0	0	139	139	1	0	0	0	0	0	0	1	1
18:00 - 18:15	25	1	0	0	0	0	0	26.0	26	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	24	1	0	0	0	0	0	25.0	25	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	31	3	0	0	0	0	0	34.0	34	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	23	6	0	0	0	0	0	29.0	29	1	0	0	0	0	0	0	1.0	1
Hourly Total	103	11	0	0	0	0	0	114	114	1	0	0	0	0	0	0	1	1
Session Total	873	68	5	0	0	1	2	950	949	8	1	0	0	0	0	0	9	9

	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	22	1	0	0	0	0	0	23.0	23	45	7	2	0	1	0	2	57.8	57
07:15 - 07:30	23	3	0	0	0	0	1	26.4	27	47	3	0	0	0	0	0	50.0	50
07:30 - 07:45	27	9	0	0	1	1	0	38.2	38	93	10	1	1	1	2	0	109.2	108
07:45 - 08:00	56	6	0	0	0	0	0	62.0	62	87	7	0	0	0	0	0	94.0	94
Hourly Total	128	19	0	0	1	1	1	150	150	272	27	3	1	2	2	2	311	309
08:00 - 08:15	56	6	0	0	0	0	0	62.0	62	105	4	2	0	1	0	0	114.0	112
08:15 - 08:30	46	5	0	0	0	0	0	51.0	51	66	4	0	0	0	0	0	70.0	70
08:30 - 08:45	60	9	0	0	0	0	0	69.0	69	73	4	1	0	0	0	0	78.5	78
08:45 - 09:00	64	4	0	1	0	0	1	70.7	70	80	6	0	0	1	0	2	88.8	89
Hourly Total	226	24	0	1	0	0	1	253	252	324	18	3	0	2	0	2	351	349
09:00 - 09:15	45	4	2	0	0	0	1	52.4	52	69	4	0	0	0	0	0	73.0	73
09:15 - 09:30	32	4	0	0	0	0	0	36.0	36	50	5	1	0	0	0	0	56.5	56
09:30 - 09:45	24	2	0	0	0	0	0	26.0	26	40	2	0	1	1	0	0	46.3	44
09:45 - 10:00	31	5	1	0	0	0	1	37.9	38	47	4	1	0	0	0	0	52.5	52
Hourly Total	132	15	3	0	0	0	2	152	152	206	15	2	1	1	0	0	228	225
10:00 - 10:15	30	1	0	0	0	0	1	31.4	32	36	1	0	0	1	0	1	39.4	39
10:15 - 10:30	30	5	1	0	0	0	0	36.5	36	26	4	3	0	0	0	2	35.3	35
10:30 - 10:45	28	3	0	0	0	0	0	31.0	31	24	5	0	0	1	0	0	31.0	30
10:45 - 11:00	30	5	1	0	0	0	0	36.5	36	31	2	0	0	0	0	0	33.0	33
Hourly Total	118	14	2	0	0	0	1	135	135	117	12	3	0	2	0	3	139	137
11:00 - 11:15	26	2	0	0	0	1	0	28.2	29	28	1	1	0	1	0	0	32.5	31
11:15 - 11:30	33	9	0	0	0	0	0	42.0	42	35	8	1	0	0	1	0	44.7	45
11:30 - 11:45	27	3	0	0	0	0	0	30.0	30	31	4	1	0	1	0	0	38.5	37
11:45 - 12:00	36	2	0	0	0	0	0	38.0	38	39	9	0	0	0	1	0	48.2	49
Hourly Total	122	16	0	0	0	1	0	138	139	133	22	3	0	2	2	0	164	162
12:00 - 12:15	27	7	1	0	0	0	0	35.5	35	38	5	1	0	1	0	1	46.9	46
12:15 - 12:30	33	3	0	0	0	0	0	36.0	36	33	5	0	0	0	0	2	38.8	40
12:30 - 12:45	35	6	2	0	0	1	0	44.2	44	41	4	0	0	1	0	1	47.4	47
12:45 - 13:00	45	2	0	0	0	0	2	47.8	49	37	5	0	0	0	0	2	42.8	44
Hourly Total	140	18	3	0	0	1	2	164	164	149	19	1	0	2	0	6	176	177
13:00 - 13:15	37	6	0	0	0	0	1	43.4	44	31	2	1	0	1	0	0	36.5	35
13:15 - 13:30	44	10	1	0	0	0	0	55.5	55	30	7	1	0	0	0	0	38.5	38
13:30 - 13:45	34	11	1	0	0	0	0	46.5	46	32	4	1	0	1	1	0	39.7	39
13:45 - 14:00	54	5	0	1	0	0	0	61.3	60	39	3	1	0	0	0	0	43.5	43
Hourly Total	169	32	2	1	0	0	1	207	205	132	16	4	0	2	1	0	158	155
14:00 - 14:15	41	5	1	0	0	2	0	47.9	49	45	0	1	0	1	0	0	48.5	47
14:15 - 14:30	40	3	0	0	0	0	0	43.0	43	32	0	0	0	0	0	0	32.0	32
14:30 - 14:45	34	1	1	0	0	0	1	36.9	37	35	4	0	0	1	0	0	41.0	40
14:45 - 15:00	53	7	3	1	0	0	0	66.8	64	49	4	0	0	0	0	0	53.0	53
Hourly Total	168	16	5	1	0	2	1	195	193	161	8	1	0	2	0	0	175	172
15:00 - 15:15	41	4	1	0	0	0	2	47.3	48	44	7	1	0	1	0	1	54.9	54
15:15 - 15:30	79	7	1	0	0	1	1	88.1	89	42	1	1	0	0	0	1	44.9	45
15:30 - 15:45	59	7	0	0	0	0	1	66.4	67	78	1	0	0	1	0	0	81.0	80
15:45 - 16:00	64	6	1	0	0	1	0	71.7	72	60	5	1	0	0	1	0	66.7	67
Hourly Total	243	24	3	0	0	2	4	274	276	224	14	3	0	2	1	2	248	246
16:00 - 16:15	54	8	2	0	0	0	1	65.4	65	38	6	1	0	1	1	0	47.7	47
16:15 - 16:30	60	7	0	0	0	0	1	67.4	68	43	7	0	0	1	0	0	52.0	51
16:30 - 16:45	65	8	0	0	0	0	1	73.4	74	46	6	2	0	0	0	0	55.0	54
16:45 - 17:00	75	10	0	0	0	0	0	85.0	85	61	5	0	0	0	0	1	66.4	67
Hourly Total	254	33	2	0	0	0	3	291	292	188	24	3	0	2	1	1	221	219
17:00 - 17:15	68	6	0	0	0	0	2	74.8	76	57	9	0	0	1	0	0	68.0	67
17:15 - 17:30	95	8	1	0	0	1	0	104.7	105	66	5	0	0	0	2	1	71.8	74
17:30 - 17:45	107	4	0	0	0	0	1	111.4	112	58	6	0	0	1	0	1	66.4	66
17:45 - 18:00	109	5	0	0	0	0	0	114.0	114	65	5	0	0	0	0	3	71.2	73
Hourly Total	379	23	1	0	0	1	3	405	407	246	25	0	0	2	2	5	277	280
18:00 - 18:15	86	7	0	0	0	1	0	93.2	94	70	5	0	0	1	1	1	77.6	78
18:15 - 18:30	72	5	0	0	0	0	2	77.8	79	52	5	0	0	0	0	2	57.8	59
18:30 - 18:45	74	7	0	0	0	0	1	81.4	82	66	4	0	0	1	0	0	72.0	71
18:45 - 19:00	52	10	0	0	0	0	0	62.0	62	53	7	0	0	0	0	0	60.0	60
Hourly Total	284	29	0	0	0	1	3	314	317	241	21	0	0	2	1	3	267	268
Session Total	2363	263	21	3	1	9	22	2677	2682	2393	221	26	2	23	10	24	2715	2699

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**

streetwise

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)**

	A - Mendip Way	B - Great Ashby Way (South East)		C - Whitehorse Lane	D - Great Ashby Way (West)
	Lane 1	Lane 1	Lane 2	Lane 1	Lane 1
Survey Period	MAX	MAX	MAX	MAX	MAX
07:00 - 07:05	1	0	0	0	0
07:05 - 07:10	0	0	0	0	0
07:10 - 07:15	2	0	0	0	0
07:15 - 07:20	0	0	0	2	0
07:20 - 07:25	0	0	0	0	0
07:25 - 07:30	1	0	0	1	0
07:30 - 07:35	1	1	0	1	0
07:35 - 07:40	1	0	0	2	0
07:40 - 07:45	0	2	0	0	0
07:45 - 07:50	0	3	0	1	0
07:50 - 07:55	0	0	0	2	4
07:55 - 08:00	1	3	0	1	0
08:00 - 08:05	2	2	0	1	1
08:05 - 08:10	4	2	0	3	1
08:10 - 08:15	1	1	0	2	0
08:15 - 08:20	2	2	0	0	0
08:20 - 08:25	1	0	0	1	0
08:25 - 08:30	1	1	0	1	0
08:30 - 08:35	2	2	0	1	0
08:35 - 08:40	2	2	0	2	0
08:40 - 08:45	1	3	0	0	0
08:45 - 08:50	1	2	0	1	0
08:50 - 08:55	2	2	0	2	0
08:55 - 09:00	0	1	0	7	0
09:00 - 09:05	2	2	0	3	0
09:05 - 09:10	1	0	0	2	0
09:10 - 09:15	0	0	0	1	0
09:15 - 09:20	1	0	0	1	0
09:20 - 09:25	1	0	0	1	0
09:25 - 09:30	0	0	0	0	0
09:30 - 09:35	0	1	0	0	1
09:35 - 09:40	1	0	0	0	0
09:40 - 09:45	1	1	0	0	0
09:45 - 09:50	0	0	0	2	0
09:50 - 09:55	0	0	0	0	0
09:55 - 10:00	1	0	0	0	0
10:00 - 10:05	0	0	0	0	0
10:05 - 10:10	0	0	0	0	0
10:10 - 10:15	0	1	0	0	0
10:15 - 10:20	1	0	0	0	1
10:20 - 10:25	0	0	0	1	0
10:25 - 10:30	0	0	0	2	0
10:30 - 10:35	1	0	0	0	0
10:35 - 10:40	0	1	0	1	0
10:40 - 10:45	0	1	0	0	0
10:45 - 10:50	0	0	0	0	0
10:50 - 10:55	0	0	0	1	0
10:55 - 11:00	0	0	0	0	0
11:00 - 11:05	1	0	0	0	0
11:05 - 11:10	0	0	0	0	0
11:10 - 11:15	0	0	0	0	0
11:15 - 11:20	1	2	0	0	0
11:20 - 11:25	1	0	0	0	1
11:25 - 11:30	1	1	0	0	0
11:30 - 11:35	1	3	0	0	0
11:35 - 11:40	0	0	0	0	0
11:40 - 11:45	0	0	0	0	0
11:45 - 11:50	1	0	0	1	0
11:50 - 11:55	0	0	0	1	0
11:55 - 12:00	1	2	0	0	0
12:00 - 12:05	1	1	0	0	1
12:05 - 12:10	3	1	0	0	0
12:10 - 12:15	0	1	0	0	2
12:15 - 12:20	1	0	0	1	0
12:20 - 12:25	0	0	0	1	0
12:25 - 12:30	0	0	0	0	0
12:30 - 12:35	0	0	0	0	1
12:35 - 12:40	1	3	0	1	0
12:40 - 12:45	0	0	0	0	1
12:45 - 12:50	2	0	0	0	0
12:50 - 12:55	1	0	0	0	2
12:55 - 13:00	1	0	0	0	0
13:00 - 13:05	0	0	0	1	0
13:05 - 13:10	0	0	0	0	0
13:10 - 13:15	0	0	0	1	0
13:15 - 13:20	0	0	0	1	0
13:20 - 13:25	0	0	0	0	0
13:25 - 13:30	1	0	0	0	0
13:30 - 13:35	0	0	0	0	0
13:35 - 13:40	0	0	0	0	0
13:40 - 13:45	0	1	0	0	0
13:45 - 13:50	0	0	0	1	1
13:50 - 13:55	1	0	0	0	0
13:55 - 14:00	1	0	0	2	0
14:00 - 14:05	0	0	0	1	0
14:05 - 14:10	1	0	0	0	3
14:10 - 14:15	1	0	0	0	0
14:15 - 14:20	0	0	0	0	0
14:20 - 14:25	1	0	0	0	0
14:25 - 14:30	0	1	0	0	0
14:30 - 14:35	0	0	0	0	0
14:35 - 14:40	1	0	0	0	0
14:40 - 14:45	0	1	0	0	0
14:45 - 14:50	0	0	0	1	0
14:50 - 14:55	0	0	0	0	0
14:55 - 15:00	1	2	0	2	0
15:00 - 15:05	1	0	0	0	0
15:05 - 15:10	1	0	0	0	0
15:10 - 15:15	2	1	0	1	0
15:15 - 15:20	2	0	0	1	0
15:20 - 15:25	0	2	0	0	0
15:25 - 15:30	1	3	0	0	0
15:30 - 15:35	0	0	0	5	2
15:35 - 15:40	1	2	0	1	2
15:40 - 15:45	1	1	0	1	5
15:45 - 15:50	0	0	0	0	0
15:50 - 15:55	1	0	0	1	2
15:55 - 16:00	0	0	0	1	0
16:00 - 16:05	0	0	0	1	0
16:05 - 16:10	0	2	0	0	0
16:10 - 16:15	0	0	0	0	0
16:15 - 16:20	2	0	0	1	0
16:20 - 16:25	0	0	0	1	1
16:25 - 16:30	1	0	0	0	1
16:30 - 16:35	1	0	0	0	0
16:35 - 16:40	1	0	0	1	1
16:40 - 16:45	1	1	0	1	2
16:45 - 16:50	0	0	0	1	0
16:50 - 16:55	1	1	0	1	0
16:55 - 17:00	1	1	0	0	2
17:00 - 17:05	1	1	0	1	0
17:05 - 17:10	1	2	0	0	4
17:10 - 17:15	1	0	0	1	0
17:15 - 17:20	0	0	0	1	2
17:20 - 17:25	2	0	0	0	0
17:25 - 17:30	0	2	0	0	0
17:30 - 17:35	2	2	0	2	1
17:35 - 17:40	1	1	0	1	0
17:40 - 17:45	1	3	0	0	0
17:45 - 17:50	1	1	0	0	0
17:50 - 17:55	1	2	0	0	0
17:55 - 18:00	1	5	1	1	4
18:00 - 18:05	0	1	0	1	2
18:05 - 18:10	0	0	0	1	0
18:10 - 18:15	0	2	0	1	0
18:15 - 18:20	1	0	0	0	3
18:20 - 18:25	2	0	0	0	0
18:25 - 18:30	1	0	0	0	0
18:30 - 18:35	1	3	0	1	0
18:35 - 18:40	0	1	0	2	0
18:40 - 18:45	1	0	0	0	1
18:45 - 18:50	1	1	0	0	1
18:50 - 18:55	2	3	0	1	0
18:55 - 19:00	0	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

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: A - Cleveland Way

A to B

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	3	0	0	0	0	0	0	3.0	3
07:30 - 07:45	9	0	0	0	0	0	1	9.4	10
07:45 - 08:00	6	1	0	0	0	0	0	7.0	7
Hourly Total	**19**	**1**	**0**	**0**	**0**	**0**	**1**	**20**	**21**
08:00 - 08:15	18	0	0	0	0	0	0	18.0	18
08:15 - 08:30	10	0	0	0	0	0	0	10.0	10
08:30 - 08:45	11	1	0	0	0	0	0	12.0	12
08:45 - 09:00	5	1	1	0	0	0	0	7.5	7
Hourly Total	**44**	**2**	**1**	**0**	**0**	**0**	**0**	**49**	**47**
09:00 - 09:15	3	0	0	0	0	0	0	3.0	3
09:15 - 09:30	1	0	0	0	0	0	0	1.0	1
09:30 - 09:45	0	1	0	0	0	0	0	1.0	1
09:45 - 10:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	**6**
10:00 - 10:15	3	0	0	0	0	0	0	3.0	3
10:15 - 10:30	5	0	0	0	0	0	0	5.0	5
10:30 - 10:45	4	1	0	0	0	0	0	5.0	5
10:45 - 11:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**15**	**15**
11:00 - 11:15	1	1	0	0	0	0	0	2.0	2
11:15 - 11:30	2	0	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	2	3	0	0	0	0	0	5.0	5
Hourly Total	**7**	**5**	**0**	**0**	**0**	**0**	**0**	**12**	**12**
12:00 - 12:15	2	0	0	0	0	0	0	2.0	2
12:15 - 12:30	4	0	0	0	0	0	0	4.0	4
12:30 - 12:45	4	0	0	0	0	0	0	4.0	4
12:45 - 13:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**12**
13:00 - 13:15	2	0	0	0	0	0	0	2.0	2
13:15 - 13:30	0	1	0	0	0	0	0	1.0	1
13:30 - 13:45	2	0	0	0	0	0	0	2.0	2
13:45 - 14:00	0	3	0	0	0	0	0	3.0	3
Hourly Total	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**8**	**8**
14:00 - 14:15	5	1	0	0	0	0	0	6.0	6
14:15 - 14:30	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	2	0	0	0	0	0	0	2.0	2
14:45 - 15:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**9**	**9**
15:00 - 15:15	5	1	0	0	0	0	0	6.0	6
15:15 - 15:30	3	0	0	0	1	0	0	3.2	4
15:30 - 15:45	3	2	0	0	0	0	0	5.0	5
15:45 - 16:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	**13**	**3**	**0**	**0**	**1**	**0**	**0**	**16**	**17**
16:00 - 16:15	4	0	0	0	0	0	0	4.0	4
16:15 - 16:30	2	0	0	0	0	0	1	2.4	3
16:30 - 16:45	3	0	0	0	0	0	0	3.0	3
16:45 - 17:00	5	0	0	0	0	0	0	5.0	5
Hourly Total	**14**	**0**	**0**	**0**	**0**	**0**	**1**	**14**	**15**
17:00 - 17:15	6	1	0	0	0	0	0	7.0	7
17:15 - 17:30	3	0	0	0	0	0	0	3.0	3
17:30 - 17:45	3	0	0	0	0	0	0	3.0	3
17:45 - 18:00	4	1	0	0	0	0	0	5.0	5
Hourly Total	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**18**	**18**
18:00 - 18:15	2	0	0	0	0	0	0	2.0	2
18:15 - 18:30	5	0	0	0	0	0	0	5.0	5
18:30 - 18:45	3	0	0	0	0	0	0	3.0	3
18:45 - 19:00	5	0	0	0	0	0	0	5.0	5
Hourly Total	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**15**
Session Total	**172**	**20**	**1**	**0**	**0**	**1**	**2**	**196**	**197**

A to C

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	10	3	1	0	0	0	0	14.5	14
07:15 - 07:30	11	3	0	0	0	0	0	14.0	14
07:30 - 07:45	17	0	0	1	0	0	0	19.3	19
07:45 - 08:00	19	1	0	0	0	0	0	20.0	20
Hourly Total	**57**	**7**	**1**	**1**	**0**	**0**	**0**	**68**	**68**
08:00 - 08:15	28	0	0	0	0	0	0	28.0	28
08:15 - 08:30	6	1	0	0	0	0	0	8.0	8
08:30 - 08:45	17	2	1	0	0	0	0	20.2	20
08:45 - 09:00	15	1	0	0	0	0	0	16.0	16
Hourly Total	**66**	**4**	**1**	**0**	**0**	**0**	**0**	**72**	**72**
09:00 - 09:15	4	3	0	0	0	0	0	7.0	7
09:15 - 09:30	11	0	0	0	0	0	0	11.0	11
09:30 - 09:45	7	2	0	0	0	0	0	9.0	9
09:45 - 10:00	10	0	0	0	0	0	0	10.0	10
Hourly Total	**32**	**5**	**0**	**0**	**0**	**0**	**0**	**37**	**37**
10:00 - 10:15	10	1	0	0	0	0	0	11.0	11
10:15 - 10:30	4	1	0	0	0	0	1	5.4	6
10:30 - 10:45	8	0	0	0	0	0	0	8.0	8
10:45 - 11:00	7	2	0	0	0	0	0	9.0	9
Hourly Total	**29**	**4**	**0**	**0**	**0**	**0**	**1**	**33**	**34**
11:00 - 11:15	8	1	1	0	0	0	0	10.5	10
11:15 - 11:30	3	1	0	0	0	0	0	4.0	4
11:30 - 11:45	2	3	0	0	0	0	0	5.0	5
11:45 - 12:00	2	2	0	0	0	0	0	4.0	4
Hourly Total	**15**	**7**	**1**	**0**	**0**	**0**	**0**	**24**	**23**
12:00 - 12:15	5	0	0	0	0	0	0	5.0	5
12:15 - 12:30	11	0	0	0	0	0	0	11.0	11
12:30 - 12:45	6	0	0	0	0	0	0	7.0	7
12:45 - 13:00	6	1	0	0	0	0	0	7.4	8
Hourly Total	**28**	**1**	**0**	**0**	**0**	**0**	**0**	**31**	**31**
13:00 - 13:15	4	1	0	0	0	0	0	5.0	5
13:15 - 13:30	4	4	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	2	3	0	0	0	0	0	3.0	3
Hourly Total	**12**	**8**	**0**	**0**	**0**	**0**	**0**	**16**	**16**
14:00 - 14:15	6	0	0	0	0	0	0	6.0	6
14:15 - 14:30	6	1	0	0	0	0	0	7.0	7
14:30 - 14:45	7	1	0	0	0	0	0	8.0	8
14:45 - 15:00	3	0	0	0	0	0	0	3.0	3
Hourly Total	**22**	**2**	**0**	**0**	**0**	**0**	**0**	**24**	**24**
15:00 - 15:15	11	2	0	0	0	0	0	13.0	13
15:15 - 15:30	6	0	0	0	0	0	0	6.4	6
15:30 - 15:45	9	1	0	0	0	0	0	10.0	10
15:45 - 16:00	12	1	1	0	0	0	0	14.0	14
Hourly Total	**38**	**4**	**1**	**0**	**0**	**0**	**0**	**43**	**43**
16:00 - 16:15	9	2	1	0	0	0	0	12.5	12
16:15 - 16:30	8	1	0	0	0	0	0	9.0	9
16:30 - 16:45	9	0	0	0	0	0	0	9.0	9
16:45 - 17:00	7	0	0	0	0	0	0	7.0	7
Hourly Total	**33**	**3**	**1**	**0**	**0**	**0**	**0**	**37**	**37**
17:00 - 17:15	13	1	0	0	0	0	0	14.0	14
17:15 - 17:30	17	0	0	0	0	0	0	17.0	17
17:30 - 17:45	15	2	0	0	0	0	0	17.0	17
17:45 - 18:00	8	1	0	0	0	0	0	9.4	10
Hourly Total	**53**	**4**	**0**	**0**	**0**	**0**	**0**	**57**	**58**
18:00 - 18:15	10	1	0	0	0	0	0	11.0	11
18:15 - 18:30	14	0	0	0	0	0	1	14.4	15
18:30 - 18:45	15	0	0	0	0	0	0	15.0	15
18:45 - 19:00	11	0	0	0	0	0	0	11.0	11
Hourly Total	**50**	**1**	**0**	**0**	**0**	**0**	**1**	**51**	**52**
Session Total	**406**	**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	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	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

From A

TIME	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
07:15 - 07:30	14	3	0	0	0	0	0	17.0	17
07:30 - 07:45	26	0	0	1	0	0	1	28.7	28
07:45 - 08:00	25	2	0	0	0	0	0	27.0	27
Hourly Total	**76**	**8**	**1**	**1**	**0**	**0**	**1**	**88**	**87**
08:00 - 08:15	46	0	0	0	0	0	0	46.0	46
08:15 - 08:30	18	1	0	0	0	0	0	19.0	19
08:30 - 08:45	28	3	1	0	0	0	0	32.0	32
08:45 - 09:00	20	2	1	0	0	0	0	23.5	23
Hourly Total	**112**	**6**	**2**	**0**	**0**	**0**	**0**	**121**	**120**
09:00 - 09:15	7	3	0	0	0	0	0	10.0	10
09:15 - 09:30	12	0	0	0	0	0	0	12.0	12
09:30 - 09:45	7	3	0	0	0	0	0	10.0	10
09:45 - 10:00	11	0	0	0	0	0	0	11.0	11
Hourly Total	**37**	**6**	**0**	**0**	**0**	**0**	**0**	**43**	**43**
10:00 - 10:15	13	1	0	0	0	0	0	14.0	14
10:15 - 10:30	9	1	0	0	0	0	1	10.4	11
10:30 - 10:45	13	1	0	0	0	0	0	14.0	14
10:45 - 11:00	9	2	0	0	0	0	0	11.0	11
Hourly Total	**44**	**5**	**0**	**0**	**0**	**0**	**1**	**49**	**50**
11:00 - 11:15	9	2	1	0	0	0	0	12.5	12
11:15 - 11:30	5	1	0	0	0	0	0	6.0	6
11:30 - 11:45	4	4	0	0	0	0	0	8.0	8
11:45 - 12:00	4	5	0	0	0	0	0	9.0	9
Hourly Total	**22**	**12**	**1**	**0**	**0**	**0**	**0**	**35**	**35**
12:00 - 12:15	7	0	0	0	0	0	0	7.0	7
12:15 - 12:30	6	0	0	0	0	0	0	6.0	6
12:30 - 12:45	15	0	0	0	0	0	0	15.0	15
12:45 - 13:00	6	1	0	0	0	0	1	8.4	10
Hourly Total	**34**	**1**	**0**	**0**	**0**	**0**	**1**	**36**	**38**
13:00 - 13:15	6	1	0	0	0	0	0	7.0	7
13:15 - 13:30	4	5	0	0	0	0	0	9.0	9
13:30 - 13:45	8	0	0	0	0	0	1	8.4	9
13:45 - 14:00	2	3	1	0	0	0	0	6.0	6
Hourly Total	**20**	**9**	**1**	**0**	**0**	**0**	**1**	**31**	**31**
14:00 - 14:15	11	1	0	0	0	0	0	12.0	12
14:15 - 14:30	6	1	0	0	0	0	0	7.0	7
14:30 - 14:45	9	1	0	0	0	0	0	10.0	10
14:45 - 15:00	4	0	0	0	0	0	0	4.0	4
Hourly Total	**30**	**3**	**0**	**0**	**0**	**0**	**0**	**33**	**33**
15:00 - 15:15	16	3	0	0	0	0	0	19.0	19
15:15 - 15:30	11	0	0	0	1	1	0	11.8	13
15:30 - 15:45	13	3	0	0	0	0	0	15.0	16
15:45 - 16:00	14	1	1	0	0	0	0	16.3	16
Hourly Total	**53**	**7**	**1**	**0**	**0**	**1**	**0**	**62**	**63**
16:00 - 16:15	13	2	1	0	0	0	0	16.5	16
16:15 - 16:30	10	1	0	0	0	0	1	11.4	12
16:30 - 16:45	12	0	0	0	0	0	0	12.0	12
16:45 - 17:00	14	2	0	0	0	0	0	16.0	16
Hourly Total	**49**	**5**	**1**	**0**	**0**	**0**	**1**	**55**	**56**
17:00 - 17:15	13	1	0	0	0	0	0	14.0	14
17:15 - 17:30	17	0	0	0	0	0	0	17.0	17
17:30 - 17:45	15	2	0	0	0	0	0	17.0	17
17:45 - 18:00	8	1	0	0	0	0	1	9.4	10
Hourly Total	**53**	**4**	**0**	**0**	**0**	**0**	**1**	**57**	**58**
18:00 - 18:15	10	1	0	0	0	0	0	11.0	11
18:15 - 18:30	14	0	0	0	0	0	1	14.4	15
18:30 - 18:45	15	0	0	0	0	0	0	15.0	15
18:45 - 19:00	11	0	0	0	0	0	0	11.0	11
Hourly Total	**50**	**1**	**0**	**0**	**0**	**0**	**1**	**51**	**52**
Session Total	**482**	**67**	**7**	**1**	**0**	**1**	**5**	**565**	**566**

To A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	1	0	0	2	0	0	0	4.0	3
07:15 - 07:30	1	0	0	0	0	0	0	1.0	1
07:30 - 07:45	2	1	0	0	0	0	0	2.0	2
07:45 - 08:00	10	1	0	0	0	0	0	11.0	11
Hourly Total	**14**	**2**	**0**	**2**	**0**	**0**	**0**	**18**	**17**
08:00 - 08:15	7	1	0	0	0	0	0	8.0	8
08:15 - 08:30	15	2	0	0	0	0	0	17.0	17
08:30 - 08:45	8	1	1	0	0	0	0	11.0	11
08:45 - 09:00	13	1	0	0	0	0	0	14.0	14
Hourly Total	**43**	**5**	**1**	**0**	**0**	**0**	**0**	**50**	**50**
09:00 - 09:15	13	1	0	0	0	0	0	14.0	14
09:15 - 09:30	10	2	0	0	0	0	0	12.0	12
09:30 - 09:45	7	1	0	1	0	0	0	10.0	10
09:45 - 10:00	4	1	0	0	0	0	0	5.0	5
Hourly Total	**34**	**5**	**0**	**1**	**0**	**0**	**0**	**41**	**41**
10:00 - 10:15	11	1	0	0	0	0	0	12.0	12
10:15 - 10:30	9	1	0	0	0	0	0	10.0	10
10:30 - 10:45	8	2	0	0	0	0	0	10.0	10
10:45 - 11:00	13	2	0	0	0	0	0	15.0	15
Hourly Total	**41**	**6**	**0**	**0**	**0**	**0**	**0**	**47**	**47**
11:00 - 11:15	11	2	0	0	0	0	0	13.0	13
11:15 - 11:30	3	2	0	0	0	0	0	5.0	5
11:30 - 11:45	4	1	0	0	0	0	0	5.0	5
11:45 - 12:00	6	1	0	0	0	0	0	7.0	7
Hourly Total	**24**	**6**	**0**	**0**	**0**	**0**	**0**	**30**	**30**
12:00 - 12:15	7	1	0	0	0	0	0	8.0	8
12:15 - 12:30	11	1	0	0	0	0	0	12.0	12
12:30 - 12:45	7	2	0	0	0	0	0	9.0	9
12:45 - 13:00	8	1	0	0	0	0	1	9.4	10
Hourly Total	**33**	**5**	**0**	**0**	**0**	**0**	**1**	**39**	**39**
13:00 - 13:15	9	3	0	0	0	0	0	12.0	12
13:15 - 13:30	16	1	0	0	0	0	0	17.0	17
13:30 - 13:45	8	0	0	0	0	0	1	8.4	9
13:45 - 14:00	6	2	1	0	0	0	0	9.0	9
Hourly Total	**39**	**6**	**1**	**0**	**0**	**0**	**1**	**46**	**47**
14:00 - 14:15	14	1	0	0	0	0	0	15.0	15
14:15 - 14:30	3	2	0	0	0	0	0	5.0	5
14:30 - 14:45	8	1	0	0	0	0	0	9.0	9
14:45 - 15:00	4	2	0	0	0	0	0	6.0	6
Hourly Total	**29**	**6**	**0**	**0**	**0**	**0**	**0**	**35**	**35**
15:00 - 15:15	13	1	0	0	0	0	1	14.4	15
15:15 - 15:30	15	3	1	0	0	0	0	19.5	19
15:30 - 15:45	20	4	0	0	0	0	0	23.0	24
15:45 - 16:00	16	0	1	0	0	0	0	17.5	17
Hourly Total	**64**	**8**	**2**	**0**	**0**	**0**	**1**	**74**	**75**
16:00 - 16:15	22	0	0	0	0	0	0	22.0	22
16:15 - 16:30	26	1	0	0	0	0	0	27.0	27
16:30 - 16:45	24	1	0	0	0	0	1	27.0	27
16:45 - 17:00	26	1	0	0	0	0	0	27.0	27
Hourly Total	**98**	**3**	**0**	**0**	**0**	**0**	**1**	**103**	**103**
17:00 - 17:15	25	1	0	0	0	0	0	26.0	26
17:15 - 17:30	14	1	0	0	0	0	1	15.4	16
17:30 - 17:45	21	3	0	0	0	0	0	24.0	24
17:45 - 18:00	11	0	0	0	0	0	0	11.0	11
Hourly Total	**71**	**5**	**0**	**0**	**0**	**0**	**1**	**76**	**77**
Session Total	**550**	**67**	**7**	**1**	**0**	**1**	**5**	**630**	**630**

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: 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)

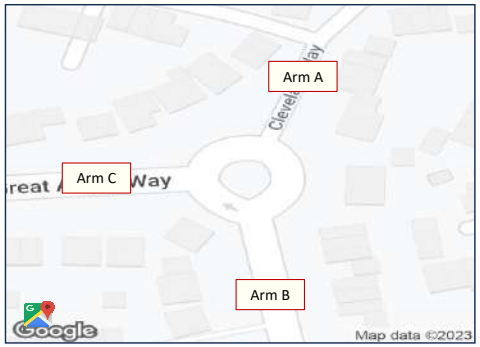
Approach: C - Great Ashby Way (West)

	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



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

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	10	1	0	0	0	0	0	11.0	11
07:45 - 08:00	8	1	0	0	0	0	0	9.0	9
Hourly Total	18	2	0	0	0	0	0	20	20
08:00 - 08:15	10	2	0	0	0	0	0	12.0	12
08:15 - 08:30	11	0	0	0	0	0	0	11.0	11
08:30 - 08:45	15	0	0	0	0	0	0	15.0	15
08:45 - 09:00	11	0	0	0	0	0	0	11.0	11
Hourly Total	47	2	0	0	0	0	0	49	49
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	2	1	0	0	0	0	0	3.0	3
09:45 - 10:00	5	0	0	0	0	0	0	5.0	5
Hourly Total	17	1	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	7	0	1	0	0	0	0	8.5	8
10:30 - 10:45	5	0	0	0	0	1	0	5.2	6
10:45 - 11:00	8	1	0	0	0	0	0	9.0	9
Hourly Total	23	1	1	0	0	1	0	26	26
11:00 - 11:15	3	0	0	0	0	0	0	3.0	3
11:15 - 11:30	7	1	0	0	0	0	0	8.0	8
11:30 - 11:45	3	2	0	0	0	0	0	5.0	5
11:45 - 12:00	6	1	0	0	0	0	0	7.0	7
Hourly Total	19	4	0	0	0	0	0	23	23
12:00 - 12:15	6	0	0	0	0	0	0	6.0	6
12:15 - 12:30	8	1	0	0	0	0	0	9.0	9
12:30 - 12:45	6	0	0	0	0	0	0	6.0	6
12:45 - 13:00	3	1	0	0	0	0	0	4.0	4
Hourly Total	23	2	0	0	0	0	0	25	25
13:00 - 13:15	4	0	0	0	0	0	0	4.0	4
13:15 - 13:30	1	1	0	0	0	0	0	2.0	2
13:30 - 13:45	6	0	0	0	0	0	0	6.0	6
13:45 - 14:00	4	0	0	0	0	0	0	4.0	4
Hourly Total	15	1	0	0	0	0	0	16	16
14:00 - 14:15	3	0	0	0	0	0	0	3.0	3
14:15 - 14:30	7	0	0	0	0	0	0	7.0	7
14:30 - 14:45	3	0	0	0	0	0	0	3.0	3
14:45 - 15:00	4	1	0	0	0	0	1	5.4	6
Hourly Total	17	1	0	0	0	0	1	18	19
15:00 - 15:15	9	1	0	0	0	0	0	10.0	10
15:15 - 15:30	23	0	0	0	0	0	0	23.0	23
15:30 - 15:45	10	0	0	0	0	0	0	10.0	10
15:45 - 16:00	7	2	0	0	0	0	0	9.0	9
Hourly Total	49	3	0	0	0	0	0	52	52
16:00 - 16:15	6	0	0	0	0	0	0	6.0	6
16:15 - 16:30	10	0	0	0	0	0	0	10.0	10
16:30 - 16:45	7	2	0	0	0	0	0	9.0	9
16:45 - 17:00	5	0	0	0	0	0	0	5.0	5
Hourly Total	28	2	0	0	0	0	0	30	30
17:00 - 17:15	11	1	0	0	0	0	0	12.0	12
17:15 - 17:30	10	1	0	0	0	0	0	11.0	11
17:30 - 17:45	8	1	0	0	0	0	0	9.0	9
17:45 - 18:00	13	1	0	0	0	0	0	14.0	14
Hourly Total	42	4	0	0	0	0	0	46	46
18:00 - 18:15	17	0	0	0	0	0	1	17.4	18
18:15 - 18:30	5	1	0	0	0	0	0	6.0	6
18:30 - 18:45	5	1	0	0	0	0	0	6.0	6
18:45 - 19:00	6	5	1	0	0	0	0	12.5	12
Hourly Total	33	7	1	0	0	0	1	42	42
Session Total	331	30	2	0	0	1	2	365	366

C to A

TIME	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
07:15 - 07:30	13	1	0	0	0	0	0	14.0	14
07:30 - 07:45	25	6	0	0	1	2	0	33.4	34
07:45 - 08:00	27	2	2	0	0	0	0	32.0	31
Hourly Total	78	10	3	0	1	2	0	95	94
08:00 - 08:15	29	0	0	0	1	0	0	31.0	30
08:15 - 08:30	36	2	0	0	0	0	0	38.0	38
08:30 - 08:45	31	2	0	0	0	0	0	33.0	33
08:45 - 09:00	29	1	0	0	1	0	0	32.0	31
Hourly Total	125	5	0	0	2	0	0	134	132
09:00 - 09:15	28	3	0	0	0	0	0	31.0	31
09:15 - 09:30	28	6	1	0	0	0	0	35.5	35
09:30 - 09:45	11	3	1	0	1	0	0	17.5	16
09:45 - 10:00	16	2	0	0	0	0	0	18.0	18
Hourly Total	83	14	2	0	1	0	0	102	100
10:00 - 10:15	15	1	0	0	1	0	0	18.0	17
10:15 - 10:30	19	5	0	0	0	0	0	24.0	24
10:30 - 10:45	9	0	1	0	1	0	0	12.5	11
10:45 - 11:00	15	3	0	0	0	0	0	18.0	18
Hourly Total	58	9	1	0	2	0	0	73	70
11:00 - 11:15	11	3	1	0	1	0	0	17.5	16
11:15 - 11:30	19	3	2	0	0	0	0	25.0	24
11:30 - 11:45	10	3	0	0	1	0	0	15.0	14
11:45 - 12:00	20	3	0	0	0	1	0	23.2	24
Hourly Total	60	12	3	0	2	1	0	81	78
12:00 - 12:15	25	3	0	0	1	0	1	30.4	30
12:15 - 12:30	19	2	0	0	0	0	1	21.4	22
12:30 - 12:45	11	5	0	0	1	0	0	18.0	17
12:45 - 13:00	12	2	0	0	0	0	0	14.0	14
Hourly Total	67	12	0	0	2	0	2	84	83
13:00 - 13:15	15	4	0	0	1	0	0	21.0	20
13:15 - 13:30	25	0	2	0	0	0	0	28.0	27
13:30 - 13:45	24	3	0	0	1	0	0	29.0	28
13:45 - 14:00	21	1	0	0	0	0	0	22.0	22
Hourly Total	85	8	2	0	2	0	0	100	97
14:00 - 14:15	21	0	1	0	1	0	0	24.5	23
14:15 - 14:30	21	4	0	0	0	0	1	25.4	26
14:30 - 14:45	10	3	0	0	1	0	0	15.0	14
14:45 - 15:00	19	6	0	0	0	0	0	25.0	25
Hourly Total	71	13	1	0	2	0	1	90	88
15:00 - 15:15	18	0	1	0	1	0	1	21.9	21
15:15 - 15:30	37	0	1	0	0	0	0	38.5	38
15:30 - 15:45	40	3	0	0	1	0	0	45.0	44
15:45 - 16:00	30	0	0	0	0	0	0	30.0	30
Hourly Total	125	3	2	0	2	0	1	135	133
16:00 - 16:15	28	6	0	0	1	1	0	36.2	36
16:15 - 16:30	31	6	1	0	1	0	0	40.5	39
16:30 - 16:45	31	3	1	0	0	0	0	35.5	35
16:45 - 17:00	24	3	0	0	0	0	0	27.0	27
Hourly Total	114	18	2	0	2	1	0	139	137
17:00 - 17:15	44	6	0	0	1	0	0	52.0	51
17:15 - 17:30	33	3	0	0	0	2	1	36.8	39
17:30 - 17:45	42	6	0	0	1	0	1	50.4	50
17:45 - 18:00	43	8	0	0	0	0	1	51.4	52
Hourly Total	162	23	0	0	2	2	3	191	192
18:00 - 18:15	47	4	0	0	1	1	0	53.2	53
18:15 - 18:30	30	1	0	0	0	0	0	31.0	31
18:30 - 18:45	36	1	0	0	1	0	2	39.8	40
18:45 - 19:00	37	2	0	0	0	0	1	39.4	40
Hourly Total	150	8	0	0	2	1	3	163	164
Session Total	1178	135	16	0	22	7	10	1386	1368

C 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	2	1	0	0	0	0	0	3.0	3
07:30 - 07:45	1	0	0	0	0	0	0	1.0	1
07:45 - 08:00	4	1	0	0	0	0	0	5.0	5
Hourly Total	7	2	0	0	0	0	0	9	9
08:00 - 08:15	3	0	0	0	0	0	0	3.0	3
08:15 - 08:30	5	0	1	0	0	0	0	6.5	6
08:30 - 08:45	0	2	1	0	0	0	0	3.5	3
08:45 - 09:00	3	0	0	0	0	0	0	3.0	3
Hourly Total	11	2	2	0	0	0	0	16	15
09:00 - 09:15	4	0	0	0	0	0	0	4.0	4
09:15 - 09:30	4	0	0	0	0	0	0	4.0	4
09:30 - 09:45	2	0	0	0	0	0	1	2.4	3
09:45 - 10:00	4	0	0	0	0	0	0	4.0	4
Hourly Total	14	0	0	0	0	0	1	14	15
10:00 - 10:15	1	1	0	0	0	0	0	2.0	2
10:15 - 10:30	3	1	0	0	0	0	0	4.0	4
10:30 - 10:45	2	1	0	0	0	0	0	3.0	3
10:45 - 11:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	7	3	0	0	0	0	0	10	10
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	3	0	0	0	0	0	0	3.0	3
11:45 - 12:00	1	1	0	0	0	0	0	2.0	2
Hourly Total	9	1	0	0	0	0	0	10	10
12:00 - 12:15	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	4	0	0	0	0	0	1	4.4	5
12:30 - 12:45	3	0	1	0	0	0	0	4.5	4
12:45 - 13:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	9	0	1	0	0	0	1	11	11
13:00 - 13:15	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	2	0	0	0	0	0	0	2.0	2
13:30 - 13:45	2	0	0	0	0	0	0	2.0	2
13:45 - 14:00	2	2	0	0	0	0	0	4.0	4
Hourly Total	6	2	0	0	0	0	0	8	8
14:00 - 14:15	3	2	0	0	0	0	0	5.0	5
14:15 - 14:30	1	0	0	0	0	0	0	1.0	1
14:30 - 14:45	4	2	0	0	0	0	0	6.0	6
14:45 - 15:00	3	1	0	0	0	0	0	4.0	4
Hourly Total	11	5	0	0	0	0	0	16	16
15:00 - 15:15	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	9	0	0	0	0	0	0	9.0	9
15:30 - 15:45	8	1	0	0	0	0	0	9.0	9
15:45 - 16:00	6	0	0	0	0	0	0	6.0	6
Hourly Total	23	1	0	0	0	0	0	24	24
16:00 - 16:15	4	1	0	0	0	0	0	5.0	5
16:15 - 16:30	3	0	0	0	0	0	0	3.0	3
16:30 - 16:45	4	2	0	0	0	0	0	6.0	6
16:45 - 17:00	5	0	0	0	0	0	1	5.4	6
Hourly Total	16	3	0	0	0	0	1	19	20
17:00 - 17:15	2	0	0	0	0	0	0	2.0	2
17:15 - 17:30	6	1	0	0	0	0	0	7.0	7
17:30 - 17:45	6	2	0	0	0	0	0	8.0	8
17:45 - 18:00	7	0	0	0	0	0	0	7.0	7
Hourly Total	21	3	0	0	0	0	0	24	24
18:00 - 18:15	7	0	0	0	0	0	0	7.0	7
18:15 - 18:30	8	0	0	0	0	0	0	8.0	8
18:30 - 18:45	7	2	0	0	0	0	0	9.0	9
18:45 - 19:00	11	0	0	0	0	0	1	11.4	12
Hourly Total	33	2	0	0	0	0	1	35	36
Session Total	167	24	3	0	0	0	4	197	198

C 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	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	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	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	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	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	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	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	2	0	0	0	0	0	0	2	2

From C

TIME	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
07:15 - 07:30	15	2	0	0	0	0	0	17.0	17
07:30 - 07:45	36	7	0	0	1	2	0	45.4	46
07:45 - 08:00	39	4	2	0	0	0	0	46.0	45
Hourly Total	103	14	3	0	1	2	0	124	123
08:00 - 08:15	42	2	0	0	1	0	0	46.0	45
08:15 - 08:30	52	2	1	0	0	0	0	55.5	55
08:30 - 08:45	46	4	1	0	0	0	0	51.5	51
08:45 - 09:00	43	1	0	0	1	0	0	46.0	45
Hourly Total	183	9	2	0	2	0	0	199	196
09:00 - 09:15	38	3	0	0	0	0	0	41.0	41
09:15 - 09:30	36	6	1	0	0	0	0	43.5	43
09:30 - 09:45	15	4	1	0	1	0	1	22.9	22
09:45 - 10:00	25	2	0	0	0	0	0	27.0	27
Hourly Total	114	15	2	0	1	0	1	134	133
10:00 - 10:15	19	2	0	0	1	0	0	23.0	22
10:15 - 10:30	29	6	1	0	0	0	0	36.5	36
10:30 - 10:45	16	1	1	0	1	1	0	20.7	20
10:45 - 11:00	24	4	0	0	0	0	0	28.0	28
Hourly Total	88	13	2	0	2	1	0	108	106
11:00 - 11:15	15	3	1	0	1	0	0	21.5	20
11:15 - 11:30	30	4	2	0	0	0	0	37.0	36
11:30 - 11:45	16	5	0	0	1	0	0	23.0	22
11:45 - 12:00	27	5	0	0	0	1	0	32.2	33
Hourly Total	88	17	3	0	2	1	0	114	111
12:00 - 12:15	31	3	0	0	1	0	1	36.4	36
12:15 - 12:30	31	3	0	0	0	0	2	34.8	36
12:30 - 12:45	20	5	1	0	1	0	0	28.5	27
12:45 - 13:00	17	3	0	0	0	0	0	20.0	20
Hourly Total	99	14	1	0	2	0	3	120	119
13:00 - 13:15	19	4	0	0	1	0	0	25.0	24
13:15 - 13:30	28	1	2	0	0	0	0	32.0	31
13:30 - 13:45	32	3	0	0	1	0	0	37.0	36
13:45 - 14:00	27	3	0	0	0	0	0	30.0	30
Hourly Total	106	11	2	0	2	0	0	124	121
14:00 - 14:15	27	2	1	0	1	0	0	32.5	31
14:15 - 14:30	29	4	0	0	0	0	1	33.4	34
14:30 - 14:45	18	5	0	0	1	0	0	25.0	24
14:45 - 15:00	26	8	0	0	0	0	1	34.4	35
Hourly Total	100	19	1	0	2	0	2	125	124
15:00 - 15:15	27	1	1	0	1	0	1	31.9	31
15:15 - 15:30	69	0	1	0	0	0	0	70.5	70
15:30 - 15:45	58	4	0	0	1	0	0	64.0	63
15:45 - 16:00	43	2	0	0	0	0	0	45.0	45
Hourly Total	197	7	2	0	2	0	1	211	209
16:00 - 16:15	38	7	0	0	1	1	0	47.2	47
16:15 - 16:30	44	6	1	0	1	0	0	53.5	52
16:30 - 16:45	42	7	1	0	0	0	0	50.5	50
16:45 - 17:00	34	3	0	0	0	0	1	37.4	38
Hourly Total	158	23	2	0	2	1	1	189	187
17:00 - 17:15	58	7	0	0	1	0	0	67.0	66
17:15 - 17:30	49	5	0	0	0	2	1	54.8	57
17:30 - 17:45	56	9	0	0	1	0	1	67.4	67
17:45 - 18:00	63	9	0	0	0	0	1	72.4	73
Hourly Total	226	30	0	0	2	2	3	262	263
18:00 - 18:15	71	4	0	0	1	1	1	77.6	78
18:15 - 18:30	43	2	0	0	0	0	0	45.0	45
18:30 - 18:45	48	4	0	0	1	0	2	54.8	55
18:45 - 19:00	54	7	1	0	0	0	2	63.3	64
Hourly Total	216	17	1	0	2	1	5	241	242
Session Total	1678	189	21	0	22	8	16	1951	1934

To C

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	20	4	0	0	0	0	1	24.4	25
07:15 - 07:30	25	8	0	0	0	0	1	33.4	34
07:30 - 07:45	39	6	0	0	1	1	1	47.6	48
07:45 - 08:00	58	6	0	0	0	0	0	64.0	64
Hourly Total	142	24	0	0	1	1	3	169	171
08:00 - 08:15	97	9	0	0	0	0	0	106.0	106
08:15 - 08:30	61	2	1	0	0	0	0	64.5	64
08:30 - 08:45	58	5	0	0	0	0	0	63.0	63
08:45 - 09:00	54	4	1	0	0	0	0	59.5	59
Hourly Total	270	20	2	0	0	0	0	293	292
09:00 - 09:15	45	7	1	0	0	1	0	53.7	54
09:15 - 09:30	23	1	0	0	0	0	0	24.0	24
09:30 - 09:45	21	2	1	0	0	0	0	24.5	24
09:45 - 10:00	21	8	0	0	0	0	1	29.4	30
Hourly Total	110	18	2	0	0	1	1	132	132
10:00 - 10:15	20	1	0	0	0	0	0	21.0	21
10:15 - 10:30	24	2	0	0	0	1	0	26.2	27
10:30 - 10:45	22	2	1	0	0	0	0	25.5	25
10:45 - 11:00	20	4	1	0	0	0	0	25.5	25
Hourly Total	86	9	2	0	0	1	0	98	98
11:00 - 11:15	25	4	0	0	0	1	0	29.2	30
11:15 - 11:30	23	2	1	0	0	0	0	26.5	26
11:30 - 11:45	23	4	0	0	0	0	0	27.0	27
11:45 - 12:00	28	4	0	0	0	0	0	32.0	32
Hourly Total	99	14	1	0	0	1	0	115	115
12:00 - 12:15	21	5	1	0	0	0	0	27.5	27
12:15 - 12:30	25	0	0	0	0	0	0	25.0	25
12:30 - 12:45	32	6	1	0	0	1	0	39.7	40
12:45 - 13:00	20	1	1	0	0	0	0	22.5	22
Hourly Total	98	12	3	0	0	1	0	115	114
13:00 - 13:15	28	4	0	0	0	0	1	32.4	33
13:15 - 13:30	18	5	0	0	0	0	0	23.0	23
13:30 - 13:45	20	5	0	0	0	0	0	25.0	25
13:45 - 14:00	24	6	0	0	0	0	0	30.0	30
Hourly Total	90	20	0	0	0	0	1	110	111
14:00 - 14:15	32	5	1	0	0	0	0	38.5	38
14:15 - 14:30	19	2	0	0	0	0	0	21.0	21
14:30 - 14:45	30	1	1	0	0	0	2	33.3	34
14:45 - 15:00	29	2	3	0	0	0	0	35.5	34
Hourly Total	110	10	5	0	0	0	2	128	127
15:00 - 15:15	36	4	0	1	0	0	0	42.3	41
15:15 - 15:30	30	4	0	0	0	1	0	34.2	35
15:30 - 15:45	69	4	0	0	0	0	0	73.0	73
15:45 - 16:00	35	2	0	1	0	0	0	39.3	38
Hourly Total	170	14	0	2	0	1	0	189	187
16:00 - 16:15	39	4	1	0	0	1	1	45.1	46
16:15 - 16:30	32	5	0	0	0	0	1	37.4	38
16:30 - 16:45	34	8	0	0	0	0	1	42.4	43
16:45 - 17:00	42	5	0	0	0	0	0	47.0	47
Hourly Total	147	22	1	0	0	1	3	172	174
17:00 - 17:15	43	4	0	0	0	0	1	47.4	48
17:15 - 17:30	53	0	1	0	0	1	1	55.1	56
17:30 - 17:45	49	6	0	0	0	0	0	55.0	55
17:45 - 18:00	57	3	0	0	0	0	1	60.4	61
Hourly Total	202	13	1	0	0	1	3	218	220
18:00 - 18:15	48	1	0	0	0	1	0	49.2	50
18:15 - 18:30	47	1	0	0	0	0	0	48.0	48
18:30 - 18:45	38	1	0	0	0	0	0	39.0	39
18:45 - 19:00	45	3	0	0	0	0	0	48.0	48
Hourly Total	178	6	0	0	0	1	0	184	185
Session Total	1702	182	17	2	1	9	13	1923	1926

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

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	1	0	0	0	0	0	0	1.0	1
07:45 - 08:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
08:00 - 08:15	3	0	0	0	0	0	0	3.0	3
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	1	0	0	0	0	0	0	1.0	1
08:45 - 09:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**6**
09:00 - 09:15	2	0	0	0	0	0	0	2.0	2
09:15 - 09:30	2	0	0	0	0	0	0	2.0	2
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	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**
10:00 - 10:15	1	0	0	0	0	0	0	1.0	1
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	**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	2	0	0	0	0	0	0	2.0	2
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	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
13:00 - 13:15	0	0	0	0	0	0	0	0.0	0
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	0	1	0	0	0	0	0	1.0	1
Hourly Total	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
14:00 - 14:15	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	1	0	0	0	0	0	0	1.0	1
14:30 - 14:45	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
15:00 - 15:15	1	0	0	0	0	0	0	1.0	1
15:15 - 15:30	2	0	0	0	0	0	0	2.0	2
15:30 - 15:45	1	1	0	0	0	0	0	2.0	2
15:45 - 16:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	**6**
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	1	0	0	0	0	0	0	1.0	1
16:30 - 16:45	1	1	0	0	0	0	0	2.0	2
16:45 - 17:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**4**
17:00 - 17:15	0	1	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	1	0	0	0	0	0	0	1.0	1
Hourly Total	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
18:00 - 18:15	0	1	0	0	0	0	0	1.0	1
18:15 - 18:30	5	0	0	0	0	0	0	5.0	5
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	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**7**
Session Total	**35**	**5**	**0**	**0**	**0**	**0**	**0**	**40**	**40**

D 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	1	0	0	0	0	0	0	1.0	1
08:45 - 09:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
09:00 - 09:15	2	0	0	0	0	0	0	2.0	2
09:15 - 09:30	1	0	0	0	0	0	0	1.0	1
09:30 - 09:45	1	0	0	0	0	0	0	1.0	1
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**
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	1	0	0	0	0	0	2.0	2
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	2	0	0	0	0	0	2.0	2
11:45 - 12:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
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	2	0	0	0	0	0	0	2.0	2
12:45 - 13:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
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	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	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
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	2	0	0	0	0	0	0	2.0	2
15:15 - 15:30	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	2	0	0	0	0	0	1	2.4	3
15:45 - 16:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**5**
16:00 - 16:15	2	0	0	0	0	0	0	2.0	2
16:15 - 16:30	1	0	0	0	0	0	0	1.0	1
16:30 - 16:45	2	0	0	0	0	0	0	2.0	2
16:45 - 17:00	0	1	0	0	0	0	0	1.0	1
Hourly Total	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	**6**
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	1	0	0	0	0	0	0	1.0	1
17:30 - 17:45	3	1	0	0	0	0	0	4.0	4
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**5**
18:00 - 18:15	1	0	0	0	0	0	0	1.0	1
18:15 - 18:30	3	0	0	0	0	0	0	3.0	3
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**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**
Session Total	**31**	**5**	**0**	**0**	**0**	**0**	**1**	**36**	**37**

D to C

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	7	1	0	0	0	0	0	8.0	8
07:45 - 08:00	13	0	0	0	0	0	0	13.0	13
Hourly Total	**23**	**1**	**0**	**0**	**0**	**0**	**0**	**24**	**24**
08:00 - 08:15	10	2	0	0	0	0	0	12.0	12
08:15 - 08:30	14	0	0	0	0	0	0	14.0	14
08:30 - 08:45	8	0	0	0	0	0	0	8.0	8
08:45 - 09:00	20	1	0	0	0	0	0	21.0	21
Hourly Total	**52**	**3**	**0**	**0**	**0**	**0**	**0**	**55**	**55**
09:00 - 09:15	13	3	0	0	0	0	0	16.0	16
09:15 - 09:30	4	0	0	0	0	0	0	4.0	4
09:30 - 09:45	5	1	0	0	0	0	0	6.0	6
09:45 - 10:00	3	2	0	0	0	0	0	5.0	5
Hourly Total	**25**	**6**	**0**	**0**	**0**	**0**	**0**	**31**	**31**
10:00 - 10:15	7	0	0	0	0	0	0	7.0	7
10:15 - 10:30	7	0	0	0	0	0	0	7.0	7
10:30 - 10:45	7	0	1	0	0	0	0	8.5	8
10:45 - 11:00	8	0	0	0	0	0	0	8.0	8
Hourly Total	**29**	**0**	**1**	**0**	**0**	**0**	**0**	**31**	**30**
11:00 - 11:15	6	1	0	0	0	0	0	7.0	7
11:15 - 11:30	9	1	0	0	0	0	0	10.0	10
11:30 - 11:45	8	0	0	0	0	0	0	8.0	8
11:45 - 12:00	6	1	0	0	0	0	0	7.0	7
Hourly Total	**29**	**3**	**0**	**0**	**0**	**0**	**0**	**32**	**32**
12:00 - 12:15	6	2	0	0	0	0	0	8.0	8
12:15 - 12:30	7	0	0	0	0	0	0	7.0	7
12:30 - 12:45	13	1	1	0	0	0	0	15.5	15
12:45 - 13:00	5	0	1	0	0	0	0	6.5	6
Hourly Total	**31**	**3**	**2**	**0**	**0**	**0**	**0**	**37**	**36**
13:00 - 13:15	6	2	0	0	0	0	0	8.0	8
13:15 - 13:30	5	1	0	0	0	0	0	6.0	6
13:30 - 13:45	7	1	0	0	0	0	0	8.0	8
13:45 - 14:00	7	1	0	0	0	0	0	8.0	8
Hourly Total	**25**	**5**	**0**	**0**	**0**	**0**	**0**	**30**	**30**
14:00 - 14:15	8	2	0	0	0	0	0	10.0	10
14:15 - 14:30	5	0	0	0	0	0	0	5.0	5
14:30 - 14:45	11	1	0	0	0	0	1	12.4	13
14:45 - 15:00	7	0	0	0	0	0	0	7.0	7
Hourly Total	**31**	**3**	**0**	**0**	**0**	**0**	**1**	**34**	**35**
15:00 - 15:15	7	2	0	0	0	0	0	9.0	9
15:15 - 15:30	8	1	0	0	0	0	0	9.0	9
15:30 - 15:45	36	0	0	0	0	0	0	36.0	36
15:45 - 16:00	11	0	0	0	0	0	0	11.0	11
Hourly Total	**62**	**3**	**0**	**0**	**0**	**0**	**0**	**65**	**65**
16:00 - 16:15	12	0	0	0	0	0	0	12.0	12
16:15 - 16:30	6	1	0	0	0	0	0	7.0	7
16:30 - 16:45	8	2	0	0	0	0	0	10.0	10
16:45 - 17:00	7	0	0	0	0	0	0	7.0	7
Hourly Total	**33**	**3**	**0**	**0**	**0**	**0**	**0**	**36**	**36**
17:00 - 17:15	9	3	0	0	0	0	0	12.0	12
17:15 - 17:30	15	0	0	0	0	1	0	15.2	16
17:30 - 17:45	14	1	0	0	0	0	0	15.0	15
17:45 - 18:00	15	0	0	0	0	0	0	15.0	15
Hourly Total	**53**	**4**	**0**	**0**	**0**	**1**	**0**	**57**	**58**
18:00 - 18:15	18	1	0	0	0	0	0	19.0	19
18:15 - 18:30	13	0	0	0	0	0	0	13.0	13
18:30 - 18:45	5	0	0	0	0	0	0	5.0	5
18:45 - 19:00	8	1	0	0	0	0	0	9.0	9
Hourly Total	**44**	**2**	**0**	**0**	**0**	**0**	**0**	**46**	**46**
Session Total	**437**	**36**	**3**	**0**	**0**	**1**	**1**	**478**	**478**

D to D

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	1	0	0	0	0	0	0	1.0	1
13:45 - 14:00	0	0	0	0	0	0	0	0.0	0
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	1	0.4	1
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**	**1**	**0**	**1**
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	1	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	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**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	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**	**1**	**0**	**0**	**0**	**0**	**1**	**2**	**3**

From D

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	8	1	0	0	0	0	0	9.0	9
07:45 - 08:00	15	0	0	0	0	0	0	15.0	15
Hourly Total	**26**	**1**	**0**	**0**	**0**	**0**	**0**	**27**	**27**
08:00 - 08:15	13	2	0	0	0	0	0	15.0	15
08:15 - 08:30	14	0	0	0	0	0	0	14.0	14
08:30 - 08:45	10	0	0	0	0	0	0	10.0	10
08:45 - 09:00	24	1	0	0	0	0	0	25.0	25
Hourly Total	**61**	**3**	**0**	**0**	**0**	**0**	**0**	**64**	**64**
09:00 - 09:15	17	3	0	0	0	0	0	20.0	20
09:15 - 09:30	7	0	0	0	0	0	0	7.0	7
09:30 - 09:45	6	1	0	0	0	0	0	7.0	7
09:45 - 10:00	3	2	0	0	0	0	0	5.0	5
Hourly Total	**33**	**6**	**0**	**0**	**0**	**0**	**0**	**39**	**39**
10:00 - 10:15	8	0	0	0	0	0	0	8.0	8
10:15 - 10:30	7	0	0	0	0	0	0	7.0	7
10:30 - 10:45	7	0	1	0	0	0	0	8.5	8
10:45 - 11:00	9	1	0	0	0	0	0	10.0	10
Hourly Total	**31**	**1**	**1**	**0**	**0**	**0**	**0**	**34**	**33**
11:00 - 11:15	6	1	0	0	0	0	0	7.0	7
11:15 - 11:30	9	1	0	0	0	0	0	10.0	10
11:30 - 11:45	8	2	0	0	0	0	0	10.0	10
11:45 - 12:00	7	1	0	0	0	0	0	8.0	8
Hourly Total	**30**	**5**	**0**	**0**	**0**	**0**	**0**	**35**	**35**
12:00 - 12:15	7	2	0	0	0	0	0	9.0	9
12:15 - 12:30	9	0	0	0	0	0	0	9.0	9
12:30 - 12:45	16	1	1	0	0	0	0	18.5	18
12:45 - 13:00	5	0	1	0	0	0	0	6.5	6
Hourly Total	**37**	**3**	**2**	**0**	**0**	**0**	**0**	**43**	**42**
13:00 - 13:15	7	2	0	0	0	0	0	9.0	9
13:15 - 13:30	6	1	0	0	0	0	0	7.0	7
13:30 - 13:45	8	1	0	0	0	0	0	9.0	9
13:45 - 14:00	7	2	0	0	0	0	0	9.0	9
Hourly Total	**28**	**6**	**0**	**0**	**0**	**0**	**0**	**34**	**34**
14:00 - 14:15	9	2	0	0	0	0	0	11.0	11
14:15 - 14:30	6	0	0	0	0	0	1	6.4	7
14:30 - 14:45	11	1	0	0	0	0	1	12.4	13
14:45 - 15:00	8	0	0	0	0	0	0	8.0	8
Hourly Total	**34**	**3**	**0**	**0**	**0**	**0**	**2**	**38**	**39**
15:00 - 15:15	10	2	0	0	0	0	0	12.0	12
15:15 - 15:30	10	1	0	0	0	0	0	11.0	11
15:30 - 15:45	39	1	0	0	0	0	1	40.4	41
15:45 - 16:00	12	0	0	0	0	0	0	12.0	12
Hourly Total	**71**	**4**	**0**	**0**	**0**	**0**	**1**	**75**	**76**
16:00 - 16:15	14	0	0	0	0	0	0	14.0	14
16:15 - 16:30	8	2	0	0	0	0	0	10.0	10
16:30 - 16:45	11	3	0	0	0	0	0	14.0	14
16:45 - 17:00	8	1	0	0	0	0	0	9.0	9
Hourly Total	**41**	**6**	**0**	**0**	**0**	**0**	**0**	**47**	**47**
17:00 - 17:15	9	4	0	0	0	0	0	13.0	13
17:15 - 17:30	16	0	0	0	0	1	0	16.2	17
17:30 - 17:45	17	2	0	0	0	0	0	19.0	19
17:45 - 18:00	16	0	0	0	0	0	0	16.0	16
Hourly Total	**58**	**6**	**0**	**0**	**0**	**1**	**0**	**64**	**65**
18:00 - 18:15	19	2	0	0	0	0	0	21.0	21
18:15 - 18:30	21	0	0	0	0	0	0	21.0	21
18:30 - 18:45	6	0	0	0	0	0	0	6.0	6
18:45 - 19:00	8	1	0	0	0	0	0	9.0	9
Hourly Total	**54**	**3**	**0**	**0**	**0**	**0**	**0**	**57**	**57**
Session Total	**504**	**47**	**3**	**0**	**0**	**1**	**3**	**557**	**558**

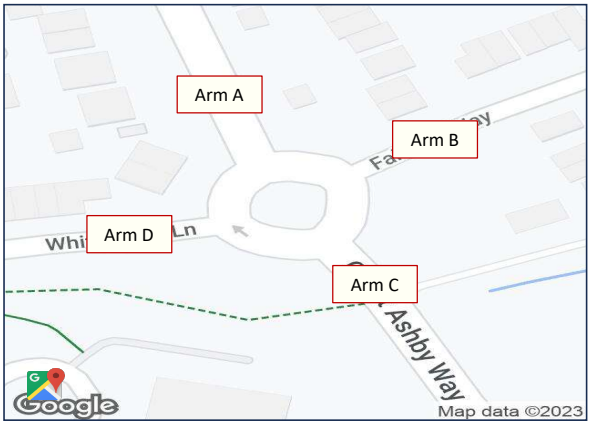
To D

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	11	1	0	0	0	0	0	12.0	12
07:45 - 08:00	9	1	0	0	0	0	0	10.0	10
Hourly Total	**20**	**2**	**0**	**0**	**0**	**0**	**0**	**22**	**22**
08:00 - 08:15	10	3	1	0	0	0	0	14.5	14
08:15 - 08:30	12	0	0	0	0	0	0	12.0	12
08:30 - 08:45	17	0	0	0	0	0	0	17.0	17
08:45 - 09:00	14	2	0	0	0	0	0	16.0	16
Hourly Total	**53**	**5**	**1**	**0**	**0**	**0**	**0**	**60**	**59**
09:00 - 09:15	8	0	0	0	0	0	0	8.0	8
09:15 - 09:30	5	0	0	0	0	0	0	5.0	5
09:30 - 09:45	3	2	0	0	0	0	0	5.0	5
09:45 - 10:00	5	0	0	0	0	0	0	5.0	5
Hourly Total	**21**	**2**	**0**	**0**	**0**	**0**	**0**	**23**	**23**
10:00 - 10:15	4	0	0	0	0	0	0	4.0	4
10:15 - 10:30	8	0	1	0	0	0	0	9.5	9
10:30 - 10:45	5	0	0	0	0	1	0	5.2	6
10:45 - 11:00	9	1	0	0	0	0	0	10.0	10
Hourly Total	**26**	**1**	**1**	**0**	**0**	**1**	**0**	**29**	**29**
11:00 - 11:15	4	0	0	0	0	0	0	4.0	4
11:15 - 11:30	8	1	0	0	0	0	0	9.0	9
11:30 - 11:45	3	2	0	0	0	0	0	5.0	5
11:45 - 12:00	6	2	0	0	0	0	0	8.0	8
Hourly Total	**21**	**5**	**0**	**0**	**0**	**0**	**0**	**26**	**26**
12:00 - 12:15	6	0	0	0	0	0	0	6.0	6
12:15 - 12:30	9	1	0	0	0	0	0	10.0	10
12:30 - 12:45	6	0	0	0	0	0	0	6.0	6
12:45 - 13:00	3	2	0	0	0	0	0	5.0	5
Hourly Total	**24**	**3**	**0**	**0**	**0**	**0**	**0**	**27**	**27**
13:00 - 13:15	4	0	0	0	0	0	0	4.0	4
13:15 - 13:30	1	2	0	0	0	0	0	3.0	3
13:30 - 13:45	8	0	0	0	0	0	0	8.0	8
13:45 - 14:00	5	2	0	0	0	0	0	7.0	7
Hourly Total	**18**	**4**	**0**	**0**	**0**	**0**	**0**	**22**	**22**
14:00 - 14:15	3	0	0	0	0	0	0	3.0	3
14:15 - 14:30	9	0	0	0	0	0	1	9.4	10
14:30 - 14:45	4	0	0	0	0	0	0	4.0	4
14:45 - 15:00	4	1	0	0	0	0	1	5.4	6
Hourly Total	**20**	**1**	**0**	**0**	**0**	**0**	**2**	**22**	**23**
15:00 - 15:15	11	1	0	0	0	0	0	12.0	12
15:15 - 15:30	23	0	0	0	0	0	0	23.0	23
15:30 - 15:45	12	0	0	0	0	0	0	12.0	12
15:45 - 16:00	7	2	0	0	0	0	0	9.0	9
Hourly Total	**53**	**3**	**0**	**0**	**0**	**0**	**0**	**56**	**56**
16:00 - 16:15	9	0	0	0	0	1	0	9.2	10
16:15 - 16:30	11	1	0	0	0	0	0	12.0	12
16:30 - 16:45	8	2	0	0	0	0	0	10.0	10
16:45 - 17:00	7	0	0	0	0	0	0	7.0	7
Hourly Total	**35**	**3**	**0**	**0**	**0**	**1**	**0**	**38**	**39**
17:00 - 17:15	11	2	0	0	0	0	0	13.0	13
17:15 - 17:30	11	1	0	0	0	0	0	12.0	12
17:30 - 17:45	10	2	0	0	0	0	0	12.0	12
17:45 - 18:00	13	2	0	0	0	0	0	15.0	15
Hourly Total	**45**	**7**	**0**	**0**	**0**	**0**	**0**	**52**	**52**
18:00 - 18:15	20	0	0	0	0	0	1	20.4	21
18:15 - 18:30	8	1	0	0	0	0	0	9.0	9
18:30 - 18:45	5	1	0	0	0	0	0	6.0	6
18:45 - 19:00	7	5	1	0	0	0	0	13.5	13
Hourly Total	**40**	**7**	**1**	**0**	**0**	**0**	**1**	**49**	**49**
Session Total	**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**

streetwise

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	1	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

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: 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)

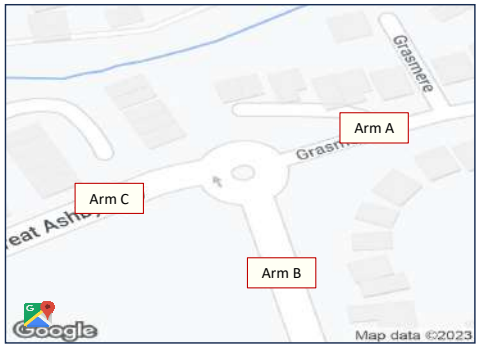
	C to A									C to B									C to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	21	4	0	0	0	0	1	25.4	26	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	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

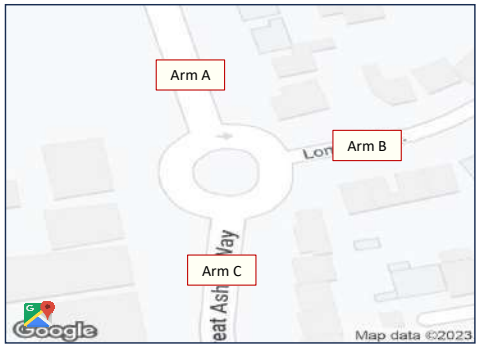
	C to A									C to B									C to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	12	1	1	0	0	0	0	14.5	14	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	11	1	0	0	0	1	0	12.2	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 (South) / B - Cartwright Road / C - Great Ashby Way (North)**

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 and Queue Length Survey: Thursday, 15 June 2023

Produced by Streetwise Services Ltd.

Junction: A - Great Ashby Way (South) / B - Cartwright Road / C - Great Ashby Way (North)

Approach: A - Great Ashby Way (South)

A to B

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**

A to C

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**

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	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 A

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 A

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 and Queue Length Survey: Thursday, 15 June 2023

Produced by Streetwise Services Ltd.

Junction: A - Great Ashby Way (South) / B - Cartwright Road / C - Great Ashby Way (North)

Approach: B - Cartwright Road

B to C

TIME	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
07:15 - 07:30	7	1	0	0	0	0	0	8.0	8
07:30 - 07:45	9	2	0	0	1	0	0	13.0	12
07:45 - 08:00	6	1	1	0	0	0	0	8.5	8
Hourly Total	**33**	**4**	**1**	**0**	**1**	**0**	**0**	**41**	**39**
08:00 - 08:15	21	2	0	0	1	0	0	25.0	24
08:15 - 08:30	27	1	0	0	0	0	0	28.0	28
08:30 - 08:45	19	0	0	0	0	0	0	19.0	19
08:45 - 09:00	16	0	0	0	1	0	0	18.0	17
Hourly Total	**83**	**3**	**0**	**0**	**2**	**0**	**0**	**90**	**88**
09:00 - 09:15	22	1	0	0	0	0	0	23.0	23
09:15 - 09:30	9	3	0	0	1	0	0	14.0	13
09:30 - 09:45	13	2	0	0	0	0	0	15.0	15
09:45 - 10:00	14	2	0	0	0	0	0	16.0	16
Hourly Total	**58**	**8**	**0**	**0**	**1**	**0**	**0**	**68**	**67**
10:00 - 10:15	9	0	0	0	1	0	0	11.0	10
10:15 - 10:30	8	2	0	0	1	0	0	12.0	11
10:30 - 10:45	13	0	0	0	0	0	0	13.0	13
10:45 - 11:00	10	2	0	0	1	0	0	14.0	13
Hourly Total	**40**	**4**	**0**	**0**	**3**	**0**	**0**	**50**	**47**
11:00 - 11:15	9	3	0	0	0	0	0	12.0	12
11:15 - 11:30	15	1	0	0	0	0	0	16.0	16
11:30 - 11:45	16	0	0	0	1	0	0	18.0	17
11:45 - 12:00	13	1	2	0	0	0	0	17.0	16
Hourly Total	**53**	**5**	**2**	**0**	**1**	**0**	**0**	**63**	**61**
12:00 - 12:15	15	3	0	0	1	0	1	20.4	20
12:15 - 12:30	15	1	0	0	1	0	2	18.8	19
12:30 - 12:45	10	3	0	0	0	0	0	13.0	13
12:45 - 13:00	17	0	0	0	0	0	0	17.0	17
Hourly Total	**57**	**7**	**0**	**0**	**2**	**0**	**3**	**69**	**69**
13:00 - 13:15	22	2	0	0	1	0	0	26.0	25
13:15 - 13:30	13	2	1	0	0	0	0	16.5	16
13:30 - 13:45	17	0	0	0	1	0	0	19.0	18
13:45 - 14:00	11	0	0	0	0	0	0	11.0	11
Hourly Total	**63**	**4**	**1**	**0**	**2**	**0**	**0**	**73**	**70**
14:00 - 14:15	25	1	0	0	1	0	0	28.0	27
14:15 - 14:30	20	0	0	0	0	0	0	20.0	20
14:30 - 14:45	10	1	0	0	1	0	0	13.0	12
14:45 - 15:00	18	4	0	0	0	1	0	22.2	23
Hourly Total	**73**	**6**	**0**	**0**	**2**	**1**	**0**	**83**	**82**
15:00 - 15:15	21	1	0	0	1	0	1	24.4	24
15:15 - 15:30	29	1	0	0	1	0	1	32.4	32
15:30 - 15:45	46	3	0	0	0	0	0	49.0	49
15:45 - 16:00	27	2	0	0	0	0	0	29.0	29
Hourly Total	**123**	**7**	**0**	**0**	**2**	**0**	**2**	**135**	**134**
16:00 - 16:15	29	3	0	0	1	0	0	34.0	33
16:15 - 16:30	21	1	0	0	0	0	0	22.0	22
16:30 - 16:45	35	3	1	0	0	0	0	39.5	39
16:45 - 17:00	20	0	0	0	0	0	1	20.4	21
Hourly Total	**105**	**7**	**1**	**0**	**1**	**0**	**1**	**116**	**115**
17:00 - 17:15	41	1	0	0	1	0	0	44.0	43
17:15 - 17:30	39	4	0	0	0	1	0	43.2	44
17:30 - 17:45	38	3	0	0	1	0	1	43.4	43
17:45 - 18:00	22	3	0	0	0	0	0	25.0	25
Hourly Total	**140**	**11**	**0**	**0**	**2**	**1**	**1**	**156**	**155**
18:00 - 18:15	34	2	0	0	1	0	0	38.0	37
18:15 - 18:30	28	2	0	0	0	0	0	30.0	30
18:30 - 18:45	33	2	0	0	1	0	0	37.0	36
18:45 - 19:00	32	1	0	0	1	0	1	35.4	35
Hourly Total	**127**	**7**	**0**	**0**	**3**	**0**	**1**	**140**	**138**
Session Total	**955**	**73**	**5**	**0**	**22**	**2**	**8**	**1083**	**1065**

B to A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	3	1	0	0	0	0	0	4.0	4
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	0	0	0	0	0	0	5.0	5
Hourly Total	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**11**	**11**
08:00 - 08:15	2	0	0	0	0	0	0	2.0	2
08:15 - 08:30	1	1	0	0	0	0	0	2.0	2
08:30 - 08:45	2	0	0	0	0	0	0	2.0	2
08:45 - 09:00	0	0	1	0	0	0	0	1.5	1
Hourly Total	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**8**	**7**
09:00 - 09:15	3	1	0	0	0	0	0	4.0	4
09:15 - 09:30	3	0	1	1	0	0	0	6.8	5
09:30 - 09:45	2	0	1	0	0	0	0	3.5	3
09:45 - 10:00	1	2	0	0	0	0	0	3.0	3
Hourly Total	**9**	**3**	**2**	**1**	**0**	**0**	**0**	**17**	**15**
10:00 - 10:15	2	3	0	0	0	0	0	5.0	5
10:15 - 10:30	4	1	0	0	0	0	0	5.0	5
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	**7**	**4**	**0**	**0**	**0**	**0**	**0**	**11**	**11**
11:00 - 11:15	3	1	0	0	0	0	0	4.0	4
11:15 - 11:30	1	1	1	0	0	0	0	3.5	3
11:30 - 11:45	4	0	1	0	0	0	0	5.5	5
11:45 - 12:00	2	0	0	1	0	0	0	4.3	3
Hourly Total	**10**	**2**	**2**	**1**	**0**	**0**	**0**	**17**	**15**
12:00 - 12:15	1	0	0	0	0	0	0	1.0	1
12:15 - 12:30	2	1	0	0	0	0	0	3.0	3
12:30 - 12:45	3	0	0	0	0	0	0	3.0	3
12:45 - 13:00	4	0	1	0	0	0	0	5.5	5
Hourly Total	**10**	**1**	**1**	**0**	**0**	**0**	**0**	**13**	**12**
13:00 - 13:15	3	0	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	3	2	0	0	0	0	0	5.0	5
13:45 - 14:00	4	0	0	0	0	0	0	4.0	4
Hourly Total	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**13**	**13**
14:00 - 14:15	6	0	0	0	0	0	0	6.0	6
14:15 - 14:30	5	1	0	1	0	0	0	8.3	7
14:30 - 14:45	2	0	0	0	0	0	0	2.0	2
14:45 - 15:00	4	0	0	0	0	0	0	4.0	4
Hourly Total	**17**	**1**	**0**	**1**	**0**	**0**	**0**	**20**	**19**
15:00 - 15:15	6	0	0	0	0	0	0	6.0	6
15:15 - 15:30	6	2	0	0	0	0	0	8.0	8
15:30 - 15:45	2	0	0	0	0	0	0	2.0	2
15:45 - 16:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**18**	**18**
16:00 - 16:15	13	1	0	0	0	0	0	14.0	14
16:15 - 16:30	6	3	0	0	0	0	0	9.0	9
16:30 - 16:45	7	0	0	0	0	0	0	7.0	7
16:45 - 17:00	7	0	0	1	0	0	0	9.3	8
Hourly Total	**33**	**4**	**0**	**1**	**0**	**0**	**0**	**39**	**38**
17:00 - 17:15	24	2	1	0	0	0	1	27.9	28
17:15 - 17:30	3	0	0	0	0	0	0	3.0	3
17:30 - 17:45	5	0	0	0	0	0	0	5.0	5
17:45 - 18:00	9	1	0	1	0	0	0	12.3	11
Hourly Total	**41**	**3**	**1**	**1**	**0**	**0**	**1**	**48**	**47**
18:00 - 18:15	2	1	0	0	0	0	0	3.0	3
18:15 - 18:30	2	1	0	0	0	0	0	3.0	3
18:30 - 18:45	4	0	1	0	0	0	0	5.5	5
18:45 - 19:00	0	1	1	0	0	0	0	2.5	2
Hourly Total	**8**	**3**	**2**	**0**	**0**	**0**	**0**	**14**	**13**
Session Total	**177**	**27**	**9**	**5**	**0**	**0**	**1**	**229**	**219**

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	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	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

From B

TIME	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
07:15 - 07:30	9	1	0	0	0	0	0	10.0	10
07:30 - 07:45	9	2	0	0	1	0	0	13.0	12
07:45 - 08:00	11	1	1	0	0	0	0	13.5	13
Hourly Total	**43**	**5**	**1**	**0**	**1**	**0**	**0**	**52**	**50**
08:00 - 08:15	23	2	0	0	1	0	0	27.0	26
08:15 - 08:30	28	2	0	0	0	0	0	30.0	30
08:30 - 08:45	21	0	0	0	0	0	0	21.0	21
08:45 - 09:00	16	0	1	0	1	0	0	19.5	18
Hourly Total	**88**	**4**	**1**	**0**	**2**	**0**	**0**	**98**	**95**
09:00 - 09:15	25	2	0	0	0	0	0	27.0	27
09:15 - 09:30	12	3	1	1	1	0	0	20.8	18
09:30 - 09:45	15	2	1	0	0	0	0	18.5	18
09:45 - 10:00	15	4	0	0	0	0	0	19.0	19
Hourly Total	**67**	**11**	**2**	**1**	**1**	**0**	**0**	**85**	**82**
10:00 - 10:15	11	3	0	0	1	0	0	16.0	15
10:15 - 10:30	12	3	0	0	1	0	0	17.0	16
10:30 - 10:45	13	0	0	0	0	0	0	13.0	13
10:45 - 11:00	11	2	0	0	1	0	0	15.0	14
Hourly Total	**47**	**8**	**0**	**0**	**3**	**0**	**0**	**61**	**58**
11:00 - 11:15	12	4	0	0	0	0	0	16.0	16
11:15 - 11:30	16	2	1	0	0	0	0	19.5	19
11:30 - 11:45	20	0	1	0	1	0	0	23.5	22
11:45 - 12:00	15	1	2	1	0	0	0	21.3	19
Hourly Total	**63**	**7**	**4**	**1**	**1**	**0**	**0**	**80**	**76**
12:00 - 12:15	16	3	0	0	1	0	1	21.4	21
12:15 - 12:30	17	2	0	0	1	0	2	21.8	22
12:30 - 12:45	13	3	0	0	0	0	0	16.0	16
12:45 - 13:00	21	0	1	0	0	0	0	22.5	22
Hourly Total	**67**	**8**	**1**	**0**	**2**	**0**	**3**	**82**	**81**
13:00 - 13:15	25	2	0	0	1	0	0	29.0	28
13:15 - 13:30	14	2	1	0	0	0	0	17.5	17
13:30 - 13:45	20	2	0	0	1	0	0	24.0	23
13:45 - 14:00	15	0	0	0	0	0	0	15.0	15
Hourly Total	**74**	**6**	**1**	**0**	**2**	**0**	**0**	**86**	**83**
14:00 - 14:15	31	1	0	0	1	0	0	34.0	33
14:15 - 14:30	25	1	0	1	0	0	0	28.3	27
14:30 - 14:45	12	1	0	0	1	0	0	15.0	14
14:45 - 15:00	22	4	0	0	0	1	0	26.2	27
Hourly Total	**90**	**7**	**0**	**1**	**2**	**1**	**0**	**104**	**101**
15:00 - 15:15	27	1	0	0	1	0	1	30.4	30
15:15 - 15:30	35	3	0	0	1	0	1	40.4	40
15:30 - 15:45	48	3	0	0	0	0	0	51.0	51
15:45 - 16:00	29	2	0	0	0	0	0	31.0	31
Hourly Total	**139**	**9**	**0**	**0**	**2**	**0**	**2**	**153**	**152**
16:00 - 16:15	42	4	0	0	1	0	0	48.0	47
16:15 - 16:30	27	4	0	0	0	0	0	31.0	31
16:30 - 16:45	42	3	1	0	0	0	0	46.5	46
16:45 - 17:00	27	0	0	1	0	0	1	29.7	29
Hourly Total	**138**	**11**	**1**	**1**	**1**	**0**	**1**	**155**	**153**
17:00 - 17:15	65	3	1	0	1	0	1	71.9	71
17:15 - 17:30	42	4	0	0	0	1	0	46.2	47
17:30 - 17:45	43	3	0	0	1	0	1	48.4	48
17:45 - 18:00	31	4	0	1	0	0	0	37.3	36
Hourly Total	**181**	**14**	**1**	**1**	**2**	**1**	**2**	**204**	**202**
18:00 - 18:15	36	3	0	0	1	0	0	41.0	40
18:15 - 18:30	30	3	0	0	0	0	0	33.0	33
18:30 - 18:45	37	2	1	0	1	0	0	42.5	41
18:45 - 19:00	32	2	1	0	1	0	1	37.9	37
Hourly Total	**135**	**10**	**2**	**0**	**3**	**0**	**1**	**154**	**151**
Session Total	**1132**	**100**	**14**	**5**	**22**	**2**	**9**	**1313**	**1284**

To B

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	9	0	1	0	0	0	0	10.5	10
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	**32**	**2**	**1**	**0**	**0**	**0**	**0**	**36**	**35**
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	3	1	2	0	0	0	0	7.0	6
09:45 - 10:00	1	3	0	0	0	0	0	4.0	4
Hourly Total	**14**	**7**	**4**	**0**	**0**	**0**	**0**	**27**	**25**
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	8	1	1	0	0	0	0	10.5	10
11:45 - 12:00	4	3	1	0	0	0	0	8.5	8
Hourly Total	**21**	**6**	**2**	**0**	**0**	**0**	**0**	**30**	**29**
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	6	1	0	0	0	0	0	7.0	7
17:45 - 18:00	5	0	0	0	0	0	0	5.0	5
Hourly Total	**17**	**4**	**0**	**1**	**0**	**0**	**0**	**23**	**22**
18:00 - 18:15	1	1	0	0	0	0	0	2.0	2
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	**11**	**1**	**3**	**1**	**0**	**0**	**0**	**19**	**16**
Session Total	**219**	**43**	**15**	**8**	**0**	**2**	**2**	**304**	**289**

streetwise

Great Ashby, Stevenage - Manual Traffic and Queue Length Survey: Thursday, 15 June 2023

Produced by Streetwise Services Ltd.

Junction: A - Great Ashby Way (South) / B - Cartwright Road / C - Great Ashby Way (North)

Approach: C - Great Ashby Way (North)

C to A

TIME	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
07:15 - 07:30	58	9	0	0	0	0	2	67.8	69
07:30 - 07:45	88	9	0	0	1	0	2	99.8	100
07:45 - 08:00	96	7	0	0	0	0	1	103.4	104
Hourly Total	**288**	**35**	**0**	**0**	**1**	**0**	**6**	**327**	**330**
08:00 - 08:15	161	7	1	0	0	0	1	169.9	170
08:15 - 08:30	107	5	1	0	0	0	0	113.5	113
08:30 - 08:45	109	5	1	0	0	0	1	115.9	116
08:45 - 09:00	93	3	1	0	0	0	0	97.5	97
Hourly Total	**470**	**20**	**4**	**0**	**0**	**0**	**2**	**497**	**496**
09:00 - 09:15	67	6	0	0	0	0	0	73.0	73
09:15 - 09:30	40	2	0	0	0	0	0	42.0	42
09:30 - 09:45	33	2	1	0	0	0	0	36.5	36
09:45 - 10:00	36	6	0	0	0	0	1	42.4	43
Hourly Total	**176**	**16**	**1**	**0**	**0**	**0**	**1**	**194**	**194**
10:00 - 10:15	36	3	0	0	0	0	0	39.0	39
10:15 - 10:30	29	1	0	0	0	0	0	30.0	30
10:30 - 10:45	36	4	2	0	0	0	0	43.0	42
10:45 - 11:00	32	5	0	0	0	0	0	37.0	37
Hourly Total	**133**	**13**	**2**	**0**	**0**	**0**	**0**	**149**	**148**
11:00 - 11:15	37	5	0	0	0	0	0	42.0	42
11:15 - 11:30	33	6	0	0	0	1	0	39.2	40
11:30 - 11:45	37	4	1	0	0	0	0	42.5	42
11:45 - 12:00	44	4	0	0	0	0	0	48.0	48
Hourly Total	**151**	**19**	**1**	**0**	**0**	**1**	**0**	**172**	**172**
12:00 - 12:15	35	4	1	0	0	0	0	40.5	40
12:15 - 12:30	36	3	1	0	0	0	0	40.5	40
12:30 - 12:45	37	8	1	0	0	1	0	46.7	47
12:45 - 13:00	45	4	1	0	0	0	0	50.5	50
Hourly Total	**153**	**19**	**4**	**0**	**0**	**1**	**0**	**178**	**177**
13:00 - 13:15	39	2	0	0	0	0	1	41.4	42
13:15 - 13:30	36	7	0	0	0	0	0	43.0	43
13:30 - 13:45	30	6	0	0	0	0	0	36.0	36
13:45 - 14:00	36	2	0	0	0	0	0	38.0	38
Hourly Total	**141**	**17**	**0**	**0**	**0**	**0**	**1**	**158**	**159**
14:00 - 14:15	37	9	0	0	0	0	0	46.0	46
14:15 - 14:30	39	4	1	0	0	0	0	44.5	44
14:30 - 14:45	44	2	1	0	0	0	2	48.3	49
14:45 - 15:00	54	5	1	0	0	0	0	60.5	60
Hourly Total	**174**	**20**	**3**	**0**	**0**	**0**	**2**	**199**	**199**
15:00 - 15:15	60	7	0	1	0	0	0	69.3	68
15:15 - 15:30	43	4	0	0	0	1	0	47.2	48
15:30 - 15:45	75	3	0	0	0	0	1	78.4	79
15:45 - 16:00	49	4	0	1	0	0	0	55.3	54
Hourly Total	**227**	**18**	**0**	**2**	**0**	**1**	**1**	**250**	**249**
16:00 - 16:15	61	6	0	0	0	1	1	67.6	69
16:15 - 16:30	41	4	1	0	0	0	1	46.9	47
16:30 - 16:45	56	7	0	0	0	0	1	63.4	64
16:45 - 17:00	67	6	0	0	0	0	0	73.0	73
Hourly Total	**225**	**23**	**1**	**0**	**0**	**1**	**3**	**251**	**253**
17:00 - 17:15	54	4	0	0	0	0	1	58.4	59
17:15 - 17:30	61	5	1	0	0	0	0	67.5	67
17:30 - 17:45	70	4	0	0	0	0	0	74.0	74
17:45 - 18:00	56	5	0	0	0	0	0	61.0	61
Hourly Total	**241**	**18**	**1**	**0**	**0**	**0**	**1**	**261**	**261**
18:00 - 18:15	71	3	0	0	0	1	0	74.2	75
18:15 - 18:30	68	1	0	0	0	0	0	69.0	69
18:30 - 18:45	57	1	0	0	0	0	0	58.0	58
18:45 - 19:00	63	2	1	0	0	0	1	66.9	67
Hourly Total	**259**	**7**	**1**	**0**	**0**	**1**	**1**	**268**	**269**
Session Total	**2638**	**225**	**18**	**2**	**1**	**5**	**18**	**2905**	**2907**

C to B

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	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	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**2**
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	1	0	0	0	0	0	0	1.0	1
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	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	2	0	0	0	0	0	0	2.0	2
11:45 - 12:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**2**	**0**	**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	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	1	0	0	0	0	0	0	1.0	1
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	1	0	0	0	0	0	0	1.0	1
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	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
Session Total	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**8**	**7**

C 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	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	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	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

From C

TIME	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
07:15 - 07:30	58	9	0	0	0	0	2	67.8	69
07:30 - 07:45	88	9	0	0	1	0	2	99.8	100
07:45 - 08:00	96	7	0	0	0	0	1	103.4	104
Hourly Total	**289**	**35**	**1**	**0**	**1**	**0**	**6**	**330**	**332**
08:00 - 08:15	161	7	1	0	0	0	1	169.9	170
08:15 - 08:30	107	5	1	0	0	0	0	113.5	113
08:30 - 08:45	109	5	1	0	0	0	1	115.9	116
08:45 - 09:00	93	3	1	0	0	0	0	97.5	97
Hourly Total	**470**	**20**	**4**	**0**	**0**	**0**	**2**	**497**	**496**
09:00 - 09:15	67	6	0	0	0	0	0	73.0	73
09:15 - 09:30	40	2	0	0	0	0	0	42.0	42
09:30 - 09:45	34	2	1	0	0	0	0	37.5	37
09:45 - 10:00	36	6	0	0	0	0	1	42.4	43
Hourly Total	**177**	**16**	**1**	**0**	**0**	**0**	**1**	**195**	**195**
10:00 - 10:15	36	3	0	0	0	0	0	39.0	39
10:15 - 10:30	29	1	0	0	0	0	0	30.0	30
10:30 - 10:45	36	4	2	0	0	0	0	43.0	42
10:45 - 11:00	32	5	0	0	0	0	0	37.0	37
Hourly Total	**133**	**13**	**2**	**0**	**0**	**0**	**0**	**149**	**148**
11:00 - 11:15	37	5	0	0	0	0	0	42.0	42
11:15 - 11:30	33	6	0	0	0	1	0	39.2	40
11:30 - 11:45	39	4	1	0	0	0	0	44.5	44
11:45 - 12:00	44	4	0	0	0	0	0	48.0	48
Hourly Total	**153**	**19**	**1**	**0**	**0**	**1**	**0**	**174**	**174**
12:00 - 12:15	35	4	1	0	0	0	0	40.5	40
12:15 - 12:30	36	3	1	0	0	0	0	40.5	40
12:30 - 12:45	37	8	1	0	0	1	0	46.7	47
12:45 - 13:00	45	4	1	0	0	0	0	50.5	50
Hourly Total	**153**	**19**	**4**	**0**	**0**	**1**	**0**	**178**	**177**
13:00 - 13:15	39	2	0	0	0	0	1	41.4	42
13:15 - 13:30	36	7	0	0	0	0	0	43.0	43
13:30 - 13:45	30	6	0	0	0	0	0	36.0	36
13:45 - 14:00	36	2	0	0	0	0	0	38.0	38
Hourly Total	**141**	**17**	**0**	**0**	**0**	**0**	**1**	**158**	**159**
14:00 - 14:15	37	9	0	0	0	0	0	46.0	46
14:15 - 14:30	39	4	1	0	0	0	0	44.5	44
14:30 - 14:45	44	2	1	0	0	0	2	48.3	49
14:45 - 15:00	54	5	1	0	0	0	0	60.5	60
Hourly Total	**174**	**20**	**3**	**0**	**0**	**0**	**2**	**199**	**199**
15:00 - 15:15	60	7	0	1	0	0	0	69.3	68
15:15 - 15:30	43	4	0	0	0	1	0	47.2	48
15:30 - 15:45	75	3	0	0	0	0	1	78.4	79
15:45 - 16:00	49	4	0	1	0	0	0	55.3	54
Hourly Total	**227**	**18**	**0**	**2**	**0**	**1**	**1**	**250**	**249**
16:00 - 16:15	61	6	0	0	0	1	1	67.6	69
16:15 - 16:30	41	4	1	0	0	0	1	46.9	47
16:30 - 16:45	56	7	0	0	0	0	1	63.4	64
16:45 - 17:00	67	6	0	0	0	0	0	73.0	73
Hourly Total	**225**	**23**	**1**	**0**	**0**	**1**	**3**	**251**	**253**
17:00 - 17:15	54	4	0	0	0	0	1	58.4	59
17:15 - 17:30	61	5	1	0	0	0	0	67.5	67
17:30 - 17:45	71	4	0	0	0	0	0	75.0	75
17:45 - 18:00	56	5	0	0	0	0	0	61.0	61
Hourly Total	**242**	**18**	**1**	**0**	**0**	**0**	**1**	**262**	**262**
18:00 - 18:15	72	3	0	0	0	1	0	75.2	76
18:15 - 18:30	68	1	0	0	0	0	0	69.0	69
18:30 - 18:45	57	1	0	0	0	0	0	58.0	58
18:45 - 19:00	63	2	1	0	0	0	1	66.9	67
Hourly Total	**260**	**7**	**1**	**0**	**0**	**1**	**1**	**269**	**270**
Session Total	**2644**	**225**	**19**	**2**	**1**	**5**	**18**	**2912**	**2914**

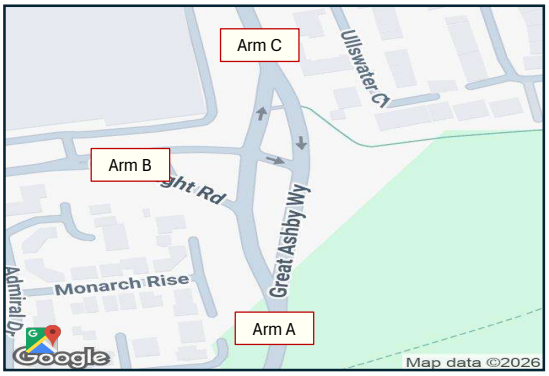
To C

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	26	1	1	0	0	0	0	28.5	28
07:15 - 07:30	23	2	0	0	0	1	0	25.2	26
07:30 - 07:45	42	4	0	0	1	2	0	48.4	49
07:45 - 08:00	38	5	2	0	0	0	0	46.0	45
Hourly Total	**129**	**12**	**3**	**0**	**1**	**3**	**0**	**148**	**148**
08:00 - 08:15	50	3	2	0	1	0	0	58.0	56
08:15 - 08:30	81	3	1	0	0	0	0	85.5	85
08:30 - 08:45	46	3	1	0	0	0	0	50.5	50
08:45 - 09:00	56	3	0	0	1	0	0	61.0	60
Hourly Total	**233**	**12**	**4**	**0**	**2**	**0**	**0**	**255**	**251**
09:00 - 09:15	69	3	0	0	0	0	0	72.0	72
09:15 - 09:30	29	6	1	0	1	0	0	38.5	37
09:30 - 09:45	28	4	0	0	0	0	1	32.4	33
09:45 - 10:00	33	4	2	0	0	0	0	40.0	39
Hourly Total	**159**	**17**	**3**	**0**	**1**	**0**	**1**	**183**	**181**
10:00 - 10:15	28	2	0	0	1	0	0	32.0	31
10:15 - 10:30	28	7	1	0	1	0	0	38.5	37
10:30 - 10:45	33	2	0	0	0	1	0	35.2	36
10:45 - 11:00	36	9	0	0	1	0	0	47.0	46
Hourly Total	**125**	**20**	**1**	**0**	**3**	**1**	**0**	**153**	**150**
11:00 - 11:15	26	4	0	0	0	0	0	30.0	30
11:15 - 11:30	39	6	3	0	0	0	0	49.5	48
11:30 - 11:45	32	3	0	0	1	0	0	37.0	36
11:45 - 12:00	43	5	2	0	0	1	0	51.2	51
Hourly Total	**140**	**18**	**5**	**0**	**1**	**1**	**0**	**168**	**165**
12:00 - 12:15	42	4	0	0	1	0	1	48.4	48
12:15 - 12:30	45	3	0	0	1	0	2	50.8	51
12:30 - 12:45	25	6	1	0	0	0	0	32.5	32
12:45 - 13:00	35	3	0	0	0	0	0	38.0	38
Hourly Total	**147**	**16**	**1**	**0**	**2**	**0**	**3**	**170**	**169**
13:00 - 13:15	40	6	1	0	1	0	0	49.5	48
13:15 - 13:30	42	4	1	0	0	0	0	47.5	47
13:30 - 13:45	44	3	0	0	1	0	0	49.0	48
13:45 - 14:00	36	3	0	0	0	0	0	39.0	39
Hourly Total	**162**	**16**	**2**	**0**	**2**	**0**	**0**	**185**	**182**
14:00 - 14:15	56	5	0	0	1	0	0	63.0	62
14:15 - 14:30	45	5	0	0	0	0	1	50.4	51
14:30 - 14:45	27	8	0	0	1	0	0	37.0	36
14:45 - 15:00	40	9	0	0	0	1	1	49.6	51
Hourly Total	**168**	**27**	**0**	**0**	**2**	**1**	**2**	**200**	**200**
15:00 - 15:15	41	3	1	0	1	0	1	47.9	47
15:15 - 15:30	90	3	0	0	1	0	1	95.4	95
15:30 - 15:45	109	6	0	0	0	0	0	115.0	115
15:45 - 16:00	69	4	0	0	0	0	0	73.0	73
Hourly Total	**309**	**16**	**1**	**0**	**2**	**0**	**2**	**331**	**330**
16:00 - 16:15	64	6	0	0	2	1	0	74.2	73
16:15 - 16:30	70	5	1	0	0	0	0	76.5	76
16:30 - 16:45	76	12	1	0	0	0	0	89.5	89
16:45 - 17:00	59	6	0	0	0	0	1	65.4	66
Hourly Total	**269**	**29**	**2**	**0**	**2**	**1**	**1**	**306**	**304**
17:00 - 17:15	85	8	0	0	1	0	0	95.0	94
17:15 - 17:30	88	9	0	0	0	1	1	97.6	99
17:30 - 17:45	98	8	0	0	1	0	3	109.2	110
17:45 - 18:00	98	12	0	0	0	0	1	110.4	111
Hourly Total	**369**	**37**	**0**	**0**	**2**	**1**	**5**	**412**	**414**
18:00 - 18:15	101	5	0	0	1	0	0	108.0	107
18:15 - 18:30	74	6	0	0	0	0	1	80.4	81
18:30 - 18:45	80	5	0	0	1	0	1	87.4	87
18:45 - 19:00	87	8	1	0	1	0	2	99.3	99
Hourly Total	**342**	**24**	**1**	**0**	**3**	**0**	**4**	**375**	**374**
Session Total	**2552**	**244**	**23**	**0**	**23**	**8**	**18**	**2885**	**2868**

Great Ashby, Stevenage - Manual Traffic and Queue Length Survey: Thursday, 15 June 2023

Produced by Streetwise Services Ltd.

Junction: A - Great Ashby Way (South) / B - Cartwright Road / C - Great Ashby Way (North)



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	2	282	1803	2087	100.00%
B	219	0	1065	1284	100.00%
C	2907	7	0	2914	100.00%
Total	3128	289	2868		
% 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 (South) / B - Cartwright Road / C - Great Ashby Way (North)**

	A - Great Ashby Way (South)	B - Cartwright Road	C - Great Ashby Way (North)
	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	1	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	0	0
08:00 - 08:05	0	1	0
08:05 - 08:10	0	1	0
08:10 - 08:15	0	0	0
08:15 - 08:20	0	0	0
08:20 - 08:25	0	1	0
08:25 - 08:30	0	1	0
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	1	0
09:00 - 09:05	0	1	0
09:05 - 09:10	0	1	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	2	0
09:30 - 09:35	0	0	0
09:35 - 09:40	0	0	0
09:40 - 09:45	0	1	0
09:45 - 09:50	0	1	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	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	0	0	0
11:05 - 11:10	0	0	0
11:10 - 11:15	0	0	0
11:15 - 11:20	0	1	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	0	0
11:55 - 12:00	0	2	0
12:00 - 12:05	0	0	0
12:05 - 12:10	0	0	0
12:10 - 12:15	0	1	0
12:15 - 12:20	0	0	0
12:20 - 12:25	0	1	0
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	1	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	1	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	1	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	2	0
14:25 - 14:30	0	0	0
14:30 - 14:35	0	0	0
14:35 - 14:40	0	1	0
14:40 - 14:45	0	0	0
14:45 - 14:50	0	0	0
14:50 - 14:55	0	1	0
14:55 - 15:00	0	1	0
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	2	0
15:20 - 15:25	0	0	0
15:25 - 15:30	0	1	0
15:30 - 15:35	0	1	0
15:35 - 15:40	0	2	0
15:40 - 15:45	0	1	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	1	0
16:05 - 16:10	0	0	0
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	0
16:30 - 16:35	0	1	0
16:35 - 16:40	0	1	0
16:40 - 16:45	0	2	0
16:45 - 16:50	0	0	0
16:50 - 16:55	0	1	0
16:55 - 17:00	0	1	0
17:00 - 17:05	0	1	0
17:05 - 17:10	0	1	0
17:10 - 17:15	0	0	0
17:15 - 17:20	0	2	0
17:20 - 17:25	0	2	0
17:25 - 17:30	0	0	0
17:30 - 17:35	0	2	0
17:35 - 17:40	0	3	0
17:40 - 17:45	0	2	0
17:45 - 17:50	0	1	0
17:50 - 17:55	0	1	0
17:55 - 18:00	0	2	0
18:00 - 18:05	0	2	0
18:05 - 18:10	0	3	0
18:10 - 18:15	0	0	0
18:15 - 18:20	0	2	0
18:20 - 18:25	0	1	0
18:25 - 18:30	0	1	0
18:30 - 18:35	0	0	0
18:35 - 18:40	0	1	0
18:40 - 18:45	0	0	0
18:45 - 18:50	0	2	0
18:50 - 18:55	0	1	0
18:55 - 19:00	0	1	0

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**

streetwise

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									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	1	1	0	0	0	0	0	2.0	2	19	1	1	0	0	0	0	21.5	21
07:15 - 07:30	4	0	0	0	0	0	0	4.0	4	22	1	0	0	0	1	0	23.2	24
07:30 - 07:45	3	1	0	0	0	0	0	4.0	4	32	2	0	0	0	1	0	34.2	35
07:45 - 08:00	2	0	0	0	0	0	0	2.0	2	35	4	1	0	0	0	0	40.5	40
Hourly Total	10	2	0	0	0	0	0	12	12	108	8	2	0	0	2	0	119	120
08:00 - 08:15	5	0	1	0	0	0	0	6.5	6	35	2	1	0	0	0	0	38.5	38
08:15 - 08:30	10	0	0	0	0	0	0	10.0	10	51	2	1	0	0	0	0	54.5	54
08:30 - 08:45	4	0	0	0	0	0	0	4.0	4	29	4	1	0	0	0	0	34.5	34
08:45 - 09:00	8	3	0	0	0	0	0	11.0	11	46	4	0	0	0	0	0	50.0	50
Hourly Total	27	3	1	0	0	0	0	32	31	161	12	3	0	0	0	0	178	176
09:00 - 09:15	12	0	0	0	0	0	0	12.0	12	45	2	0	0	0	0	0	47.0	47
09:15 - 09:30	6	0	0	0	0	0	0	6.0	6	23	4	1	0	0	0	0	28.5	28
09:30 - 09:45	2	1	0	0	0	0	0	3.0	3	19	1	0	0	0	0	1	20.4	21
09:45 - 10:00	4	0	0	0	0	0	0	4.0	4	18	2	2	0	0	0	0	23.0	22
Hourly Total	24	1	0	0	0	0	0	25	25	105	9	3	0	0	0	1	119	118
10:00 - 10:15	10	1	0	0	0	0	0	11.0	11	21	2	1	0	0	0	0	24.5	24
10:15 - 10:30	5	0	0	0	0	0	0	5.0	5	22	5	1	0	0	0	0	28.5	28
10:30 - 10:45	5	0	0	0	0	0	0	5.0	5	18	2	0	0	0	0	0	20.0	20
10:45 - 11:00	3	1	0	0	0	0	0	4.0	4	26	6	1	1	0	0	0	35.8	34
Hourly Total	23	2	0	0	0	0	0	25	25	87	15	3	1	0	0	0	109	106
11:00 - 11:15	2	1	0	0	0	0	1	3.4	4	23	1	0	0	0	0	0	24.0	24
11:15 - 11:30	5	0	0	0	0	0	0	5.0	5	25	5	3	0	0	0	0	34.5	33
11:30 - 11:45	5	0	0	0	0	0	0	5.0	5	16	3	1	0	0	0	0	20.5	20
11:45 - 12:00	2	2	0	0	0	0	0	4.0	4	29	5	1	0	0	1	0	35.7	36
Hourly Total	14	3	0	0	0	0	1	17	18	93	14	5	0	0	1	0	115	113
12:00 - 12:15	8	1	0	0	0	0	0	9.0	9	29	2	2	0	0	0	0	34.0	33
12:15 - 12:30	0	0	0	0	0	0	0	0.0	0	28	2	0	0	0	0	0	30.0	30
12:30 - 12:45	8	0	0	0	0	0	0	8.0	8	20	3	1	0	0	0	0	24.5	24
12:45 - 13:00	1	1	0	0	0	0	0	2.0	2	20	3	0	1	0	0	1	25.7	25
Hourly Total	17	2	0	0	0	0	0	19	19	97	10	3	1	0	0	1	114	112
13:00 - 13:15	4	0	0	0	0	0	0	4.0	4	20	4	1	0	0	0	0	25.5	25
13:15 - 13:30	4	1	0	0	0	0	0	5.0	5	30	3	0	0	0	0	0	33.0	33
13:30 - 13:45	4	0	0	0	0	0	0	4.0	4	26	5	0	0	0	0	0	31.0	31
13:45 - 14:00	5	0	0	0	0	0	0	5.0	5	30	2	0	1	0	0	0	34.3	33
Hourly Total	17	1	0	0	0	0	0	18	18	106	14	1	1	0	0	0	124	122
14:00 - 14:15	5	0	0	0	0	0	0	5.0	5	33	4	0	1	0	0	0	39.3	38
14:15 - 14:30	3	0	0	0	0	0	0	3.0	3	28	6	0	0	0	0	1	34.4	35
14:30 - 14:45	5	0	0	0	0	0	0	5.0	5	21	7	0	1	0	0	0	30.3	29
14:45 - 15:00	4	1	0	0	0	0	0	5.0	5	22	5	0	0	0	0	1	27.4	28
Hourly Total	17	1	0	0	0	0	0	18	18	104	22	0	2	0	0	2	131	130
15:00 - 15:15	4	1	0	0	0	0	0	5.0	5	17	2	1	0	0	1	0	20.7	21
15:15 - 15:30	16	0	0	0	0	0	0	16.0	16	66	3	0	0	0	0	0	69.0	69
15:30 - 15:45	14	1	0	0	0	0	0	15.0	15	67	4	0	0	0	0	0	71.0	71
15:45 - 16:00	9	0	0	0	0	0	0	9.0	9	45	2	0	1	0	0	0	49.3	48
Hourly Total	43	2	0	0	0	0	0	45	45	195	11	1	1	0	1	0	210	209
16:00 - 16:15	7	1	0	0	0	0	0	8.0	8	39	4	0	0	1	1	0	45.2	45
16:15 - 16:30	9	0	0	0	0	0	0	9.0	9	50	4	1	0	0	0	0	55.5	55
16:30 - 16:45	12	0	0	0	0	0	0	12.0	12	42	9	0	0	0	0	0	51.0	51
16:45 - 17:00	13	2	0	0	0	0	0	15.0	15	38	6	0	0	0	0	0	44.0	44
Hourly Total	41	3	0	0	0	0	0	44	44	169	23	1	0	1	1	0	196	195
17:00 - 17:15	15	0	0	0	0	0	0	15.0	15	43	9	0	0	0	0	0	52.0	52
17:15 - 17:30	9	0	0	0	0	0	0	9.0	9	51	7	0	1	0	0	1	60.7	60
17:30 - 17:45	19	1	0	0	0	0	0	20.0	20	61	7	0	0	0	0	3	69.2	71
17:45 - 18:00	11	0	0	0	0	0	0	11.0	11	78	6	0	0	0	0	0	84.0	84
Hourly Total	54	1	0	0	0	0	0	55	55	233	29	0	1	0	0	4	266	267
18:00 - 18:15	14	0	0	0	0	0	0	14.0	14	63	7	0	0	0	0	0	70.0	70
18:15 - 18:30	12	1	0	0	0	0	0	13.0	13	44	4	0	1	0	0	1	50.7	50
18:30 - 18:45	9	0	0	0	0	0	0	9.0	9	46	2	0	0	0	0	1	48.4	49
18:45 - 19:00	13	0	0	0	0	0	0	13.0	13	53	5	1	0	0	0	1	59.9	60
Hourly Total	48	1	0	0	0	0	0	49	49	206	18	1	1	0	0	3	229	229
Session Total	335	22	1	0	0	0	1	359	359	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									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	20	2	1	0	0	0	0	23.5	23	57	10	0	0	0	0	1	67.4	68
07:15 - 07:30	26	1	0	0	0	1	0	27.2	28	70	9	0	0	0	0	2	79.8	81
07:30 - 07:45	35	3	0	0	0	1	0	38.2	39	102	8	0	0	1	0	2	112.8	113
07:45 - 08:00	37	4	1	0	0	0	0	42.5	42	103	7	0	0	0	0	1	110.4	111
Hourly Total	118	10	2	0	0	2	0	131	132	332	34	0	0	1	0	6	370	373
08:00 - 08:15	40	2	2	0	0	0	0	45.0	44	178	8	0	0	0	0	1	186.4	187
08:15 - 08:30	62	2	1	0	0	0	0	65.5	65	125	7	2	0	0	0	0	135.0	134
08:30 - 08:45	33	4	1	0	0	0	0	38.5	38	124	4	1	0	0	0	1	129.9	130
08:45 - 09:00	55	7	0	0	0	0	0	62.0	62	109	4	1	0	0	0	0	114.5	114
Hourly Total	190	15	4	0	0	0	0	211	209	536	23	4	0	0	0	2	566	565
09:00 - 09:15	58	2	0	0	0	0	0	60.0	60	72	8	0	0	0	0	0	80.0	80
09:15 - 09:30	29	4	1	0	0	0	0	34.5	34	45	1	0	1	0	0	0	48.3	47
09:30 - 09:45	21	2	0	0	0	0	1	23.4	24	40	1	0	0	0	0	0	41.0	41
09:45 - 10:00	22	2	2	0	0	0	0	27.0	26	43	6	0	0	0	0	1	49.4	50
Hourly Total	130	10	3	0	0	0	1	145	144	200	16	0	1	0	0	1	219	218
10:00 - 10:15	31	3	1	0	0	0	0	35.5	35	40	6	0	0	0	0	0	46.0	46
10:15 - 10:30	27	6	1	0	0	0	0	34.5	34	30	4	0	0	0	1	0	34.2	35
10:30 - 10:45	24	2	0	0	0	0	0	26.0	26	41	3	2	0	0	0	0	47.0	46
10:45 - 11:00	29	7	1	1	0	0	0	39.8	38	35	5	0	0	0	0	0	40.0	40
Hourly Total	111	18	3	1	0	0	0	136	133	146	18	2	0	0	1	0	167	167
11:00 - 11:15	25	2	0	0	0	0	1	27.4	28	45	5	0	0	0	0	0	50.0	50
11:15 - 11:30	30	5	3	0	0	0	0	39.5	38	42	7	1	0	0	1	0	50.7	51
11:30 - 11:45	21	3	1	0	0	0	0	25.5	25	39	4	2	0	0	0	0	46.0	45
11:45 - 12:00	32	7	1	0	0	1	0	40.7	41	53	4	0	1	0	0	0	59.3	58
Hourly Total	108	17	5	0	0	1	1	133	132	179	20	3	1	0	1	0	206	204
12:00 - 12:15	37	3	2	0	0	0	0	43.0	42	44	6	1	0	0	0	0	51.5	51
12:15 - 12:30	28	3	0	0	0	0	0	31.0	31	40	5	0	0	0	0	0	45.0	45
12:30 - 12:45	29	3	1	0	0	0	0	33.5	33	37	7	1	0	0	0	0	45.5	45
12:45 - 13:00	21	4	0	1	0	0	1	27.7	27	52	4	2	0	0	0	0	59.0	58
Hourly Total	115	13	3	1	0	0	1	135	133	173	22	4	0	0	0	0	201	199
13:00 - 13:15	24	4	1	0	0	0	0	29.5	29	44	0	0	0	0	0	1	44.4	45
13:15 - 13:30	34	4	0	0	0	0	0	38.0	38	36	7	0	0	0	0	0	43.0	43
13:30 - 13:45	30	5	0	0	0	0	0	35.0	35	38	9	0	0	0	0	0	47.0	47
13:45 - 14:00	35	2	0	1	0	0	0	39.3	38	33	2	0	0	0	0	0	35.0	35
Hourly Total	123	15	1	1	0	0	0	142	140	151	18	0	0	0	0	1	169	170
14:00 - 14:15	39	4	0	1	0	0	0	45.3	44	46	6	0	0	0	0	0	52.0	52
14:15 - 14:30	31	6	0	0	0	0	1	37.4	38	46	4	1	1	0	0	0	53.8	52
14:30 - 14:45	26	7	0	1	0	0	0	35.3	34	54	2	1	0	0	0	2	58.3	59
14:45 - 15:00	26	6	0	0	0	0	1	32.4	33	68	7	1	0	0	0	0	76.5	76
Hourly Total	122	23	0	2	0	0	2	150	149	214	19	3	1	0	0	2	241	239
15:00 - 15:15	21	3	1	0	0	1	0	25.7	26	70	7	0	1	0	0	0	79.3	78
15:15 - 15:30	83	3	0	0	0	0	0	86.0	86	54	6	0	0	0	1	0	60.2	61
15:30 - 15:45	81	5	0	0	0	0	0	86.0	86	74	4	0	0	0	0	1	78.4	79
15:45 - 16:00	54	2	0	1	0	0	0	58.3	57	57	6	0	1	0	0	0	65.3	64
Hourly Total	239	13	1	1	0	1	0	256	255	255	23	0	2	0	1	1	283	282
16:00 - 16:15	47	5	0	0	1	1	0	54.2	54	77	6	0	0	0	1	0	83.2	84
16:15 - 16:30	60	4	1	0	0	0	0	65.5	65	60	8	1	0	0	0	1	69.9	70
16:30 - 16:45	54	9	0	0	0	0	0	63.0	63	64	6	0	0	0	0	0	70.0	70
16:45 - 17:00	51	8	0	0	0	0	0	59.0	59	73	5	0	1	0	1	0	80.5	80
Hourly Total	212	26	1	0	1	1	0	242	241	274	25	1	1	0	2	1	304	304
17:00 - 17:15	58	9	0	0	0	0	0	67.0	67	82	6	1	0	0	0	2	90.3	91
17:15 - 17:30	60	8	0	1	0	0	1	70.7	70	71	5	1	0	0	0	0	77.5	77
17:30 - 17:45	80	8	0	0	0	0	3	89.2	91	83	4	0	0	0	0	0	87.0	87
17:45 - 18:00	89	6	0	0	0	0	0	95.0	95	65	6	0	1	0	0	0	73.3	72
Hourly Total	287	31	0	1	0	0	4	322	323	301	21	2	1	0	0	2	328	327
18:00 - 18:15	79	8	0	0	0	0	0	87.0	87	79	5	0	0	0	0	0	84.0	84
18:15 - 18:30	56	5	0	1	0	0	1	63.7	63	78	4	0	0	0	0	0	82.0	82
18:30 - 18:45	55	2	0	0	0	0	1	57.4	58	65	1	0	0	0	0	0	66.0	66
18:45 - 19:00	66	5	1	0	0	0	1	72.9	73	71	3	0	0	0	0	1	74.4	75
Hourly Total	256	20	1	1	0	0	3	281	281	293	13	0	0	0	0	1	306	307
Session Total	2011	211	24	8	1	5	12	2284	2272	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

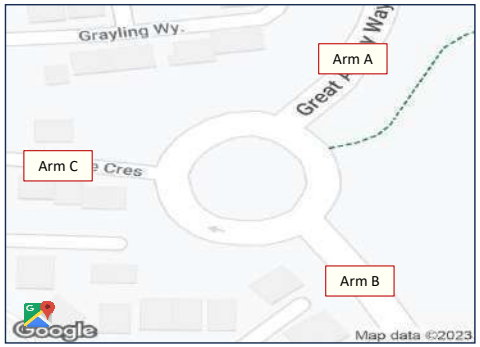
	C to A									C to B									C to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	12	0	0	0	0	0	0	12.0	12	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	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**	**2**	**0**	**0**	**1**	**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	26.5	26	0	0	0	0	0	0	0	0.0	0	09:15 - 09:30	65	8	1	0	0	0	0	74.5	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	58.5	57	53	4	0	0	0	0	0	0	0	58.5	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	1	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	0	1	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	58	10	2	0	0	0	1	72.9	72	63	9	0	0	0	0	1	0	0	79.7	79
11:30 - 11:45	29	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	0	1	0	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	1	83.7	83	57	10	2	2	0	0	0	0	0	74.6	71
Hourly Total	**136**	**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**	**0**	**1**	**0**	**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**	**34**	**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	70	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**	**290**	**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	65	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**	**353**	**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	109.9	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	47.5	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**	**197**	**196**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**Hourly Total**	**324**	**52**	**1**	**1**	**1**	**1**	**2**	**408**	**407**	**391**	**55**	**3**	**0**	**0**	**1**	**0**	**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**	**2**	**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	1	0	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

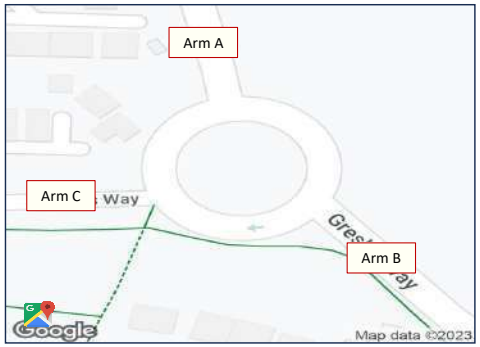
	C to A									C to B									C to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	4	1	0	0	0	0	0	5.0	5	28	8	0	0	0	0	1	36.4	37	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	1	0	0	0	0	0	0	1.0	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

streetwise

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	5
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**	**51**	**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	40.0	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	32	0	0	0	0	0	0	32.0	32	56	3	0	0	0	0	0	59.0	59	14	1	0	0	0	0	0	15.0	15	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	11	0	1	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	0	0	0	0	0	0	37.0	37	12	1	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0
Hourly Total	**94**	**2**	**0**	**0**	**0**	**0**	**0**	**96**	**96**	**175**	**7**	**0**	**0**	**0**	**0**	**1**	**183**	**183**	**48**	**2**	**1**	**0**	**0**	**0**	**0**	**51**	**51**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	7	0	0	0	0	0	1	7.4	8	31	0	0	0	0	0	1	31.0	32	8	1	0	0	0	0	0	9.0	9	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	46	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	10	0	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	18	4	0	0	1	0	0	22.0	23	39	0	1	0	0	0	2	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**	**2**	**76**	**78**	**133**	**9**	**1**	**0**	**0**	**0**	**3**	**149**	**148**	**39**	**2**	**0**	**0**	**0**	**0**	**0**	**41**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	15	1	0	0	0	0	0	15.4	16	48	3	1	0	0	0	0	51.0	52	12	1	0	0	0	0	0	13.0	13	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	3	0	0	0	0	1	47.0	50	14	1	0	0	0	0	0	15.0	15	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	0	0	0	0	0	1	33.0	34	13	2	0	0	0	0	0	15.0	15	0	0	0	0	0	0	0	0.0	0
Hourly Total	**52**	**6**	**0**	**0**	**0**	**0**	**1**	**56**	**59**	**157**	**9**	**2**	**0**	**0**	**0**	**2**	**170**	**175**	**47**	**7**	**0**	**0**	**0**	**0**	**0**	**54**	**54**	**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	13	2	0	0	0	0	0	15.0	15	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	3	0	0	0	0	0	49.0	50	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**	**8**	**1**	**0**	**0**	**0**	**0**	**178**	**179**	**34**	**4**	**0**	**0**	**0**	**0**	**0**	**37**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Grandee Total	603	33	4	0	15	2	6	672	700	1512	105	21	0	1	0	15	1653	1660	500	48	4	0	2	0	4	558	537	0	0	0	0	0	0	0	0	0

	Free A								Free 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	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	74.8	72	20	6	2	0	1	0	1	33.0	32
07:30 - 07:45	91	21	1	0	0	0	1	73.5	74	34	15	1	0	1	0	0	60.0	56
07:45 - 08:00	98	8	0	0	0	1	0	72.7	73	36	6	1	0	0	0	0	49.0	48
Hourly Total	**370**	**50**	**3**	**0**	**1**	**1**	**6**	**304**	**299**	**110**	**30**	**4**	**0**	**2**	**0**	**1**	**168**	**162**
08:00 - 08:15	109	6	0	0	0	0	1	109.0	116	46	11	0	0	0	0	0	57.0	57
08:15 - 08:30	88	7	1	0	0	0	0	90.5	96	118	12	0	0	0	0	0	130.0	130
08:30 - 08:45	88	7	1	0	0	0	0	90.5	96	118	12	0	0	0	0	0	130.0	130
08:45 - 09:00	113	9	0	0	0	0	0	121.0	109	113	7	0	0	0	2	0	104.0	122
Hourly Total	**398**	**29**	**2**	**0**	**0**	**0**	**1**	**431**	**417**	**395**	**42**	**0**	**0**	**0**	**2**	**0**	**421**	**439**
09:00 - 09:15	73	3	0	0	0	0	0	73.0	76	77	3	2	0	1	0	0	81.0	79
09:15 - 09:30	56	7	2	0	0	0	0	73.0	67	45	7	0	0	1	0	0	64.0	53
09:30 - 09:45	69	9	1	0	0	0	0	83.5	79	43	5	1	0	0	0	0	47.0	47
09:45 - 10:00	44	7	1	0	0	0	2	83.3	54	35	3	1	0	0	0	0	39.0	39
Hourly Total	**242**	**26**	**4**	**0**	**0**	**0**	**2**	**313**	**276**	**200**	**18**	**4**	**0**	**2**	**0**	**0**	**231**	**218**
10:00 - 10:15	50	6	2	0	0	0	0	59.0	58	40	8	2	0	1	0	0	47.0	48
10:15 - 10:30	43	8	0	0	0	0	1	51.4	52	42	8	2	0	1	0	0	51.0	53
10:30 - 10:45	49	6	0	0	1	0	1	59.4	58	43	9	2	0	1	0	0	57.0	47
10:45 - 11:00	59	4	0	0	0	0	0	63.0	62	35	4	1	0	1	0	0	42.0	41
Hourly Total	**199**	**24**	**2**	**0**	**1**	**0**	**2**	**233**	**230**	**160**	**29**	**7**	**0**	**3**	**0**	**0**	**197**	**189**
11:00 - 11:15	67	4	3	0	0	0	0	68.6	68	48	2	0	0	0	0	0	50.0	50
11:15 - 11:30	59	2	0	0	0	0	1	60.9	59	51	2	0	0	1	0	0	57.0	56
11:30 - 11:45	59	7	3	0	1	0	0	72.9	70	56	8	1	0	0	0	0	63.0	64
11:45 - 12:00	56	11	1	0	1	0	0	80.0	80	50	3	1	0	1	0	0	71.0	75
Hourly Total	**241**	**24**	**7**	**0**	**2**	**0**	**1**	**282**	**277**	**205**	**15**	**2**	**0**	**2**	**0**	**0**	**241**	**245**
12:00 - 12:15	67	9	0	0	0	0	2	82.0	80	49	7	2	0	0	0	0	60.0	58
12:15 - 12:30	58	8	1	0	0	0	1	67.9	68	44	5	1	0	0	0	0	50.0	50
12:30 - 12:45	65	3	1	0	1	0	0	61.0	66	42	8	1	0	1	0	0	51.0	52
12:45 - 13:00	51	3	1	0	0	0	0	55.0	56	41	9	0	0	1	0	0	50.0	46
Hourly Total	**241**	**23**	**3**	**0**	**1**	**0**	**3**	**266**	**270**	**176**	**29**	**4**	**0**	**2**	**0**	**0**	**211**	**206**
13:00 - 13:15	67	4	0	0	0	0	2	71.0	69	57	3	0	0	0	0	0	60.0	62
13:15 - 13:30	61	2	0	0	0	0	0	63.0	63	53	3	1	0	1	0	0	59.0	59
13:30 - 13:45	69	6	0	0	1	1	1	82.4	75	49	4	0	0	0	0	0	49.0	49
13:45 - 14:00	55	2	0	0	0	1	0	59.0	61	54	6	1	0	1	0	0	63.0	67
Hourly Total	**252**	**14**	**0**	**0**	**1**	**2**	**3**	**276**	**268**	**213**	**16**	**2**	**0**	**2**	**0**	**0**	**231**	**237**
14:00 - 14:15	63	2	0	0	2	0	1	67.0	68	54	6	1	0	0	0	0	62.0	62
14:15 - 14:30	67	6	1	0	1	0	0	66.0	65	66	4	0	0	1	0	0	70.0	70
14:30 - 14:45	63	6	0	0	1	0	0	67.0	69	79	2	0	0	0	0	0	81.0	81
14:45 - 15:00	61	4	0	0	1	0	0	67.0	67	64	6	0	0	1	0	0	70.0	70
Hourly Total	**254**	**18**	**1**	**0**	**5**	**0**	**1**	**267**	**269**	**263**	**18**	**1**	**0**	**2**	**0**	**0**	**283**	**283**
15:00 - 15:15	77	7	0	0	0	0	1	82.0	85	108	5	0	0	0	0	0	113.0	113
15:15 - 15:30	99	8	0	0	1	0	0	108.0	106	94	12	0	0	1	0	1	109.0	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	2	0	0	96.0	96
Hourly Total	**345**	**27**	**1**	**0**	**1**	**0**	**1**	**376**	**377**	**390**	**44**	**0**	**0**	**3**	**0**	**3**	**440**	**441**
16:00 - 16:15	84	6	0	0	0	0	1	90.4	92	87	8	1	0	0	0	0	96.0	96
16:15 - 16:30	89	9	1	0	0	0	0	96.9	99	90	6	0	0	1	0	2	106.0	108
16:30 - 16:45	73	7	0	0	1	0	0	79.5	78	89	10	1	0	0	0	0	100.0	100
16:45 - 17:00	66	8	1	0	1	0	2	77.2	77	77	9	1	0	0	0	2	89.5	89
Hourly Total	**312**	**31**	**2**	**0**	**2**	**0**	**3**	**344**	**346**	**343**	**33**	**3**	**0**	**1**	**0**	**4**	**391**	**393**
17:00 - 17:15	75	5	1	0	0	0	1	81.5	82	87	14	0	0	0	0	0	101.0	101
17:15 - 17:30	61	6	1	0	0	0	0	70.6	70	81	12	0	0	0	0	0	93.0	93
17:30 - 17:45	79	4	0	0	0	0	2	83.0	85	84	7	1	0	0	0	0	100.0	100
17:45 - 18:00	62	6	0	0	1	0	1	70.4	70	93	10	0	0	1	0	0	99.0	99
Hourly Total	**277**	**21**	**2**	**0**	**1**	**0**	**4**	**305**	**307**	**345**	**43**	**1**	**0**	**1**	**0**	**0**	**393**	**393**
18:00 - 18:15	73	5	0	0	0	0	1	76.0	79	83	5	0	0	0	0	0	88.0	88
18:15 - 18:30	67	6	0	0	0	0	0	69.0	67	97	8	1	0	1	0	1	120.0	120
18:30 - 18:45	69	6	0	0	1	0	0	76.4	76	93	10	0	0	1	0	0	106.0	107
18:45 - 19:00	73	3	1	0	0	0	0	76.9	79	93	8	0	0	1	0	0	101.0	99
Hourly Total	**282**	**20**	**1**	**0**	**1**	**0**	**1**	**305**	**301**	**366**	**31**	**1**	**0**	**3**	**0**	**1**	**417**	**414**
Grandee Total	2574	231	21	0	20	2	24	2352	2326	2449	343	29	0	36	0	13	2920	2917

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

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

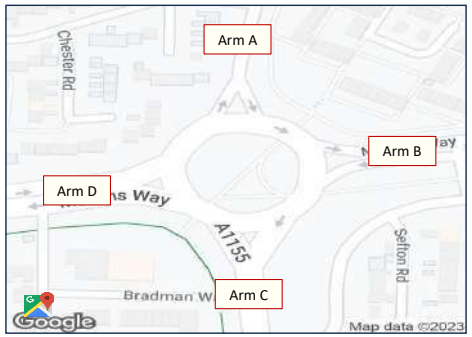
	D to C									D to D								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	15	6	0	0	0	0	0	21.0	21	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	26	2	2	0	0	0	0	31.0	30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	35	5	1	0	0	0	0	41.5	41	1	0	0	0	0	0	0	1.0	1
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	1
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

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

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: 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	125.8	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

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

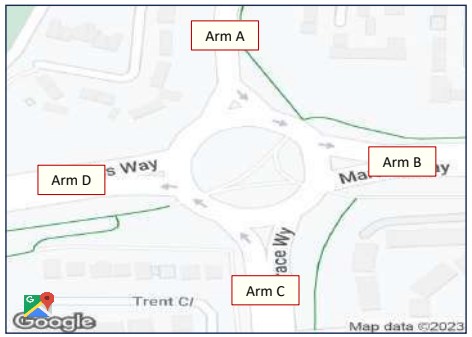
	D to C									D to D								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	15	3	1	0	0	0	0	19.5	19	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	15	0	3	0	0	0	0	19.5	18	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	20	5	0	0	1	0	0	27.0	26	1	0	0	0	0	0	0	1.0	1
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	2	1	0	2	1
12:30 - 12:35	1	2	0	2	2	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 - Canterbury Way (North) / B - Canterbury Way (South) / 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

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Great Ashby, Stevenage - Manual Traffic and Queue Length Survey: Thursday, 15 June 2023

Produced by Streetwise Services Ltd.

Junction: A - Canterbury Way (North) / B - Canterbury Way (South) / C - Great Ashby Way

Approach: A - Canterbury Way (North)

	Arm B									Arm C									Arm 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	35	5	0	0	0	0	0	40.0	40	19	3	0	0	0	0	0	22.0	22	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	28	5	0	0	1	0	1	35.4	35	25	5	0	0	0	0	1	30.4	31	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	40	6	0	0	1	0	1	45.4	48	25	4	0	0	0	0	0	29.0	29	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	59	6	0	0	0	0	0	65.0	65	25	3	0	0	0	1	0	28.2	29	0	0	0	0	0	0	0	0.0	0
Hourly Total	**162**	**22**	**0**	**0**	**2**	**0**	**2**	**189**	**188**	**94**	**15**	**0**	**0**	**0**	**1**	**1**	**110**	**111**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	52	8	0	0	1	0	1	62.4	62	38	5	0	0	0	0	0	43.0	43	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	50	2	0	1	1	0	0	56.3	54	18	3	0	0	0	0	0	21.0	21	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	41	7	0	0	0	0	0	48.0	48	24	0	0	0	0	0	0	24.0	24	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	66	5	0	1	0	0	0	73.0	72	37	2	0	0	0	0	0	39.0	39	0	0	0	0	0	0	0	0.0	0
Hourly Total	**209**	**22**	**0**	**1**	**3**	**0**	**1**	**240**	**236**	**117**	**10**	**0**	**0**	**0**	**0**	**0**	**127**	**127**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	61	4	0	2	0	0	0	69.0	67	24	1	0	0	0	0	1	25.4	26	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	39	4	0	0	0	0	0	43.0	43	13	2	0	0	0	0	0	15.0	15	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	42	6	1	0	0	0	1	49.9	50	9	2	1	0	0	0	0	12.5	12	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	38	5	1	0	0	1	1	45.1	46	7	0	1	0	0	0	0	8.8	8	0	0	0	0	0	0	0	0.0	0
Hourly Total	**180**	**19**	**2**	**0**	**2**	**1**	**2**	**207**	**206**	**53**	**5**	**2**	**0**	**0**	**0**	**1**	**61**	**61**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	38	3	0	0	1	0	0	43.0	42	7	0	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	29	4	0	1	0	0	0	33.0	34	12	0	0	0	0	0	0	12.0	12	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	43	6	0	0	1	0	1	51.4	51	13	2	0	0	0	0	0	15.0	15	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	48	2	0	0	1	0	0	52.0	51	9	2	1	0	0	0	0	12.5	12	0	0	0	0	0	0	0	0.0	0
Hourly Total	**158**	**15**	**0**	**4**	**0**	**1**	**1**	**181**	**178**	**41**	**4**	**1**	**0**	**0**	**0**	**0**	**47**	**46**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	37	2	0	0	1	1	2	42.0	43	10	1	0	0	0	1	0	11.2	12	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	34	3	1	0	0	1	0	39.7	39	6	0	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	36	5	1	0	0	0	0	44.0	43	5	0	1	0	0	0	0	6.5	6	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	42	3	0	0	0	0	0	45.0	45	14	4	0	0	0	0	0	18.0	18	0	0	0	0	0	0	0	0.0	0
Hourly Total	**149**	**13**	**2**	**0**	**2**	**2**	**2**	**170**	**170**	**35**	**5**	**1**	**0**	**0**	**1**	**0**	**42**	**42**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	31	1	0	0	2	1	0	36.2	36	11	2	1	0	0	0	0	14.5	14	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	21	4	0	0	0	0	0	25.0	25	10	1	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	36	6	2	0	1	0	0	47.0	45	9	2	1	0	0	0	0	12.5	12	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	35	1	0	0	1	0	0	39.0	37	12	1	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0
Hourly Total	**123**	**12**	**2**	**0**	**4**	**1**	**0**	**146**	**142**	**42**	**6**	**2**	**0**	**0**	**0**	**0**	**51**	**50**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	33	1	1	0	1	0	0	37.5	36	13	1	0	0	0	0	0	14.5	14	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	38	4	0	0	0	2	2	42.0	44	12	2	0	0	0	0	0	14.0	14	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	39	1	0	0	1	0	0	42.0	41	7	1	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	31	5	0	0	0	0	0	36.0	36	9	0	0	0	0	0	0	9.0	9	1	0	0	0	0	0	0	1.0	1
Hourly Total	**141**	**11**	**1**	**0**	**2**	**2**	**2**	**159**	**157**	**41**	**4**	**0**	**0**	**0**	**0**	**0**	**46**	**46**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
14:00 - 14:15	30	1	0	0	2	0	0	33.0	33	10	0	0	0	0	1	0	10.2	11	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	30	5	0	0	0	0	0	35.0	35	13	0	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	30	3	0	0	1	0	0	35.0	34	17	3	0	0	0	0	1	20.4	21	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	39	2	0	0	1	0	0	43.0	42	16	1	0	0	0	0	0	17.0	17	0	0	0	0	0	0	0	0.0	0
Hourly Total	**129**	**11**	**0**	**0**	**4**	**0**	**0**	**146**	**144**	**56**	**4**	**0**	**0**	**0**	**1**	**1**	**61**	**62**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	48	4	2	0	0	0	0	55.0	54	22	4	0	0	0	0	1	26.4	27	1	0	0	0	0	0	0	1.0	1
15:15 - 15:30	61	4	1	0	1	0	0	68.5	67	36	1	0	0	0	0	0	37.0	37	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	38	3	0	0	0	0	0	41.0	41	29	2	0	0	0	0	1	31.4	32	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	35	3	0	0	1	0	0	40.0	39	11	1	0	0	0	0	0	12.0	12	0	0	0	0	0	0	0	0.0	0
Hourly Total	**182**	**14**	**3**	**0**	**2**	**0**	**0**	**205**	**201**	**98**	**8**	**0**	**0**	**0**	**0**	**2**	**107**	**108**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
16:00 - 16:15	35	5	1	0	1	0	0	43.0	42	24	1	1	0	0	0	0	26.0	26	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	33	5	1	0	0	0	0	39.5	39	19	2	0	0	0	0	0	21.0	21	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	36	2	0	0	0	0	0	38.0	38	13	0	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	39	4	0	0	0	0	0	43.0	43	21	0	0	0	0	0	0	21.0	21	0	0	0	0	0	0	0	0.0	0
Hourly Total	**143**	**16**	**2**	**0**	**1**	**0**	**0**	**164**	**162**	**77**	**3**	**1**	**0**	**0**	**0**	**0**	**82**	**81**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	30	3	0	0	2	0	0	37.0	35	14	2	0	0	0	1	1	19.6	18	1	0	0	0	0	0	0	1.0	1
17:15 - 17:30	40	6	1	0	0	0	1	47.9	46	14	3	0	0	0	0	0	17.0	17	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	47	4	0	0	1	0	0	53.0	52	16	2	0	0	0	0	0	18.0	18	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	38	3	0	0	1	0	1	43.4	43	26	2	0	0	0	0	0	28.0	28	0	0	0	0	0	0	0	0.0	0
Hourly Total	**155**	**16**	**1**	**0**	**4**	**0**	**2**	**181**	**176**	**70**	**9**	**0**	**0**	**0**	**1**	**1**	**82**	**81**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
18:00 - 18:15	42	1	0	1	0	0	0	45.0	44	17	0	0	0	0	0	0	17.0	17	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	41	3	0	0	0	0	0	44.0	44	14	2	0	0	0	0	0	16.0	16	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	41	7	0	0	2	0	0	52.0	50	14	2	0	0	0	0	0	16.0	16	1	0	0	0	0	0	0	1.0	1
18:45 - 19:00	37	0	0	1	0	0	0	39.0	38	10	1	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0
Hourly Total	**161**	**11**	**0**	**4**	**0**	**0**	**0**	**180**	**176**	**55**	**5**	**0**	**0**	**0**	**0**	**0**	**60**	**60**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
Session Total	**1892**	**162**	**13**	**1**	**34**	**4**	**12**	**2169**	**2126**	**779**	**76**	**7**	**0**	**0**	**4**	**6**	**871**	**874**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**

	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	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	68.8	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**	**296**	**299**	**121**	**21**	**0**	**0**	**3**	**0**	**0**	**148**	**145**
08:00 - 08:15	90	13	0	0	1	0	1	108.4	108	50	2	1	0	0	0	1	53.9	54
08:15 - 08:30	68	5	0	1	1	0	0	77.3	75	66	4	0	0	0	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	112.8	111	75	3	0	0	0	0	0	79.0	79
Hourly Total	**326**	**32**	**0**	**1**	**3**	**0**	**1**	**367**	**363**	**268**	**13**	**1**	**0**	**1**	**0**	**2**	**291**	**292**
09:00 - 09:15	65	5	0	0	2	0	1	84.4	83	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	**213**	**24**	**4**	**0**	**2**	**1**	**3**	**258**	**257**	**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	46	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	48.9	46
11:45 - 12:00	56	7	0	0	0	0	0	63.0	63	32	4	1	0	1	0	0	39.5	36
Hourly Total	**184**	**18**	**3**	**0**	**2**	**3**	**2**	**212**	**212**	**170**	**25**	**5**	**0**	**4**	**0**	**1**	**211**	**203**
12:00 - 12:15	42	3	1	0	2	1	0	50.7	49	47	4	0	0	1	0	2	55.0	54
12:15 - 12:30	31	5	0	0	0	0	0	34.0	36	52	4	1	0	1	0	0	59.0	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	58.0	58	39	1	0	0	1	0	1	45.4	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**	**189**	**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	0	2	50.4	51
14:30 - 14:45	47	6	0	0	1	0	1	55.4	55	60	5	0	0	0	0	0	68.0	66
14:45 - 15:00	53	3	0	0	1	0	0	60.0	59	77	6	0	0	1	0	1	85.4	85
Hourly Total	**183**	**15**	**0**	**0**	**4**	**1**	**1**	**209**	**206**	**228**	**24**	**0**	**0**	**3**	**0**	**3**	**261**	**259**
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	87	5	1	0	1	0	0	100.5	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	86
15:45 - 16:00	46	4	0	0	1	0	0	52.0	51	66	5	0	0	1	0	1	73.6	74
Hourly Total	**271**	**22**	**3**	**0**	**2**	**0**	**2**	**310**	**310**	**328**	**28**	**3**	**0**	**2**	**0**	**4**	**366**	**364**
16:00 - 16:15	59	6	2	0	1	0	0	70.0	68	70	15	0	0	0	0	0	85.0	86
16:15 - 16:30	52	7	1	0	0	0	0	60.0	60	91	13	0	0	1	0	0	96.0	92
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**	**245**	**243**	**300**	**48**	**1**	**0**	**3**	**0**	**2**	**346**	**342**
17:00 - 17:15	45	5	0	0	2	1	1	54.6	54	71	3	0	0	1	0	1	79.2	76
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	0	1	85.4	87
17:45 - 18:00	64	5	0	0	1	0	0	71.4	71	74	13	1	0	1	0	2	91.3	91
Hourly Total	**226**	**25**	**1**	**0**	**4**	**1**	**2**	**262**	**260**	**304**	**36**	**2**	**0**	**3**	**2**	**5**	**354**	**353**
18:00 - 18:15	59	1	0	0	1	0	0	62.0	61	66	5	1	0	1	0	1	74.0	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**	**286**	**286**
Session Total	**2675**	**260**	**20**	**1**	**34**	**8**	**18**	**3044**	**3016**	**2612**	**269**	**20**	**0**	**34**	**5**	**29**	**3012**	**2969**

streetwise

Great Ashby, Stevenage - Manual Traffic and Queue Length Survey: Thursday, 15 June 2023

Produced by Streetwise Services Ltd.

Junction: A - Canterbury Way (North) / B - Canterbury Way (South) / C - Great Ashby Way

Approach: B - Canterbury 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	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
07:15 - 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
07:30 - 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
07:45 - 08:00	69	11	0	1	0	1	0	82.0	82	22	7	0	0	1	0	0	31.0	30	5	0	0	0	0	0	0	5.0	5
Hourly Total	**193**	**30**	**2**	**1**	**1**	**1**	**0**	**231**	**228**	**72**	**16**	**0**	**0**	**3**	**0**	**0**	**94**	**91**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**12**	**12**
08:00 - 08:15	78	5	0	0	0	1	0	83.0	84	26	1	1	0	0	0	0	28.5	29	11	2	0	0	0	0	0	13.0	13
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
08:30 - 08:45	58	12	1	1	0	0	0	73.0	72	39	2	0	0	0	0	0	41.0	41	6	0	0	0	0	0	0	6.0	6
08:45 - 09:00	62	3	0	0	0	0	0	65.0	65	38	2	0	0	0	0	0	40.0	40	4	0	0	0	0	0	0	4.0	4
Hourly Total	**290**	**30**	**1**	**1**	**0**	**1**	**2**	**305**	**304**	**137**	**7**	**1**	**0**	**1**	**0**	**0**	**148**	**146**	**28**	**2**	**0**	**0**	**0**	**0**	**0**	**30**	**30**
09:00 - 09:15	58	5	3	0	0	0	0	67.5	66	21	4	0	0	1	0	0	27.0	26	4	2	0	0	0	0	0	6.0	6
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
09:30 - 09:45	47	9	0	0	0	0	0	56.0	56	28	5	2	0	0	0	1	36.4	36	5	0	0	0	0	0	0	5.0	5
09:45 - 10:00	53	7	2	0	0	0	0	63.0	62	27	2	0	0	0	0	1	28.4	30	3	0	0	0	0	0	0	3.0	3
Hourly Total	**209**	**28**	**6**	**0**	**0**	**0**	**0**	**246**	**243**	**97**	**15**	**2**	**0**	**3**	**0**	**2**	**122**	**119**	**18**	**2**	**0**	**0**	**0**	**0**	**0**	**20**	**20**
10:00 - 10:15	59	8	1	0	0	0	1	68.9	69	26	1	0	0	2	0	0	31.0	29	4	0	0	0	0	0	0	4.0	4
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
10:30 - 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
10:45 - 11:00	51	8	1	0	0	0	0	60.0	60	29	2	0	0	0	0	1	31.4	32	6	0	0	0	0	0	0	6.0	6
Hourly Total	**200**	**25**	**2**	**0**	**0**	**0**	**1**	**228**	**228**	**111**	**12**	**0**	**0**	**3**	**0**	**1**	**129**	**127**	**23**	**2**	**0**	**0**	**0**	**0**	**0**	**25**	**25**
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
11:15 - 11:30	59	16	1	0	1	0	0	74.7	77	40	6	1	0	2	0	0	51.5	49	5	0	0	0	0	0	0	5.0	5
11:30 - 11:45	58	6	2	0	1	0	0	67.4	67	23	4	0	0	0	0	1	27.4	28	9	2	0	0	0	0	0	11.0	11
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
Hourly Total	**209**	**31**	**4**	**0**	**2**	**1**	**1**	**247**	**246**	**125**	**18**	**1**	**0**	**4**	**0**	**1**	**153**	**149**	**26**	**3**	**0**	**0**	**0**	**0**	**0**	**29**	**29**
12:00 - 12:15	67	5	0	0	0	0	0	72.0	72	32	3	0	0	1	0	1	37.4	37	9	2	0	0	0	0	0	11.0	11
12:15 - 12:30	58	9	1	0	0	0	0	68.0	68	40	3	0	0	1	0	0	45.0	44	9	0	0	0	0	0	0	9.0	9
12:30 - 12:45	70	6	0	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
12:45 - 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
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**
13:00 - 13:15	77	9	0	0	0	0	0	86.0	86	29	3	0	0	1	0	0	34.5	33	6	0	0	0	0	0	0	6.0	6
13:15 - 13:30	72	5	1	0	0	0	1	79.0	79	26	1	0	0	1	0	1	29.4	29	8	1	1	0	0	0	0	10.5	10
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
13:45 - 14:00	77	6	2	1	0	0	0	91.3	86	30	6	0	0	1	0	0	38.9	37	7	0	0	0	0	0	0	7.0	7
Hourly Total	**288**	**30**	**4**	**1**	**0**	**0**	**1**	**327**	**324**	**115**	**13**	**0**	**0**	**3**	**0**	**1**	**134**	**132**	**31**	**2**	**1**	**0**	**0**	**0**	**0**	**36**	**34**
14:00 - 14:15	57	8	0	0	0	1	0	63.4	66	29	4	0	0	1	0	0	35.8	34	7	1	1	0	0	0	0	9.5	9
14:15 - 14:30	59	3	0	0	0	1	0	62.4	63	33	5	0	0	1	0	0	40.0	39	7	1	0	0	0	0	0	8.0	8
14:30 - 14:45	63	8	2	0	0	0	0	74.0	73	44	4	0	0	0	0	0	49.0	48	10	0	0	0	0	0	0	10.0	10
14:45 - 15:00	78	7	3	1	0	0	0	91.0	89	48	5	0	0	1	0	1	58.4	56	5	2	1	0	0	0	0	8.5	8
Hourly Total	**257**	**26**	**5**	**1**	**0**	**2**	**0**	**291**	**291**	**154**	**18**	**0**	**0**	**3**	**0**	**1**	**179**	**176**	**29**	**4**	**2**	**0**	**0**	**0**	**0**	**36**	**35**
15:00 - 15:15	85	10	0	0	0	0	3	96.2	98	60	3	1	0	1	0	1	66.9	66	10	1	0	0	0	0	0	11.0	11
15:15 - 15:30	126	10	1	0	0	0	1	137.9	138	64	3	0	0	0	0	1	67.4	68	10	0	0	0	0	0	0	10.0	10
15:30 - 15:45	114	9	2	0	0	0	0	126.0	125	49	5	1	0	0	0	0	55.5	55	14	0	0	0	0	0	0	14.0	14
15:45 - 16:00	96	10	1	0	0	0	1	107.9	108	44	4	0	0	1	0	1	50.4	50	17	2	0	0	0	0	0	19.0	19
Hourly Total	**421**	**39**	**4**	**0**	**0**	**0**	**5**	**468**	**469**	**217**	**15**	**2**	**0**	**2**	**0**	**3**	**240**	**239**	**51**	**3**	**0**	**0**	**0**	**0**	**0**	**54**	**54**
16:00 - 16:15	86	12	0	0	0	0	2	99.8	100	46	12	0	0	0	0	0	58.0	58	12	2	0	0	0	0	0	14.0	14
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
16:30 - 16:45	135	12	0	0	0	0	0	137.2	137	51	8	0	0	0	0	1	59.4	60	16	0	0	0	0	0	0	16.0	16
16:45 - 17:00	120	16	1	0	0	0	1	137.9	138	41	5	0	0	2	0	0	50.0	48	13	0	0	0	0	0	0	13.0	13
Hourly Total	**478**	**48**	**1**	**0**	**0**	**0**	**4**	**519**	**521**	**189**	**35**	**0**	**0**	**3**	**0**	**1**	**230**	**228**	**52**	**5**	**0**	**0**	**0**	**0**	**0**	**58**	**58**
17:00 - 17:15	116	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
17:15 - 17:30	136	10	0	0	0	0	2	146.0	148	50	7	1	0	0	0	1	58.9	59	14	0	0	0	0	0	1	14.4	15
17:30 - 17:45	135	8	0	0	0	0	3	134.2	136	52	4	0	0	1	0	1	58.4	58	10	2	0	0	0	0	0	12.0	12
17:45 - 18:00	172	11	0	0	0	0	2	183.0	185	50	9	1	0	1	0	0	62.5	61	17	1	0	0	0	0	0	18.0	18
Hourly Total	**559**	**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**
18:00 - 18:15	136	9	0	0	0	1	1	146.4	146	42	3	1	0	1	0	0	48.8	47	16	0	0	0	0	0	0	16.0	16
18:15 - 18:30	110	9	0	0	0	0	2	119.0	121	57	2	0	0	0	0	0	59.0	59	11	2	0	0	0	0	0	13.0	13
18:30 - 18:45	118	9	0	0	0	0	0	127.0	127	50	4	0	0	1	0	3	57.2	58	5	2	0	0	0	0	0	7.0	7
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
Hourly Total	**480**	**37**	**0**	**0**	**0**	**0**	**3**	**518**	**520**	**178**	**11**	**2**	**0**	**3**	**0**	**4**	**200**	**198**	**46**	**4**	**0**	**0**	**0**	**0**	**0**	**50**	**50**
Session Total	**3025**	**304**	**31**	**6**	**1**	**2**	**30**	**4394**	**4389**	**1723**	**196**	**11**	**0**	**34**	**0**	**17**	**2010**	**1981**	**393**	**36**	**3**	**0**	**0**	**0**	**1**	**434**	**433**

	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	43	6	0	0	0	0	0	49.0	49	109	17	1	0	1	1	2	135.5	131
07:15 - 07:30	61	9	0	0	2	0	0	74.0	72	112	16	2	0	1	0	2	133.8	133
07:30 - 07:45	70	15	2	0	1	0	0	95.0	93	170	17	2	1	2	1	1	208.9	203
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	**275**	**48**	**2**	**1**	**4**	**1**	**0**	**337**	**331**	**581**	**69**	**5**	**1**	**4**	**2**	**5**	**688**	**677**
08:00 - 08:15	115	8	1	0	0	0	1	124.8	125	220	17	1	0	1	0	1	240.9	240
08:15 - 08:30	113	12	0	0	1	0	1	127.4	127	172	4	1	1	2	0	1	184.2	181
08:30 - 08:45	103	14	1	1	0	0	0	120.8	119	180	15	0	0	0	0	0	185.0	185
08:45 - 09:00	124	5	0	0	0	0	0	129.5	129	169	8	2	0	1	0	2	182.8	182
Hourly Total	**455**	**39**	**2**	**1**	**1**	**0**	**2**	**502**	**500**	**741**	**44**	**4**	**1**	**4**	**0**	**4**	**883**	**788**
09:00 - 09:15	83	11	3	0	1	0	0	100.8	98	170	20	0	0	3	0	0	196.0	193
09:15 - 09:30	78	11	1	0	2	0	0	94.5	92	127	7	1	0	0	0	0	136.0	135
09:30 - 09:45	80	14	2	0	0	0	1	97.4	97	125	12	1	1	1	0	2	143.6	142
09:45 - 10:00	83	9	2	0	0	0	1	95.4	96	104	10	3	0	0	1	2	119.9	120
Hourly Total	**324**	**45**	**8**	**0**	**3**	**0**	**2**	**388**	**382**	**526**	**49**	**5**	**1**	**4**	**1**	**4**	**595**	**590**
10:00 - 10:15	89	9	1	0	2	0	1	103.8	102	100	9	1	0	2	0	1	114.9	113
10:15 - 10:30	78	10	0	0	1	0	0	90.0	89	90	11	2	0	1	0	2	106.8	106
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	86	10	1	0	0	0	1	97.9	98	107	7	0	0	1	0	0	116.0	115
Hourly Total	**334**	**39**	**2**	**0**	**3**	**0**	**2**	**383**	**380**	**400**	**43**	**3**	**0**	**6**	**0**	**4**	**461**	**456**
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	99	22	2	0	2	1	0	128.2	126	100	9	1	0	0	1	0	116.7	111
11:30 - 11:45	90	12	2	0	0	0	0	110.0	110	86	10	2	0	0	0	0	109.0	108
11:45 - 12:00	83	9	1	0	1	0	0	96.5	94	110	17	1	0	0	0	1	133.9	134
Hourly Total	**355**	**52**	**5**	**0**	**4**	**1**	**0**	**428**	**423**	**386**	**43**	**5**	**0**	**2**	**2**	**3**	**463**	**456**
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	107	12	1	0	1	0	0	122.5	121	82	16	0	0	1	0	1	100.4	100
12:30 - 12:45	102	9	1	1	0	0	1	115.2	114	110	14	2	0	2	0	1	136.4	134
12:45 - 13:00	111	9	0	1	1	0	2	125.1	124	114	4	0	0	1	1	2	121.0	122
Hourly Total	**428**	**40**	**2**	**2**	**3**	**0**	**4**	**483**	**479**	**411**	**42**	**3**	**0**	**6**	**2**	**4**	**472**	**468**
13:00 - 13:15	114	12	0	0	1	0	0	128.8	127	100	4	1	0	2	0	0	109.5	107
13:15 - 13:30	106	7	2	0	1	0	2	118.8	118	103	10	3	0	0	0	2	116.3	119
13:30 - 13:45	100	14	1	0	0	0	0	113.5	113	114	6	1	0	2	2	1	126.3	126
13:45 - 14:00	114	12	2	1	1	0	0	133.3	130	93	11	1	0	0	0	0	105.5	105
Hourly Total	**434**	**45**	**5**	**1**	**3**	**0**	**2**	**496**	**490**	**410**	**31**	**6**	**0**	**4**	**2**	**3**	**460**	**456**
14:00 - 14:15	93	13	1	0	1	0	1	109.9	109	98	4	4	0	3	0	0	110.0	113
14:15 - 14:30	99	9	0	0	1	0	1	110.4	110	87	11	0	1	0	0	0	100.3	99
14:30 - 14:45	117	12	2	0	0	0	0	132.0	131	95	7	0	0	2	0	0	106.0	104
14:45 - 15:00	131	14	4	1	1	0	1	159.7	152	130	10	1	0	1	0	0	133.5	132
Hourly Total	**440**	**48**	**7**	**1**	**3**	**0**	**3**	**512**	**502**	**410**	**32**	**5**	**1**	**6**	**0**	**0**	**449**	**443**
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	200	13	1	0	0	0	2	215.3	216	135	9	2	0	1	0	1	148.4	148
15:30 - 15:45	177	14	3	0	0	0	0	198.5	194	131	8	0	0	1	0	0	141.0	140
15:45 - 16:00	157	16	1	0	1	0	2	177.3	177	131	11	0	0	1	0	1	144.4	144
Hourly Total	**689**	**57**	**6**	**0**	**2**	**0**	**8**	**763**	**762**	**527**	**38**	**5**	**0**	**4**	**0**	**2**	**581**	**576**
16:00 - 16:15	144	26	0	0	0	0	2	170.8	172	117	15	2	0	2	1	2	140.0	139
16:15 - 16:30	200	21	0	0	1	0	1	223.4	223	126	11	1	0	1	0	1	140.9	140
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	174	21	1	0	2	0	1	200.9	199	128	10	1	0	0	0	1	140.9	141
Hourly Total	**710**	**88**	**1**	**0**	**3**	**0**	**5**	**807**	**807**	**488**	**43**	**5**	**0**	**3**	**1**	**4**	**546**	**544**
17:00 - 17:15	167	21	1	0	1	0	1	191.9	191	119	7	0	0	2	0	0	130.0	128
17:15 - 17:30	200	17	1	0	0	0	4	220.1	222	127	15	1	0	1	0	2	146.3	146
17:30 - 17:45	167	14	0	0	1	0	4	204.6	205	132	12	0	0	2	0	4	148.6	150
17:45 - 18:00	239	21	1	0	2	0	2	264.3	264	141	17	0	0	1	0	3	161.2	162
Hourly Total	**793**	**73**	**3**	**0**	**3**	**0**	**11**	**881**	**883**	**519**	**51**	**1**	**0**	**6**	**0**	**9**	**587**	**586**
18:00 - 18:15	194	12	1	0	1	0	1	209.9	209	130	10	0	0	2	0	1	133.4	132
18:15 - 18:30	178	13	0	0	0	0	2	191.8	193	143	10	0	0	0	0	1	153.4	154
18:30 - 18:45	173	15	0	0	1	0	3	191.2	192	135	18	0	0	3	0	1	159.4	157
18:45 - 19:00	159	12	1	0	1	0	1	174.5	174	122	7	0	0	1	0	1	132.4	132
Hourly Total	**704**	**52**	**2**	**0**	**3**	**0**	**7**	**765**	**768**	**540**	**45**	**0**	**0**	**6**	**0**	**4**	**579**	**575**
Session Total	**5041**	**526**	**45**	**6**	**35**	**2**	**48**	**6730**	**6703**	**5044**	**540**	**47**	**4**	**57**	**10**	**46**	**6698**	**6648**

streetwise

Great Ashby, Stevenage - Manual Traffic and Queue Length Survey: Thursday, 15 June 2023

Produced by Streetwise Services Ltd.

Junction: A - Canterbury Way (North) / B - Canterbury Way (South) / C - Great Ashby Way

Approach: C - Great Ashby Way

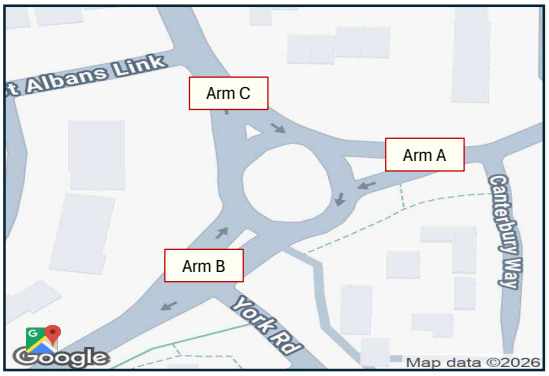
	C to A									C to B									C to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	8	1	0	0	0	0	0	**9.0**	**9**	72	11	1	0	1	1	2	**87.5**	**88**	0	0	0	0	0	0	0	**0.0**	**0**
07:15 - 07:30	8	1	0	0	0	0	0	**9.0**	**9**	83	10	2	0	0	0	1	**96.4**	**96**	0	0	0	0	0	0	0	**0.0**	**0**
07:30 - 07:45	15	3	0	0	0	0	0	**18.0**	**18**	107	11	2	1	1	1	0	**105.5**	**103**	0	0	0	0	0	0	0	**0.0**	**0**
07:45 - 08:00	18	0	0	0	0	0	0	**18.0**	**18**	127	13	0	0	0	0	0	**140.0**	**140**	1	0	0	0	0	0	0	**1.0**	**1**
Hourly Total	**49**	**5**	**0**	**0**	**0**	**0**	**0**	**54**	**54**	**419**	**45**	**5**	**1**	**2**	**2**	**3**	**479**	**477**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
08:00 - 08:15	24	1	0	0	0	1	0	**25.4**	**26**	127	7	1	0	0	0	0	**165.5**	**165**	0	0	0	0	0	0	0	**0.0**	**0**
08:15 - 08:30	31	2	0	0	0	0	1	**33.4**	**34**	115	2	1	0	1	0	1	**120.9**	**120**	0	0	0	0	0	0	0	**0.0**	**0**
08:30 - 08:45	44	2	0	0	0	0	0	**46.0**	**46**	133	8	0	0	0	0	0	**141.0**	**141**	0	0	0	0	0	0	0	**0.0**	**0**
08:45 - 09:00	32	1	0	0	0	0	0	**33.0**	**33**	99	3	2	0	0	0	2	**108.8**	**106**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**131**	**6**	**0**	**0**	**0**	**1**	**2**	**138**	**139**	**504**	**20**	**4**	**0**	**1**	**0**	**3**	**533**	**532**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	20	0	1	0	0	0	0	**20.5**	**20**	105	14	0	0	1	1	0	**121.8**	**120**	0	0	0	0	0	0	0	**0.0**	**0**
09:15 - 09:30	10	0	0	0	0	0	0	**10.0**	**10**	82	3	1	0	0	0	0	**86.0**	**86**	0	0	0	0	0	0	0	**0.0**	**0**
09:30 - 09:45	7	5	0	0	0	0	0	**12.0**	**12**	78	6	0	1	1	0	1	**88.7**	**87**	0	0	0	0	0	0	0	**0.0**	**0**
09:45 - 10:00	13	0	0	0	0	1	0	**13.4**	**14**	63	5	2	0	0	0	1	**71.4**	**71**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**50**	**5**	**1**	**0**	**0**	**1**	**0**	**57**	**56**	**328**	**28**	**3**	**1**	**2**	**0**	**2**	**368**	**364**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	8	3	0	0	0	0	0	**11.0**	**11**	59	6	1	0	1	0	1	**67.9**	**67**	0	0	0	0	0	0	0	**0.0**	**0**
10:15 - 10:30	7	1	0	0	0	0	0	**8.0**	**8**	55	6	2	0	0	0	2	**64.8**	**63**	0	0	0	0	0	0	0	**0.0**	**0**
10:30 - 10:45	12	2	0	0	0	0	0	**14.0**	**14**	53	9	0	0	1	0	0	**64.0**	**63**	0	0	0	0	0	0	0	**0.0**	**0**
10:45 - 11:00	9	0	1	0	0	0	0	**10.0**	**10**	53	5	0	0	0	0	0	**58.8**	**58**	1	0	0	0	0	0	0	**1.0**	**1**
Hourly Total	**36**	**6**	**1**	**0**	**0**	**0**	**0**	**43**	**43**	**219**	**26**	**3**	**0**	**2**	**0**	**3**	**255**	**252**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
11:00 - 11:15	13	0	2	0	0	0	0	**16.0**	**15**	49	4	1	0	1	0	0	**56.0**	**55**	0	1	0	0	0	0	0	**1.0**	**1**
11:15 - 11:30	12	4	0	0	0	0	0	**16.0**	**16**	66	6	0	0	0	0	0	**72.0**	**72**	0	0	0	0	0	0	0	**0.0**	**0**
11:30 - 11:45	15	2	1	0	0	0	0	**18.0**	**18**	41	9	1	0	1	0	0	**53.5**	**52**	0	0	0	0	0	0	0	**0.0**	**0**
11:45 - 12:00	5	1	1	0	0	0	0	**7.5**	**7**	65	14	1	0	0	0	1	**88.9**	**81**	1	0	0	0	0	0	0	**1.0**	**1**
Hourly Total	**45**	**7**	**4**	**0**	**0**	**0**	**0**	**58**	**56**	**221**	**33**	**3**	**0**	**2**	**0**	**1**	**243**	**240**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
12:00 - 12:15	16	3	0	0	0	1	0	**19.4**	**19**	60	5	1	0	0	0	0	**66.5**	**66**	0	0	0	0	0	0	0	**0.0**	**0**
12:15 - 12:30	12	1	1	0	0	0	0	**14.0**	**14**	52	12	0	0	1	0	1	**66.4**	**66**	0	0	0	0	0	0	0	**0.0**	**0**
12:30 - 12:45	10	3	0	0	0	0	0	**13.0**	**13**	70	8	0	0	1	0	1	**85.4**	**85**	0	0	0	0	0	0	0	**0.0**	**0**
12:45 - 13:00	10	1	0	0	0	0	0	**11.0**	**11**	69	2	0	0	0	1	2	**72.0**	**74**	2	0	0	0	0	0	0	**2.0**	**2**
Hourly Total	**47**	**8**	**1**	**0**	**0**	**0**	**1**	**57**	**57**	**250**	**27**	**1**	**0**	**2**	**1**	**4**	**290**	**291**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
13:00 - 13:15	12	0	0	0	0	1	0	**13.4**	**13**	59	3	0	0	1	0	0	**64.0**	**63**	0	0	0	0	0	0	0	**0.0**	**0**
13:15 - 13:30	13	0	0	0	0	0	0	**13.0**	**13**	57	5	2	0	0	0	0	**65.0**	**64**	0	0	0	0	0	0	0	**0.0**	**0**
13:30 - 13:45	12	1	0	0	0	0	1	**13.4**	**14**	67	4	1	0	1	2	1	**79.3**	**76**	0	0	0	0	0	0	0	**0.0**	**0**
13:45 - 14:00	12	0	0	0	0	0	0	**12.0**	**12**	55	6	1	0	0	0	0	**62.8**	**62**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**49**	**1**	**0**	**0**	**0**	**2**	**1**	**52**	**52**	**238**	**18**	**4**	**0**	**2**	**2**	**1**	**271**	**265**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:00 - 14:15	21	2	0	0	0	0	0	**23.0**	**23**	61	4	3	0	1	0	0	**73.8**	**71**	0	0	0	0	0	0	0	**0.0**	**0**
14:15 - 14:30	8	2	0	0	0	2	0	**10.4**	**12**	53	5	0	1	0	0	0	**57.3**	**56**	0	0	0	0	0	0	0	**0.0**	**0**
14:30 - 14:45	16	1	0	0	0	0	0	**17.0**	**17**	55	4	0	0	1	0	0	**61.0**	**60**	0	0	0	0	0	0	0	**0.0**	**0**
14:45 - 15:00	29	1	0	0	0	0	0	**30.0**	**30**	76	6	0	0	0	0	0	**82.8**	**82**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**74**	**6**	**0**	**0**	**0**	**2**	**0**	**81**	**82**	**245**	**21**	**3**	**1**	**2**	**0**	**0**	**274**	**269**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	30	5	0	0	0	0	1	**35.4**	**36**	72	5	1	0	1	0	0	**80.8**	**79**	1	0	0	0	0	0	0	**1.0**	**1**
15:15 - 15:30	28	5	0	0	0	0	0	**33.0**	**33**	64	5	1	0	0	0	1	**70.9**	**71**	0	0	0	0	0	0	0	**0.0**	**0**
15:30 - 15:45	30	2	1	0	0	0	0	**33.5**	**33**	79	5	0	0	1	0	0	**86.0**	**85**	0	0	0	0	0	0	0	**0.0**	**0**
15:45 - 16:00	22	1	0	0	0	1	0	**23.2**	**24**	79	6	0	0	0	0	1	**88.4**	**86**	1	0	0	0	0	0	0	**1.0**	**1**
Hourly Total	**110**	**13**	**1**	**0**	**0**	**1**	**1**	**125**	**126**	**294**	**21**	**2**	**0**	**2**	**0**	**2**	**326**	**321**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
16:00 - 16:15	24	3	0	0	0	0	0	**27.0**	**27**	70	8	1	0	1	1	2	**82.0**	**83**	0	0	0	0	0	0	0	**0.0**	**0**
16:15 - 16:30	30	3	0	0	0	0	0	**33.0**	**33**	81	3	0	0	1	0	1	**86.4**	**86**	0	0	0	0	0	0	0	**0.0**	**0**
16:30 - 16:45	19	4	0	0	0	0	0	**23.0**	**23**	64	5	1	0	0	0	0	**70.5**	**70**	0	0	0	0	0	0	0	**0.0**	**0**
16:45 - 17:00	28	3	1	0	0	0	1	**32.9**	**33**	77	6	1	0	0	0	1	**84.9**	**85**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**101**	**13**	**1**	**0**	**0**	**0**	**1**	**116**	**116**	**292**	**22**	**3**	**0**	**2**	**1**	**4**	**324**	**324**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	28	2	0	0	0	1	0	**30.2**	**31**	79	3	0	0	0	0	0	**82.0**	**82**	0	0	0	0	0	0	0	**0.0**	**0**
17:15 - 17:30	33	7	0	0	0	0	0	**40.0**	**40**	73	9	0	0	1	0	0	**84.0**	**83**	0	0	0	0	0	0	0	**0.0**	**0**
17:30 - 17:45	24	2	0	0	1	2	0	**27.0**	**29**	70	6	0	0	1	0	4	**84.6**	**86**	0	0	0	0	0	0	0	**0.0**	**0**
17:45 - 18:00	24	4	0	0	0	2	0	**28.0**	**30**	86	13	0	0	0	0	2	**99.0**	**101**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**109**	**15**	**0**	**0**	**0**	**2**	**4**	**125**	**130**	**313**	**31**	**0**	**0**	**2**	**0**	**6**	**350**	**352**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	24	2	0	0	0	0	0	**26.0**	**26**	81	9	0	0	1	0	1	**92.4**	**92**	0	0	0	0	0	0	0	**0.0**	**0**
18:15 - 18:30	20	3	0	0	0	0	0	**23.0**	**23**	91	5	0	0	0	0	1	**96.4**	**97**	0	0	0	0	0	0	0	**0.0**	**0**
18:30 - 18:45	20	1	0	0	0	0	0	**21.0**	**21**	89	9	0	0	1	0	1	**100.4**	**100**	0	0	0	0	0	0	0	**0.0**	**0**
18:45 - 19:00	15	2	0	0	0	0	0	**17.0**	**17**	72	7	0	0	0	0	1	**79.6**	**80**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**79**	**8**	**0**	**0**	**0**	**0**	**0**	**87**	**87**	**333**	**30**	**0**	**0**	**2**	**0**	**4**	**369**	**369**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**686**	**83**	**9**	**0**	**0**	**5**	**12**	**997**	**1004**	**3699**	**322**	**31**	**3**	**23**	**6**	**33**	**4095**	**4077**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**8**

	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	80	12	1	0	1	1	2	**96.5**	**97**	49	5	0	0	0	0	0	**54.0**	**54**
07:15 - 07:30	91	11	2	0	0	0	1	**100.4**	**100**	67	11	0	0	0	1	0	**80.4**	**80**
07:30 - 07:45	152	14	2	1	1	1	0	**173.5**	**171**	77	13	2	0	0	0	0	**95.0**	**94**
07:45 - 08:00	146	13	0	0	0	0	0	**159.0**	**159**	95	14	0	1	0	2	0	**115.7**	**112**
Hourly Total	**469**	**50**	**5**	**1**	**2**	**2**	**3**	**534**	**532**	**288**	**43**	**2**	**1**	**1**	**2**	**1**	**345**	**340**
08:00 - 08:15	181	8	1	0	0	0	1	**190.5**	**191**	110	10	0	0	0	0	1	**126.4**	**127**
08:15 - 08:30	146	4	1	0	1	0	2	**154.3**	**154**	90	13	0	0	0	0	1	**103.4**	**104**
08:30 - 08:45	177	10	0	0	0	0	0	**187.0**	**187**	82	12	1	1	0	0	0	**97.8**	**96**
08:45 - 09:00	131	4	2	0	0	0	2	**138.8**	**139**	119	5	0	0	0	0	0	**124.0**	**124**
Hourly Total	**635**	**26**	**4**	**0**	**1**	**0**	**5**	**671**	**671**	**401**	**40**	**1**	**1**	**0**	**0**	**2**	**452**	**451**
09:00 - 09:15	135	14	1	0	1	0	0	**147.3**	**146**	82	6	3	0	0	0	1	**82.9**	**82**
09:15 - 09:30	92	3	1	0	0	0	0	**96.5**	**96**	64	9	1	0	0	0	0	**74.0**	**74**
09:30 - 09:45	85	11	1	0	1	0	1	**100.7**	**99**	56	11	1	0	0	0	0	**68.8**	**68**
09:45 - 10:00	70	5	2	0	0	0	2	**84.8**	**85**	60	7	3	0	0	0	0	**71.5**	**70**
Hourly Total	**383**	**33**	**4**	**1**	**2**	**0**	**3**	**429**	**426**	**262**	**33**	**8**	**0**	**0**	**0**	**1**	**297**	**294**
10:00 - 10:15	66	9	1	0	1	0	1	**78.9**	**78**	66	8	1	0	0	0	1	**78.9**	**76**
10:15 - 10:30	62	7	2	0	0	0	2	**72.8**	**73**	60	6	0	0	0	0	0	**66.0**	**66**
10:30 - 10:45	65	11	0	0	1	0	0	**78.0**	**77**	55	5	0	0	0	0	0	**60.0**	**60**
10:45 - 11:00	63	5	1	0	0	0	0	**69.5**	**69**	61	10	2	0	0	0	0	**74.0**	**72**
Hourly Total	**256**	**32**	**4**	**0**	**2**	**0**	**3**	**299**	**297**	**242**	**29**	**3**	**0**	**0**	**0**	**1**	**278**	**273**
11:00 - 11:15	62	5	3	0	1	0	0	**73.5**	**71**	54	5	0	0	0	0	1	**59.2**	**60**
11:15 - 11:30	78	10	0	0	0	0	0	**88.0**	**88**	65	10	1	0	0	0	1	**82.7**	**82**
11:30 - 11:45	59	11	2	0	1	0	0	**72.0**	**70**	63	6	3	0	0	0	1	**70.9**	**70**
11:45 - 12:00	71	15	2	0	0	0	1	**89.4**	**89**	63	10	1	0	0	0	0	**74.5**	**74**
Hourly Total	**270**	**41**	**7**	**0**	**2**	**0**	**1**	**323**	**318**	**245**	**31**	**5**	**0**	**0**	**0**	**3**	**287**	**286**
12:00 - 12:15	75	8	1	0	0	0	1	**84.9**	**85**	79	7	1	0	0	0	0	**86.0**	**86**
12:15 - 12:30	64	13	1	0	1	0	1	**89.9**	**89**	68	10	1	0	0	0	0	**79.0**	**79**
12:30 - 12:45	85	11	0	0	1	0	1	**99.4**	**98**	79	6	1	1	0	0	1	**91.2**	**90**
12:45 - 13:00	81	3	0	0	0	1	2	**88.0**	**87**	81	5	0	1	0	0	2	**85.1**	**89**
Hourly Total	**305**	**35**	**2**	**0**	**2**	**1**	**5**	**349**	**350**	**306**	**30**	**3**	**2**	**0**	**0**	**3**	**346**	**344**
13:00 - 13:15	71	3	0	0	1	0	1	**76.4**	**76**	90	10	0	0	0	0	0	**100.0**	**100**
13:15 - 13:30	70	5	2	0	0	0	0	**78.0**	**77**	84	7	1	0	0	0	1	**92.9**	**95**
13:30 - 13:45	79	5	1	0	1	2	2	**89.7**	**90**	69	11	1	0	0	0	0	**81.5**	**81**
13:45 - 14:00	67	6	1	0	0	0	0	**74.5**	**74**	86	6	2	1	0	0	0	**87.3**	**86**
Hourly Total	**287**	**19**	**4**	**0**	**2**	**2**	**3**	**318**	**317**	**329**	**34**	**4**	**1**	**0**	**0**	**1**	**372**	**369**
14:00 - 14:15	82	8	3	0	1	0	0	**96.8**	**94**	67	6	0	0	0	0	1	**75.6**	**77**
14:15 - 14:30	58	7	0	1	0	2	0	**67.7**	**68**	72	3	0	0	0	0	1	**76.4**	**76**
14:30 - 14:45	71	5	0	0	1	0	0	**78.0**	**77**	80	11	2	0	0	0	1	**94.4**	**94**
14:45 - 15:00	105	7	0	0	0	0	0	**112.0**	**112**	94	8	3	1	0	0	0	**100.8**	**100**
Hourly Total	**316**	**27**	**3**	**1**	**2**	**2**	**0**	**354**	**351**	**313**	**30**	**5**	**1**	**0**	**0**	**3**	**353**	**347**
15:00 - 15:15	103	10	1	0	1	0	1	**116.6**	**116**	108	14	0	0	0	0	4	**123.6**	**126**
15:15 - 15:30	92	10	1	0	0	0	1	**103.8**	**104**	102	11	1	0	0	0	1	**114.9**	**113**
15:30 - 15:45	109	7	1	0	1	0	0	**118.5**	**118**	143	11	2	0	0	0	1	**157.4**	**157**
15:45 - 16:00	102	7	0	0	0	1	1	**109.6**	**111**	106	11	1	0	0	0	1	**120.9**	**121**
Hourly Total	**406**	**34**	**3**	**0**	**2**	**1**	**3**	**449**	**449**	**461**	**47**	**4**	**0**	**0**	**0**	**7**	**517**	**517**
16:00 - 16:15	94	11	1	0	1	1	2	**109.0**	**110**	110	13	1	0	0	0	2	**126.3**	**126**
16:15 - 16:30	111	6	0	0	1	0	1	**119.4**	**119**	156	10	0	0	0	0	1	**156.4**	**157**
16:30 - 16:45	83	9	1	0	0	0	0	**93.5**	**93**	138	12	0	0	0	0	1	**150.0**	**150**
16:45 - 17:00	105	9	2	0	0	0	2	**117.8**	**118**	141	16	1	0	0	0	1	**158.9**	**159**
Hourly Total	**393**	**35**	**4**	**0**	**2**	**1**	**5**	**440**	**440**	**545**	**51**	**2**	**0**	**0**	**0**	**4**	**591**	**592**
17:00 - 17:15	107	5	0	0	0	1	0	**112.2**	**112**	139	19	1	0	0	0	2	**150.8**	**152**
17:15 - 17:30	106	16	0	0	1	0	0	**124.0**	**123**	150	13	0	0	0	0	2	**162.0**	**165**
17:30 - 17:45	99	8	0	0	1	1	1	**111.6**	**110**	141	10	0	0	0	0	3	**150.2**	**154**
17:45 - 18:00	110	17	0	0	0	0	4	**128.6**	**131**	198	13	0	0	0	2	2	**211.0**	**213**
Hourly Total	**422**	**46**	**0**	**0**	**2**	**2**	**10**	**476**	**482**	**628**	**55**	**1**	**0**	**0**	**2**	**9**	**674**	**684**
18:00 - 18:15	105	11	0	0	1	0	1	**119.4**	**118**	132	9	0	0	0	0	1	**142.4**	**143**
18:15 - 18:30	111	8	0	0	0	0	1	**119.4**	**120**	124	11	0	0	0	0	2	**136.8**	**137**
18:30 - 18:45	109	10	0	0	1	0	1	**121.4**	**121**	132	11	0	0	0	0	0	**143.0**	**143**
18:45 - 19:00	87	9	0	0	0	0	1	**96.4**	**97**	126	11	0	0	0	0	0	**137.9**	**137**
Hourly Total	**412**	**38**	**0**	**0**	**2**	**0**	**4**	**456**	**456**	**514**	**42**	**0**	**0**	**0**	**0**	**3**	**560**	**560**
Session Total	**4051**	**416**	**40**	**3**	**23**	**11**	**46**	**5190**	**5089**	**4011**	**473**	**38**	**6**	**1**	**6**	**36**	**5172**	**5171**

Great Ashby, Stevenage - Manual Traffic and Queue Length Survey: Thursday, 15 June 2023

Produced by Streetwise Services Ltd.

Junction: A - Canterbury Way (North) / B - Canterbury Way (South) / 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	4	2138	874	**3016**	**100.00%**
B	1981	433	4289	**6703**	**100.00%**
C	1004	4077	8	**5089**	**100.00%**
Total	**2989**	**6648**	**5171**		
% 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 - Canterbury Way (North) / B - Canterbury Way (South) / C - Great Ashby Way**

	A - Canterbury Way (North)		B - Canterbury Way (South)		C - Great Ashby Way
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1
Survey Period	MAX	MAX	MAX	MAX	MAX
07:00 - 07:05	1	0	0	0	0
07:05 - 07:10	4	0	0	0	5
07:10 - 07:15	5	1	0	0	2
07:15 - 07:20	1	0	0	0	0
07:20 - 07:25	2	0	0	0	0
07:25 - 07:30	2	0	0	0	2
07:30 - 07:35	2	0	0	0	1
07:35 - 07:40	4	0	0	0	1
07:40 - 07:45	5	0	0	0	5
07:45 - 07:50	4	0	2	0	1
07:50 - 07:55	1	0	0	0	1
07:55 - 08:00	3	0	0	0	2
08:00 - 08:05	3	0	1	0	4
08:05 - 08:10	5	2	2	0	6
08:10 - 08:15	3	0	1	0	4
08:15 - 08:20	3	0	0	0	0
08:20 - 08:25	2	0	0	0	2
08:25 - 08:30	2	1	3	0	4
08:30 - 08:35	4	0	1	0	2
08:35 - 08:40	2	0	0	0	1
08:40 - 08:45	5	0	1	0	10
08:45 - 08:50	2	0	2	0	2
08:50 - 08:55	15	0	1	0	3
08:55 - 09:00	12	0	1	0	4
09:00 - 09:05	5	0	2	0	8
09:05 - 09:10	2	0	0	0	0
09:10 - 09:15	1	0	0	0	0
09:15 - 09:20	2	0	0	0	2
09:20 - 09:25	2	0	2	0	7
09:25 - 09:30	1	0	0	0	3
09:30 - 09:35	5	0	0	0	2
09:35 - 09:40	2	0	0	0	2
09:40 - 09:45	2	0	3	0	6
09:45 - 09:50	1	0	0	0	3
09:50 - 09:55	3	0	0	0	2
09:55 - 10:00	1	0	0	0	5
10:00 - 10:05	2	0	0	0	0
10:05 - 10:10	1	0	0	0	3
10:10 - 10:15	1	0	0	0	0
10:15 - 10:20	2	0	0	0	0
10:20 - 10:25	2	0	0	0	1
10:25 - 10:30	1	0	0	0	1
10:30 - 10:35	1	0	3	0	2
10:35 - 10:40	2	0	1	0	3
10:40 - 10:45	2	0	0	0	0
10:45 - 10:50	1	0	0	0	0
10:50 - 10:55	0	0	3	0	4
10:55 - 11:00	1	0	2	0	1
11:00 - 11:05	0	0	0	0	1
11:05 - 11:10	1	0	1	1	0
11:10 - 11:15	2	0	0	0	1
11:15 - 11:20	1	0	0	0	1
11:20 - 11:25	1	0	0	0	6
11:25 - 11:30	1	0	0	0	2
11:30 - 11:35	1	0	0	0	0
11:35 - 11:40	1	0	0	0	0
11:40 - 11:45	0	0	1	0	0
11:45 - 11:50	2	1	1	0	4
11:50 - 11:55	0	0	1	0	3
11:55 - 12:00	1	0	1	0	4
12:00 - 12:05	1	0	4	0	2
12:05 - 12:10	2	0	0	0	0
12:10 - 12:15	1	0	0	0	7
12:15 - 12:20	0	0	0	0	8
12:20 - 12:25	1	0	0	0	1
12:25 - 12:30	1	0	0	0	3
12:30 - 12:35	2	0	3	0	2
12:35 - 12:40	3	0	2	0	2
12:40 - 12:45	0	0	0	0	0
12:45 - 12:50	1	0	1	0	3
12:50 - 12:55	4	0	0	0	3
12:55 - 13:00	2	0	0	0	1
13:00 - 13:05	1	0	1	0	0
13:05 - 13:10	3	0	1	0	3
13:10 - 13:15	3	0	0	0	0
13:15 - 13:20	1	0	0	0	1
13:20 - 13:25	1	0	0	0	2
13:25 - 13:30	1	0	1	0	6
13:30 - 13:35	2	0	1	0	1
13:35 - 13:40	1	0	0	0	1
13:40 - 13:45	2	0	0	0	1
13:45 - 13:50	1	0	0	0	1
13:50 - 13:55	2	0	0	0	2
13:55 - 14:00	1	0	0	0	0
14:00 - 14:05	1	0	0	0	3
14:05 - 14:10	2	0	0	0	2
14:10 - 14:15	1	0	0	0	3
14:15 - 14:20	1	0	0	0	0
14:20 - 14:25	1	0	1	0	1
14:25 - 14:30	1	0	0	0	1
14:30 - 14:35	4	0	2	0	0
14:35 - 14:40	1	0	2	0	5
14:40 - 14:45	0	0	0	0	0
14:45 - 14:50	1	0	0	0	1
14:50 - 14:55	2	0	0	0	2
14:55 - 15:00	1	0	3	0	2
15:00 - 15:05	3	0	2	0	2
15:05 - 15:10	5	0	2	0	2
15:10 - 15:15	2	0	11	0	5
15:15 - 15:20	5	0	7	0	4
15:20 - 15:25	2	0	5	0	2
15:25 - 15:30	2	0	6	0	5
15:30 - 15:35	2	0	4	0	2
15:35 - 15:40	4	0	2	0	3
15:40 - 15:45	3	0	5	0	3
15:45 - 15:50	1	0	1	0	2
15:50 - 15:55	2	0	3	0	3
15:55 - 16:00	1	0	2	0	1
16:00 - 16:05	2	0	0	0	1
16:05 - 16:10	4	0	3	0	3
16:10 - 16:15	2	0	5	0	3
16:15 - 16:20	1	0	2	0	4
16:20 - 16:25	2	0	5	0	7
16:25 - 16:30	2	0	3	0	3
16:30 - 16:35	3	0	1	0	2
16:35 - 16:40	2	0	0	0	4
16:40 - 16:45	2	0	11	0	2
16:45 - 16:50	3	0	2	0	2
16:50 - 16:55	1	0	10	0	3
16:55 - 17:00	1	0	10	0	2
17:00 - 17:05	1	0	1	0	2
17:05 - 17:10	4	0	3	0	4
17:10 - 17:15	4	0	0	0	4
17:15 - 17:20	2	0	0	0	5
17:20 - 17:25	2	0	5	0	3
17:25 - 17:30	1	0	0	0	2
17:30 - 17:35	1	0	0	0	6
17:35 - 17:40	3	0	0	0	6
17:40 - 17:45	2	0	0	0	5
17:45 - 17:50	2	0	9	0	3
17:50 - 17:55	4	1	3	0	3
17:55 - 18:00	2	0	12	0	2
18:00 - 18:05	1	0	6	0	2
18:05 - 18:10	3	0	8	0	2
18:10 - 18:15	3	0	0	0	1
18:15 - 18:20	2	0	0	0	16
18:20 - 18:25	3	0	0	0	5
18:25 - 18:30	2	0	9	0	1
18:30 - 18:35	3	0	0	0	5
18:35 - 18:40	3	0	5	0	8
18:40 - 18:45	3	0	4	0	3
18:45 - 18:50	1	0	0	0	1
18:50 - 18:55	1	0	0	0	0
18:55 - 19:00	0	0	0	0	1

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

Produced by Streetwise Services Ltd.

Junction: **A - Great Ashby Way (South) / B - Orwell Avenue / C - Great Ashby Way (North)**

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 and Queue Length Survey: Thursday, 15 June 2023

Produced by Streetwise Services Ltd.

Junction: A - Great Ashby Way (South) / B - Orwell Avenue / C - Great Ashby Way (North)

Approach: A - Great Ashby Way (South)

	Arm B									Arm C									Arm A								
	From A									From B									From 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	35	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**	**146**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	34	0	0	0	0	1	0	34.0	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	22.4	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	78.3	78	0	0	0	0	0	0	0	0.0	0
Hourly Total	**86**	**6**	**0**	**0**	**0**	**2**	**1**	**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	12.4	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	4.4	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**	**5**	**0**	**32**	**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	48.4	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	8.9	8	36	8	1	0	0	0	0	45.5	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**	**176**	**175**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	11	2	0	0	0	2	0	13.4	15	36	2	0	0	0	0	0	38.0	38	1	0	0	0	0	0	0	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	1	0	0	9.2	10	41	3	0	0	0	0	0	44.4	44	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	46.0	46	0	0	0	0	0	0	0	0.0	0
Hourly Total	**35**	**9**	**0**	**0**	**1**	**2**	**0**	**45**	**47**	**157**	**16**	**1**	**0**	**0**	**0**	**1**	**175**	**173**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**
12:00 - 12:15	14	1	0	0	0	0	0	15.0	15	43	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	51.0	51	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	8	0	0	0	0	1	0	8.4	9	59	7	0	0	0	0	0	65.0	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	2	57.0	59	0	0	0	0	0	0	0	0.0	0
Hourly Total	**46**	**3**	**0**	**0**	**0**	**0**	**1**	**49**	**50**	**206**	**18**	**1**	**0**	**0**	**0**	**2**	**226**	**227**	**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	1	0	10.4	11	52	5	1	0	0	1	0	58.7	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	64.0	64	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	17	2	1	0	0	0	0	23.0	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**	**1**	**0**	**60**	**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	58.4	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	19	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	0	1	124.1	123	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	17	1	0	0	0	1	0	18.2	19	104	6	0	0	0	0	0	110.0	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	79	6	1	0	0	0	1	88.9	86	0	0	0	0	0	0	0	0.0	0
Hourly Total	**77**	**10**	**0**	**0**	**0**	**2**	**1**	**88**	**90**	**367**	**26**	**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	19	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	1	0	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	1	0	21.4	22	97	14	0	0	0	0	0	111.0	111	0	0	0	0	0	0	0	0.0	0
Hourly Total	**80**	**6**	**0**	**0**	**1**	**1**	**1**	**87**	**89**	**390**	**44**	**2**	**0**	**0**	**0**	**2**	**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	130.2	132	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	1	0	27.4	28	123	8	0	0	0	1	0	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**	**489**	**494**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	18	1	0	0	1	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	108	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	1	0	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**	**2**	**1**	**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**	**9**	**16**	**9**	**795**	**793**	**3090**	**300**	**20**	**3**	**1**	**2**	**26**	**3440**	**3442**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**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	23	4	0	0	0	0	0	27.0	27	82	9	2	0	1	0	2	96.0	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	1	2	154.2	153
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**	**2**	**5**	**508**	**507**
08:00 - 08:15	78	4	0	0	0	0	1	82.4	83	200	7	2	0	0	0	1	216.4	215
08:15 - 08:30	78	6	0	0	0	0	1	84.4	85	115	5	0	0	1	0	0	122.0	121
08:30 - 08:45	84	13	0	0	0	0	0	97.0	97	141	3	0	0	0	0	0	144.0	144
08:45 - 09:00	87	5	0	0	1	0	0	94.3	93	110	5	1	0	1	1	2	119.5	120
Hourly Total	**327**	**28**	**0**	**0**	**1**	**0**	**2**	**355**	**358**	**566**	**20**	**3**	**0**	**2**	**1**	**3**	**606**	**600**
09:00 - 09:15	62	4	3	0	0	1	0	70.7	70	104	11	1	0	0	0	0	116.5	116
09:15 - 09:30	53	8	0	0	0	2	0	61.4	63	79	6	1	0	0	0	0	86.0	86
09:30 - 09:45	40	9	0	0	0	2	0	49.4	51	67	6	0	1	1	0	1	77.7	76
09:45 - 10:00	43	3	2	0	0	0	0	49.0	48	79	6	1	0	0	0	1	86.9	87
Hourly Total	**198**	**24**	**5**	**0**	**0**	**5**	**0**	**231**	**232**	**329**	**29**	**3**	**1**	**1**	**0**	**2**	**367**	**365**
10:00 - 10:15	51	6	0	0	0	0	1	57.4	58	55	3	0	0	1	0	1	60.4	60
10:15 - 10:30	49	7	1	0	0	0	0	57.0	57	66	7	1	0	0	0	2	87.3	86
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	53.5	53	56	3	0	0	0	1	0	59.2	60
Hourly Total	**184**	**25**	**2**	**0**	**0**	**0**	**1**	**212**	**212**	**220**	**21**	**1**	**0**	**2**	**2**	**3**	**259**	**259**
11:00 - 11:15	48	4	0	0	0	2	0	52.4	54	47	4	2	0	1	0	0	56.0	56
11:15 - 11:30	43	11	0	0	0	0	0	54.0	54	67	10	0	0	0	0	1	77.2	76
11:30 - 11:45	49	5	0	0	0	1	0	53.8	55	46	6	1	0	1	0	0	55.5	54
11:45 - 12:00	54	5	1	0	0	0	0	60.0	60	52	10	0	0	0	0	0	62.0	62
Hourly Total	**193**	**25**	**1**	**0**	**0**	**3**	**0**	**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	0	1	1	69.9	69
12:15 - 12:30	57	5	1	0	0	0	0	63.0	63	49	9	1	0	0	1	2	60.0	62
12:30 - 12:45	66	7	0	0	0	0	1	73.4	74	69	5	0	0	0	1	1	76.6	77
12:45 - 13:00	70	1	0	0	0	0	2	71.8	73	58	3	0	0	0	0	2	61.0	63
Hourly Total	**252**	**21**	**1**	**0**	**0**	**0**	**3**	**276**	**277**	**235**	**24**	**2**	**0**	**2**	**2**	**6**	**269**	**271**
13:00 - 13:15	67	14	0	0	0	0	0	81.0	81	60	2	0	0	1	0	1	64.4	64
13:15 - 13:30	61	6	1	0	0	1	1	69.1	70	49	6	2	0	0	0	1	56.4	56
13:30 - 13:45	65	8	1	0	0	0	0	74.0	74	54	6	1	0	1	3	1	64.5	66
13:45 - 14:00	84	6	1	1	0	0	1	94.2	93	46	5	1	0	0	0	0	54.0	54
Hourly Total	**277**	**34**	**3**	**1**	**0**	**1**	**2**	**319**	**318**	**211**	**19**	**4**	**0**	**2**	**3**	**3**	**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	68	52	4	0	0	0	0	0	56.0	56
14:30 - 14:45	53	6	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	99	7	0	0	0	0	0	96.0	96
Hourly Total	**253**	**26**	**4**	**1**	**0**	**0**	**2**	**288**	**286**	**297**	**22**	**2**	**0**	**2**	**0**	**0**	**296**	**293**
15:00 - 15:15	84	10	1	0	0	1	4	97.3	100	89	7	1	0	1	0	1	98.9	99
15:15 - 15:30	141	10	1	0	0	1	1	153.1	154	59	3	1	0	0	0	1	62.9	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**	**329**	**20**	**2**	**0**	**2**	**0**	**3**	**357**	**356**
16:00 - 16:15	96	15	2	0	0	0	2	114.8	115	63	7	1	0	1	0	2	74.3	74
16:15 - 16:30	141	9	0	0	0	0	1	150.4	151	71	5	0	0	1	0	1	76.4	78
16:30 - 16:45	116	11	0	0	0	1	0	127.2	126	68	6	1	0	0	0	0	76.5	76
16:45 - 17:00	117	15	0	0	0	0	1	132.4	133	85	4	1	0	0	0	2	91.3	92
Hourly Total	**470**	**50**	**2**	**0**	**0**	**1**	**4**	**525**	**527**	**287**	**22**	**3**	**0**	**2**	**0**	**5**	**320**	**319**
17:00 - 17:15	112	13	1	0	0	3	1	127.3	130	77	4	0	0	0	1	0	80.0	84
17:15 - 17:30	136	14	0	0	0	3	1	151.2	153	66	9	0	0	0	0	0	79.0	75
17:30 - 17:45	133	8	0	0	0	4	0	143.6	145	92	7	0	0	1	0	4	102.6	104
17:45 - 18:00	147	11	0	0	0	2	1	159.8	160	88	12	0	0	0	0	2	100.8	103
Hourly Total	**528**	**46**	**1**	**0**	**0**	**3**	**10**	**580**	**588**	**323**	**34**	**0**	**0**	**2**	**2**	**5**	**363**	**366**
18:00 - 18:15	139	8	0	0	0	1	1	147.6	149	85	9	0	0	1	0	1	96.4	96
18:15 - 18:30	109	11	0	0	0	3	1	121.2	123	91	6	0	0	0	0	2	97.8	99
18:30 - 18:45	117	6	0	0	0	0	0	123.0	123	89	4	0	0	1	0	0	92.0	94
18:45 - 19:00	95	11	0	0	0	0	1	109.2	107	70	11	0	0	0	0	1	81.4	82
Hourly Total	**460**	**36**	**0**	**0**	**0**	**4**	**2**	**499**	**502**	**335**	**30**	**0**	**0**	**2**	**0**	**4**	**367**	**371**
Session Total	**2770**	**277**	**22**	**3**	**1**	**18**	**35**	**4287**	**4236**	**3728**	**313**	**27**	**2**	**23**	**14**	**37**	**4160**	**4104**

streetwise

Great Ashby, Stevenage - Manual Traffic and Queue Length Survey: Thursday, 15 June 2023

Produced by Streetwise Services Ltd.

Junction: A - Great Ashby Way (South) / B - Orwell Avenue / C - Great Ashby Way (North)

Approach: B - Orwell Avenue

B to C

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	4	1	0	0	0	0	0	5.0	5
07:30 - 07:45	2	0	0	0	0	0	0	2.0	2
07:45 - 08:00	4	0	0	0	0	0	0	4.0	4
Hourly Total	16	2	0	0	0	0	0	18	18
08:00 - 08:15	14	3	0	0	0	0	0	17.0	17
08:15 - 08:30	9	3	0	0	0	0	0	12.0	12
08:30 - 08:45	9	2	0	0	0	0	0	11.0	11
08:45 - 09:00	11	1	0	0	0	0	1	12.4	13
Hourly Total	43	9	0	0	0	0	1	52	53
09:00 - 09:15	9	1	0	0	0	0	0	10.0	10
09:15 - 09:30	7	2	0	0	0	0	0	9.0	9
09:30 - 09:45	6	0	0	0	0	0	0	6.0	6
09:45 - 10:00	2	1	0	0	0	0	1	3.4	4
Hourly Total	24	4	0	0	0	0	1	28	29
10:00 - 10:15	3	0	0	0	0	0	0	3.0	3
10:15 - 10:30	4	0	0	0	0	0	0	4.0	4
10:30 - 10:45	3	0	0	0	0	0	0	3.0	3
10:45 - 11:00	4	0	0	0	0	0	0	4.0	4
Hourly Total	14	0	0	0	0	0	0	14	14
11:00 - 11:15	5	0	0	0	0	1	0	5.2	6
11:15 - 11:30	3	1	0	0	0	0	0	4.0	4
11:30 - 11:45	4	0	0	0	0	0	0	4.0	4
11:45 - 12:00	3	0	0	0	0	0	0	3.0	3
Hourly Total	15	1	0	0	0	1	0	16	17
12:00 - 12:15	3	0	0	0	0	0	0	3.0	3
12:15 - 12:30	2	1	0	0	0	0	0	3.0	3
12:30 - 12:45	4	0	0	0	0	1	0	4.2	5
12:45 - 13:00	8	1	0	0	0	0	0	9.0	9
Hourly Total	17	2	0	0	0	1	0	19	20
13:00 - 13:15	7	0	0	0	0	0	1	7.4	8
13:15 - 13:30	6	1	0	0	0	0	0	7.0	7
13:30 - 13:45	4	3	0	0	0	0	0	7.0	7
13:45 - 14:00	4	2	0	0	0	0	0	6.0	6
Hourly Total	21	6	0	0	0	0	1	27	28
14:00 - 14:15	1	1	1	0	0	1	0	3.7	4
14:15 - 14:30	3	1	0	0	0	0	0	4.0	4
14:30 - 14:45	6	1	0	0	0	0	0	7.0	7
14:45 - 15:00	4	1	0	0	0	0	0	5.0	5
Hourly Total	14	4	1	0	0	1	0	20	20
15:00 - 15:15	2	0	0	0	0	0	0	2.0	2
15:15 - 15:30	10	0	0	0	0	0	0	10.0	10
15:30 - 15:45	10	2	0	0	0	0	1	12.4	13
15:45 - 16:00	17	1	0	0	0	1	0	18.2	19
Hourly Total	39	3	0	0	0	1	1	43	44
16:00 - 16:15	8	0	0	0	0	0	1	8.4	9
16:15 - 16:30	7	3	0	0	0	0	0	10.0	10
16:30 - 16:45	7	0	0	0	0	0	1	7.4	8
16:45 - 17:00	7	2	0	0	0	0	0	9.0	9
Hourly Total	29	5	0	0	0	0	2	35	36
17:00 - 17:15	18	0	0	0	0	0	1	18.4	19
17:15 - 17:30	12	1	0	0	0	1	0	13.2	14
17:30 - 17:45	7	0	0	0	0	0	0	7.0	7
17:45 - 18:00	18	3	0	0	0	0	0	21.0	21
Hourly Total	55	4	0	0	0	1	1	60	61
18:00 - 18:15	10	1	0	0	0	0	0	11.0	11
18:15 - 18:30	7	2	0	0	0	0	0	9.0	9
18:30 - 18:45	10	0	0	0	0	0	0	10.0	10
18:45 - 19:00	7	2	0	0	0	0	0	9.0	9
Hourly Total	34	5	0	0	0	0	0	39	39
Session Total	321	45	1	0	0	5	7	371	379

B to A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	13	1	0	0	0	0	0	14.0	14
07:15 - 07:30	9	0	0	0	0	0	1	9.4	10
07:30 - 07:45	13	3	0	0	0	0	0	16.0	16
07:45 - 08:00	25	1	0	0	0	0	0	26.0	26
Hourly Total	60	5	0	0	0	0	1	65	66
08:00 - 08:15	37	0	0	0	0	0	0	37.0	37
08:15 - 08:30	17	0	0	0	0	0	0	17.0	17
08:30 - 08:45	25	0	0	0	0	0	0	25.0	25
08:45 - 09:00	14	0	0	0	0	0	0	14.0	14
Hourly Total	93	0	0	0	0	0	0	93	93
09:00 - 09:15	12	6	0	0	0	0	0	18.0	18
09:15 - 09:30	10	2	0	0	0	0	0	12.0	12
09:30 - 09:45	7	0	0	0	0	0	0	7.0	7
09:45 - 10:00	9	0	0	0	0	0	0	9.0	9
Hourly Total	38	8	0	0	0	0	0	46	46
10:00 - 10:15	7	1	0	0	0	0	0	8.0	8
10:15 - 10:30	6	2	0	0	0	0	0	8.0	8
10:30 - 10:45	9	1	0	0	0	0	0	10.0	10
10:45 - 11:00	10	0	0	0	0	1	0	10.2	11
Hourly Total	32	4	0	0	0	1	0	36	37
11:00 - 11:15	9	0	1	0	0	0	0	10.5	10
11:15 - 11:30	12	1	0	0	0	1	0	13.2	14
11:30 - 11:45	10	1	1	0	0	0	0	12.5	12
11:45 - 12:00	5	2	0	0	0	0	0	7.0	7
Hourly Total	36	4	2	0	0	1	0	43	43
12:00 - 12:15	9	1	0	0	0	0	0	10.0	10
12:15 - 12:30	8	0	0	0	0	1	0	8.2	9
12:30 - 12:45	7	1	0	0	0	1	0	8.2	9
12:45 - 13:00	13	0	0	0	0	0	0	13.0	13
Hourly Total	37	2	0	0	0	2	0	39	41
13:00 - 13:15	13	0	0	0	0	0	1	13.4	14
13:15 - 13:30	7	1	0	0	0	0	0	8.0	8
13:30 - 13:45	4	1	0	0	0	3	0	5.6	8
13:45 - 14:00	9	1	0	0	0	0	0	10.0	10
Hourly Total	33	3	0	0	0	3	1	37	40
14:00 - 14:15	6	1	1	0	0	0	0	8.5	8
14:15 - 14:30	7	0	0	0	0	0	0	7.0	7
14:30 - 14:45	14	2	0	0	0	0	0	16.0	16
14:45 - 15:00	19	0	0	0	0	0	0	19.0	19
Hourly Total	46	3	1	0	0	0	0	51	50
15:00 - 15:15	19	1	0	0	0	0	0	20.0	20
15:15 - 15:30	12	1	0	0	0	0	0	13.0	13
15:30 - 15:45	10	1	0	0	0	0	0	11.0	11
15:45 - 16:00	18	0	0	0	0	0	1	18.4	19
Hourly Total	59	3	0	0	0	0	1	62	63
16:00 - 16:15	16	1	0	0	0	0	0	17.0	17
16:15 - 16:30	14	1	0	0	0	0	1	15.4	16
16:30 - 16:45	15	1	0	0	0	0	0	16.0	16
16:45 - 17:00	6	1	0	0	0	0	1	7.4	8
Hourly Total	51	4	0	0	0	0	2	56	57
17:00 - 17:15	14	4	0	0	0	0	0	18.0	18
17:15 - 17:30	9	4	0	0	0	0	0	13.0	13
17:30 - 17:45	17	2	0	0	0	0	1	19.4	20
17:45 - 18:00	18	4	0	0	0	2	0	22.4	24
Hourly Total	58	14	0	0	0	2	1	73	75
18:00 - 18:15	11	3	0	0	0	0	0	14.0	14
18:15 - 18:30	11	1	0	0	0	0	0	12.0	12
18:30 - 18:45	15	1	0	0	0	0	0	16.0	16
18:45 - 19:00	8	2	0	0	0	0	0	10.0	10
Hourly Total	45	7	0	0	0	0	0	52	52
Session Total	588	57	3	0	0	9	6	654	663

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	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 B

TIME	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
07:15 - 07:30	13	1	0	0	0	0	1	14.4	15
07:30 - 07:45	15	3	0	0	0	0	0	18.0	18
07:45 - 08:00	29	1	0	0	0	0	0	30.0	30
Hourly Total	76	7	0	0	0	0	1	83	84
08:00 - 08:15	52	3	0	0	0	0	0	55.0	55
08:15 - 08:30	26	3	0	0	0	0	0	29.0	29
08:30 - 08:45	34	2	0	0	0	0	0	36.0	36
08:45 - 09:00	25	1	0	0	0	0	1	26.4	27
Hourly Total	137	9	0	0	0	0	1	146	147
09:00 - 09:15	21	7	0	0	0	0	0	28.0	28
09:15 - 09:30	17	4	0	0	0	0	0	21.0	21
09:30 - 09:45	13	0	0	0	0	0	0	13.0	13
09:45 - 10:00	11	1	0	0	0	0	1	12.4	13
Hourly Total	62	12	0	0	0	0	1	74	75
10:00 - 10:15	10	1	0	0	0	0	0	11.0	11
10:15 - 10:30	10	2	0	0	0	0	0	12.0	12
10:30 - 10:45	12	1	0	0	0	0	0	13.0	13
10:45 - 11:00	14	0	0	0	0	1	0	14.2	15
Hourly Total	46	4	0	0	0	1	0	50	51
11:00 - 11:15	14	0	1	0	0	1	0	15.7	16
11:15 - 11:30	15	2	0	0	0	1	0	17.2	18
11:30 - 11:45	14	1	1	0	0	0	0	16.5	16
11:45 - 12:00	8	2	0	0	0	0	0	10.0	10
Hourly Total	51	5	2	0	0	2	0	59	60
12:00 - 12:15	12	1	0	0	0	0	0	13.0	13
12:15 - 12:30	10	1	0	0	0	1	0	11.2	12
12:30 - 12:45	11	1	0	0	0	2	0	12.4	14
12:45 - 13:00	21	1	0	0	0	0	0	22.0	22
Hourly Total	54	4	0	0	0	3	0	59	61
13:00 - 13:15	20	0	0	0	0	0	2	20.8	22
13:15 - 13:30	13	2	0	0	0	0	0	15.0	15
13:30 - 13:45	8	4	0	0	0	3	0	12.6	15
13:45 - 14:00	13	3	0	0	0	0	0	16.0	16
Hourly Total	54	9	0	0	0	3	2	64	68
14:00 - 14:15	7	2	2	0	0	1	0	12.2	12
14:15 - 14:30	10	1	0	0	0	0	0	11.0	11
14:30 - 14:45	20	3	0	0	0	0	0	23.0	23
14:45 - 15:00	23	1	0	0	0	0	0	24.0	24
Hourly Total	60	7	2	0	0	1	0	70	70
15:00 - 15:15	21	1	0	0	0	0	0	22.0	22
15:15 - 15:30	22	1	0	0	0	0	0	23.0	23
15:30 - 15:45	20	3	0	0	0	0	1	23.4	24
15:45 - 16:00	35	1	0	0	0	1	1	36.6	38
Hourly Total	98	6	0	0	0	1	2	105	107
16:00 - 16:15	24	1	0	0	0	0	1	25.4	26
16:15 - 16:30	21	4	0	0	0	0	1	25.4	26
16:30 - 16:45	22	1	0	0	0	0	1	23.4	24
16:45 - 17:00	13	3	0	0	0	0	1	16.4	17
Hourly Total	80	9	0	0	0	0	4	91	93
17:00 - 17:15	32	4	0	0	0	0	1	36.4	37
17:15 - 17:30	21	5	0	0	0	1	0	26.2	27
17:30 - 17:45	24	2	0	0	0	0	1	26.4	27
17:45 - 18:00	36	7	0	0	0	2	0	43.4	45
Hourly Total	113	18	0	0	0	3	2	132	136
18:00 - 18:15	21	4	0	0	0	0	0	25.0	25
18:15 - 18:30	18	3	0	0	0	0	0	21.0	21
18:30 - 18:45	25	1	0	0	0	0	0	26.0	26
18:45 - 19:00	15	4	0	0	0	0	0	19.0	19
Hourly Total	79	12	0	0	0	0	0	91	91
Session Total	910	102	4	0	0	14	13	1026	1043

To B

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	15	5	0	0	0	0	0	20.0	20
07:15 - 07:30	22	0	0	0	0	0	0	22.0	22
07:30 - 07:45	37	4	0	0	0	0	0	41.0	41
07:45 - 08:00	49	5	0	0	0	0	0	54.0	54
Hourly Total	123	14	0	0	0	0	0	137	137
08:00 - 08:15	69	0	0	0	0	0	2	69.8	71
08:15 - 08:30	45	4	0	0	0	0	1	49.4	50
08:30 - 08:45	36	6	0	0	0	0	0	42.0	42
08:45 - 09:00	28	2	0	0	0	0	0	30.0	30
Hourly Total	178	12	0	0	0	0	3	191	193
09:00 - 09:15	17	2	1	0	0	1	0	20.7	21
09:15 - 09:30	18	3	0	0	0	2	0	21.4	23
09:30 - 09:45	10	0	0	0	0	2	0	10.4	12
09:45 - 10:00	9	2	0	0	0	0	0	11.0	11
Hourly Total	54	7	1	0	0	5	0	64	67
10:00 - 10:15	14	3	0	0	0	0	0	17.0	17
10:15 - 10:30	13	2	1	0	0	0	0	16.5	16
10:30 - 10:45	13	1	0	0	0	0	0	14.0	14
10:45 - 11:00	10	1	0	0	0	0	0	11.0	11
Hourly Total	50	7	1	0	0	0	0	59	58
11:00 - 11:15	11	2	0	0	0	2	0	13.4	15
11:15 - 11:30	10	3	1	0	0	0	0	14.5	14
11:30 - 11:45	11	3	1	0	0	2	0	15.9	17
11:45 - 12:00	16	4	0	0	0	0	0	20.0	20
Hourly Total	48	12	2	0	0	4	0	64	66
12:00 - 12:15	19	1	0	0	0	0	0	20.0	20
12:15 - 12:30	14	1	0	0	0	0	0	15.0	15
12:30 - 12:45	9	2	0	0	0	0	1	11.4	12
12:45 - 13:00	16	3	0	0	0	0	0	19.0	19
Hourly Total	58	7	0	0	0	0	1	65	66
13:00 - 13:15	18	3	0	0	0	0	0	21.0	21
13:15 - 13:30	14	1	0	0	0	0	1	15.4	16
13:30 - 13:45	14	1	0	0	0	0	0	15.0	15
13:45 - 14:00	23	3	1	0	0	0	0	27.5	27
Hourly Total	69	8	1	0	0	0	1	79	79
14:00 - 14:15	6	4	0	0	0	0	1	10.4	11
14:15 - 14:30	16	0	0	0	0	0	0	16.0	16
14:30 - 14:45	15	2	0	0	0	0	0	17.0	17
14:45 - 15:00	30	1	0	0	0	0	0	31.0	31
Hourly Total	67	7	0	0	0	0	1	74	75
15:00 - 15:15	22	3	0	0	0	1	1	25.6	27
15:15 - 15:30	33	4	0	0	0	0	0	37.0	37
15:30 - 15:45	33	2	0	0	0	1	0	35.2	36
15:45 - 16:00	28	6	1	0	0	0	0	35.5	35
Hourly Total	116	15	1	0	0	2	1	133	135
16:00 - 16:15	24	6	0	0	0	0	1	30.4	31
16:15 - 16:30	27	1	0	0	0	0	0	28.0	28
16:30 - 16:45	30	4	1	0	0	1	0	35.7	36
16:45 - 17:00	31	5	0	0	0	0	1	36.4	37
Hourly Total	112	16	1	0	0	1	2	131	132
17:00 - 17:15	26	7	0	0	0	3	0	33.6	36
17:15 - 17:30	33	5	0	0	0	0	0	38.0	38
17:30 - 17:45	24	2	0	0	0	0	0	26.0	26
17:45 - 18:00	34	4	0	0	0	0	3	39.2	41
Hourly Total	117	18	0	0	0	3	3	137	141
18:00 - 18:15	31	2	0	0	0	1	2	34.0	36
18:15 - 18:30	17	3	0	0	0	0	0	20.0	20
18:30 - 18:45	26	2	0	0	0	0	0	28.0	28
18:45 - 19:00	31	2	0	0	0	1	0	33.2	34
Hourly Total	105	9	0	0	0	2	2	115	118
Session Total	1097	132	7	0	0	17	14	1249	1267

streetwise

Great Ashby, Stevenage - Manual Traffic and Queue Length Survey: Thursday, 15 June 2023

Produced by Streetwise Services Ltd.

Junction: A - Great Ashby Way (South) / B - Orwell Avenue / C - Great Ashby Way (North)

Approach: C - Great Ashby Way (North)

C to A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	69	8	2	0	1	0	2	82.8	82
07:15 - 07:30	76	10	1	0	0	1	0	87.7	88
07:30 - 07:45	123	9	1	1	1	2	0	138.2	137
07:45 - 08:00	124	10	0	0	0	0	0	134.0	134
Hourly Total	**392**	**37**	**4**	**1**	**2**	**3**	**2**	**443**	**441**
08:00 - 08:15	163	7	2	0	0	0	1	173.4	173
08:15 - 08:30	98	5	0	0	1	0	0	105.0	104
08:30 - 08:45	116	3	0	0	0	0	0	119.0	119
08:45 - 09:00	96	5	1	0	1	1	2	105.5	106
Hourly Total	**473**	**20**	**3**	**0**	**2**	**1**	**3**	**503**	**502**
09:00 - 09:15	92	5	1	0	0	0	0	98.5	98
09:15 - 09:30	69	4	1	0	0	0	0	74.5	74
09:30 - 09:45	60	6	0	1	1	0	1	70.7	69
09:45 - 10:00	70	6	1	0	0	0	1	77.9	78
Hourly Total	**291**	**21**	**3**	**1**	**1**	**0**	**2**	**322**	**319**
10:00 - 10:15	48	2	0	0	1	0	1	52.4	52
10:15 - 10:30	42	5	1	0	0	0	2	49.3	50
10:30 - 10:45	34	7	0	0	1	1	0	43.2	43
10:45 - 11:00	46	3	0	0	0	0	0	49.0	49
Hourly Total	**170**	**17**	**1**	**0**	**2**	**1**	**3**	**194**	**194**
11:00 - 11:15	37	4	1	0	1	0	0	44.5	43
11:15 - 11:30	55	9	0	0	0	0	0	64.0	64
11:30 - 11:45	36	5	0	0	1	0	0	43.0	42
11:45 - 12:00	47	8	0	0	0	0	0	55.0	55
Hourly Total	**175**	**26**	**1**	**0**	**2**	**0**	**0**	**207**	**204**
12:00 - 12:15	50	6	1	0	1	0	1	59.9	59
12:15 - 12:30	41	9	1	0	0	0	2	52.3	53
12:30 - 12:45	62	4	0	0	1	0	1	68.4	68
12:45 - 13:00	45	3	0	0	0	0	2	48.8	50
Hourly Total	**198**	**22**	**2**	**0**	**2**	**0**	**6**	**229**	**230**
13:00 - 13:15	47	2	0	0	1	0	0	51.0	50
13:15 - 13:30	42	5	2	0	0	0	1	50.4	50
13:30 - 13:45	50	5	1	0	1	0	1	58.9	58
13:45 - 14:00	39	4	1	0	0	0	0	44.5	44
Hourly Total	**178**	**16**	**4**	**0**	**2**	**0**	**2**	**205**	**202**
14:00 - 14:15	58	3	1	0	1	0	0	64.5	63
14:15 - 14:30	45	4	0	0	0	0	0	49.0	49
14:30 - 14:45	48	5	0	0	1	0	0	55.0	54
14:45 - 15:00	70	7	0	0	0	0	0	77.0	77
Hourly Total	**221**	**19**	**1**	**0**	**2**	**0**	**0**	**246**	**243**
15:00 - 15:15	70	6	1	0	1	0	1	79.9	79
15:15 - 15:30	47	2	1	0	0	0	1	50.9	51
15:30 - 15:45	86	3	0	0	1	0	0	91.0	90
15:45 - 16:00	67	6	0	0	0	0	0	73.0	73
Hourly Total	**270**	**17**	**2**	**0**	**2**	**0**	**2**	**295**	**293**
16:00 - 16:15	47	6	1	0	1	0	2	57.3	57
16:15 - 16:30	57	4	0	0	1	0	0	63.0	62
16:30 - 16:45	53	5	1	0	0	0	0	59.5	59
16:45 - 17:00	79	3	1	0	0	0	1	83.9	84
Hourly Total	**236**	**18**	**3**	**0**	**2**	**0**	**3**	**264**	**262**
17:00 - 17:15	63	2	0	0	1	0	0	67.0	66
17:15 - 17:30	57	5	0	0	0	0	0	62.0	62
17:30 - 17:45	75	5	0	0	1	0	3	83.2	84
17:45 - 18:00	70	8	0	0	0	0	1	78.4	79
Hourly Total	**265**	**20**	**0**	**0**	**2**	**0**	**4**	**291**	**291**
18:00 - 18:15	74	6	0	0	1	0	1	82.4	82
18:15 - 18:30	70	5	0	0	0	0	2	75.8	77
18:30 - 18:45	74	3	0	0	1	0	0	79.0	78
18:45 - 19:00	62	9	0	0	0	0	1	71.4	72
Hourly Total	**280**	**23**	**0**	**0**	**2**	**0**	**4**	**309**	**309**
Session Total	**3149**	**256**	**24**	**2**	**23**	**5**	**31**	**3505**	**3490**

C to B

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	8	2	0	0	0	0	0	10.0	10
07:15 - 07:30	15	0	0	0	0	0	0	15.0	15
07:30 - 07:45	21	0	0	0	0	0	0	21.0	21
07:45 - 08:00	25	1	0	0	0	0	0	26.0	26
Hourly Total	**69**	**3**	**0**	**0**	**0**	**0**	**0**	**72**	**72**
08:00 - 08:15	34	0	0	0	0	0	1	34.4	35
08:15 - 08:30	25	2	0	0	0	0	0	27.0	27
08:30 - 08:45	21	3	0	0	0	0	0	24.0	24
08:45 - 09:00	11	1	0	0	0	0	0	12.0	12
Hourly Total	**91**	**6**	**0**	**0**	**0**	**0**	**1**	**97**	**98**
09:00 - 09:15	8	2	0	0	0	0	0	10.0	10
09:15 - 09:30	8	1	0	0	0	0	0	9.0	9
09:30 - 09:45	6	0	0	0	0	0	0	6.0	6
09:45 - 10:00	5	1	0	0	0	0	0	6.0	6
Hourly Total	**27**	**4**	**0**	**0**	**0**	**0**	**0**	**31**	**31**
10:00 - 10:15	5	1	0	0	0	0	0	6.0	6
10:15 - 10:30	3	2	1	0	0	0	0	6.5	6
10:30 - 10:45	5	1	0	0	0	0	0	6.0	6
10:45 - 11:00	3	0	0	0	0	0	0	3.0	3
Hourly Total	**16**	**4**	**1**	**0**	**0**	**0**	**0**	**22**	**21**
11:00 - 11:15	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	5	0	1	0	0	0	0	6.5	6
11:30 - 11:45	4	1	1	0	0	1	0	6.7	7
11:45 - 12:00	4	2	0	0	0	0	0	6.0	6
Hourly Total	**13**	**3**	**2**	**0**	**0**	**1**	**0**	**19**	**19**
12:00 - 12:15	5	0	0	0	0	0	0	5.0	5
12:15 - 12:30	3	0	0	0	0	0	0	3.0	3
12:30 - 12:45	1	2	0	0	0	0	0	3.0	3
12:45 - 13:00	3	2	0	0	0	0	0	5.0	5
Hourly Total	**12**	**4**	**0**	**0**	**0**	**0**	**0**	**16**	**16**
13:00 - 13:15	4	0	0	0	0	0	0	4.0	4
13:15 - 13:30	5	0	0	0	0	0	0	5.0	5
13:30 - 13:45	4	1	0	0	0	0	0	5.0	5
13:45 - 14:00	6	1	0	0	0	0	0	7.0	7
Hourly Total	**19**	**2**	**0**	**0**	**0**	**0**	**0**	**21**	**21**
14:00 - 14:15	4	0	0	0	0	0	1	4.4	5
14:15 - 14:30	3	0	0	0	0	0	0	3.0	3
14:30 - 14:45	7	1	0	0	0	0	0	8.0	8
14:45 - 15:00	14	0	0	0	0	0	0	14.0	14
Hourly Total	**28**	**1**	**0**	**0**	**0**	**0**	**1**	**29**	**30**
15:00 - 15:15	8	0	0	0	0	0	0	8.0	8
15:15 - 15:30	7	1	0	0	0	0	0	8.0	8
15:30 - 15:45	16	1	0	0	0	0	0	17.0	17
15:45 - 16:00	8	3	1	0	0	0	0	12.5	12
Hourly Total	**39**	**5**	**1**	**0**	**0**	**0**	**0**	**46**	**45**
16:00 - 16:15	8	4	0	0	0	0	0	12.0	12
16:15 - 16:30	5	1	0	0	0	0	0	6.0	6
16:30 - 16:45	8	1	1	0	0	0	0	10.5	10
16:45 - 17:00	11	4	0	0	0	0	0	15.0	15
Hourly Total	**32**	**10**	**1**	**0**	**0**	**0**	**0**	**44**	**43**
17:00 - 17:15	5	4	0	0	0	0	0	9.0	9
17:15 - 17:30	14	3	0	0	0	0	0	17.0	17
17:30 - 17:45	7	1	0	0	0	0	0	8.0	8
17:45 - 18:00	10	1	0	0	0	0	2	11.8	13
Hourly Total	**36**	**9**	**0**	**0**	**0**	**0**	**2**	**46**	**47**
18:00 - 18:15	13	1	0	0	0	0	1	14.4	15
18:15 - 18:30	3	2	0	0	0	0	0	5.0	5
18:30 - 18:45	11	1	0	0	0	0	0	12.0	12
18:45 - 19:00	8	0	0	0	0	0	0	8.0	8
Hourly Total	**35**	**4**	**0**	**0**	**0**	**0**	**1**	**39**	**40**
Session Total	**417**	**55**	**5**	**0**	**0**	**1**	**5**	**482**	**483**

C 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	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	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	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

From C

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	77	10	2	0	1	0	2	92.8	92
07:15 - 07:30	91	10	1	0	0	1	0	102.7	103
07:30 - 07:45	144	9	1	1	1	2	0	159.2	158
07:45 - 08:00	149	11	0	0	0	0	0	160.0	160
Hourly Total	**461**	**40**	**4**	**1**	**2**	**3**	**2**	**515**	**513**
08:00 - 08:15	197	7	2	0	0	0	2	207.8	208
08:15 - 08:30	123	7	0	0	1	0	0	132.0	131
08:30 - 08:45	137	6	0	0	0	0	0	143.0	143
08:45 - 09:00	107	6	1	0	1	1	2	117.5	118
Hourly Total	**564**	**26**	**3**	**0**	**2**	**1**	**4**	**600**	**600**
09:00 - 09:15	100	7	1	0	0	0	0	108.5	108
09:15 - 09:30	77	5	1	0	0	0	0	83.5	83
09:30 - 09:45	66	6	0	1	1	0	1	76.7	75
09:45 - 10:00	75	7	1	0	0	0	1	83.9	84
Hourly Total	**318**	**25**	**3**	**1**	**1**	**0**	**2**	**353**	**350**
10:00 - 10:15	53	3	0	0	1	0	1	58.4	58
10:15 - 10:30	45	7	2	0	0	0	2	55.8	56
10:30 - 10:45	39	8	0	0	1	1	0	49.2	49
10:45 - 11:00	49	3	0	0	0	0	0	52.0	52
Hourly Total	**186**	**21**	**2**	**0**	**2**	**1**	**3**	**215**	**215**
11:00 - 11:15	37	4	1	0	1	0	0	44.5	43
11:15 - 11:30	60	9	1	0	0	0	0	70.5	70
11:30 - 11:45	40	6	1	0	1	1	0	49.7	49
11:45 - 12:00	51	10	0	0	0	0	0	61.0	61
Hourly Total	**188**	**29**	**3**	**0**	**2**	**1**	**0**	**226**	**223**
12:00 - 12:15	55	6	1	0	1	0	1	64.9	64
12:15 - 12:30	44	9	1	0	0	0	2	55.3	56
12:30 - 12:45	63	6	0	0	1	0	1	71.4	71
12:45 - 13:00	48	5	0	0	0	0	2	53.8	55
Hourly Total	**210**	**26**	**2**	**0**	**2**	**0**	**6**	**245**	**246**
13:00 - 13:15	51	2	0	0	1	0	0	55.0	54
13:15 - 13:30	47	5	2	0	0	0	1	55.4	55
13:30 - 13:45	54	6	1	0	1	0	1	63.9	63
13:45 - 14:00	45	5	1	0	0	0	0	51.5	51
Hourly Total	**197**	**18**	**4**	**0**	**2**	**0**	**2**	**226**	**223**
14:00 - 14:15	62	3	1	0	1	0	1	68.9	68
14:15 - 14:30	48	4	0	0	0	0	0	52.0	52
14:30 - 14:45	55	6	0	0	1	0	0	63.0	62
14:45 - 15:00	84	7	0	0	0	0	0	91.0	91
Hourly Total	**249**	**20**	**1**	**0**	**2**	**0**	**1**	**275**	**273**
15:00 - 15:15	78	6	1	0	1	0	1	87.9	87
15:15 - 15:30	54	3	1	0	0	0	1	58.9	59
15:30 - 15:45	102	4	0	0	1	0	0	108.0	107
15:45 - 16:00	75	9	1	0	0	0	0	85.5	85
Hourly Total	**309**	**22**	**3**	**0**	**2**	**0**	**2**	**340**	**338**
16:00 - 16:15	55	10	1	0	1	0	2	69.3	69
16:15 - 16:30	62	5	0	0	1	0	0	69.0	68
16:30 - 16:45	61	6	2	0	0	0	0	70.0	69
16:45 - 17:00	90	7	1	0	0	0	1	98.9	99
Hourly Total	**268**	**28**	**4**	**0**	**2**	**0**	**3**	**307**	**305**
17:00 - 17:15	68	6	0	0	1	0	0	76.0	75
17:15 - 17:30	71	8	0	0	0	0	0	79.0	79
17:30 - 17:45	82	6	0	0	1	0	3	91.2	92
17:45 - 18:00	80	9	0	0	0	0	3	90.2	92
Hourly Total	**301**	**29**	**0**	**0**	**2**	**0**	**6**	**336**	**338**
18:00 - 18:15	87	7	0	0	1	0	2	96.8	97
18:15 - 18:30	73	7	0	0	0	0	2	80.8	82
18:30 - 18:45	85	4	0	0	1	0	0	91.0	90
18:45 - 19:00	70	9	0	0	0	0	1	79.4	80
Hourly Total	**315**	**27**	**0**	**0**	**2**	**0**	**5**	**348**	**349**
Session Total	**3566**	**311**	**29**	**2**	**23**	**6**	**36**	**3987**	**3973**

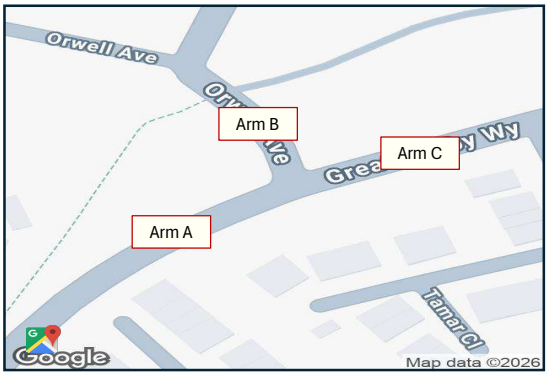
To C

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	22	2	0	0	0	0	0	24.0	24
07:15 - 07:30	34	5	0	0	1	0	0	41.0	40
07:30 - 07:45	28	7	0	0	0	0	0	35.0	35
07:45 - 08:00	62	3	0	0	0	0	0	65.0	65
Hourly Total	**146**	**17**	**0**	**0**	**1**	**0**	**0**	**165**	**164**
08:00 - 08:15	58	7	0	0	0	0	0	65.0	65
08:15 - 08:30	67	7	0	0	0	0	0	74.0	74
08:30 - 08:45	78	12	0	0	0	0	0	90.0	90
08:45 - 09:00	81	5	0	1	0	0	1	88.7	88
Hourly Total	**284**	**31**	**0**	**1**	**0**	**0**	**1**	**318**	**317**
09:00 - 09:15	62	5	2	0	0	0	0	70.0	69
09:15 - 09:30	50	8	0	0	0	0	0	58.0	58
09:30 - 09:45	42	9	0	0	0	0	0	51.0	51
09:45 - 10:00	41	3	2	0	0	0	1	47.4	47
Hourly Total	**195**	**25**	**4**	**0**	**0**	**0**	**1**	**226**	**225**
10:00 - 10:15	45	4	0	0	0	0	1	49.4	50
10:15 - 10:30	43	7	1	0	0	0	0	51.5	51
10:30 - 10:45	36	3	0	0	0	0	0	39.0	39
10:45 - 11:00	40	8	1	0	0	0	0	49.5	49
Hourly Total	**164**	**22**	**2**	**0**	**0**	**0**	**1**	**189**	**189**
11:00 - 11:15	41	2	0	0	0	1	0	43.2	44
11:15 - 11:30	41	9	0	0	0	0	0	50.0	50
11:30 - 11:45	45	3	0	0	0	0	1	48.4	49
11:45 - 12:00	45	3	1	0	0	0	0	49.5	49
Hourly Total	**172**	**17**	**1**	**0**	**0**	**1**	**1**	**191**	**192**
12:00 - 12:15	48	7	0	0	0	0	0	55.0	55
12:15 - 12:30	48	5	1	0	0	0	0	54.5	54
12:30 - 12:45	62	7	0	0	0	1	0	69.2	70
12:45 - 13:00	65	1	0	0	0	0	2	66.8	68
Hourly Total	**223**	**20**	**1**	**0**	**0**	**1**	**2**	**246**	**247**
13:00 - 13:15	60	11	0	0	0	0	1	71.4	72
13:15 - 13:30	58	6	1	0	0	1	0	65.7	66
13:30 - 13:45	59	11	1	0	0	0	0	71.5	71
13:45 - 14:00	71	6	0	1	0	0	1	79.7	79
Hourly Total	**248**	**34**	**2**	**1**	**0**	**1**	**2**	**288**	**288**
14:00 - 14:15	54	6	1	0	0	1	1	62.1	63
14:15 - 14:30	55	3	0	0	0	0	1	58.4	59
14:30 - 14:45	51	6	2	0	0	0	0	60.0	59
14:45 - 15:00	68	9	2	1	0	0	0	82.3	80
Hourly Total	**228**	**24**	**5**	**1**	**0**	**1**	**2**	**263**	**261**
15:00 - 15:15	72	7	1	0	0	0	3	81.7	83
15:15 - 15:30	125	7	1	0	0	1	1	134.1	135
15:30 - 15:45	114	8	0	0	0	0	1	122.4	123
15:45 - 16:00	95	7	1	0	0	1	1	104.1	105
Hourly Total	**406**	**29**	**3**	**0**	**0**	**2**	**6**	**442**	**446**
16:00 - 16:15	88	13	2	0	0	0	2	104.8	105
16:15 - 16:30	126	12	0	0	0	0	1	138.4	139
16:30 - 16:45	101	8	0	0	0	0	1	109.4	110
16:45 - 17:00	104	16	0	0	0	0	0	120.0	120
Hourly Total	**419**	**49**	**2**	**0**	**0**	**0**	**4**	**473**	**474**
17:00 - 17:15	109	10	1	0	0	0	2	121.3	122
17:15 - 17:30	129	13	0	0	0	1	3	143.4	146
17:30 - 17:45	123	7	0	0	0	0	4	131.6	134
17:45 - 18:00	141	11	0	0	0	0	1	152.4	153
Hourly Total	**502**	**41**	**1**	**0**	**0**	**1**	**10**	**549**	**555**
18:00 - 18:15	131	8	0	0	0	0	0	139.0	139
18:15 - 18:30	102	12	0	0	0	0	3	115.2	117
18:30 - 18:45	112	5	0	0	0	0	0	117.0	117
18:45 - 19:00	79	11	0	0	0	0	0	90.0	90
Hourly Total	**424**	**36**	**0**	**0**	**0**	**0**	**3**	**461**	**463**
Session Total	**3411**	**345**	**21**	**3**	**1**	**7**	**33**	**3811**	**3821**

Great Ashby, Stevenage - Manual Traffic and Queue Length Survey: Thursday, 15 June 2023

Produced by Streetwise Services Ltd.

Junction: A - Great Ashby Way (South) / B - Orwell Avenue / C - Great Ashby Way (North)



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	783	3442	4226	100.00%
B	663	1	379	1043	100.00%
C	3490	483	0	3973	100.00%
Total	4154	1267	3821		
% 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 (South) / B - Orwell Avenue / C - Great Ashby Way (North)**

	A - Great Ashby Way (South)	B - Orwell Avenue		C - Great Ashby Way (North)
	Lane 1	Lane 1	Lane 2	Lane 1
Survey Period	MAX	MAX	MAX	MAX
07:00 - 07:05	0	0	1	1
07:05 - 07:10	0	0	1	0
07:10 - 07:15	0	0	1	0
07:15 - 07:20	0	0	2	0
07:20 - 07:25	0	0	1	0
07:25 - 07:30	0	0	0	0
07:30 - 07:35	0	0	1	1
07:35 - 07:40	0	0	2	1
07:40 - 07:45	0	0	2	1
07:45 - 07:50	0	0	2	0
07:50 - 07:55	0	0	1	3
07:55 - 08:00	0	0	2	2
08:00 - 08:05	0	2	7	1
08:05 - 08:10	0	0	5	0
08:10 - 08:15	0	0	5	1
08:15 - 08:20	0	0	2	1
08:20 - 08:25	0	0	1	1
08:25 - 08:30	0	0	2	1
08:30 - 08:35	0	0	6	1
08:35 - 08:40	0	0	2	2
08:40 - 08:45	0	0	2	1
08:45 - 08:50	0	1	1	1
08:50 - 08:55	0	0	1	1
08:55 - 09:00	0	0	4	1
09:00 - 09:05	0	1	2	2
09:05 - 09:10	0	0	1	0
09:10 - 09:15	0	0	2	1
09:15 - 09:20	0	0	1	1
09:20 - 09:25	0	0	4	2
09:25 - 09:30	0	0	1	0
09:30 - 09:35	0	0	1	0
09:35 - 09:40	0	0	1	1
09:40 - 09:45	0	0	1	0
09:45 - 09:50	0	0	1	0
09:50 - 09:55	0	0	2	0
09:55 - 10:00	0	0	1	0
10:00 - 10:05	0	0	0	1
10:05 - 10:10	0	0	2	0
10:10 - 10:15	0	0	1	0
10:15 - 10:20	0	0	5	0
10:20 - 10:25	0	0	0	2
10:25 - 10:30	0	0	0	0
10:30 - 10:35	0	0	1	0
10:35 - 10:40	0	0	1	0
10:40 - 10:45	0	0	1	0
10:45 - 10:50	0	0	0	0
10:50 - 10:55	0	0	1	0
10:55 - 11:00	0	0	2	0
11:00 - 11:05	0	0	1	0
11:05 - 11:10	0	0	2	0
11:10 - 11:15	0	0	1	0
11:15 - 11:20	0	0	2	0
11:20 - 11:25	0	0	1	0
11:25 - 11:30	0	0	2	0
11:30 - 11:35	0	0	1	1
11:35 - 11:40	0	0	2	0
11:40 - 11:45	0	0	1	0
11:45 - 11:50	0	0	0	0
11:50 - 11:55	0	0	1	0
11:55 - 12:00	0	0	0	0
12:00 - 12:05	0	0	1	0
12:05 - 12:10	0	0	1	0
12:10 - 12:15	0	1	1	1
12:15 - 12:20	0	0	1	0
12:20 - 12:25	0	0	1	0
12:25 - 12:30	0	0	1	0
12:30 - 12:35	0	0	1	0
12:35 - 12:40	0	0	1	0
12:40 - 12:45	0	0	1	0
12:45 - 12:50	0	0	1	1
12:50 - 12:55	0	0	2	0
12:55 - 13:00	0	0	1	0
13:00 - 13:05	0	0	1	1
13:05 - 13:10	0	0	2	0
13:10 - 13:15	0	0	1	0
13:15 - 13:20	0	0	1	0
13:20 - 13:25	0	0	1	0
13:25 - 13:30	0	0	1	1
13:30 - 13:35	0	0	1	0
13:35 - 13:40	0	0	1	0
13:40 - 13:45	0	0	1	0
13:45 - 13:50	0	0	1	0
13:50 - 13:55	0	0	1	0
13:55 - 14:00	0	0	1	1
14:00 - 14:05	0	0	2	1
14:05 - 14:10	0	0	3	0
14:10 - 14:15	0	0	0	0
14:15 - 14:20	0	0	1	1
14:20 - 14:25	0	0	1	0
14:25 - 14:30	0	0	1	0
14:30 - 14:35	0	0	2	0
14:35 - 14:40	0	0	1	0
14:40 - 14:45	0	0	1	1
14:45 - 14:50	0	1	3	0
14:50 - 14:55	0	0	1	0
14:55 - 15:00	0	0	3	1
15:00 - 15:05	0	0	1	0
15:05 - 15:10	0	0	2	0
15:10 - 15:15	0	0	2	1
15:15 - 15:20	0	0	1	0
15:20 - 15:25	0	0	1	2
15:25 - 15:30	0	0	2	0
15:30 - 15:35	0	0	1	0
15:35 - 15:40	0	0	2	1
15:40 - 15:45	0	0	3	1
15:45 - 15:50	0	0	1	1
15:50 - 15:55	0	0	2	0
15:55 - 16:00	0	0	2	1
16:00 - 16:05	0	1	1	1
16:05 - 16:10	0	0	1	2
16:10 - 16:15	0	0	1	0
16:15 - 16:20	0	1	1	1
16:20 - 16:25	0	0	1	0
16:25 - 16:30	0	0	1	0
16:30 - 16:35	0	0	2	0
16:35 - 16:40	0	0	1	1
16:40 - 16:45	0	0	2	1
16:45 - 16:50	0	0	2	1
16:50 - 16:55	0	0	3	0
16:55 - 17:00	0	0	1	1
17:00 - 17:05	0	0	1	1
17:05 - 17:10	0	0	4	1
17:10 - 17:15	0	2	2	1
17:15 - 17:20	0	0	2	1
17:20 - 17:25	0	0	1	2
17:25 - 17:30	0	0	3	2
17:30 - 17:35	0	0	4	1
17:35 - 17:40	0	0	3	1
17:40 - 17:45	0	0	1	1
17:45 - 17:50	0	0	1	1
17:50 - 17:55	0	0	3	0
17:55 - 18:00	0	0	2	1
18:00 - 18:05	0	0	2	1
18:05 - 18:10	0	0	1	0
18:10 - 18:15	0	0	1	2
18:15 - 18:20	0	0	2	0
18:20 - 18:25	0	0	0	0
18:25 - 18:30	0	0	1	0
18:30 - 18:35	0	0	2	1
18:35 - 18:40	0	0	1	1
18:40 - 18:45	0	0	2	1
18:45 - 18:50	0	0	1	0
18:50 - 18:55	0	0	1	1
18:55 - 19:00	0	0	1	0

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

Produced by Streetwise Services Ltd.

Junction: **A - Great Ashby Way (East) / B - Wansbeck Close / C - Great Ashby Way (West) / D - Bray Drive**

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 and Queue Length Survey: Thursday, 15 June 2023

Produced by Streetwise Services Ltd.

Junction: A - Great Ashby Way (East) / B - Wansbeck Close / C - Great Ashby Way (West) / D - Bray Drive

Approach: A - Great Ashby Way (East)

	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	44	9	2	0	1	0	2	58.8	58
07:15 - 07:30	1	0	0	0	0	0	0	1.0	1	57	5	1	0	0	0	0	63.5	63
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0	96	7	1	1	1	2	0	109.2	108
07:45 - 08:00	1	0	0	0	0	0	0	1.0	1	97	8	0	0	0	0	0	105.0	105
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**294**	**29**	**4**	**1**	**2**	**2**	**2**	**337**	**334**
08:00 - 08:15	1	0	0	0	0	0	0	1.0	1	118	4	2	0	0	0	1	125.4	125
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0	75	4	0	0	1	0	0	81.0	80
08:30 - 08:45	3	0	0	0	0	0	0	3.0	3	80	4	0	0	0	0	0	84.0	84
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0	90	7	1	0	1	0	2	101.3	101
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**363**	**19**	**3**	**0**	**2**	**0**	**3**	**392**	**390**
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0	68	6	0	0	0	0	0	74.0	74
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0	51	4	1	0	0	0	0	56.5	56
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0	43	3	0	1	1	0	0	50.3	48
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0	50	3	1	0	0	0	0	54.5	54
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**212**	**16**	**2**	**1**	**1**	**0**	**0**	**235**	**232**
10:00 - 10:15	1	0	0	0	0	0	0	1.0	1	33	2	0	0	1	0	1	37.4	37
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0	35	4	2	0	0	0	2	42.8	43
10:30 - 10:45	0	0	0	0	0	0	0	0.0	0	26	5	0	0	1	1	0	33.2	33
10:45 - 11:00	0	0	0	0	0	0	0	0.0	0	38	1	0	0	0	0	0	39.0	39
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**132**	**12**	**2**	**0**	**2**	**1**	**3**	**152**	**152**
11:00 - 11:15	0	0	0	0	0	0	0	0.0	0	27	1	1	0	1	0	0	31.5	30
11:15 - 11:30	1	0	0	0	0	0	0	1.0	1	33	6	1	0	0	1	0	40.7	41
11:30 - 11:45	3	1	0	0	0	0	0	4.0	4	27	4	1	0	1	0	0	34.5	33
11:45 - 12:00	0	0	0	0	0	1	0	0.2	1	34	7	0	0	0	0	0	41.0	41
Hourly Total	**4**	**1**	**0**	**0**	**0**	**1**	**0**	**5**	**6**	**121**	**18**	**3**	**0**	**2**	**1**	**0**	**148**	**145**
12:00 - 12:15	0	1	0	0	0	0	0	1.0	1	38	4	1	0	1	0	1	45.9	45
12:15 - 12:30	0	1	0	0	0	0	0	1.0	1	32	4	0	0	0	0	2	36.8	38
12:30 - 12:45	0	1	0	0	0	0	0	1.0	1	45	5	0	0	1	0	1	52.4	52
12:45 - 13:00	2	0	0	0	0	0	0	2.0	2	36	3	0	0	0	0	2	39.8	41
Hourly Total	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**151**	**16**	**1**	**0**	**2**	**0**	**6**	**175**	**176**
13:00 - 13:15	1	0	0	0	0	0	0	1.0	1	32	1	0	0	1	0	0	35.0	34
13:15 - 13:30	0	0	0	0	0	0	0	0.0	0	30	6	2	0	0	0	0	39.0	38
13:30 - 13:45	1	0	0	0	0	0	0	1.0	1	34	4	1	0	1	0	1	41.9	41
13:45 - 14:00	0	0	0	0	0	0	0	0.0	0	37	5	1	0	0	0	0	43.5	43
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**133**	**16**	**4**	**0**	**2**	**0**	**1**	**159**	**156**
14:00 - 14:15	1	0	0	0	0	0	0	1.0	1	48	1	1	0	1	0	0	52.5	51
14:15 - 14:30	0	0	0	0	0	0	0	0.0	0	33	1	0	0	0	0	0	34.0	34
14:30 - 14:45	1	1	0	0	0	0	0	2.0	2	34	3	0	0	1	0	0	39.0	38
14:45 - 15:00	0	0	0	0	0	0	0	0.0	0	54	4	0	0	0	0	0	58.0	58
Hourly Total	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**169**	**9**	**1**	**0**	**2**	**0**	**0**	**184**	**181**
15:00 - 15:15	2	1	0	0	0	0	0	3.0	3	46	5	1	0	1	0	1	54.9	54
15:15 - 15:30	1	0	0	0	0	0	0	1.0	1	35	0	1	0	0	0	1	36.9	37
15:30 - 15:45	1	0	0	0	0	0	0	1.0	1	77	1	0	0	1	0	0	80.0	79
15:45 - 16:00	2	0	0	0	0	0	0	2.0	2	54	3	1	0	0	0	0	58.5	58
Hourly Total	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**7**	**212**	**9**	**3**	**0**	**2**	**0**	**2**	**230**	**228**
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0	33	6	1	0	1	0	0	42.5	41
16:15 - 16:30	2	0	0	0	0	0	0	2.0	2	43	5	0	0	1	0	0	50.0	49
16:30 - 16:45	1	0	0	0	0	0	0	1.0	1	40	2	2	0	0	0	0	45.0	44
16:45 - 17:00	3	0	0	0	0	0	0	3.0	3	61	5	1	0	0	0	1	67.9	68
Hourly Total	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**6**	**177**	**18**	**4**	**0**	**2**	**0**	**1**	**205**	**202**
17:00 - 17:15	2	0	0	0	0	0	0	2.0	2	47	6	0	0	1	0	0	55.0	54
17:15 - 17:30	4	0	0	0	0	0	1	4.4	5	56	4	0	0	0	0	0	60.0	60
17:30 - 17:45	2	1	0	0	0	0	0	3.0	3	58	5	0	0	1	0	0	65.0	64
17:45 - 18:00	3	0	0	0	0	0	0	3.0	3	58	5	0	0	0	0	3	64.2	66
Hourly Total	**11**	**1**	**0**	**0**	**0**	**0**	**1**	**12**	**13**	**219**	**20**	**0**	**0**	**2**	**0**	**3**	**244**	**244**
18:00 - 18:15	8	0	0	0	0	0	0	8.0	8	62	5	0	0	1	0	0	69.0	68
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0	46	7	0	0	0	0	2	53.8	55
18:30 - 18:45	4	0	0	0	0	0	0	4.0	4	57	3	0	0	1	0	0	62.0	61
18:45 - 19:00	2	0	0	0	0	0	0	2.0	2	54	5	0	0	0	0	0	59.0	59
Hourly Total	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**14**	**219**	**20**	**0**	**0**	**2**	**0**	**2**	**244**	**243**
Session Total	**55**	**7**	**0**	**0**	**0**	**1**	**1**	**63**	**64**	**2402**	**202**	**27**	**2**	**23**	**4**	**23**	**2705**	**2683**

	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	4	1	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	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	2	1	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	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**
09:00 - 09:15	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	4	1	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	1	0	0	0	0	0	0	1.0	1	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	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**12**	**12**	**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	2	0	1	0	0	0	0	3.5	3	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	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
Hourly Total	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**7**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	3	0	0	0	0	1	0	3.2	4	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	2	1	0	0	0	0	0	3.0	3	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	5	1	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
Hourly Total	**11**	**2**	**0**	**0**	**0**	**1**	**0**	**13**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
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	4	0	0	0	0	0	0	4.0	4	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	0	0	0	0	0	0	0.0	0
Hourly Total	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	3	1	0	0	0	0	0	4.0	4	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	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**	**0**	**9**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:00 - 14:15	0	0	0	0	0	0	0	0.0	0	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	1	1	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
Hourly Total	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
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	7	0	0	0	0	0	0	7.0	7	1	0	0	0	0	0	0	1.0	1
15:45 - 16:00	8	0	0	0	0	0	0	8.0	8	1	0	0	0	0	0	0	1.0	1
Hourly Total	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**19**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
16:00 - 16:15	1	1	0	0	0	1	0	2.2	3	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	8	2	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
Hourly Total	**16**	**3**	**0**	**0**	**0**	**1**	**0**	**19**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	9	1	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	8	1	0	0	0	1	0	9.2	10	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	3	1	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	**21**	**3**	**0**	**0**	**0**	**1**	**0**	**24**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	7	0	0	0	0	1	0	7.2	8	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
Hourly Total	**20**	**0**	**0**	**0**	**0**	**1**	**0**	**20**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**136**	**14**	**1**	**0**	**0**	**4**	**0**	**152**	**155**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**

	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	45	9	2	0	1	0	2	59.8	59	25	1	0	0	0	0	0	26.0	26
07:15 - 07:30	58	5	1	0	0	0	0	64.5	64	26	5	0	0	1	0	1	33.4	33
07:30 - 07:45	100	8	1	1	1	2	0	114.2	113	27	6	0	0	0	1	0	33.2	34
07:45 - 08:00	100	8	0	0	0	0	0	108.0	108	49	3	0	0	0	0	0	52.0	52
Hourly Total	**303**	**30**	**4**	**1**	**2**	**2**	**2**	**347**	**344**	**127**	**15**	**0**	**0**	**1**	**1**	**1**	**145**	**145**
08:00 - 08:15	121	5	2	0	0	0	1	129.4	129	56	6	0	0	0	0	0	62.0	62
08:15 - 08:30	76	4	0	0	1	0	0	82.0	81	47	6	0	0	0	0	0	53.0	53
08:30 - 08:45	85	4	0	0	0	0	0	89.0	89	68	8	0	0	0	0	0	76.0	76
08:45 - 09:00	92	7	1	0	1	0	2	103.3	103	61	4	0	1	0	0	2	68.1	68
Hourly Total	**374**	**20**	**3**	**0**	**2**	**0**	**3**	**404**	**402**	**232**	**24**	**0**	**1**	**0**	**0**	**2**	**259**	**259**
09:00 - 09:15	73	6	0	0	0	0	0	79.0	79	47	4	2	0	0	0	0	54.0	53
09:15 - 09:30	55	5	1	0	0	0	0	61.5	61	32	5	0	0	0	0	0	37.0	37
09:30 - 09:45	44	3	0	1	1	0	0	51.3	49	32	4	0	0	0	0	0	36.0	36
09:45 - 10:00	51	3	1	0	0	0	0	55.5	55	35	2	1	0	0	0	1	38.9	39
Hourly Total	**223**	**17**	**2**	**1**	**1**	**0**	**0**	**247**	**244**	**146**	**15**	**3**	**0**	**0**	**0**	**1**	**166**	**165**
10:00 - 10:15	36	2	0	0	1	0	1	40.4	40	32	1	0	0	0	0	1	33.4	34
10:15 - 10:30	37	4	3	0	0	0	2	46.3	46	31	4	1	0	0	0	0	36.5	36
10:30 - 10:45	26	5	0	0	1	1	0	33.2	33	28	3	0	0	0	0	0	31.0	31
10:45 - 11:00	38	2	0	0	0	0	0	40.0	40	33	5	1	0	0	0	0	39.5	39
Hourly Total	**137**	**13**	**3**	**0**	**2**	**1**	**3**	**160**	**159**	**124**	**13**	**2**	**0**	**0**	**0**	**1**	**140**	**140**
11:00 - 11:15	30	1	1	0	1	1	0	34.7	34	29	2	0	0	0	1	0	31.2	32
11:15 - 11:30	36	7	1	0	0	1	0	44.7	45	30	10	0	0	0	0	0	40.0	40
11:30 - 11:45	31	5	1	0	1	0	0	39.5	38	35	2	0	0	0	0	0	37.0	37
11:45 - 12:00	39	8	0	0	0	1	0	47.2	48	36	0	1	0	0	0	0	37.5	37
Hourly Total	**136**	**21**	**3**	**0**	**2**	**3**	**0**	**166**	**165**	**130**	**14**	**1**	**0**	**0**	**1**	**0**	**146**	**146**
12:00 - 12:15	41	5	1	0	1	0	1	49.9	49	32	6	0	0	0	0	0	38.0	38
12:15 - 12:30	34	5	0	0	0	0	2	39.8	41	34	3	0	0	0	0	0	37.0	37
12:30 - 12:45	49	6	0	0	1	0	1	57.4	57	39	8	2	0	0	1	0	50.2	50
12:45 - 13:00	39	3	0	0	0	0	2	42.8	44	51	2	0	0	0	0	2	53.8	55
Hourly Total	**163**	**19**	**1**	**0**	**2**	**0**	**6**	**190**	**191**	**156**	**19**	**2**	**0**	**0**	**1**	**2**	**179**	**180**
13:00 - 13:15	36	2	0	0	1	0	0	40.0	39	41	7	0	0	0	0	1	48.4	49
13:15 - 13:30	32	6	2	0	0	0	0	41.0	40	46	7	1	0	0	1	0	54.7	55
13:30 - 13:45	36	4	1	0	1	0	1	43.9	43	41	11	1	0	0	0	0	53.5	53
13:45 - 14:00	39	5	1	0	0	0	0	45.5	45	56	5	0	1	0	0	0	63.3	62
Hourly Total	**143**	**17**	**4**	**0**	**2**	**0**	**1**	**170**	**167**	**184**	**30**	**2**	**1**	**0**	**1**	**1**	**220**	**219**
14:00 - 14:15	49	1	1	0	1	0	0	53.5	52	44	6	1	0	0	1	0	51.7	52
14:15 - 14:30	34	1	0	0	0	0	0	35.0	35	42	3	0	0	0	0	0	45.0	45
14:30 - 14:45	36	4	0	0	1	0	0	42.0	41	39	4	1	0	0	0	1	44.9	45
14:45 - 15:00	55	5	0	0	0	0	0	60.0	60	53	8	3	1	0	0	0	67.8	65
Hourly Total	**174**	**11**	**1**	**0**	**2**	**0**	**0**	**191**	**188**	**178**	**21**	**5**	**1**	**0**	**1**	**1**	**209**	**207**
15:00 - 15:15	50	6	1	0	1	0	1	59.9	59	49	7	1	0	0	0	2	58.3	59
15:15 - 15:30	38	0	1	0	0	0	1	39.9	40	85	5	1	0	0	1	1	92.1	93
15:30 - 15:45	86	1	0	0	1	0	0	89.0	88	62	7	0	0	0	0	1	69.4	70
15:45 - 16:00	65	3	1	0	0	0	0	69.5	69	73	5	1	0	0	1	0	79.7	80
Hourly Total	**239**	**10**	**3**	**0**	**2**	**0**	**2**	**258**	**256**	**269**	**24**	**3**	**0**	**0**	**2**	**4**	**300**	**302**
16:00 - 16:15	34	7	1	0	1	1	0	44.7	44	58	11	2	0	0	0	1	72.4	72
16:15 - 16:30	53	7	0	0	1	0	0	62.0	61	78	7	0	0	0	0	1	85.4	86
16:30 - 16:45	46	2	2	0	0	0	0	51.0	50	73	8	0	0	0	0	1	81.4	82
16:45 - 17:00	66	5	1	0	0	0	1	72.9	73	76	13	0	0	0	0	0	89.0	89
Hourly Total	**199**	**21**	**4**	**0**	**2**	**1**	**1**	**231**	**228**	**285**	**39**	**2**	**0**	**0**	**0**	**3**	**328**	**329**
17:00 - 17:15	58	7	0	0	1	0	0	67.0	66	75	8	0	0	0	0	2	83.8	85
17:15 - 17:30	68	5	0	0	0	1	1	73.6	75	94	10	1	0	0	1	3	106.9	109
17:30 - 17:45	63	7	0	0	1	0	0	72.0	71	107	4	0	0	0	1	2	112.0	114
17:45 - 18:00	62	5	0	0	0	0	3	68.2	70	114	6	0	0	0	0	1	120.4	121
Hourly Total	**251**	**24**	**0**	**0**	**2**	**1**	**4**	**281**	**282**	**390**	**28**	**1**	**0**	**0**	**2**	**8**	**423**	**429**
18:00 - 18:15	77	5	0	0	1	1	0	84.2	84	94	5	0	0	0	1	0	99.2	100
18:15 - 18:30	51	7	0	0	0	0	2	58.8	60	74	7	0	0	0	0	3	82.2	84
18:30 - 18:45	64	3	0	0	1	0	0	69.0	68	80	6	0	0	0	0	0	86.0	86
18:45 - 19:00	61	5	0	0	0	0	0	66.0	66	55	9	0	0	0	0	0	64.0	64
Hourly Total	**253**	**20**	**0**	**0**	**2**	**1**	**2**	**278**	**278**	**303**	**27**	**0**	**0**	**0**	**1**	**3**	**331**	**334**
Session Total	**2595**	**223**	**28**	**2**	**23**	**9**	**24**	**2922**	**2904**	**2524**	**269**	**21**	**3**	**1**	**10**	**27**	**2846**	**2855**

streetwise

Great Ashby, Stevenage - Manual Traffic and Queue Length Survey: Thursday, 15 June 2023

Produced by Streetwise Services Ltd

Junction: A - Great Ashby Way (East) / B - Wansbeck Close / C - Great Ashby Way (West) / D - Bray Drive

Approach: B - Wansbeck Close

	B to C								B to D								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	6	0	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0.0	0
07:15 - 07:30	8	0	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	1	1.0	2	0	0	0	0	0	0	0.0	0
07:30 - 07:45	9	1	0	0	0	0	0	9.5	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	0.0	0
07:45 - 08:00	7	2	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0.0	0
Hourly Total	**30**	**3**	**0**	**0**	**0**	**0**	**0**	**33**	**33**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	10	1	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0.0	0
08:15 - 08:30	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	1	0	0.2	1	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0.0	0
08:30 - 08:45	9	0	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0.0	0
08:45 - 09:00	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0.0	0
Hourly Total	**25**	**1**	**0**	**0**	**0**	**0**	**0**	**26**	**26**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0.2**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	6	0	1	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0.0	0
09:15 - 09:30	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	0	0	0	0	0	0	0.0	0
09:30 - 09:45	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	0	0	0	0	0	0	0.0	0
09:45 - 10:00	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	0	0	0	0	0	0	0.0	0
Hourly Total	**13**	**3**	**1**	**0**	**0**	**0**	**0**	**17**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	2	0	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	0	0	0	0	0	0	0.0	0
10:45 - 11:00	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0.0	0
Hourly Total	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**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	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	2	1	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	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	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**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**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	1	0	0	0	0	0	0	1.0	1	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	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0.0	0
12:30 - 12:45	0	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0.0	0
12:45 - 13:00	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0.0	0
Hourly Total	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**6**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**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	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	3	0	0	0	0	0	0	3.0	3	0	1	0	0	0	0	0	1.0	1	0	1	0	0	0	0	0	1.0	1	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	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	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	1.0	1	0	0	0	0	0	0	0.0	0
Hourly Total	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:00 - 14:15	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	1.0	1	0	0	0	0	0	0	0.0	0
14:15 - 14:30	4	0	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	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	0	0	0	0	0	0	0	0.0	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	1	0	0	0	0	0	0	1.0	1	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**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**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	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	3	1	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0	1	1	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0.0	0
15:30 - 15:45	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0.0	0
15:45 - 16:00	3	1	0	0	0	0	0	4.5	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	0	0.0	0
Hourly Total	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**14**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	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	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	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0.0	0
16:30 - 16:45	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0	1	1	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0.0	0
16:45 - 17:00	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0.0	0
Hourly Total	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	9	0	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0.0	0
17:15 - 17:30	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0.0	0
17:30 - 17:45	8	0	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0.0	0
17:45 - 18:00	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0.0	0
Hourly Total	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	9	0	0	0	0	0	0	9.0	9	0	1	0	0	0	0	0	1.0	1	3	0	0	0	0	0	0	3.0	3	1	0	0	0	0	0	1.0	1
18:15 - 18:30	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0.0	0
18:30 - 18:45	4	0	0	0	0	0	0	4.0	4	1	0	0	0	0	0	0	1.0	1	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0.0	0
18:45 - 19:00	2	0	0	0	0	1	0	2.4	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	0	0.0	0
Hourly Total	**16**	**0**	**0**	**0**	**0**	**1**	**0**	**17**	**17**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
Session Total	**160**	**13**	**2**	**0**	**0**	**1**	**0**	**188**	**188**	**1**	**2**	**0**	**0**	**0**	**1**	**0**	**3**	**4**	**49**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**52**	**53**	**1**	**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	13	0	0	0	0	0	0	13.0	13	2	0	0	0	0	0	0	2.0	2
07:15 - 07:30	9	0	0	0	0	0	1	9.4	10	1	1	0	0	0	0	0	2.0	2
07:30 - 07:45	5	1	0	0	0	0	0	5.0	6	2	0	0	0	0	0	0	2.0	2
07:45 - 08:00	9	2	0	0	0	0	1	11.0	12	2	0	0	0	0	0	0	2.0	2
Hourly Total	**36**	**3**	**0**	**0**	**0**	**0**	**1**	**38**	**41**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**8**
08:00 - 08:15	12	1	0	0	0	0	0	12.0	13	2	0	0	0	0	0	0	2.0	2
08:15 - 08:30	4	0	0	0	0	1	0	4.2	5	1	0	0	0	0	0	0	1.0	1
08:30 - 08:45	10	0	0	0	0	0	0	10.0	10	5	0	0	0	0	0	0	5.0	5
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	**29**	**1**	**0**	**0**	**0**	**1**	**0**	**30**	**31**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**13**
09:00 - 09:15	7	0	1	0	0	0	0	8.0	8	2	0	1	0	0	0	0	3.0	3
09:15 - 09:30	3	1	0	0	0	0	0	4.0	4	2	1	0	0	0	0	0	3.0	3
09:30 - 09:45	3	1	0	0	0	0	0	4.0	4	3	0	0	0	0	0	0	3.0	3
09:45 - 10:00	1	1	0	0	0	0	0	2.0	2	1	1	0	0	0	0	0	2.0	2
Hourly Total	**14**	**3**	**1**	**0**	**0**	**0**	**0**	**18**	**18**	**8**	**2**	**1**	**0**	**0**	**0**	**0**	**11**	**11**
10:00 - 10:15	0	1	0	0	0	0	0	1.0	1	3	1	0	0	0	0	0	4.0	4
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0	3	0	0	0	0	0	0	3.0	3
10:30 - 10:45	2	0	0	0	0	0	0	2.0	2	3	0	0	0	0	0	0	3.0	3
10:45 - 11:00	2	0	0	0	0	0	0	2.0	2	2	0	0	0	0	0	0	2.0	2
Hourly Total	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**12**	**12**
11:00 - 11:15	3	0	0	0	0	0	0	3.0	3	2	0	0	0	0	0	0	2.0	2
11:15 - 11:30	4	1	0	0	0	0	0	5.0	5	4	1	0	0	0	0	0	5.0	5
11:30 - 11:45	0	1	0	0	0	0	0	1.0	1	3	2	0	0	0	0	0	5.0	5
11:45 - 12:00	6	0	0	0	0	0	0	6.0	6	0	1	0	0	0	0	0	1.0	1
Hourly Total	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**14**	**14**	**9**	**4**	**0**	**0**	**0**	**0**	**0**	**13**	**13**
12:00 - 12:15	0	0	0	0	0	0	0	0.0	0	1	1	0	0	0	0	0	2.0	2
12:15 - 12:30	2	1	1	0	0	0	0	4.0	4	1	1	1	0	0	0	0	3.0	3
12:30 - 12:45	0	2	0	0	0	0	0	2.0	2	2	1	0	0	0	0	0	3.0	3
12:45 - 13:00	0	0	0	0	0	0	0	0.0	0	3	0	0	0	0	0	0	3.0	3
Hourly Total	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**6**	**6**	**7**	**3**	**1**	**0**	**0**	**0**	**0**	**11**	**11**
13:00 - 13:15	1	0	0	0	0	0	0	1.0	1	2	2	0	0	0	0	0	4.0	4
13:15 - 13:30	3	2	0	0	0	0	0	5.0	5	2	0	0	0	0	0	0	2.0	2
13:30 - 13:45	1	0	0	0	0	0	0	1.0	1	3	0	0	0	0	0	0	3.0	3
13:45 - 14:00	1	0	0	0	0	0	0	1.0	1	1	0	0	0	0	0	0	1.0	1
Hourly Total	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**8**	**8**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**10**	**10**
14:00 - 14:15	0	1	0	0	0	0	0	1.0	1	2	1	0	0	0	0	0	3.0	3
14:15 - 14:30	4	0	0	0	0	0	0	4.0	4	1	0	0	0	0	0	0	1.0	1
14:30 - 14:45	2	0	0	0	0	0	0	2.0	2	1	1	0	0	0	0	0	2.0	2
14:45 - 15:00	3	0	0	0	0	0	0	3.0	3	3	0	0	0	0	0	0	3.0	3
Hourly Total	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**10**	**10**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**9**	**9**
15:00 - 15:15	4	0	0	0	0	0	0	4.0	4	3	1	0	0	0	0	0	4.0	4
15:15 - 15:30	4	2	0	0	0	0	0	6.0	6	4	0	0	0	0	0	0	4.0	4
15:30 - 15:45	4	0	0	0	0	0	0	4.0	4	10	0	0	0	0	0	0	10.0	10
15:45 - 16:00	3	1	0	0	0	0	0	4.0	4	4	1	0	0	0	0	0	8.0	8
Hourly Total	**15**	**3**	**0**	**0**	**0**	**0**	**0**	**18**	**18**	**21**	**2**	**0**	**0**	**0**	**0**	**0**	**26**	**26**
16:00 - 16:15	5	0	0	0	0	0	0	5.0	5	4	1	0	0	0	0	0	6.0	6
16:15 - 16:30	4	1	0	0	0	0	0	5.0	5	6	0	0	0	0	0	0	6.0	6
16:30 - 16:45	4	1	0	0	0	0	0	5.0	5	4	1	0	0	0	0	0	6.0	6
16:45 - 17:00	3	0	0	0	0	0	0	3.0	3	11	0	0	0	0	0	0	11.0	11
Hourly Total	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**18**	**18**	**25**	**2**	**0**	**0**	**0**	**0**	**0**	**29**	**29**
17:00 - 17:15	7	0	0	0	0	0	0	7.0	7	4	1	0	0	0	0	0	5.0	5
17:15 - 17:30	6	0	0	0	0	0	0	6.0	6	10	0	0	0	0	0	0	10.0	10
17:30 - 17:45	8	0	0	0	0	0	0	8.0	8	6	1	0	0	0	0	0	7.0	7
17:45 - 18:00	6	0	0	0	0	0	0	6.0	6	7	0	0	0	0	0	0	8.0	8
Hourly Total	**27**	**1**	**0**	**0**	**0**	**0**	**0**	**28**	**28**	**27**	**3**	**0**	**0**	**0**	**0**	**0**	**30**	**30**
18:00 - 18:15	9	1	0	0	0	0	0	10.0	10	16	1	0	0	0	0	0	17.0	17
18:15 - 18:30	2	0	0	0	0	0	0	2.0	2	3	0	0	0	0	0	0	3.0	3
18:30 - 18:45	7	0	0	0	0	0	0	7.0	7	9	0	0	0	0	0	0	9.0	9
18:45 - 19:00	2	0	0	0	0	1	0	2.4	3	4	0	0	0	0	0	0	4.0	4
Hourly Total	**20**	**1**	**0**	**0**	**0**	**1**	**0**	**21**	**22**	**32**	**1**	**0**	**0**	**0**	**0**	**0**	**33**	**33**
Session Total	**168**	**21**	**2**	**0**	**0**	**1**	**0**	**223**	**224**	**187**	**23**	**2**	**0**	**0**	**0**	**2**	**1**	**214**	**213**

Great Ashby, Stevenage - Manual Traffic and Queue Length Survey: Thursday, 15 June 2023

Produced by Streetwise Services Ltd.

Junction: A - Great Ashby Way (East) / B - Wansbeck Close / C - Great Ashby Way (West) / D - Bray Drive

Approach: C - Great Ashby Way (West)

	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	1	0	0	0	0	0	8.0	8	16	1	0	0	0	0	0	17.0	17
07:15 - 07:30	9	0	0	0	0	0	0	9.0	9	23	4	0	0	1	0	0	29.0	28
07:30 - 07:45	8	1	0	0	0	0	0	9.0	9	20	6	0	0	0	0	0	26.0	26
07:45 - 08:00	16	0	0	0	0	0	0	16.0	16	41	3	0	0	0	0	0	44.0	44
Hourly Total	**40**	**2**	**0**	**0**	**0**	**0**	**0**	42	**42**	**100**	**14**	**0**	**0**	**1**	**0**	**0**	116	**115**
08:00 - 08:15	9	2	0	0	0	0	0	11.0	11	48	6	0	0	0	0	0	54.0	54
08:15 - 08:30	20	1	0	0	0	0	0	21.0	21	41	6	0	0	0	0	0	47.0	47
08:30 - 08:45	17	3	0	0	0	0	0	20.0	20	61	8	0	0	0	0	0	69.0	69
08:45 - 09:00	19	3	0	0	0	0	0	22.0	22	56	2	0	1	0	0	2	61.1	61
Hourly Total	**65**	**9**	**0**	**0**	**0**	**0**	**0**	74	**74**	**206**	**22**	**0**	**1**	**0**	**0**	**2**	231	**231**
09:00 - 09:15	17	1	0	0	0	0	0	18.0	18	44	3	2	0	0	0	0	50.0	49
09:15 - 09:30	17	2	0	0	0	0	0	19.0	19	32	5	0	0	0	0	0	37.0	37
09:30 - 09:45	10	4	0	0	0	0	0	14.0	14	29	4	0	0	0	0	0	33.0	33
09:45 - 10:00	10	3	1	0	0	0	0	14.5	14	29	1	1	0	0	0	1	31.9	32
Hourly Total	**54**	**10**	**1**	**0**	**0**	**0**	**0**	66	**65**	**134**	**13**	**3**	**0**	**0**	**0**	**1**	152	**151**
10:00 - 10:15	12	3	0	0	0	0	0	15.0	15	31	1	0	0	0	0	1	32.4	33
10:15 - 10:30	8	1	0	0	0	0	0	9.0	9	30	4	1	0	0	0	0	35.5	35
10:30 - 10:45	4	1	0	0	0	0	0	5.0	5	27	3	0	0	0	0	0	30.0	30
10:45 - 11:00	9	3	0	0	0	0	0	12.0	12	30	5	1	0	0	0	0	36.5	36
Hourly Total	**33**	**8**	**0**	**0**	**0**	**0**	**0**	41	**41**	**118**	**13**	**2**	**0**	**0**	**0**	**1**	134	**134**
11:00 - 11:15	11	1	0	0	0	0	0	12.0	12	26	1	0	0	0	1	0	27.2	28
11:15 - 11:30	9	1	0	0	0	0	0	10.0	10	27	8	0	0	0	0	0	35.0	35
11:30 - 11:45	11	0	0	0	0	0	1	11.4	12	33	2	0	0	0	0	0	35.0	35
11:45 - 12:00	8	0	0	0	0	0	0	8.0	8	31	0	1	0	0	0	0	32.5	32
Hourly Total	**39**	**2**	**0**	**0**	**0**	**0**	**1**	41	**42**	**117**	**11**	**1**	**0**	**0**	**1**	**0**	130	**130**
12:00 - 12:15	13	1	0	0	0	0	0	14.0	14	30	6	0	0	0	0	0	36.0	36
12:15 - 12:30	15	2	0	0	0	0	0	17.0	17	30	3	0	0	0	0	0	33.0	33
12:30 - 12:45	21	1	0	0	0	0	0	22.0	22	38	6	1	0	0	1	0	45.7	46
12:45 - 13:00	15	1	0	0	0	0	0	16.0	16	45	1	0	0	0	0	2	46.8	48
Hourly Total	**64**	**5**	**0**	**0**	**0**	**0**	**0**	69	**69**	**143**	**16**	**1**	**0**	**0**	**1**	**2**	162	**163**
13:00 - 13:15	21	3	0	0	0	0	0	24.0	24	36	5	0	0	0	0	1	41.4	42
13:15 - 13:30	13	1	0	0	0	0	0	14.0	14	44	5	1	0	0	1	0	50.7	51
13:30 - 13:45	14	2	0	0	0	0	0	16.0	16	40	9	1	0	0	0	0	50.5	50
13:45 - 14:00	14	0	0	0	0	0	0	14.0	14	54	5	0	1	0	0	0	61.3	60
Hourly Total	**62**	**6**	**0**	**0**	**0**	**0**	**0**	68	**68**	**174**	**24**	**2**	**1**	**0**	**1**	**1**	204	**203**
14:00 - 14:15	11	1	0	0	0	0	1	12.4	13	42	5	1	0	0	1	0	48.7	49
14:15 - 14:30	13	1	0	0	0	0	1	14.4	15	41	3	0	0	0	0	0	44.0	44
14:30 - 14:45	14	2	0	0	0	0	0	16.0	16	36	4	1	0	0	0	0	41.5	41
14:45 - 15:00	12	2	0	0	0	0	0	14.0	14	50	7	3	1	0	0	0	63.8	61
Hourly Total	**50**	**6**	**0**	**0**	**0**	**0**	**2**	57	**58**	**169**	**19**	**5**	**1**	**0**	**1**	**0**	198	**195**
15:00 - 15:15	17	1	0	0	0	0	1	18.4	19	43	6	1	0	0	0	2	51.3	52
15:15 - 15:30	41	2	0	0	0	0	0	43.0	43	81	4	1	0	0	1	1	87.1	88
15:30 - 15:45	43	1	0	0	0	0	0	44.0	44	55	6	0	0	0	0	1	61.4	62
15:45 - 16:00	23	3	0	0	0	0	1	26.4	27	68	4	1	0	0	1	0	73.7	74
Hourly Total	**124**	**7**	**0**	**0**	**0**	**0**	**2**	132	**133**	**247**	**20**	**3**	**0**	**0**	**2**	**4**	274	**276**
16:00 - 16:15	24	3	0	0	0	0	1	27.4	28	56	10	2	0	0	0	1	69.4	69
16:15 - 16:30	39	5	0	0	0	0	0	44.0	44	73	6	0	0	0	0	1	79.4	80
16:30 - 16:45	23	2	0	0	0	0	0	25.0	25	69	6	0	0	0	0	1	75.4	76
16:45 - 17:00	26	4	0	0	0	0	0	30.0	30	70	12	0	0	0	0	0	82.0	82
Hourly Total	**112**	**14**	**0**	**0**	**0**	**0**	**1**	126	**127**	**268**	**34**	**2**	**0**	**0**	**0**	**3**	306	**307**
17:00 - 17:15	33	2	0	0	0	0	0	35.0	35	71	7	0	0	0	0	2	78.8	80
17:15 - 17:30	31	3	0	0	0	0	0	34.0	34	87	10	1	0	0	1	3	99.9	102
17:30 - 17:45	19	4	0	0	0	0	2	23.8	25	98	3	0	0	0	0	2	101.8	103
17:45 - 18:00	31	2	0	0	0	0	0	33.0	33	107	6	0	0	0	0	1	113.4	114
Hourly Total	**114**	**11**	**0**	**0**	**0**	**0**	**2**	126	**127**	**363**	**26**	**1**	**0**	**0**	**1**	**8**	394	**399**
18:00 - 18:15	30	2	0	0	0	0	0	32.0	32	89	5	0	0	0	0	0	94.0	94
18:15 - 18:30	29	4	0	0	0	0	0	33.0	33	68	6	0	0	0	0	3	75.2	77
18:30 - 18:45	30	1	0	0	0	0	0	31.0	31	77	5	0	0	0	0	0	82.0	82
18:45 - 19:00	24	2	0	0	0	0	0	26.0	26	52	9	0	0	0	0	0	61.0	61
Hourly Total	**113**	**9**	**0**	**0**	**0**	**0**	**0**	122	**122**	**286**	**25**	**0**	**0**	**0**	**0**	**3**	312	**314**
Session Total	870	89	1	0	0	0	8	964	968	2325	237	20	3	1	7	25	2612	2618

	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	1	0	0	0	0	0	0	1.0	1	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	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	1	0	0	0	0	0	0	1.0	1	1	0	0	0	0	0	0	1.0	1
Hourly Total	**4**	**1**	**0**	**0**	**0**	**0**	**0**	5	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	1	**1**
08:00 - 08:15	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	4	0	0	0	0	0	0	4.0	4	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**
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	2	1	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	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	**7**	**1**	**0**	**0**	**0**	**0**	**0**	8	**8**	**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	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
Hourly Total	**10**	**0**	**0**	**0**	**0**	**0**	**0**	10	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	**0**
11:00 - 11:15	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	3	1	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1
11:45 - 12:00	5	1	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
Hourly Total	**10**	**2**	**0**	**0**	**0**	**0**	**0**	12	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	1	**1**
12:00 - 12:15	1	0	0	0	0	0	0	1.0	1	2	0	0	0	0	0	0	2.0	2
12:15 - 12:30	1	0	1	0	0	0	0	2.5	2	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	2	0	0	0	0	0	0	2.0	2	1	0	0	0	0	0	0	1.0	1
12:45 - 13:00	1	0	0	0	0	0	0	1.0	1	2	0	0	0	0	0	0	2.0	2
Hourly Total	**5**	**0**	**1**	**0**	**0**	**0**	**0**	7	**6**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	5	**5**
13:00 - 13:15	1	2	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	2	0	0	0	0	0	0	2.0	2	1	0	0	0	0	0	0	1.0	1
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	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
Hourly Total	**6**	**2**	**0**	**0**	**0**	**0**	**0**	8	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	1	**1**
14:00 - 14:15	1	0	0	0	0	0	0	1.0	1	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	0	0	0	0	0	0	0	0.0	0	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	**5**	**0**	**0**	**0**	**0**	**0**	**0**	5	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	**0**
15:00 - 15:15	3	0	0	0	0	0	0	3.0	3	1	0	0	0	0	0	0	1.0	1
15:15 - 15:30	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	11	0	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	2	1	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
Hourly Total	**19**	**1**	**0**	**0**	**0**	**0**	**0**	20	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	1	**1**
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	6	0	0	0	0	0	0	6.0	6	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	8	0	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
Hourly Total	**20**	**1**	**0**	**0**	**0**	**0**	**0**	21	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	**0**
17:00 - 17:15	2	1	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	5	0	0	0	0	0	0	5.0	5	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	3	1	0	0	0	0	0	4.0	4	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**
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	3	0	0	0	0	0	0	3.0	3	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	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
Hourly Total	**17**	**1**	**0**	**0**	**0**	**0**	**0**	18	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	**0**
Session Total	125	11	1	0	0	0	0	138	137	9	0	0	0	0	0	0	9	9

	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	24	2	0	0	0	0	0	26.0	26	70	11	2	0	1	0	2	86.8	86
07:15 - 07:30	32	5	0	0	1	0	0	39.0	38	89	10	1	0	0	1	0	100.7	101
07:30 - 07:45	30	7	0	0	0	0	0	37.0	37	143	8	1	1	1	2	0	157.2	156
07:45 - 08:00	59	3	0	0	0	0	0	62.0	62	151	10	0	0	0	0	0	161.0	161
Hourly Total	**145**	**17**	**0**	**0**	**1**	**0**	**0**	164	**163**	**453**	**39**	**4**	**1**	**2**	**3**	**2**	506	**504**
08:00 - 08:15	58	8	0	0	0	0	0	66.0	66	192	7	2	0	0	0	2	202.8	203
08:15 - 08:30	62	7	0	0	0	0	0	69.0	69	119	6	0	0	1	0	0	127.0	126
08:30 - 08:45	80	11	0	0	0	0	0	91.0	91	139	6	0	0	0	0	0	145.0	145
08:45 - 09:00	79	5	0	1	0	0	2	87.1	87	113	7	1	0	1	1	2	124.5	125
Hourly Total	**279**	**31**	**0**	**1**	**0**	**0**	**2**	313	**313**	**563**	**26**	**3**	**0**	**2**	**1**	**4**	599	**599**
09:00 - 09:15	62	4	2	0	0	0	0	69.0	68	93	8	1	0	0	0	0	102.5	102
09:15 - 09:30	51	8	0	0	0	0	0	59.0	59	75	5	1	0	0	0	0	81.5	81
09:30 - 09:45	42	8	0	0	0	0	0	50.0	50	68	6	0	1	1	0	1	78.7	77
09:45 - 10:00	40	4	2	0	0	0	1	47.4	47	73	7	1	0	0	0	1	81.9	82
Hourly Total	**195**	**24**	**4**	**0**	**0**	**0**	**1**	225	**224**	**309**	**26**	**3**	**1**	**1**	**0**	**2**	345	**342**
10:00 - 10:15	45	4	0	0	0	0	1	49.4	50	47	3	0	0	1	0	1	52.4	52
10:15 - 10:30	41	5	1	0	0	0	0	47.5	47	47	7	2	0	0	0	2	57.8	58
10:30 - 10:45	34	4	0	0	0	0	0	38.0	38	36	8	0	0	1	1	0	46.2	46
10:45 - 11:00	41	8	1	0	0	0	0	50.5	50	49	3	0	0	0	0	0	52.0	52
Hourly Total	**161**	**21**	**2**	**0**	**0**	**0**	**1**	185	**185**	**179**	**21**	**2**	**0**	**2**	**1**	**3**	208	**208**
11:00 - 11:15	39	2	0	0	0	1	0	41.2	42	37	4	1	0	1	0	0	44.5	43
11:15 - 11:30	39	10	0	0	0	0	0	49.0	49	58	8	1	0	0	1	0	67.7	68
11:30 - 11:45	45	2	0	0	0	0	1	47.4	48	36	6	1	0	1	0	0	45.5	44
11:45 - 12:00	44	1	1	0	0	0	0	46.5	46	54	8	0	0	0	0	0	62.0	62
Hourly Total	**167**	**15**	**1**	**0**	**0**	**1**	**1**	184	**185**	**185**	**26**	**3**	**0**	**2**	**1**	**0**	220	**217**
12:00 - 12:15	46	7	0	0	0	0	0	53.0	53	52	6	1	0	1	0	1	61.9	61
12:15 - 12:30	46	5	1	0	0	0	0	52.5	52	44	9	1	0	0	0	2	55.3	56
12:30 - 12:45	62	7	1	0	0	1	0	70.7	71	62	7	0	0	1	0	1	71.4	71
12:45 - 13:00	63	2	0	0	0	0	2	65.8	67	50	4	0	0	0	0	2	54.8	56
Hourly Total	**217**	**21**	**2**	**0**	**0**	**1**	**2**	242	**243**	**208**	**26**	**2**	**0**	**2**	**0**	**6**	243	**244**
13:00 - 13:15	58	10	0	0	0	0	1	68.4	69	49	1	0	0	1	1	0	52.2	52
13:15 - 13:30	60	6	1	0	0	1	0	67.7	68	49	6	2	0	0	0	1	58.4	58
13:30 - 13:45	56	11	1	0	0	0	0	68.5	68	51	4	1	0	1	0	1	58.9	58
13:45 - 14:00	69	5	0	1	0	0	0	76.3	75	45	5	1	0	0	0	0	51.5	51
Hourly Total	**243**	**32**	**2**	**1**	**0**	**1**	**1**	281	**280**	**194**	**16**	**4**	**0**	**2**	**1**	**2**	221	**219**
14:00 - 14:15	54	6	1	0	0	1	1	62.1	63	59	2	1	0	1	0	1	64.9	64
14:15 - 14:30	55	4	0	0	0	0	1	59.4	60	46	4	0	0	0	0	0	50.0	50
14:30 - 14:45	50	6	1	0	0	0	0	57.5	57	55	4	0	0	1	0	0	61.0	60
14:45 - 15:00	65	9	3	1	0	0	0	80.8	78	79	6	0	0	0	0	0	85.0	85
Hourly Total	**224**	**25**	**5**	**1**	**0**	**1**	**2**	260	**258**	**239**	**16**	**1**	**0**	**2**	**0**	**1**	261	**259**
15:00 - 15:15	64	7	1	0	0	0	3	73.7	75	74	6	1	0	1	0	1	83.9	83
15:15 - 15:30	125	6	1	0	0	1	1	133.1	134	56	2	1	0	0	0	1	59.9	60
15:30 - 15:45	109	7	0	0	0	0	1	116.4	117	100	2	0	0	1	0	0	104.0	103
15:45 - 16:00	93	8	1	0	0	1	1	103.1	104	80	8	1	0	0	0	0	89.5	89
Hourly Total	**391**	**28**	**3**	**0**	**0**	**2**	**6**	426	**430**	**310**	**18**	**3**	**0**	**2**	**0**	**2**	337	**335**
16:00 - 16:15	84	14	2	0	0	0	2	101.8	102	54	9	1	0	1	0	2	67.3	67
16:15 - 16:30	118	11	0	0	0	0	1	129.4	130	62	6	0	0	1	0	0	70.0	69
16:30 - 16:45	94	8	0	0	0	0	1	102.4	103	58	3	2	0	0	0	0	64.0	63
16:45 - 17:00	104	16	0	0	0	0	0	120.0	120	92	5	1	0	0	0	1	98.9	99
Hourly Total	**400**	**49**	**2**	**0**	**0**	**0**	**4**	454	**455**	**266**	**23**	**4**	**0**	**2**	**0**	**3**	300	**298**
17:00 - 17:15	106	10	0	0	0	0	2	116.8	118	69	7	0	0	1	0	0	78.0	77
17:15 - 17:30	123	13	1	0	0	1	3	138.9	141	74	6	0	0	0	0	0	80.0	80
17:30 - 17:45	121	7	0	0	0	0	4	129.6	132	82	6	0	0	1	0	3	91.2	92
17:45 - 18:00	141	9	0	0	0	0	1	150.4	151	77	9	0	0	0	0	3	87.2	89
Hourly Total	**491**	**39**	**1**	**0**	**0**	**1**	**10**	536	**542**	**302**	**28**	**0**	**0**	**2**	**0**	**6**	336	**338**
18:00 - 18:15	126	8	0	0	0	0	0	134.0	134	89	5	0	0	1	0	2	96.8	97
18:15 - 18:30	100	10	0	0	0	0	3	111.2	113	71	7	0	0	0	0	2	78.8	80
18:30 - 18:45	112	6	0	0	0	0	0	118.0	118	85	4	0	0	1	0	0	91.0	90
18:45 - 19:00	78	11	0	0	0	0	0	89.0	89	74	7	0	0	0	0	1	81.4	82
Hourly Total	**416**	**35**	**0**	**0**	**0**	**0**	**3**	452	**454**	**319**	**23**	**0**	**0**	**2**	**0**	**5**	348	**349**
Session Total	3329	337	22	3	1	7	33	3723	3732	3527	288	29	2	23	7	36	3925	3912

streetwise

Great Ashby, Stevenage - Manual Traffic and Queue Length Survey: Thursday, 15 June 2023

Produced by Streetwise Services Ltd

Junction: A - Great Ashby Way (East) / B - Wansbeck Close / C - Great Ashby Way (West) / D - Bray Drive

Approach: D - Bray Drive

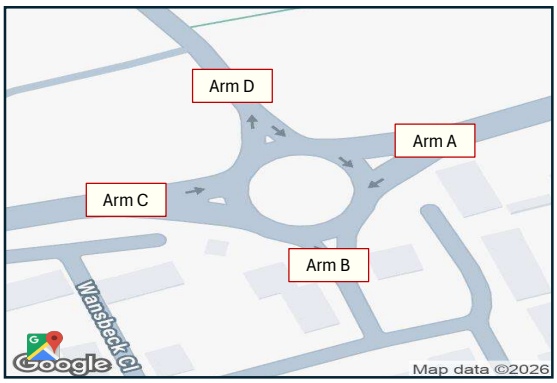
	D to A								D to B								D to C								D to D							
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0	20	2	0	0	0	0	0	22.0	22	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	24	3	0	0	0	0	1	29.0	32	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	7	0	0	0	1	0	0	7.3	8	0	0	0	0	0	0	0	0.0	0	42	0	0	0	0	0	0	42.0	42	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	6	0	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0	68	0	0	0	0	0	0	68.0	68	1	0	0	0	0	0	0	1.0	1
Hourly Total	**20**	**1**	**0**	**0**	**1**	**0**	**0**	**21**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**132**	**7**	**0**	**0**	**0**	**1**	**0**	**139**	**140**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
08:00 - 08:15	6	0	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0	56	2	0	0	0	0	1	59.0	57	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	8	0	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0	41	2	0	0	0	0	0	43.0	43	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	9	0	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0	61	2	0	0	0	0	0	63.0	63	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	4	2	0	0	0	0	0	5.0	6	1	0	0	0	0	0	0	0.0	1	21	0	0	0	0	1	0	21.0	22	0	0	0	0	0	0	0	0.0	0
Hourly Total	**26**	**2**	**0**	**0**	**0**	**0**	**0**	**28**	**29**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**177**	**6**	**0**	**0**	**0**	**2**	**1**	**186**	**185**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	2	1	0	0	0	0	0	3.0	3	1	0	0	0	0	0	0	0.0	1	19	2	0	0	0	0	0	21.0	21	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	21	0	0	0	0	0	0	21.0	21	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	22	2	0	0	0	0	1	24.0	25	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	6	1	0	0	0	0	0	7.0	7	0	1	0	0	0	0	0	0.0	1	22	3	0	0	0	0	1	25.0	26	0	0	0	0	0	0	0	0.0	0
Hourly Total	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**13**	**13**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**84**	**7**	**0**	**0**	**0**	**0**	**2**	**92**	**93**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	1	0	0	0	0	0	0	1.0	1	0	1	0	0	0	0	0	0.0	1	14	0	0	0	0	0	0	14.0	14	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	12	2	0	0	0	0	0	14.0	14	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	8	3	0	0	0	0	0	11.0	11	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	7	2	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**41**	**7**	**0**	**0**	**0**	**0**	**0**	**48**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	3	1	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0	7	2	0	0	0	0	0	9.0	9	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	20	2	0	0	0	0	0	24.0	24	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	2	0	0	0	0	0	0	2.0	2	0	1	0	0	0	0	0	0.0	1	8	1	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	6	0	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0	19	1	0	0	0	0	0	19.0	19	0	0	0	0	0	0	0	0.0	0
Hourly Total	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**13**	**13**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**53**	**7**	**0**	**0**	**0**	**0**	**0**	**60**	**60**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
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	2	0	0	0	0	0	14.0	14	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0	11	4	0	0	0	0	0	15.0	15	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	1	1	0	0	0	0	0	1.8	2	0	0	0	0	0	0	0	0.0	0	14	1	0	0	0	0	0	17.0	17	1	0	0	0	0	0	0	1.8	1
12:45 - 13:00	3	1	0	0	0	0	0	4.5	4	0	0	0	0	0	0	0	0.0	0	9	1	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
Hourly Total	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**11**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**46**	**8**	**0**	**0**	**0**	**0**	**0**	**54**	**56**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
13:00 - 13:15	6	2	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0	16	0	0	0	0	0	1	16.0	17	1	0	0	0	0	0	0	1.8	1
13:15 - 13:30	2	1	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0	16	0	0	0	0	0	1	16.0	18	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	1	2	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0	16	0	0	0	0	0	0	16.0	16	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	1	0	0	0	0	0	0	1.0	1	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
Hourly Total	**9**	**5**	**0**	**0**	**0**	**0**	**0**	**14**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**56**	**0**	**0**	**0**	**0**	**0**	**2**	**56**	**59**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
14:00 - 14:15	2	0	0	0	0	0	0	2.0	2	0	1	0	0	0	0	0	0.0	1	11	1	0	0	0	0	1	13.0	13	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	9	0	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	3	0	0	0	0	1	0	3.4	4	0	0	0	0	0	0	0	0.0	0	19	1	0	0	0	0	0	20.0	20	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	2	1	0	0	0	0	0	3.0	3	0	0	0	0	0	1	0	0.2	1	23	2	0	0	0	0	0	25.0	25	0	0	0	0	0	0	0	0.0	0
Hourly Total	**8**	**1**	**0**	**0**	**0**	**1**	**0**	**9**	**10**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**62**	**7**	**0**	**0**	**0**	**0**	**1**	**68**	**73**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	6	1	0	0	0	0	0	7.0	7	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
15:15 - 15:30	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0	18	1	0	0	0	0	0	19.0	19	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	4	1	0	0	0	0	0	5.0	5	0	1	0	0	0	0	0	0.0	1	21	1	0	0	0	0	0	22.0	22	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	4	1	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0	23	4	0	0	0	0	0	27.0	27	0	0	0	0	0	0	0	0.0	0
Hourly Total	**17**	**2**	**0**	**0**	**0**	**0**	**0**	**20**	**20**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**85**	**7**	**0**	**0**	**0**	**0**	**0**	**92**	**92**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	2	1	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0	16	3	0	0	0	0	2	18.8	21	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	16	1	0	0	0	0	0	17.0	17	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	3	1	0	0	0	0	0	4.0	4	1	1	0	0	0	0	0	0.0	2	19	1	0	0	0	0	0	19.0	19	1	0	0	0	0	0	0	1.0	1
16:45 - 17:00	4	1	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0	28	2	0	0	0	0	0	30.0	30	0	0	0	0	0	0	0	0.0	0
Hourly Total	**13**	**4**	**0**	**0**	**0**	**0**	**0**	**17**	**17**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**79**	**7**	**0**	**0**	**0**	**0**	**2**	**91**	**93**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
17:00 - 17:15	3	1	0	0	0	0	0	3.8	3	0	0	0	0	0	0	0	0.0	0	17	1	0	0	0	0	0	18.0	18	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	0.0	1	14	2	0	0	0	0	0	16.0	16	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	6	1	0	0	0	1	0	7.3	8	0	0	0	0	0	0	0	0.0	0	19	1	0	0	0	0	0	19.0	20	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	9	0	0	0	0	0	0	9.0	9	1	0	0	0	0	0	0	0.0	1	18	4	0	0	0	0	0	22.0	22	0	0	0	0	0	0	0	0.0	0
Hourly Total	**24**	**2**	**0**	**0**	**0**	**1**	**0**	**26**	**26**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**68**	**8**	**0**	**0**	**0**	**0**	**0**	**75**	**76**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	2	0	0	0	1	0	0	2.3	3	0	0	0	0	0	0	0	0.0	0	22	0	0	0	0	0	2	22.8	24	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	9	1	0	0	0	0	0	9.0	9	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
18:30 - 18:45	1	1	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0	24	1	0	0	0	0	0	25.0	25	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	18	2	0	0	0	0	0	20.0	20	0	0	0	0	0	0	0	0.0	0
Hourly Total	**15**	**2**	**0**	**0**	**1**	**0**	**0**	**16**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**88**	**3**	**0**	**0**	**0**	**0**	**2**	**92**	**93**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**181**	**26**	**1**	**0**	**2**	**3**	**1**	**180**	**192**	**4**	**6**	**1**	**0**	**0**	**1**	**0**	**13**	**13**	**868**	**73**	**0**	**0**	**0**	**0**	**3**	**12**	**1044**	**1064**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	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	25	2	0	0	0	0	0	27.0	27	7	1	0	0	0	0	0	8.0	8
07:15 - 07:30	28	4	0	0	0	1	0	32.2	33	9	0	0	0	0	0	0	9.0	9
07:30 - 07:45	49	0	0	0	0	1	0	49.2	50	12	2	0	0	0	0	0	14.0	14
07:45 - 08:00	53	0	0	0	0	1	0	53.0	53	19	0	0	0	0	0	0	19.0	19
Hourly Total	**153**	**6**	**0**	**0**	**0**	**3**	**0**	**161**	**163**	**47**	**3**	**0**	**0**	**0**	**0**	**0**	**50**	**50**
08:00 - 08:15	70	2	0	0	0	1	0	73.0	72	11	3	0	0	0	0	0	14.0	14
08:15 - 08:30	48	2	0	0	0	0	0	49.0	48	21	1	0	0	0	0	0	22.0	22
08:30 - 08:45	56	2	0	0	0	0	0	58.0	58	19	3	0	0	0	0	0	22.0	22
08:45 - 09:00	26	2	0	0	0	1	0	29.2	29	21	3	0	0	0	0	0	24.0	24
Hourly Total	**198**	**8**	**0**	**0**	**0**	**2**	**0**	**209**	**207**	**72**	**10**	**0**	**0**	**0**	**0**	**0**	**82**	**82**
09:00 - 09:15	22	3	1	0	0	0	0	25.0	26	22	3	0	0	0	0	0	25.0	25
09:15 - 09:30	21	0	0	0	0	0	0	21.0	21	21	3	0	0	0	0	0	24.0	24
09:30 - 09:45	25	2	0	0	0	1	0	27.2	28	11	4	0	0	0	0	0	15.0	15
09:45 - 10:00	28	5	0	0	0	0	1	33.4	34	11	3	1	0	0	0	0	15.8	16
Hourly Total	**96**	**10**	**1**	**0**	**0**	**1**	**1**	**106**	**109**	**65**	**13**	**1**	**0**	**0**	**0**	**0**	**79**	**77**
10:00 - 10:15	15	1	0	0	0	0	0	16.0	16	16	3	0	0	0	0	0	17.0	17
10:15 - 10:30	13	3	0	0	0	0	0	16.0	16	10	1	1	0	0	0	0	12.8	13
10:30 - 10:45	9	3	0	0	0	0	0	12.0	12	4	1	0	0	0	0	0	5.0	5
10:45 - 11:00	8	2	0	0	0	0	0	10.0	10	8	4	0	0	0	0	0	12.0	12
Hourly Total	**45**	**9**	**0**	**0**	**0**	**0**	**0**	**54**	**54**	**37**	**9**	**1**	**0**	**0**	**0**	**0**	**47**	**47**
11:00 - 11:15	15	4	0	0	0	0	0	19.0	19	15	1	0	0	0	0	0	16.2	17
11:15 - 11:30	20	3	0	0	0	0	0	27.0	27	11	2	0	0	0	0	0	13.0	13
11:30 - 11:45	10	2	0	0	0	0	0	12.0	12	12	0	0	0	0	0	1	12.4	13
11:45 - 12:00	20	1	0	0	0	0	0	21.0	21	13	1	0	0	0	0	0	14.0	14
Hourly Total	**65**	**10**	**0**	**0**	**0**	**0**	**0**	**79**	**79**	**51**	**4**	**0**	**0**	**0**	**0**	**1**	**56**	**57**
12:00 - 12:15	16	2	0	0	0	0	0	18.0	18	16	1	0	0	0	0	0	17.0	17
12:15 - 12:30	14	4	0	0	0	0	0	18.0	18	17	2	0	0	0	0	0	19.0	19
12:30 - 12:45	18	2	1	0	0	0	0	21.8	20	24	1	0	0	0	0	0	25.0	25
12:45 - 13:00	12	2	0	0	0	0	0	14.0	14	19	1	0	0	0	0	0	20.0	20
Hourly Total	**60**	**10**	**1**	**0**	**0**	**0**	**0**	**72**	**70**	**76**	**5**	**0**	**0**	**0**	**0**	**0**	**81**	**81**
13:00 - 13:15	22	2	0	0	0	1	0	24.2	24	29	4	0	0	0	0	0	29.0	29
13:15 - 13:30	17	1	0	0	0	1	0	18.4	18	16	2	0	0	0	0	0	17.0	17
13:30 - 13:45	17	2	0	0	0	0	0	19.0	19	16	2	0	0	0	0	0	17.0	17
13:45 - 14:00	9	0	0	0	0	0	0	9.0	9	16	0	0	0	0	0	0	16.0	16
Hourly Total	**65**	**5**	**0**	**0**	**0**	**1**	**0**	**71**	**70**	**77**	**8**	**0**	**0**	**0**	**0**	**0**	**79**	**79**
14:00 - 14:15	13	2	0	0	0	0	0	15.0	15	11	1	0	0	0	0	1	12.4	13
14:15 - 14:30	10	3	0	0	0	0	0	13.0	13	14	1	0	0	0	0	1	16.4	16
14:30 - 14:45	22	1	0	0	0	1	0	23.4	24	16	2	0	0	0	0	0	17.0	17
14:45 - 15:00	25	3	0	0	0	0	0	28.2	28	13	3	0	0	0	0	0	16.0	16
Hourly Total	**70**	**9**	**0**	**0**	**0**	**1**	**0**	**80**	**80**	**54**	**7**	**0**	**0**	**0**	**0**	**2**	**61**	**62**
15:00 - 15:15	28	2	0	0	0	1	0	31.0	31	19	1	0	0	0	0	1	20.4	21
15:15 - 15:30	31	1	0	0	0	0	0	32.0	32	43	2	0	0	0	0	0	45.0	45
15:30 - 15:45	28	2	0	0	0	0	0	30.0	30	80	1	0	0	0	0	0	81.0	81
15:45 - 16:00	27	3	0	0	0	0	0	30.0	30	37	3	0	0	0	0	1	34.4	39
Hourly Total	**113**	**10**	**0**	**0**	**0**	**1**	**0**	**123**	**123**	**180**	**7**	**0**	**0**	**0**	**0**	**2**	**181**	**186**
16:00 - 16:15	18	4	0	0	0	0	0	22.0	22	29	4	0	0	0	0	1	29.6	31
16:15 - 16:30	20	2	0	0	0	0	0	22.0	22	47	7	0	0	0	0	0	44.0	44
16:30 - 16:45	20	3	0	0	0	0	0	23.0	23	29	2	0	0	0	0	0	31.0	31
16:45 - 17:00	22	1	0	0	0	0	0	23.0	23	28	4	0	0	0	0	0	32.0	32
Hourly Total	**80**	**10**	**0**	**0**	**0**	**0**	**0**	**90**	**90**	**133**	**17**	**0**	**0**	**0**	**0**	**1**	**137**	**138**
17:00 - 17:15	19	2	0	0	0	0	0	21.0	21	42	3	0	0	0	0	0	45.0	45
17:15 - 17:30	20	2	0	0	0	0	0	22.0	22	39	4	0	0	0	0	1	43.2	44
17:30 - 17:45	25	2	0	0	0	1	0	28.4	28	22	0	0	0	0	0	2	27.8	29
17:45 - 18:00	22	4	0	0	0	0	0	26.0	26	32	2	0	0	0	0	0	34.0	34
Hourly Total	**86**	**10**	**0**	**0**	**0**	**1**	**0**	**98**	**97**	**135**	**10**	**0**	**0**	**0**	**0**	**3**	**150**	**152**
18:00 - 18:15	24	0	0	0	0	1	0	25.8	27	37	3	0	0	0	0	1	39.2	41
18:15 - 18:30	29	1	0	0	0	0	0	30.0	30	34	4	0	0	0	0	0	38.0	38
18:30 - 18:45	25	2	0	0	0	0	0	27.0	27	34	1	0	0	0	0	0	35.0	35
18:45 - 19:00	21	2	0	0	0	0	0	23.0	23	29	2	0	0	0	0	0	31.0	31
Hourly Total	**99**	**5**	**0**	**0**	**0**	**1**	**0**	**106**	**107**	**134**	**10**	**0**	**0**	**0**	**0**	**1**	**144**	**145**
Session Total	**1129**	**104**	**2**	**0**	**0**	**7**	**13**	**1243**	**1264**	**1012**	**105**	**2**	**0**	**0**	**0**	**8**	**1126**	**1132**

Great Ashby, Stevenage - Manual Traffic and Queue Length Survey: Thursday, 15 June 2023

Produced by Streetwise Services Ltd.

Junction: A - Great Ashby Way (East) / B - Wansbeck Close / C - Great Ashby Way (West) / D - Bray Drive



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	2	64	2683	155	**2904**	**100.00%**
B	53	1	166	4	**224**	**100.00%**
C	2618	137	9	968	**3732**	**100.00%**
D	182	13	1054	5	**1254**	**100.00%**
Total	**2855**	**215**	**3912**	**1132**		
% 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 - Great Ashby Way (East) / B - Wansbeck Close / C - Great Ashby Way (West) / D - Bray Drive**

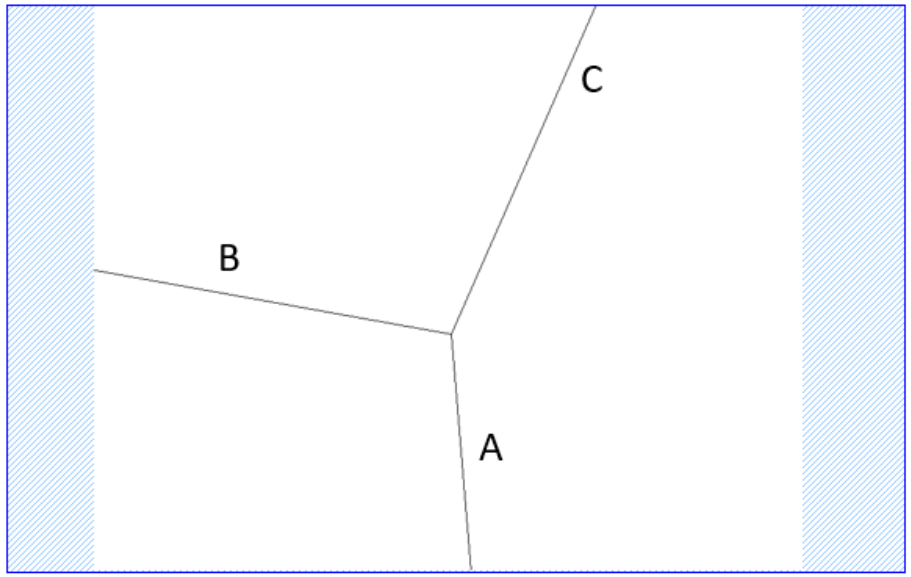
	A - Great Ashby Way (East)	B - Wansbeck Close	C - Great Ashby Way (West)	D - Bray Drive
	Lane 1	Lane 1	Lane 1	Lane 1
Survey Period	MAX	MAX	MAX	MAX
07:00 - 07:05	2	0	0	1
07:05 - 07:10	1	1	0	1
07:10 - 07:15	0	1	0	0
07:15 - 07:20	0	1	0	0
07:20 - 07:25	0	0	0	1
07:25 - 07:30	0	0	0	0
07:30 - 07:35	4	0	0	0
07:35 - 07:40	2	0	0	1
07:40 - 07:45	2	1	1	1
07:45 - 07:50	0	1	0	1
07:50 - 07:55	1	0	0	1
07:55 - 08:00	3	0	0	1
08:00 - 08:05	5	2	0	3
08:05 - 08:10	2	1	0	3
08:10 - 08:15	0	0	0	1
08:15 - 08:20	0	0	0	1
08:20 - 08:25	0	0	0	0
08:25 - 08:30	1	0	0	3
08:30 - 08:35	1	1	0	3
08:35 - 08:40	1	0	0	1
08:40 - 08:45	3	1	0	2
08:45 - 08:50	0	1	0	1
08:50 - 08:55	0	0	2	1
08:55 - 09:00	4	1	0	1
09:00 - 09:05	1	0	0	1
09:05 - 09:10	0	1	0	0
09:10 - 09:15	0	0	0	0
09:15 - 09:20	0	0	0	1
09:20 - 09:25	0	0	0	0
09:25 - 09:30	0	0	0	1
09:30 - 09:35	1	0	0	1
09:35 - 09:40	0	0	0	1
09:40 - 09:45	0	0	0	1
09:45 - 09:50	0	0	0	1
09:50 - 09:55	0	0	0	1
09:55 - 10:00	1	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	1
10:20 - 10:25	0	0	0	0
10:25 - 10:30	0	0	0	0
10:30 - 10:35	2	0	0	0
10:35 - 10:40	2	0	0	0
10:40 - 10:45	0	0	0	0
10:45 - 10:50	0	0	0	0
10:50 - 10:55	0	1	0	0
10:55 - 11:00	0	0	0	0
11:00 - 11:05	0	0	0	1
11:05 - 11:10	0	0	0	0
11:10 - 11:15	0	0	0	1
11:15 - 11:20	1	0	0	1
11:20 - 11:25	0	0	0	1
11:25 - 11:30	1	0	0	1
11:30 - 11:35	0	0	0	0
11:35 - 11:40	0	0	0	0
11:40 - 11:45	0	0	0	1
11:45 - 11:50	0	0	0	0
11:50 - 11:55	0	1	0	1
11:55 - 12:00	0	0	0	0
12:00 - 12:05	0	0	0	0
12:05 - 12:10	0	0	0	2
12:10 - 12:15	0	0	0	1
12:15 - 12:20	0	1	0	1
12:20 - 12:25	0	0	0	1
12:25 - 12:30	0	0	0	0
12:30 - 12:35	0	0	0	0
12:35 - 12:40	0	0	0	1
12:40 - 12:45	1	0	0	1
12:45 - 12:50	0	0	0	0
12:50 - 12:55	0	0	0	1
12:55 - 13:00	0	0	0	2
13:00 - 13:05	0	0	0	1
13:05 - 13:10	0	0	1	0
13:10 - 13:15	2	0	0	1
13:15 - 13:20	0	1	0	0
13:20 - 13:25	0	0	0	2
13:25 - 13:30	0	0	0	0
13:30 - 13:35	0	0	0	0
13:35 - 13:40	0	0	0	1
13:40 - 13:45	0	0	0	1
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	0	0	0	1
14:05 - 14:10	0	0	0	1
14:10 - 14:15	0	0	0	0
14:15 - 14:20	0	1	0	0
14:20 - 14:25	0	1	0	0
14:25 - 14:30	0	0	0	1
14:30 - 14:35	0	1	0	0
14:35 - 14:40	0	0	0	0
14:40 - 14:45	0	0	0	1
14:45 - 14:50	0	0	0	2
14:50 - 14:55	0	0	0	1
14:55 - 15:00	2	1	0	1
15:00 - 15:05	1	0	0	1
15:05 - 15:10	0	0	0	1
15:10 - 15:15	2	0	0	0
15:15 - 15:20	2	1	1	0
15:20 - 15:25	0	0	2	2
15:25 - 15:30	1	0	0	1
15:30 - 15:35	6	0	0	0
15:35 - 15:40	7	0	0	2
15:40 - 15:45	0	0	0	1
15:45 - 15:50	2	0	0	3
15:50 - 15:55	1	0	0	2
15:55 - 16:00	1	1	0	1
16:00 - 16:05	2	0	0	0
16:05 - 16:10	1	0	0	1
16:10 - 16:15	0	0	0	1
16:15 - 16:20	0	0	0	1
16:20 - 16:25	0	0	0	1
16:25 - 16:30	1	0	2	1
16:30 - 16:35	1	0	0	1
16:35 - 16:40	0	1	0	1
16:40 - 16:45	2	0	2	2
16:45 - 16:50	0	0	0	1
16:50 - 16:55	1	0	0	1
16:55 - 17:00	0	0	0	2
17:00 - 17:05	0	0	0	1
17:05 - 17:10	0	0	0	1
17:10 - 17:15	1	0	0	1
17:15 - 17:20	1	1	0	1
17:20 - 17:25	0	1	0	1
17:25 - 17:30	1	0	0	1
17:30 - 17:35	2	0	0	2
17:35 - 17:40	0	0	0	1
17:40 - 17:45	3	1	3	1
17:45 - 17:50	1	0	0	1
17:50 - 17:55	2	0	0	1
17:55 - 18:00	2	1	0	2
18:00 - 18:05	0	1	0	1
18:05 - 18:10	1	0	0	1
18:10 - 18:15	0	0	0	1
18:15 - 18:20	0	0	0	1
18:20 - 18:25	1	1	0	1
18:25 - 18:30	0	0	0	1
18:30 - 18:35	0	0	0	1
18:35 - 18:40	0	1	0	1
18:40 - 18:45	0	1	0	1
18:45 - 18:50	0	0	0	1
18:50 - 18:55	0	0	1	1
18:55 - 19:00	1	0	0	1

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

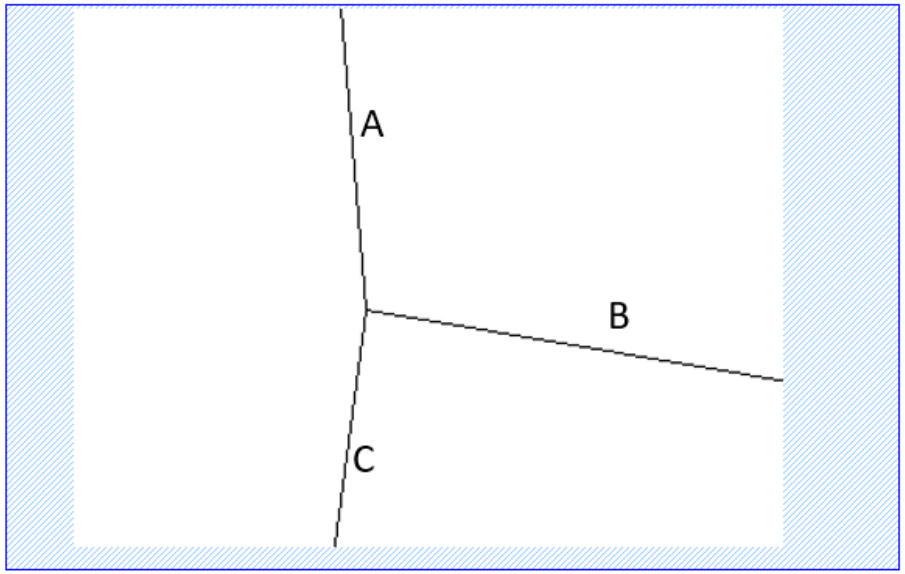
AM Peak

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

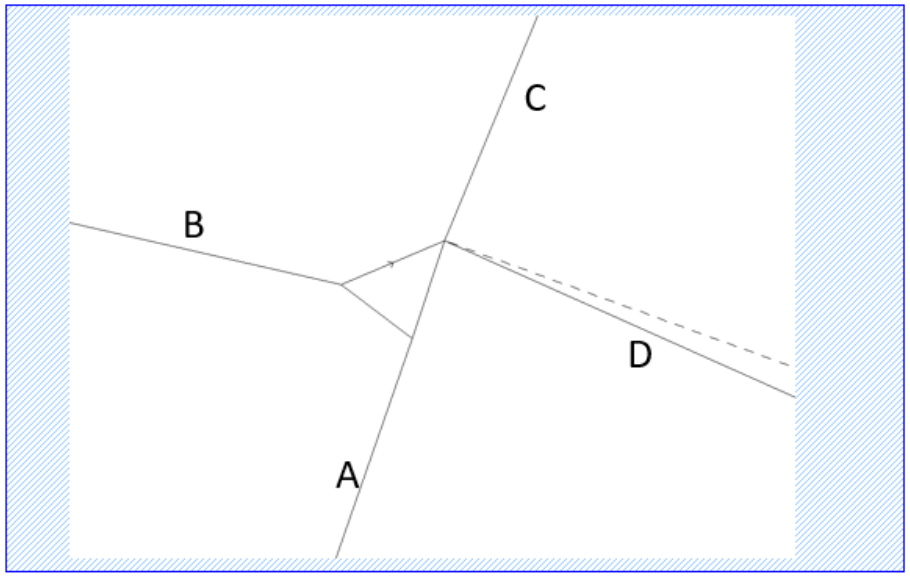
AM Peak

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				

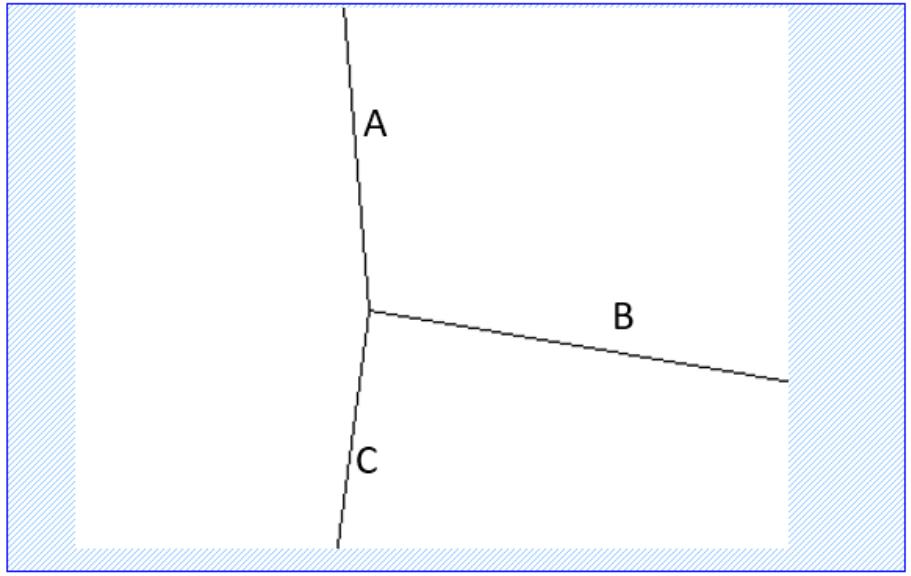
Arm Description

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

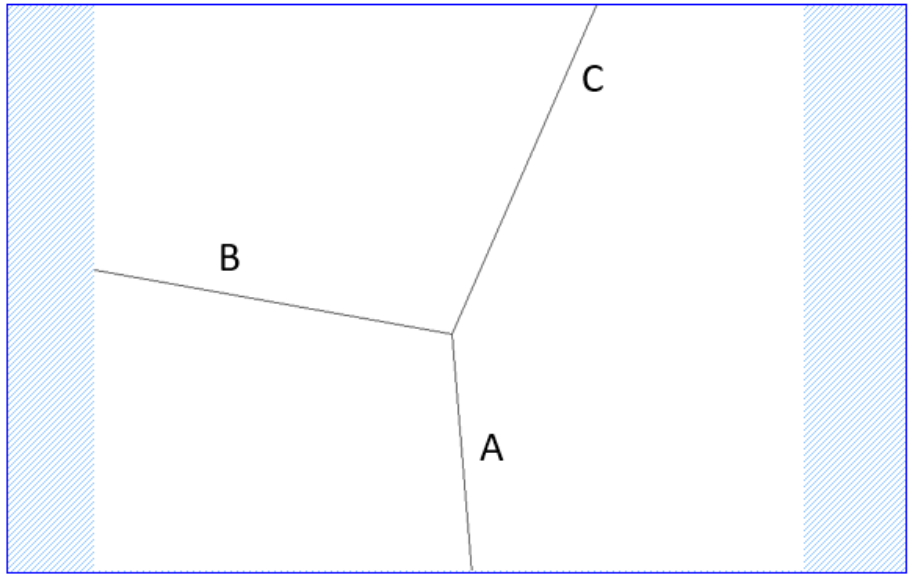
PM Peak

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

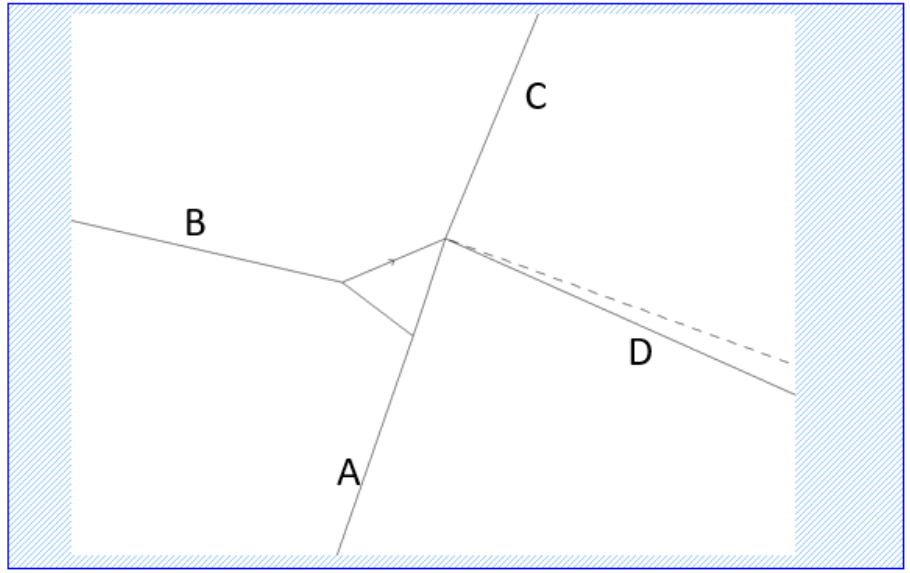
PM Peak

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

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 = 887
Posted speed limit = 30 mph, Exceeding = 5 (0.564%), 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 = 32.6 mph, Minimum = 7.0 mph, Mean = 18.6 mph
85% Speed = 22.82 mph, 95% Speed = 25.45 mph, Median = 18.23 mph
10 mph Pace = 12 - 22, Number in Pace = 708 (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 = 34.90 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 = 25.50 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	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	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	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	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	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	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	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	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	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	20	6	0	0	0	0	0	0	0	0	0	0	19.4	27.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	3	12	9	1	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	1	0	0	0	0	0	0	0	19	-
0930	10	8	2	0	0	0	0	0	0	0	0	0	0	20.6	17.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	5	3	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	1	3	3	2	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	17.6	12.8	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	16.9	-
1330	9	8	1	0	0	0	0	0	0	0	0	0	0	18.8	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	1	0	0	0	0	0	0	0	0	18.5	-
1345	7	6	1	0	0	0	0	0	0	0	0	0	0	19.3	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	0	0	9	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	0	7	3	3	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	1	6	5	0	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	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**	**18.3**	**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**	**18.9**	**18.2**	**14.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**14.4**	**14**	**122**	**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

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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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	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	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	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	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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	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**	**18.8**	**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**

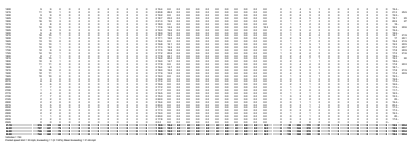
Vehicles = 778
Posted speed limit = 30 mph, Exceeding = 3 (0.386%), Mean Exceeding = 31.76 mph
Limit 1 (30 * 100%) + 5 = 35 mph, Exceeding = 0 (0.000%)
Limit 2 (30 * 100%) + 10 = 40 mph, Exceeding = 0 (0.000%)
Limit 3 (30 * 100%) + 15 = 45 mph, Exceeding = 0 (0.000%)
Maximum = 32.6 mph, Minimum = 8.4 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

17 June 2023

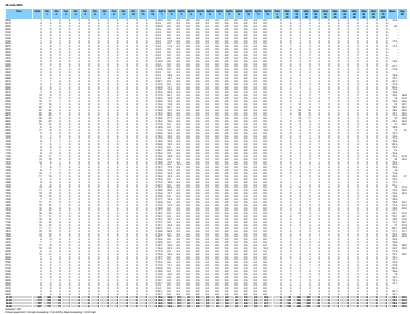
18 June 2023

19 June 2023



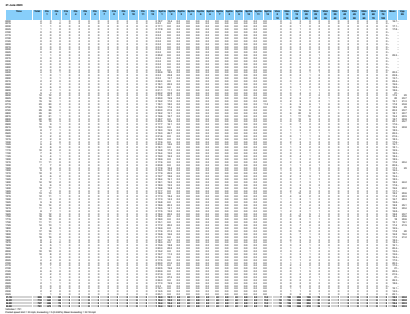
Finished boot [421 / 511 MiB] (Kernel 6.1.0-7-686-pae, libata-forwarding) 7.47 min (qa)
Loaded LSM: lockdown,yama,integrity,apparmor
Loaded LSM: lockdown,yama,integrity,apparmor,bpf (kernel)
Mounted /dev/sda1 (Read-write, relatime, errors=remount-ro) on / (ext4)
BIOS dated: 01/01/2011 (BIOS Bochs / Old Qemu, Machine: ?, No Kvm)
Hostname: 10-core, MachineId: machine-id (=/etc/qa)

HP, Inc. 6000



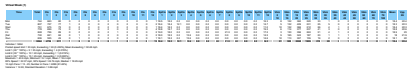
Finished boot [421 / 511 MiB] (Kernel 6.1.0-7-686-pae, libata-forwarding) 7.43 min (qa)
Loaded LSM: lockdown,yama,integrity,apparmor
Loaded LSM: lockdown,yama,integrity,apparmor,bpf (kernel)
Mounted /dev/sda1 (Read-write, relatime, errors=remount-ro) on / (ext4)
BIOS dated: 01/01/2011 (BIOS Bochs / Old 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
0000	1	1	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	0	1	0	0	0	0	0	0	0	0	23	-
0015	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	-
0030	2	2	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	2	0	0	0	0	0	0	0	0	0	16.9	-
0045	1	1	0	0	0	0	0	0	0	0	0	0	0	22.8	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	1	0	0	0	0	0	0	0	0	22.8	-
0100	1	0	1	0	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	1	0	0	0	0	0	0	0	0	0	19.5	-
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	1	0	1	0	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	0	0	0	0	0	0	0	0	18	-
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0230	2	2	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	0	1	0	0	0	0	0	0	0	0	17.6	-
0245	1	1	0	0	0	0	0	0	0	0	0	0	0	33.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	33.1	-
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	3	1	2	0	0	0	0	0	0	0	0	0	0	21.0	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	3	0	0	0	0	0	0	0	0	21.2	-
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	0	-
0600	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	2	0	0	0	0	0	0	0	0	23.5	-
0615	3	1	2	0	0	0	0	0	0	0	0	0	0	22.4	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	3	0	0	0	0	0	0	0	0	22.9	-
0630	3	3	0	0	0	0	0	0	0	0	0	0	0	14.3	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	0	0	0	0	0	0	0	0	0	14.3	-
0645	5	4	1	0	0	0	0	0	0	0	0	0	0	21.5	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	1	1	0	0	0	0	0	0	0	20.7	-
0700	6	4	2	0	0	0	0	0	0	0	0	0	0	20.6	16.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	1	3	0	0	0	0	0	0	0	0	19.3	-
0715	6	6	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	3	2	1	0	0	0	0	0	0	0	20.5	-
0730	2	1	1	0	0	0	0	0	0	0	0	0	0	20.9	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	2	0	0	0	0	0	0	0	0	21.5	-
0745	14	10	4	0	0	0	0	0	0	0	0	0	0	22.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	8	2	0	0	0	0	0	0	0	22.1	25
0800	11	10	1	0	0	0	0	0	0	0	0	0	0	19.3	19.4	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	19.3	23.2
0815	15	14	1	0	0	0	0	0	0	0	0	0	0	21.0	20.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	9	1	0	0	0	0	0	0	0	21	23.2
0830	12	10	2	0	0	0	0	0	0	0	0	0	0	18.8	18.6	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	23.2
0845	15	13	2	0	0	0	0	0	0	0	0	0	0	20.9	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	9	0	0	0	0	0	0	0	0	20.7	23.7
0900	13	12	1	0	0	0	0	0	0	0	0	0	0	22.4	19.7	0.0	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	22.2	25.1
0915	15	15	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	6	6	3	0	0	0	0	0	0	0	21.5	25.5
0930	9	8	1	0	0	0	0	0	0	0	0	0	0	21.0	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	7	0	0	0	0	0	0	0	0	21.1	-
0945	7	6	1	0	0	0	0	0	0	0	0	0	0	23.0	22.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	4	2	0	0	0	0	0	0	0	22.9	-
1000	12	12	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	6	1	0	0	0	0	0	0	0	20.6	23.8
1015	9	8	1	0	0	0	0	0	0	0	0	0	0	22.6	21.0	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	22.4	-
1030	7	6	1	0	0	0	0	0	0	0	0	0	0	20.9	19.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	4	0	0	0	0	0	0	0	0	20.6	-
1045	8	6	2	0	0	0	0	0	0	0	0	0	0	19.9	19.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	1	5	0	0	0	0	0	0	0	0	19.6	-
1100	9	8	1	0	0	0	0	0	0	0	0	0	0	21.6	24.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	7	0	0	0	0	0	0	0	0	22	-
1115	11	9	2	0	0	0	0	0	0	0	0	0	0	20.9	19.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	5	2	0	0	0	0	0	0	0	20.6	25.2
1130	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	0	3	6	0	0	0	0	0	0	0	0	20.8	-
1145	9	7	2	0	0	0	0	0	0	0	0	0	0	20.7	15.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	1	2	0	0	0	0	0	0	0	19.7	-
1200	14	11	2	1	0	0	0	0	0	0	0	0	0	21.8	18.9	20.3	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	21.3	25.2
1215	9	5	4	0	0	0	0	0	0	0	0	0	0	23.1	20.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	1	5	2	0	0	0	0	0	0	0	22.1	-
1230	8	8	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	3	5	0	0	0	0	0	0	0	0	20.3	-
1245	13	12	0	0	0	0	0	0	0	0	0	0	1	23.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.9	0	0	1	9	3	0	0	0	0	0	0	0	23	26.9
1300	10	10	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	0	1	9	0	0	0	0	0	0	0	0	22.4	-
1315	16	11	5	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	1	4	10	1	0	0	0	0	0	0	0	20.8	24.3
1330	13	10	3	0	0	0	0	0	0	0	0	0	0	21.6	23.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	5	4	0	0	0	0	0	0	0	22.1	26.1
1345	21	20	1	0	0	0	0	0	0	0	0	0	0	19.8	17.5	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	1	0	0	0	0	0	0	19.7	22
1400	18	14	4	0	0	0	0	0	0	0	0	0	0	20.4	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	20.4	23.9
1415	23	22	1	0	0	0	0	0	0	0	0	0	0	21.4	17.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	12	2	0	0	0	0	0	0	0	21.2	24.3
1430	6	6	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	3	3	0	0	0	0	0	0	0	0	20.6	-
1445	18	16	2	0	0	0	0	0	0	0	0	0	0	19.6	21.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	10	0	0	0	0	0	0	0	0	19.8	22.5
1500	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	-
1515	24	22	2	0	0	0	0	0	0	0	0	0	0	19.6	21.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	11	11	1	0	0	0	0	0	0	0	19.7	23.4
1530	40	36	4	0	0	0	0	0	0	0	0	0	0	20.0	16.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	4	14	19	3	0	0	0	0	0	0	0	19.7	23.1
1545	18	17	1	0	0	0	0	0	0	0	0	0	0	20.6	25.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	8	2	0	0	0	0	0	0	0	20.9	24.6
1600	21	19	2	0	0	0	0	0	0	0	0	0	0	21.0	22.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	4	14	2	0	0	0	0	0	0	0	21.1	23.9
1615	16	12	4	0	0	0	0	0	0	0	0	0	0	19.9	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	8	0	0	0	0	0	0	0	0	19.8	23.1
1630	29	25	4	0	0	0	0	0	0	0	0	0	0	19.2	18.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	21	7	0	0	0	0	0	0	0	0	19.1	21.5
1645	21	21	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	1	2	10	8	0	0	0	0	0	0	0	0	18.9	23.4
1700	26	23	3	0	0	0	0	0	0	0	0	0	0	20.1	21.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	12	10	2	0	0	0	0	0	0	0	20.2	24.6
1715	25	20	5	0	0	0	0	0	0	0	0	0	0	21.3	20.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	10	9	5	0	0	0	0	0	0	0	21.2	25.7
1730	34	29	5	0	0	0	0	0	0	0	0	0	0	20.0	19.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	17	14	2	0	0	0	0	0	0	0	20	22.6
1745	27	24	3	0	0	0	0	0	0	0	0	0	0	20.3	22.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	13	1	0	0	0	0	0	0	0	20.6	23.9
1800	33	27	6	0	0	0	0	0	0	0	0	0	0	20.7	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	13	18	1	0	0	0	0	0	0	0	20.3	23.7
1815	25	22	3	0	0	0	0	0	0	0	0	0	0	20.0	18.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	10	12	1	0	0	0	0	0	0	0	19.9	23
1830	22	20	2	0	0	0	0	0	0	0	0	0	0	19.9	18.9	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	19.8	22.6
1845	22	20	2	0	0	0	0	0	0	0	0	0	0	20.5	22.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	11	1	0	0	0	0	0	0	0	20.7	23.4
1900	18	14	4	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	2	6	10	0	0	0	0	0	0	0	0	19.2	21.4
1915	16	15	1	0	0	0	0	0	0	0	0	0	0	18.9	15.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	6	8	0	0	0	0	0	0	0	0	18.7	21.9
1930	22	22	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	12	10	0	0	0	0	0	0	0	0	19.8	22.9
1945	19	18	1	0	0	0	0	0	0	0	0	0	0	19.9	22.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	6	11	1	0	0	0	0	0	0	0	20.1	21.8
2000	20	20	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	12	5	0	0	0	0	0	0	0	0	18.2	22.8
2015	22	21	1	0	0	0	0	0	0	0	0	0	0	19.0	11.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	2	9	10	0	0	0	0	0	0	0	0	18.7	22.8
2030	19	19	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	8	7	3	0	0	0	0	0	0	0	20.3	25.2
2045	16	16	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	7	6	1	1	0	0	0	0	0	0	20.3	26.7
2100	17	16	1	0	0	0	0	0	0	0	0	0	0	22.1	22.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	6	3	1	0	0	0	0	0	0	22.2	27.4
2115	8	8	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	1	5	1	0	0	0	0	0	0	0	20.7	-
2130	8	8	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	6	2	0	0	0	0	0	0	0	0	19.2	-
2145	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	0	1	4	1	0	0	0	0	0	0	0	0	18.1	-
2200	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	3	3	0	0	0	0	0	0	0	0	19.6	-
2215	8	8	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	3	4	1	0	0	0	0	0	0	0	20.8	-
2230	6	6	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	2	4	0	0	0	0	0	0	0	0	20.9	-
2245	4	4	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	4	0	0	0	0	0	0	0	0	0	17.7	-
2300	4	4	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	1	2	1	0	0	0	0	0	0	0	21.6	-
2315	3	3	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	1	2	0	0	0	0	0	0	0	0	20.1	-
2330	3	2	1	0	0	0	0	0	0	0	0	0	0	15.5	20.9	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	17.3	-
2345	3	3	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	0	1	0	0	0	0	0	0	0	20.4	-
07-19	**754**	**661**	**93**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**20.6**	**20.1**	**20.3**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**20.9**	**1**	**22**	**293**	**374**	**55**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**20.5**	**23.7**
06-22	**960**	**854**	**104**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**20.4**	**19.9**	**20.3**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**20.9**	**2**	**47**	**382**	**461**	**65**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**20.3**	**23.5**
06-00	**998**	**891**	**105**	**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**	**48**	**400**	**477**	**68**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**20.3**	**23.5**
00-00	**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**

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

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 = 12.46, Standard Deviation = 3.53 mph

17 June 2023

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

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

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	-	-
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**	**23**
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**	**23**

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	-	-
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	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	-	-
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	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	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	34.0	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	9.7	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

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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	-	-
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	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	-	-
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	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	-	-
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	-	-
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	-	-
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	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	-	-
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**	**19.8**	**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 ? 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(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	1	1	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	0	1	0	0	0	0	0	0	0	0	22.6	-
0015	2	2	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	0	1	0	0	0	0	0	0	0	0	16.5	-
0030	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	28.3	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	28.3	-
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	19.7	14.1	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	16.9	-
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	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	-
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	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	1	0	0	0	0	0	0	0	25.9	-
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	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	0	0	0	0	0	0	0	0	21	-
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	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	0	0	0	0	0	0	0	0	24.7	-
0445	1	1	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	0	0	0	0	0	0	0	0	0	18.9	-
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	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	-
0530	4	2	2	0	0	0	0	0	0	0	0	0	0	23.3	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	3	0	0	0	0	0	0	0	0	22.3	-
0545	7	6	1	0	0	0	0	0	0	0	0	0	0	21.0	25.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	0	2	3	0	0	0	0	0	0	0	21.6	-
0600	8	6	2	0	0	0	0	0	0	0	0	0	0	23.2	19.8	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	22.4	-
0615	11	8	3	0	0	0	0	0	0	0	0	0	0	20.5	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	4	1	0	0	0	0	0	0	0	20.3	23.8
0630	21	15	6	0	0	0	0	0	0	0	0	0	0	21.7	18.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	10	7	3	0	0	0	0	0	0	0	20.7	26.5
0645	17	16	1	0	0	0	0	0	0	0	0	0	0	21.6	20.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	11	2	0	0	0	0	0	0	0	21.5	24.7
0700	19	16	3	0	0	0	0	0	0	0	0	0	0	20.6	18.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	9	1	0	0	0	0	0	0	0	20.2	24.8
0715	20	20	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	6	10	2	0	0	0	0	0	0	0	21	24.9
0730	25	21	4	0	0	0	0	0	0	0	0	0	0	20.0	17.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	13	10	1	0	0	0	0	0	0	0	19.6	22.6
0745	32	29	3	0	0	0	0	0	0	0	0	0	0	21.9	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	19	4	0	0	0	0	0	0	0	21.8	24.8
0800	52	50	2	0	0	0	0	0	0	0	0	0	0	21.1	19.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	13	37	1	0	0	0	0	0	0	0	21	23.9
0815	23	22	1	0	0	0	0	0	0	0	0	0	0	20.8	22.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	7	14	1	0	0	0	0	0	0	0	20.9	22.9
0830	28	27	1	0	0	0	0	0	0	0	0	0	0	21.2	19.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	7	18	1	0	0	0	0	0	0	0	21.1	23.8
0845	25	23	2	0	0	0	0	0	0	0	0	0	0	20.6	21.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	8	4	0	0	0	0	0	0	0	20.6	25.2
0900	7	7	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	2	3	1	0	0	0	0	0	0	0	20	-
0915	9	9	0	0	0	0	0	0	0	0	0	0	0	22.9	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	6	2	0	0	0	0	0	0	0	22.9	-
0930	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	4	4	2	0	0	0	0	0	0	0	21.3	-
0945	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	0	3	9	0	0	0	0	0	0	0	0	20.4	21.6
1000	8	8	0	0	0	0	0	0	0	0	0	0	0	22.9	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	6	2	0	0	0	0	0	0	0	22.9	-
1015	9	9	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	2	6	1	0	0	0	0	0	0	0	22.3	-
1030	6	5	1	0	0	0	0	0	0	0	0	0	0	22.5	18.6	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	21.8	-
1045	7	7	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	3	4	0	0	0	0	0	0	0	0	20.9	-
1100	7	7	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	2	0	0	0	0	0	0	0	0	18.8	-
1115	18	15	1	2	0	0	0	0	0	0	0	0	0	20.8	21.1	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	7	8	2	0	0	0	0	0	0	0	20.5	23.9
1130	10	9	1	0	0	0	0	0	0	0	0	0	0	20.9	16.8	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	20.5	-
1145	16	12	4	0	0	0	0	0	0	0	0	0	0	19.5	18.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	3	5	7	1	0	0	0	0	0	0	0	19.3	23.5
1200	12	10	2	0	0	0	0	0	0	0	0	0	0	18.0	18.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	2	5	3	1	0	0	0	0	0	0	0	18.1	23.2
1215	6	6	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	2	4	0	0	0	0	0	0	0	0	21.3	-
1230	8	7	1	0	0	0	0	0	0	0	0	0	0	21.2	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	5	0	0	0	0	0	0	0	0	20.4	-
1245	12	11	1	0	0	0	0	0	0	0	0	0	0	20.8	23.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	7	1	0	0	0	0	0	0	0	21.1	24.5
1300	13	12	1	0	0	0	0	0	0	0	0	0	0	18.9	20.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	3	3	7	0	0	0	0	0	0	0	0	19	22.9
1315	10	9	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	6	3	1	0	0	0	0	0	0	0	20.2	-
1330	7	7	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	5	1	0	0	0	0	0	0	0	0	17.6	-
1345	13	11	2	0	0	0	0	0	0	0	0	0	0	19.2	15.4	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	18.6	21.9
1400	17	16	1	0	0	0	0	0	0	0	0	0	0	19.9	24.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	9	6	1	0	0	0	0	0	0	0	20.2	23.8
1415	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	0	7	3	0	0	0	0	0	0	0	0	19.6	-
1430	16	15	1	0	0	0	0	0	0	0	0	0	0	19.1	24.6	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	23.5
1445	16	16	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	2	7	6	1	0	0	0	0	0	0	0	19.3	24.1
1500	26	25	1	0	0	0	0	0	0	0	0	0	0	19.5	20.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0	12	12	1	0	0	0	0	0	0	0	19.5	22.9
1515	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	3	6	4	1	0	0	0	0	0	0	0	18.4	23.8
1530	9	8	1	0	0	0	0	0	0	0	0	0	0	18.3	19.5	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	18.4	-
1545	18	16	2	0	0	0	0	0	0	0	0	0	0	20.1	20.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	5	2	0	0	0	0	0	0	0	20.2	24.3
1600	11	9	2	0	0	0	0	0	0	0	0	0	0	18.9	20.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	3	6	0	0	0	0	0	0	0	0	19.2	23.2
1615	17	16	1	0	0	0	0	0	0	0	0	0	0	20.6	22.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	11	0	0	0	0	0	0	0	0	20.7	22.9
1630	16	13	3	0	0	0	0	0	0	0	0	0	0	19.4	19.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	8	6	1	0	0	0	0	0	0	0	19.5	24.3
1645	18	16	2	0	0	0	0	0	0	0	0	0	0	17.2	21.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	5	10	1	1	1	0	0	0	0	0	0	17.7	22.5
1700	20	19	1	0	0	0	0	0	0	0	0	0	0	19.6	20.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	10	7	0	1	0	0	0	0	0	0	19.6	23.5
1715	17	16	1	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	10	3	3	0	0	0	0	0	0	0	20.4	26.8
1730	21	20	1	0	0	0	0	0	0	0	0	0	0	20.1	21.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	10	8	2	0	0	0	0	0	0	0	20.2	23.9
1745	18	17	1	0	0	0	0	0	0	0	0	0	0	19.6	20.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	7	7	2	0	0	0	0	0	0	0	19.6	23.1
1800	13	12	1	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	0	1	6	6	0	0	0	0	0	0	0	0	19.5	22.9
1815	15	13	2	0	0	0	0	0	0	0	0	0	0	15.9	18.5	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	0	0	0	0	0	0	0	16.3	20.5
1830	14	12	2	0	0	0	0	0	0	0	0	0	0	19.8	17.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	6	5	1	0	0	0	0	0	0	0	19.4	23.9
1845	22	21	1	0	0	0	0	0	0	0	0	0	0	19.0	15.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	4	10	7	1	0	0	0	0	0	0	0	18.9	23.9
1900	17	15	2	0	0	0	0	0	0	0	0	0	0	19.1	22.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	3	5	8	1	0	0	0	0	0	0	0	19.5	23.8
1915	11	10	1	0	0	0	0	0	0	0	0	0	0	18.7	20.2	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	18.9	22.7
1930	16	15	1	0	0	0	0	0	0	0	0	0	0	19.9	19.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	6	8	0	0	0	0	0	0	0	0	19.9	24.5
1945	10	10	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	2	8	0	0	0	0	0	0	0	0	20.5	-
2000	15	15	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	10	4	0	0	0	0	0	0	0	0	18.7	21.4
2015	10	10	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	4	3	2	0	0	0	0	0	0	0	20.8	-
2030	9	8	1	0	0	0	0	0	0	0	0	0	0	18.6	18.9	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	18.6	-
2045	6	6	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	1	1	3	1	0	0	0	0	0	0	0	0	16.4	-
2100	4	4	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	0	1	1	2	0	0	0	0	0	0	0	22.4	-
2115	4	4	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	4	0	0	0	0	0	0	0	0	0	17.9	-
2130	11	11	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	1	1	7	2	0	0	0	0	0	0	0	0	16.6	21.3
2145	3	3	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	1	1	1	0	0	0	0	0	0	0	21	-
2200	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	0	4	3	0	0	0	0	0	0	0	0	19.6	-
2215	2	2	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	1	1	0	0	0	0	0	0	0	0	19.4	-
2230	1	1	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	1	0	0	0	0	0	0	0	0	22.3	-
2245	2	2	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	1	1	0	0	0	0	0	0	0	0	20.1	-
2300	4	4	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	1	1	1	1	0	0	0	0	0	0	0	0	16	-
2315	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	1	2	0	0	0	0	0	0	0	0	19.9	-
2330	6	6	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	1	2	0	0	0	0	0	0	0	0	18.2	-
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	**753**	**696**	**55**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.1**	**19.6**	**18.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**3**	**57**	**306**	**338**	**47**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**23.5**
06-22	**926**	**852**	**72**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.0**	**19.6**	**18.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**5**	**70**	**379**	**409**	**61**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**23.5**
06-00	**951**	**877**	**72**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.0**	**19.6**	**18.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**6**	**74**	**388**	**420**	**61**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**23.5**
00-00	**979**	**897**	**80**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.0**	**19.8**	**18.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**6**	**79**	**394**	**432**	**66**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**23.6**

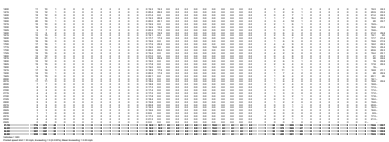
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Posted speed limit = 30 mph, Exceeding = 2 (0.204%), Mean Exceeding = 32.71 mph
Limit 1 (30 * 100%) + 5 = 35 mph, Exceeding = 0 (0.000%)
Limit 2 (30 * 100%) + 10 = 40 mph, Exceeding = 0 (0.000%)
Limit 3 (30 * 100%) + 15 = 45 mph, Exceeding = 0 (0.000%)
Maximum = 34.9 mph, Minimum = 7.0 mph, Mean = 20.0 mph
85% Speed = 23.60 mph, 95% Speed = 25.61 mph, Median = 20.13 mph
10 mph Pace = 15 - 25, Number in Pace = 832 (84.98%)
Variance = 13.11, Standard Deviation = 3.62 mph

16 June 2023

17 June 2023

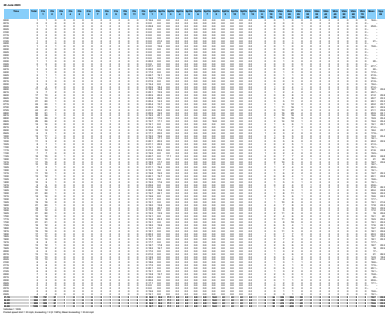
18 June 2023

19 June 2023



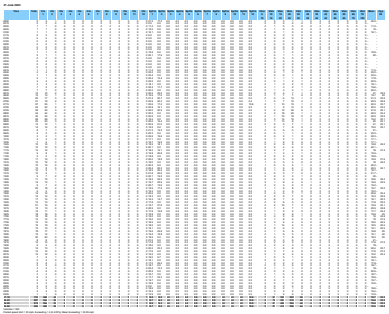
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Load 2.07 / 1.97 / 1.79 (1 / 10 / 15 min) Uptime 0d 0h 0m 0s
Memory 7.7 / 15.9 GB (48%) Swap 0.0 / 0.0 GB (0%) Processes 0 / 0 running
GPU Speed 1.70 MT/s (99% Bypass) 720 Hz (est. Refresh) 1 Scaling%
Virtual Memory 8.7 / 31.8 GB (27%) Disk 0.0 / 0.0 GB (0%)
Hostname 11 Uptime 0d 0h 0m 0s Load 2.07 / 1.97 / 1.79

HP Inc.-5880



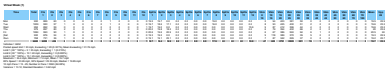
Windows 11 x64
Chrome gpuid 0x1 / 10.0.22 (compatible; Chrome/ Safari) Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/ Safari/537.36
Load 2.07 / 1.97 / 1.79 (1 / 10 / 15 min) Uptime 0d 0h 0m 0s
Memory 7.7 / 15.9 GB (48%) Swap 0.0 / 0.0 GB (0%) Processes 0 / 0 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
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

Virtual Mouse (1)



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

Appendix K

WSP Model Output

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

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.

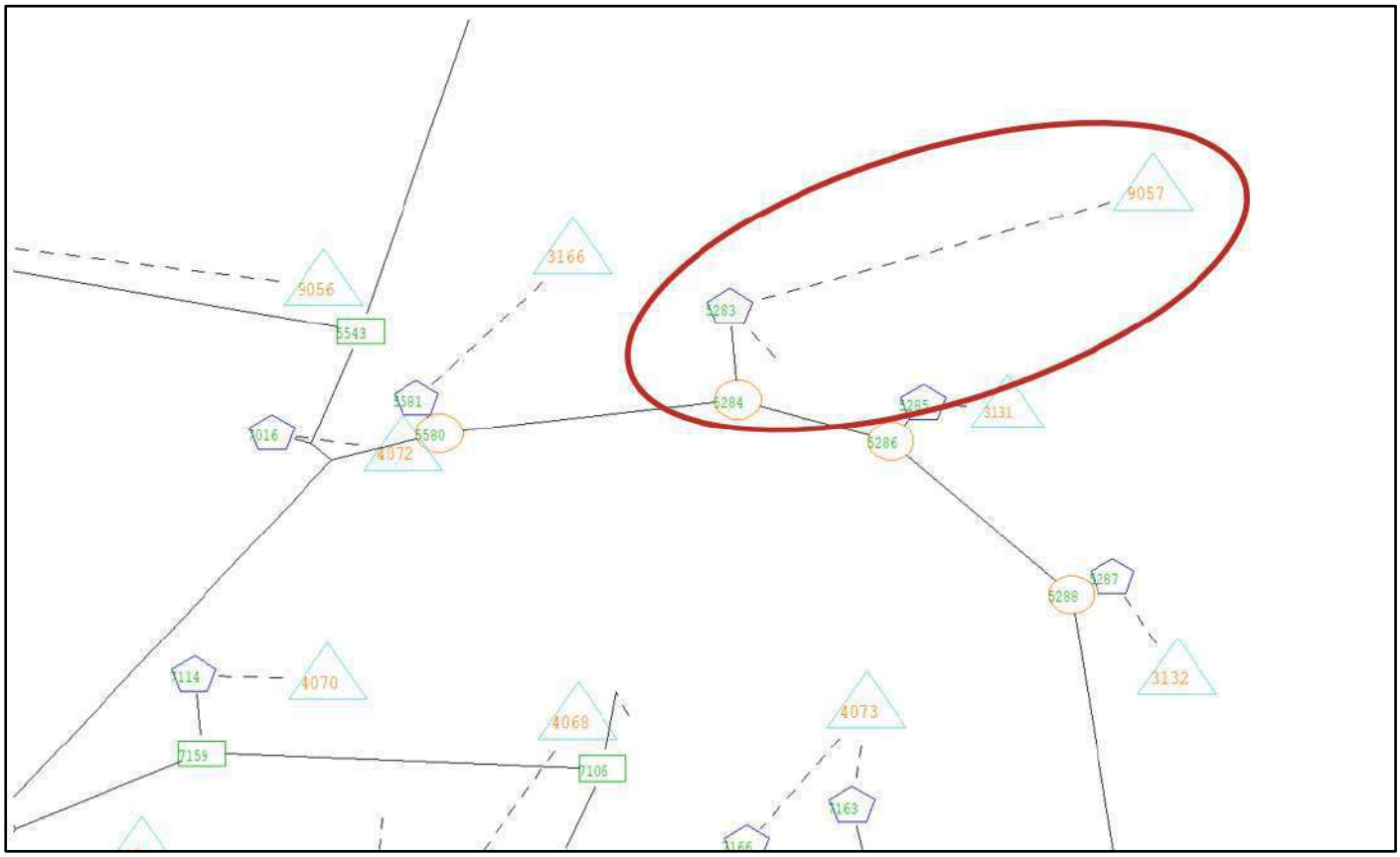


Figure 12: Forecast Network Junction Coding

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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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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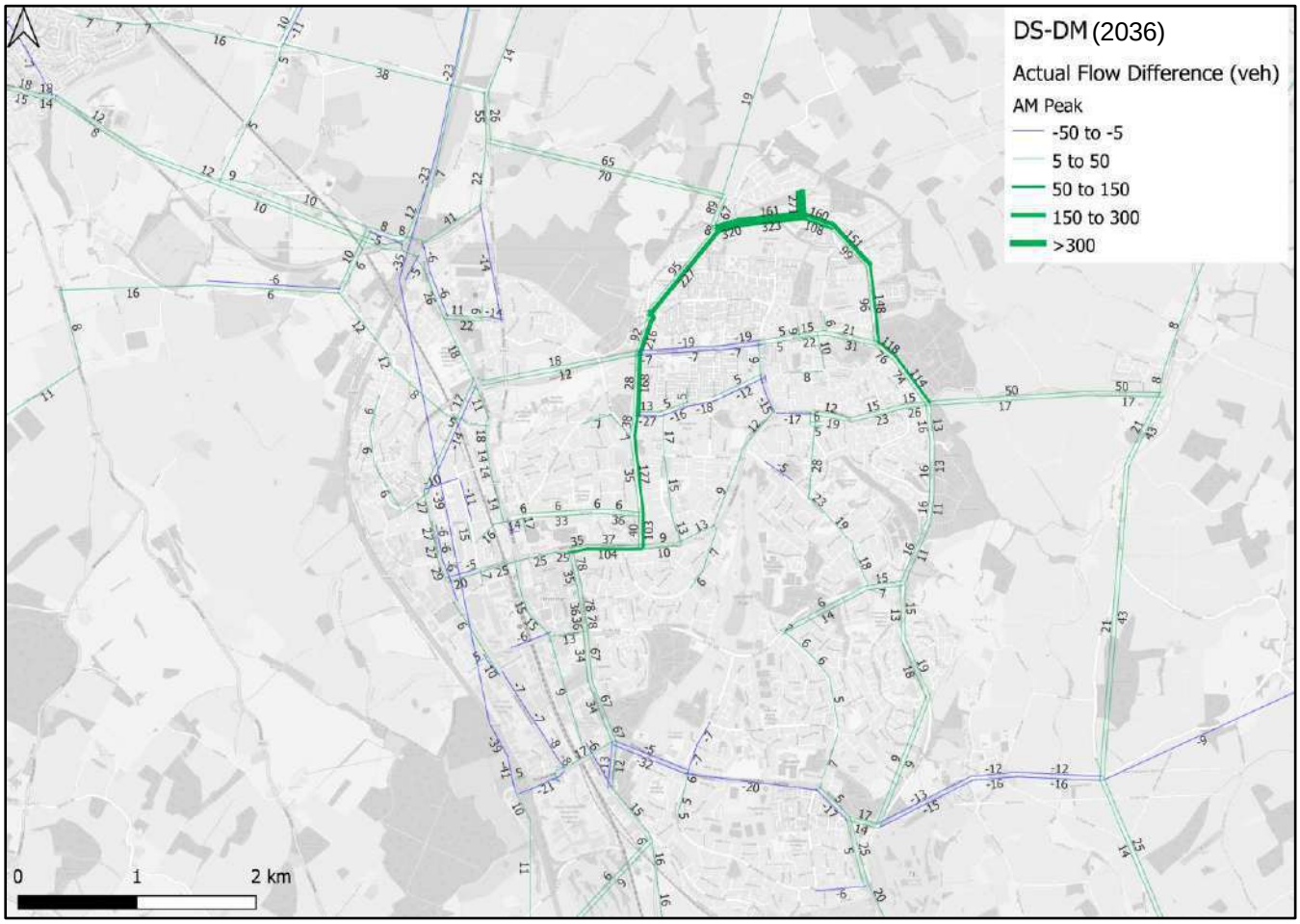


Figure 16: Actual Flow Difference (DS – DM) - AM peak

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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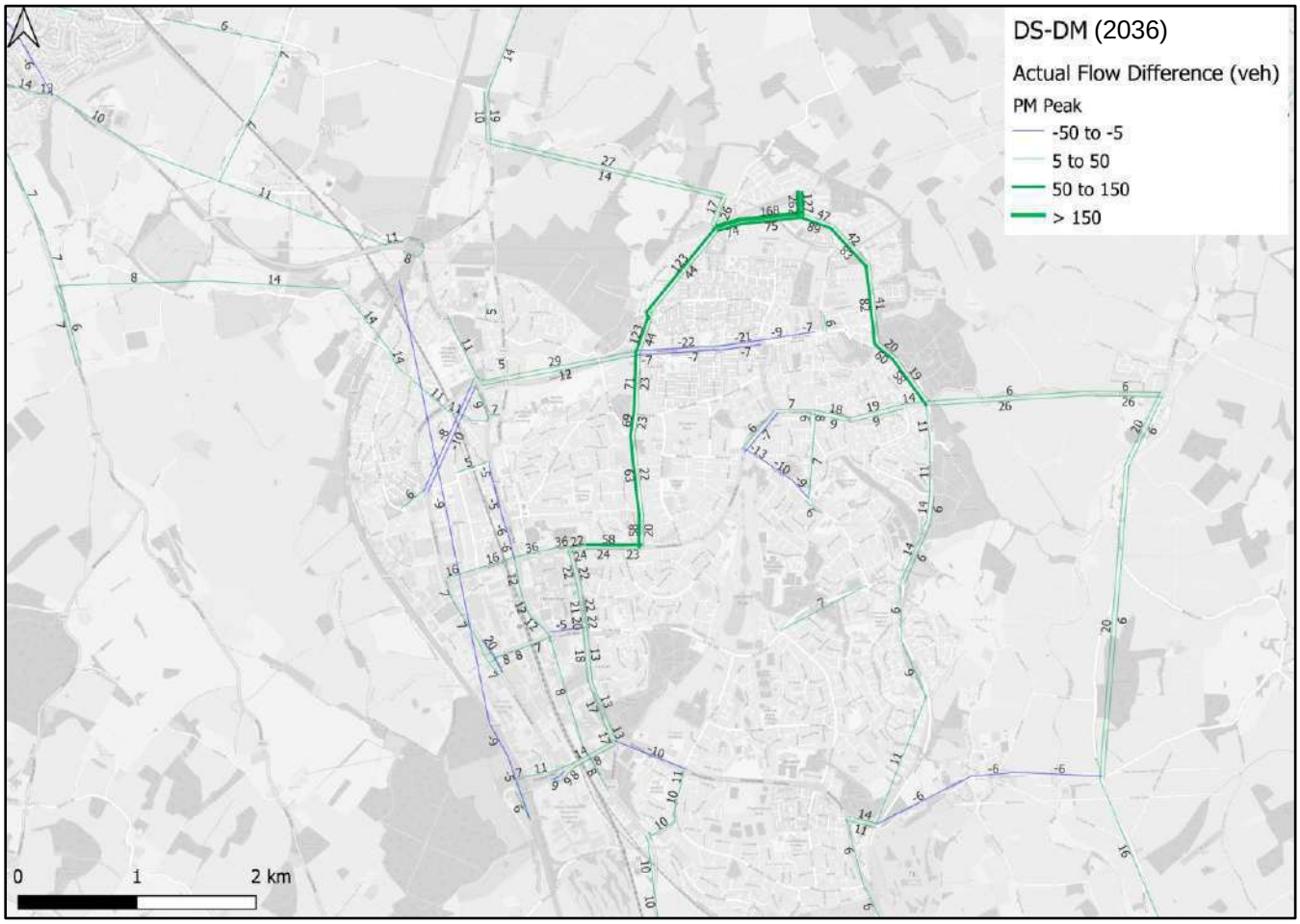


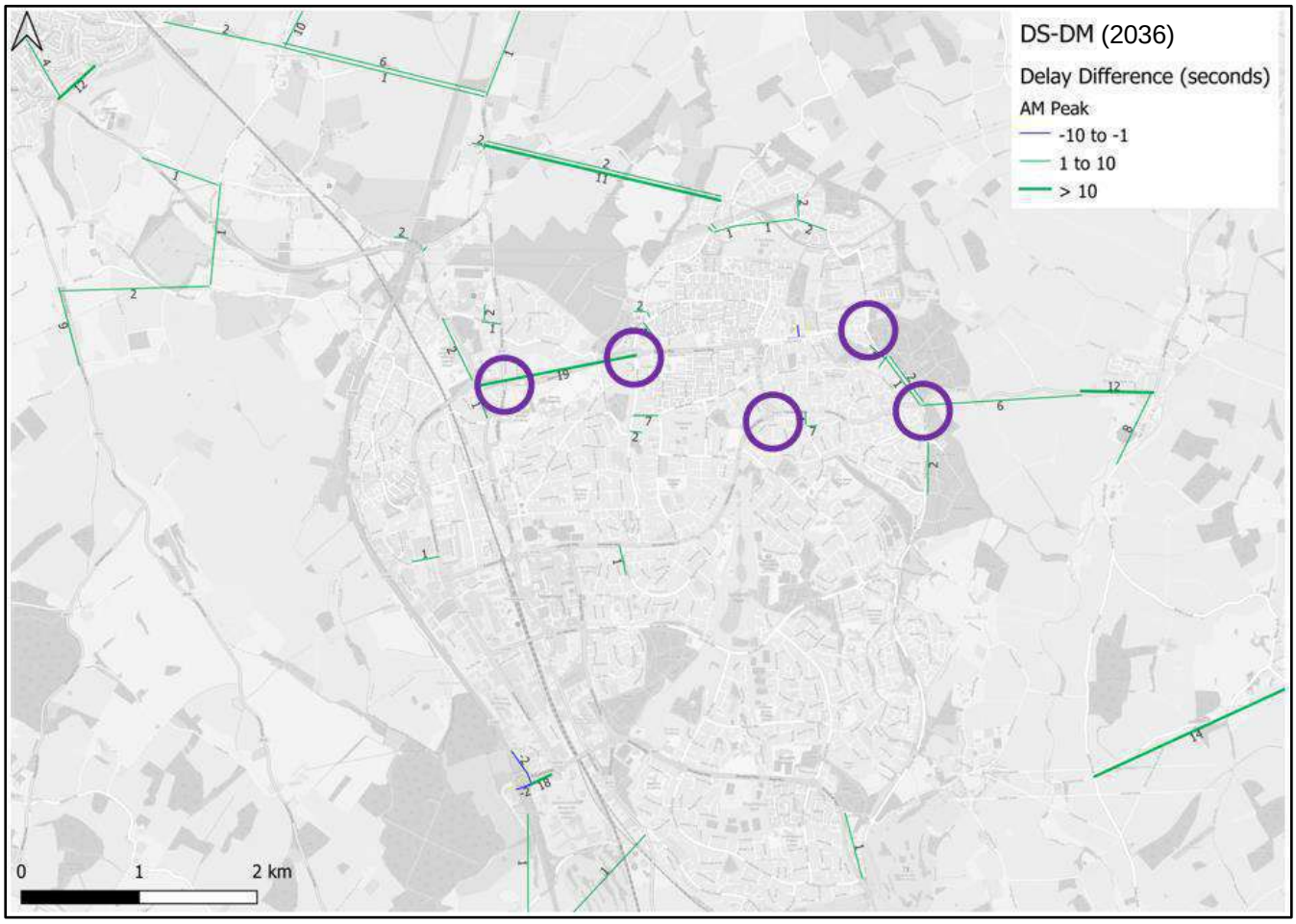
Figure 17: Actual Flow Difference (DS – DM) - PM peak

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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.

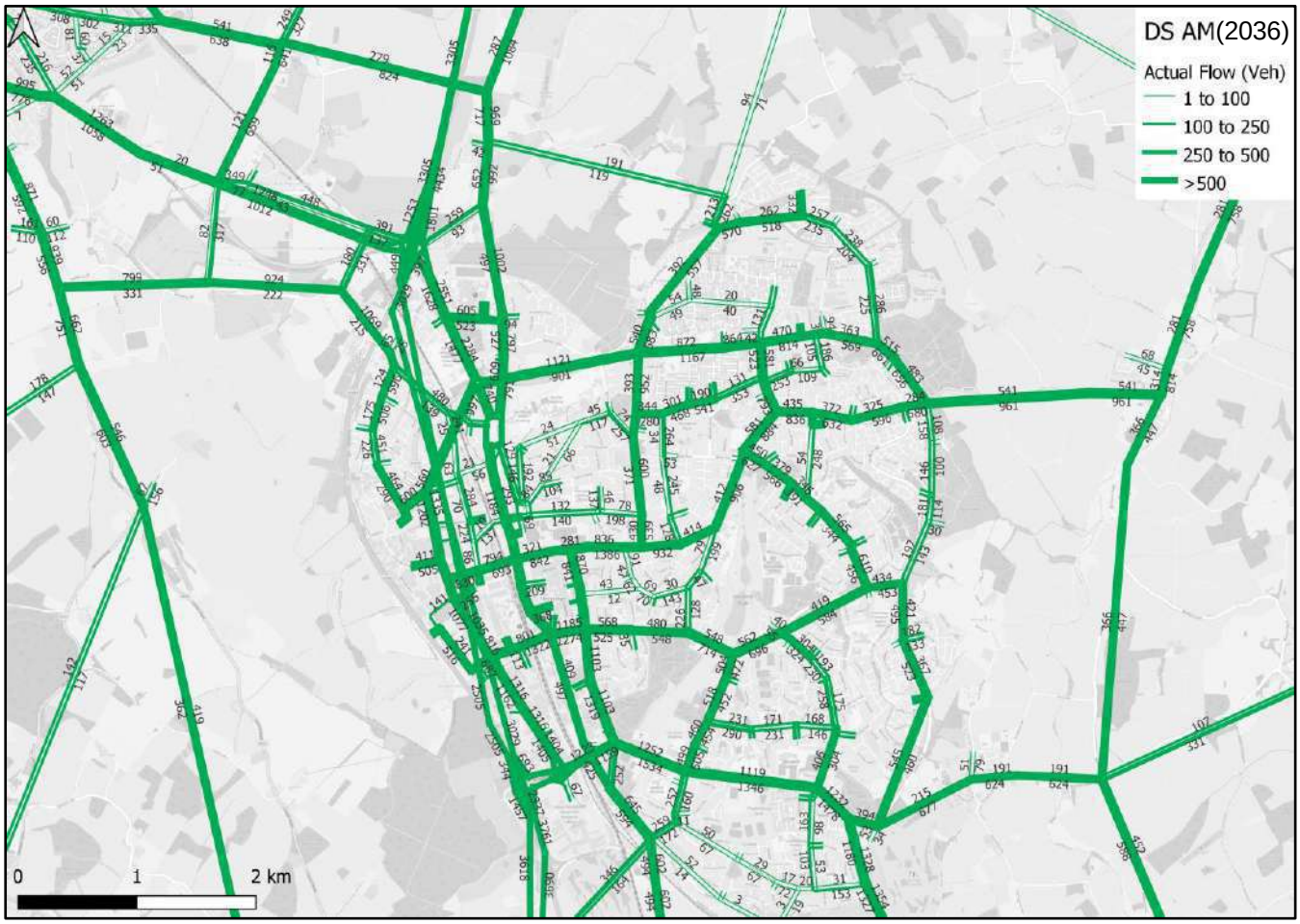


Figure 20: Forecast Flows (DS) - AM peak

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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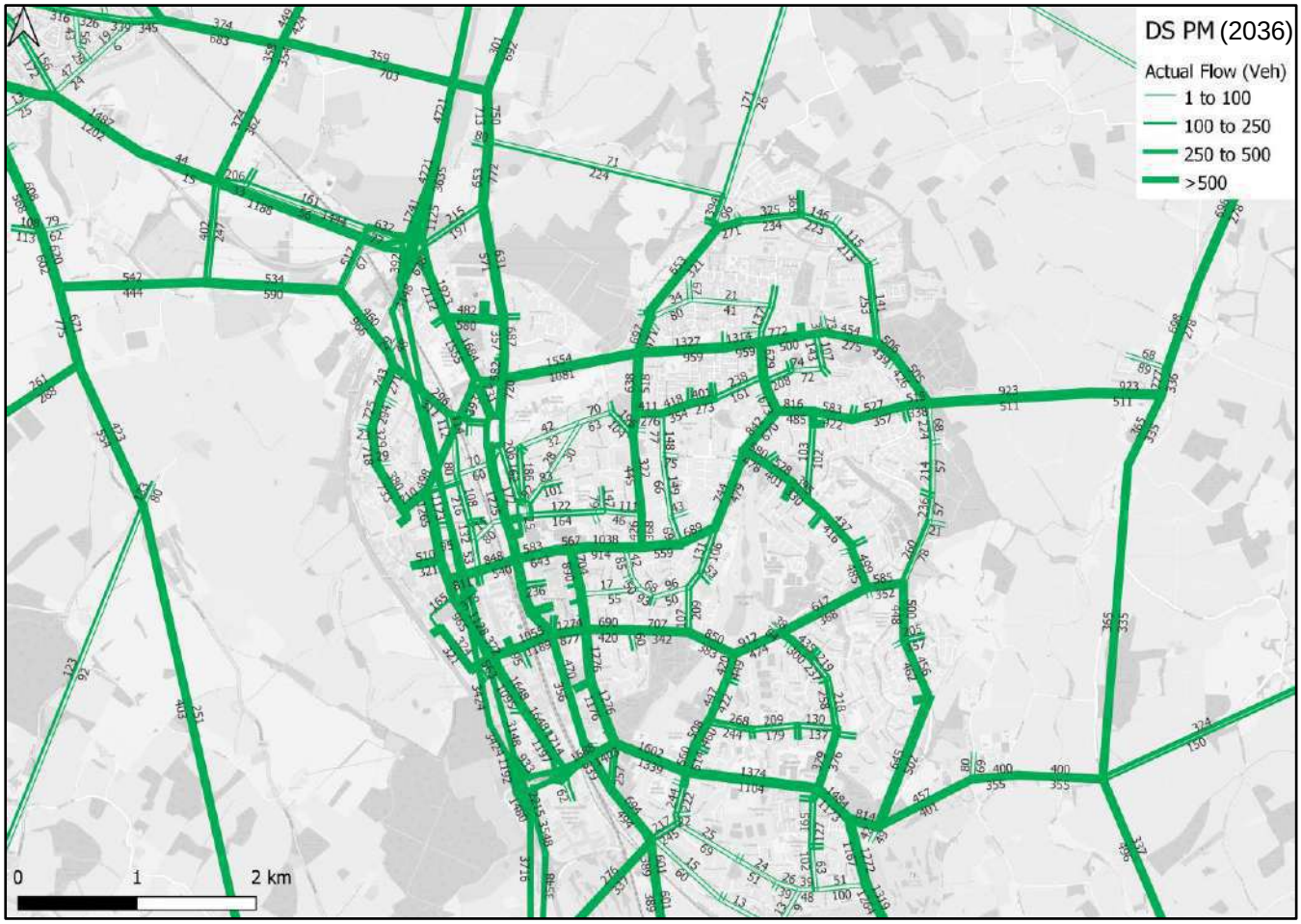


Figure 21: Forecast Flows (DS) - PM peak

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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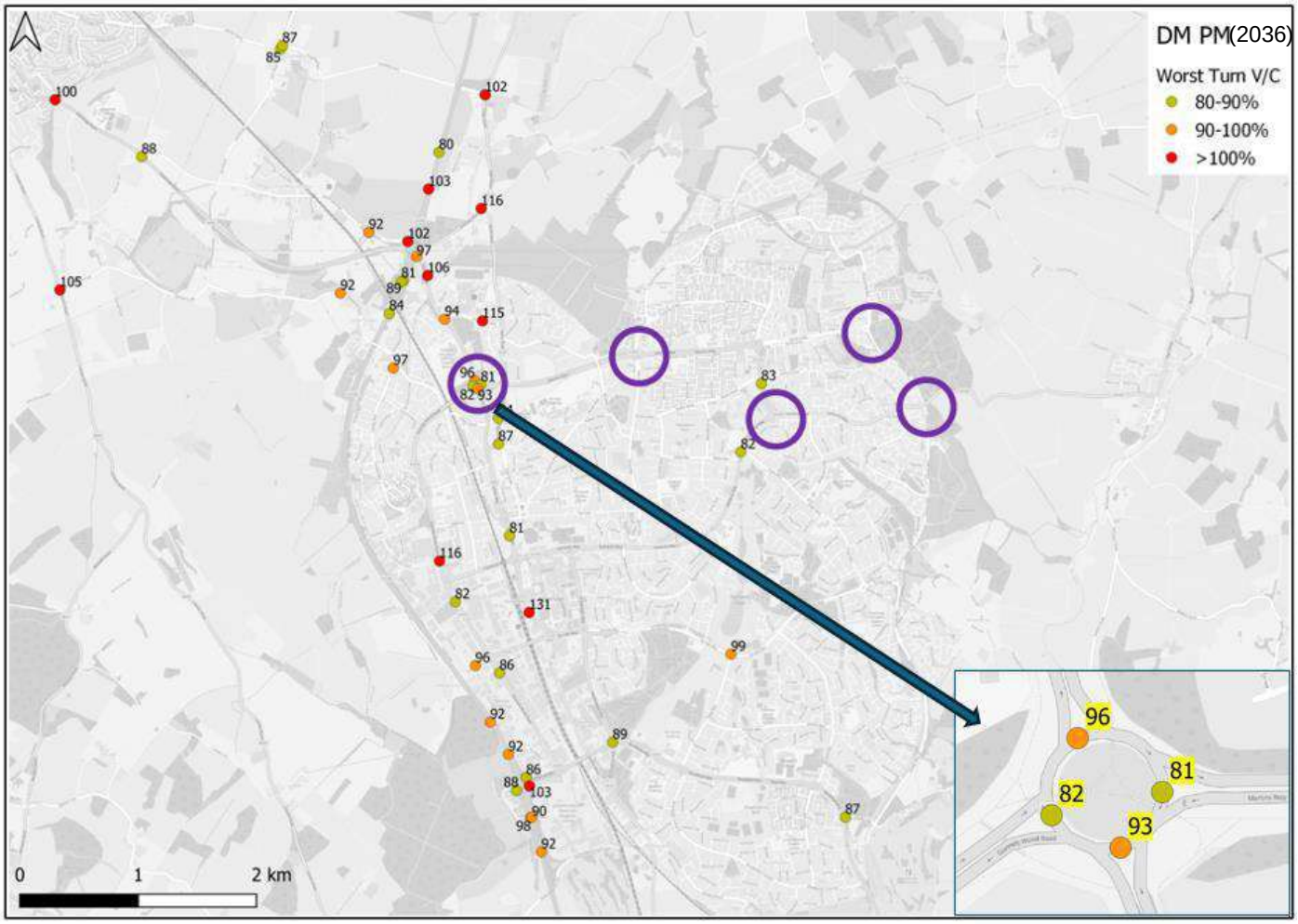


* The circled locations (violet) are some of the key junctions of focus as per the Proforma.

Figure 23: Volume to Capacity (V/C) Ratio (DS) - AM peak

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CHECKED:	Shaista Farooq	**APPROVED:**	Christine Elphicke

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.

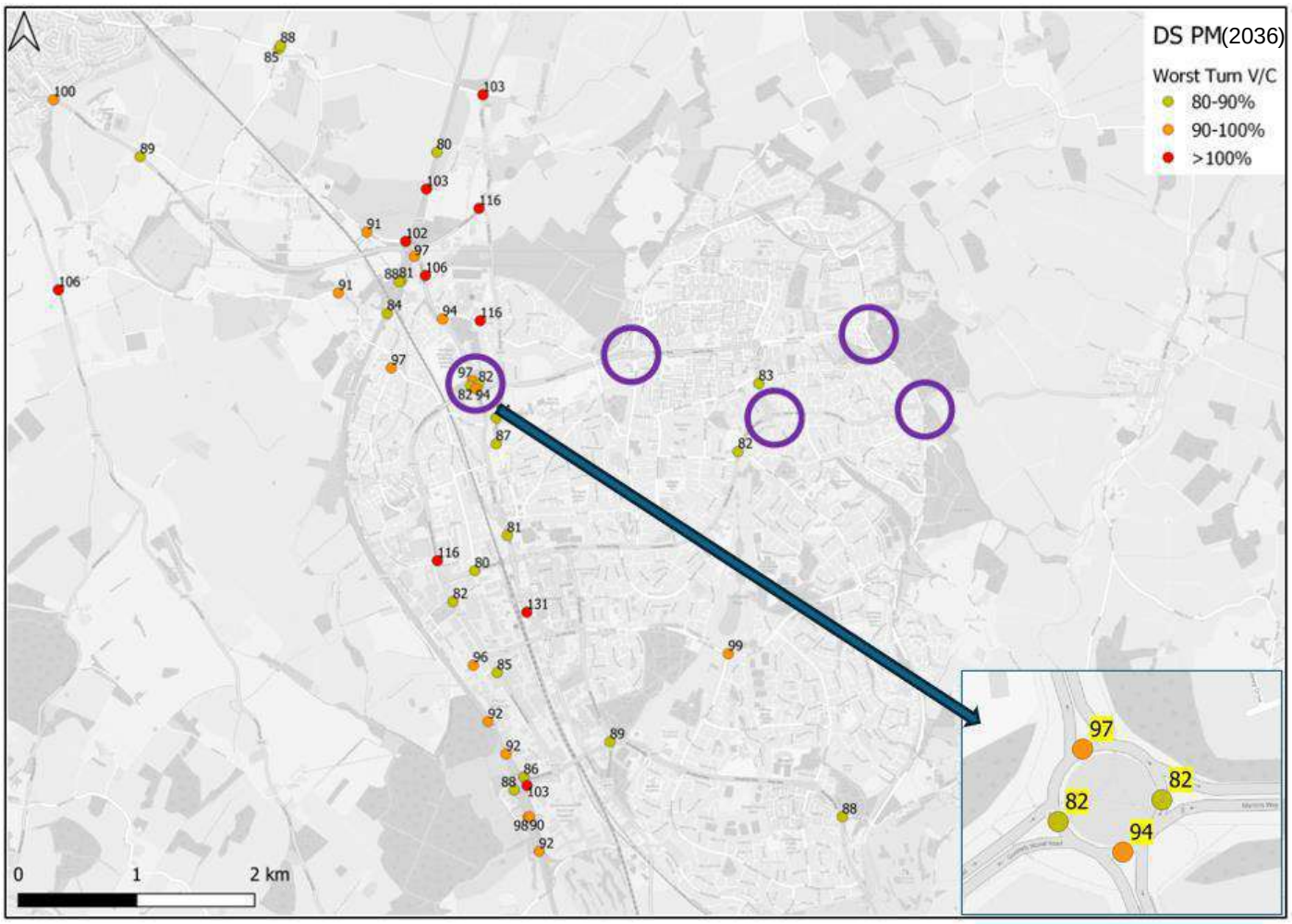


* The circled locations (violet) are some of the key junctions of focus as per the Proforma.

Figure 24: Volume to Capacity (V/C) Ratio (DM) - PM peak

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CHECKED:	Shaista Farooq	**APPROVED:**	Christine Elphicke



* 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.

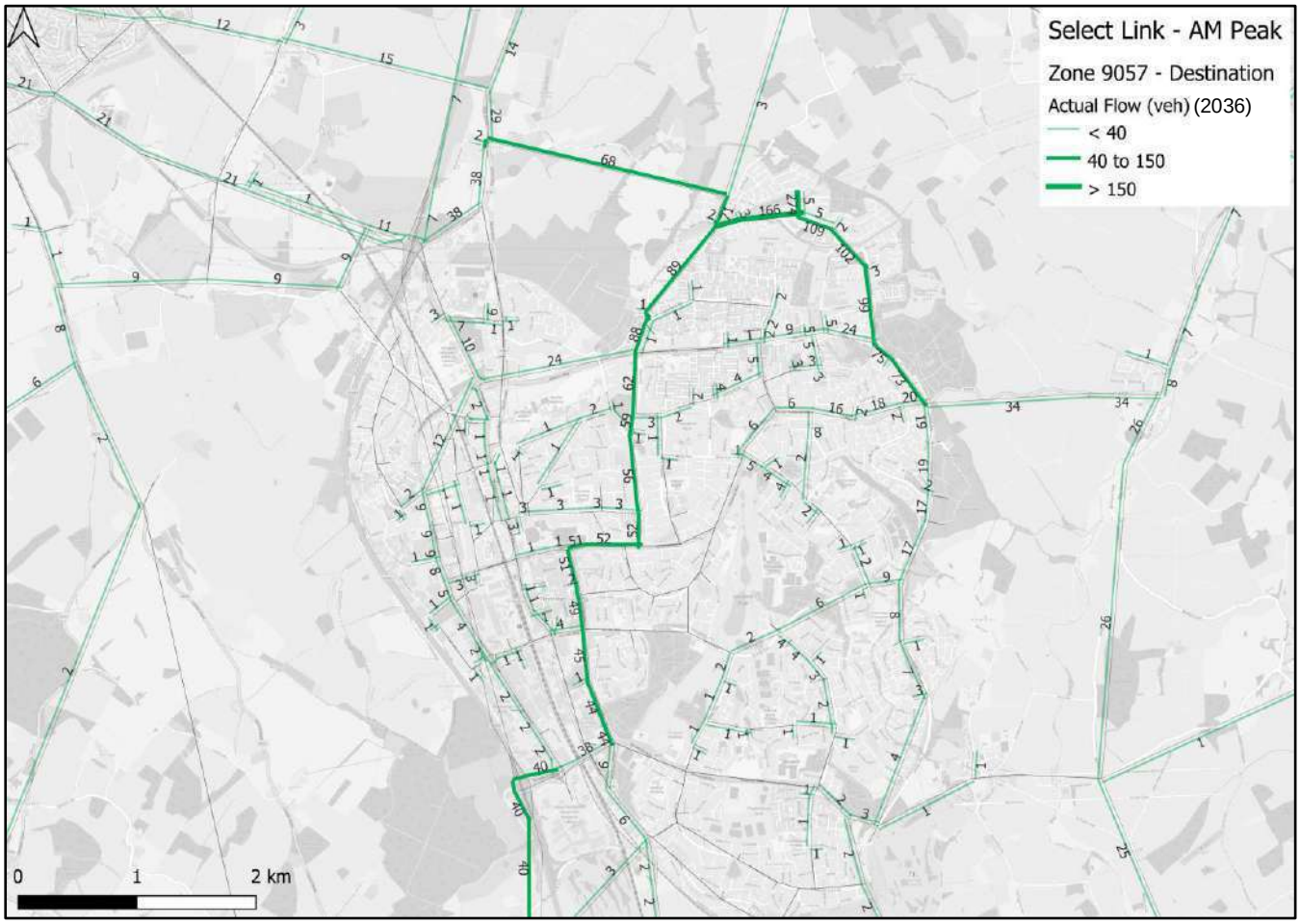


Figure 28: Destination Flow Distribution (DS) - AM peak

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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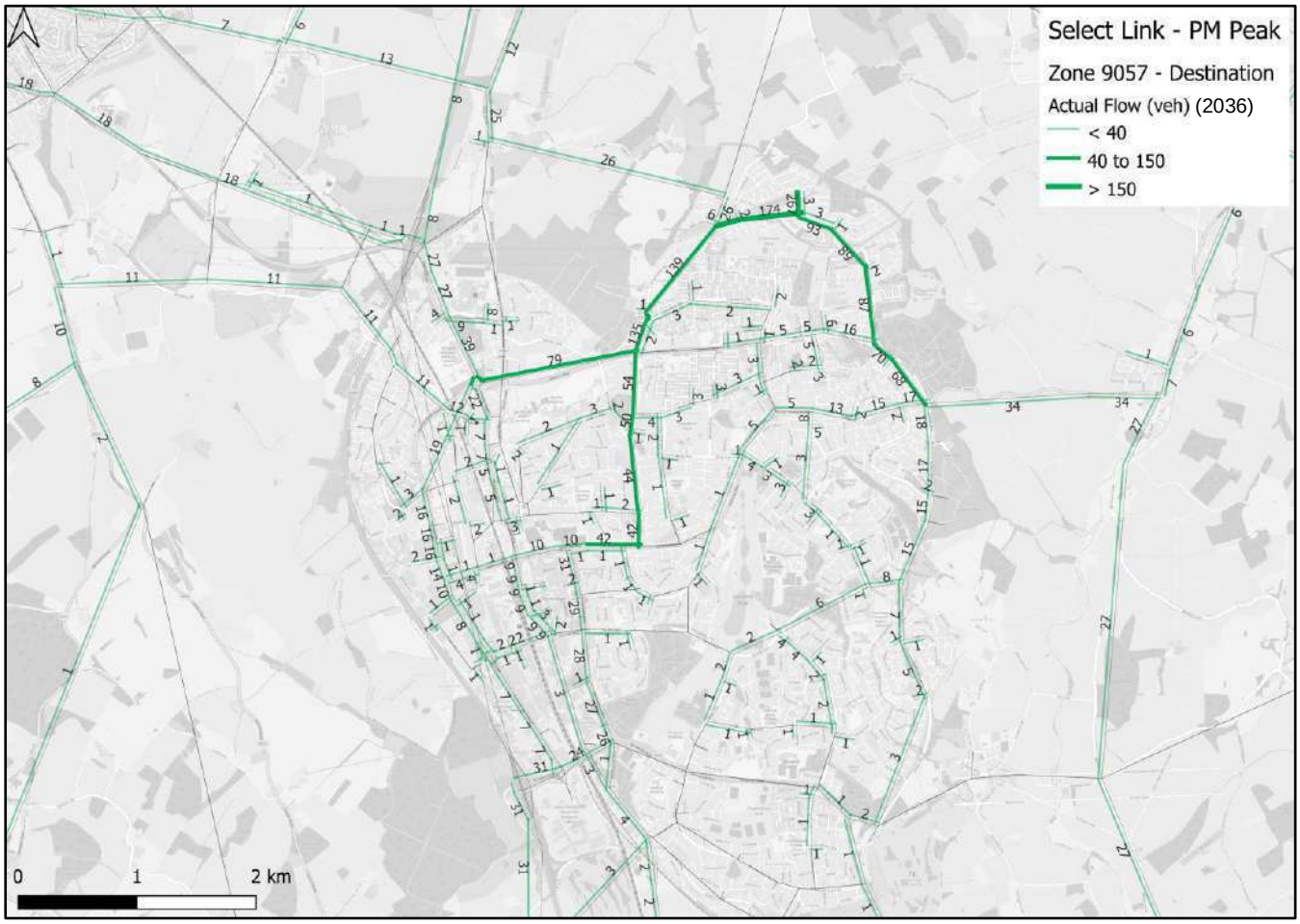


Figure 29: Destination Flow Distribution (DS) - PM peak

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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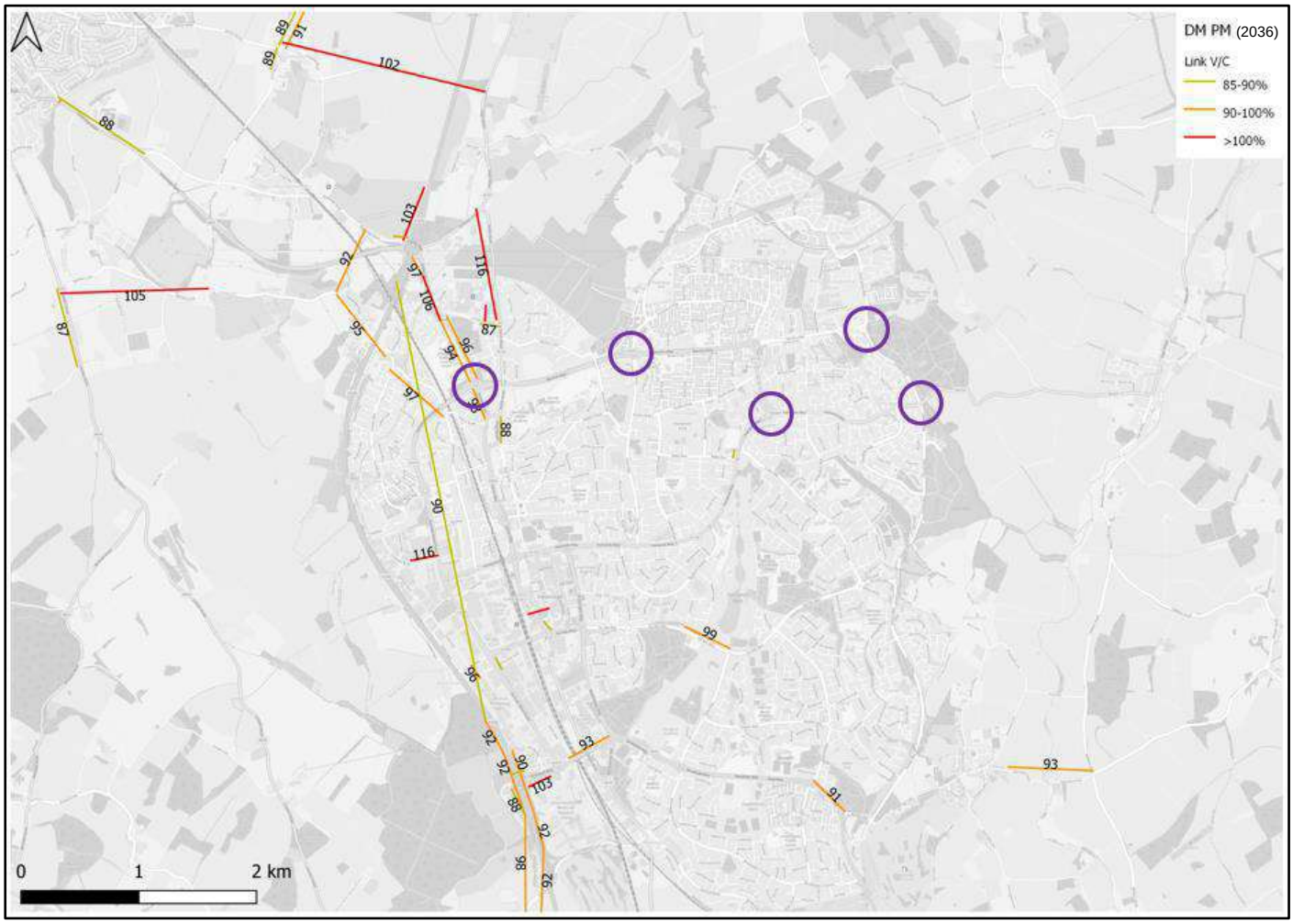
* The circled locations (violet) are some of the key junctions of focus as per the Proforma.

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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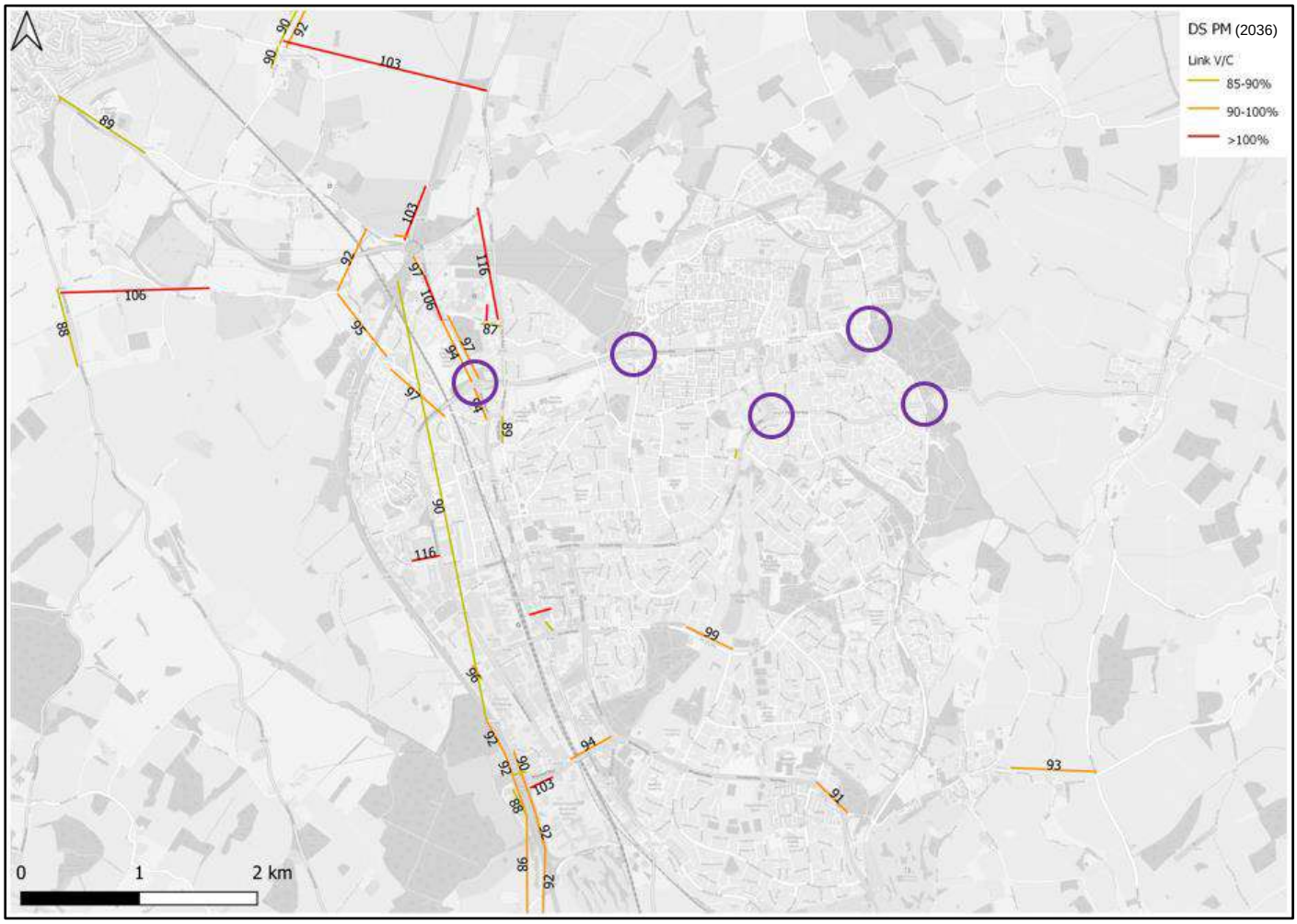


* The circled locations (violet) are some of the key junctions of focus as per the Proforma.

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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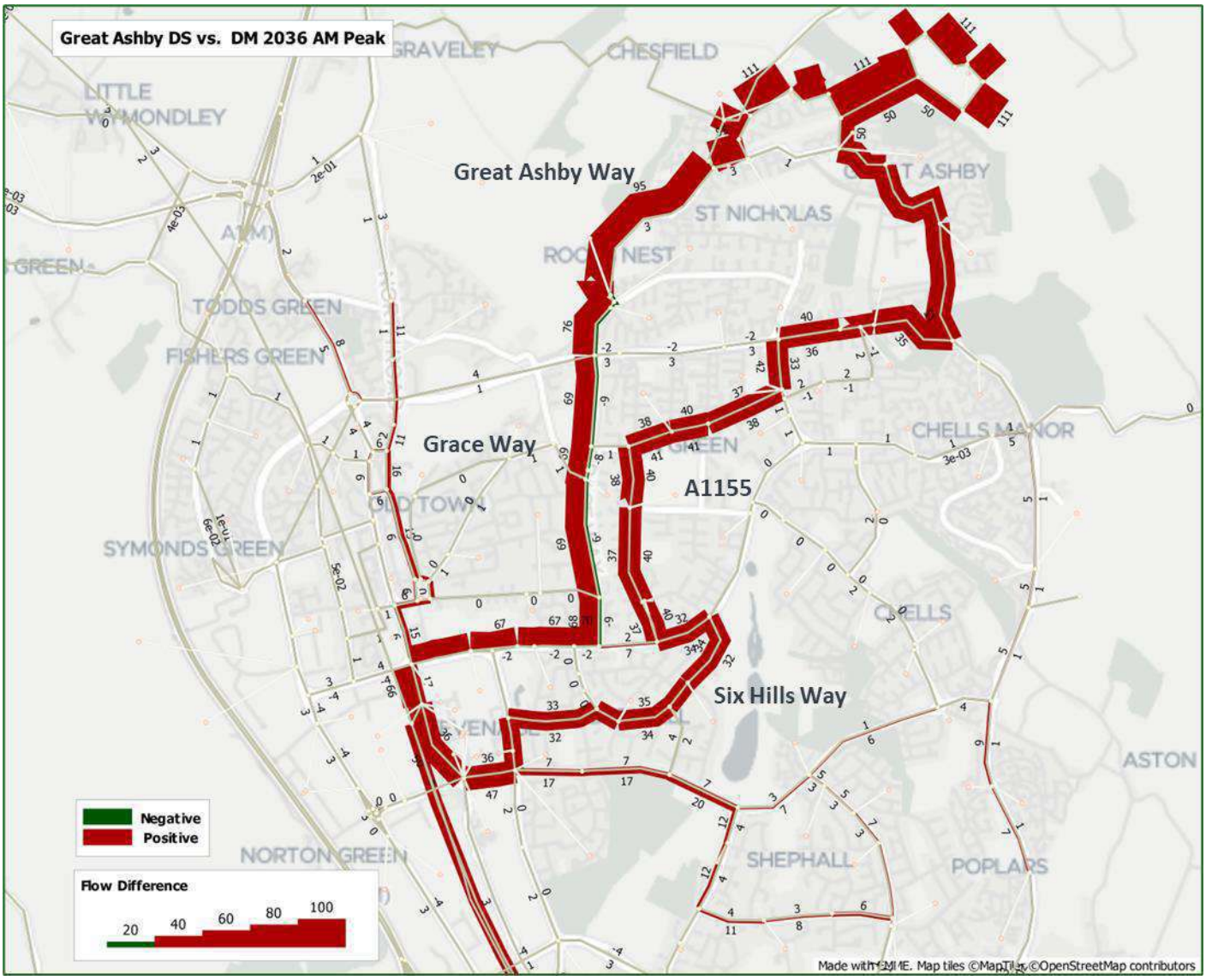


Figure 34: Passenger Flow Difference (With Development vs Without Development) - AM Peak

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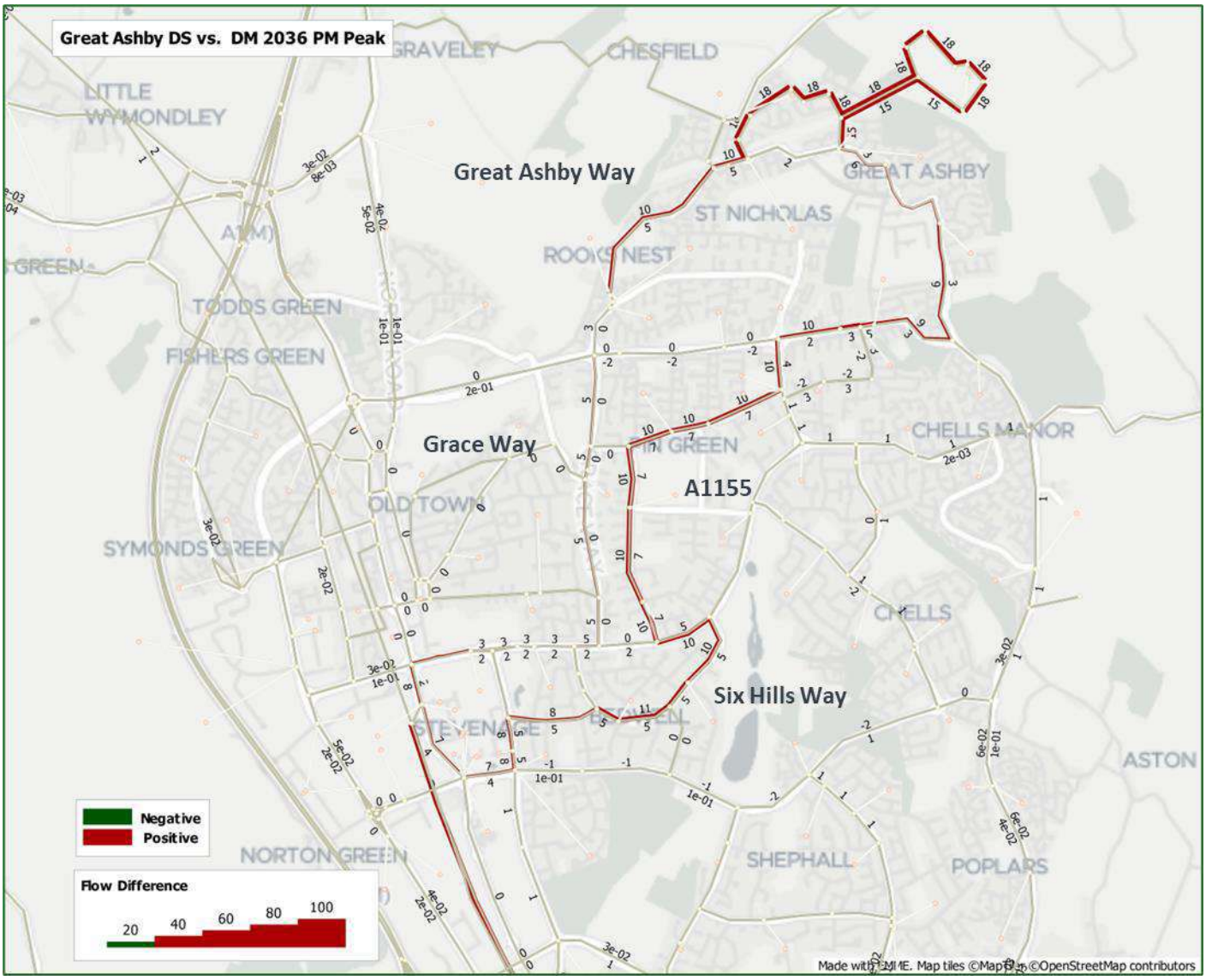


Figure 35: Passenger Flow Difference (With Development vs Without Development) - PM Peak

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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.

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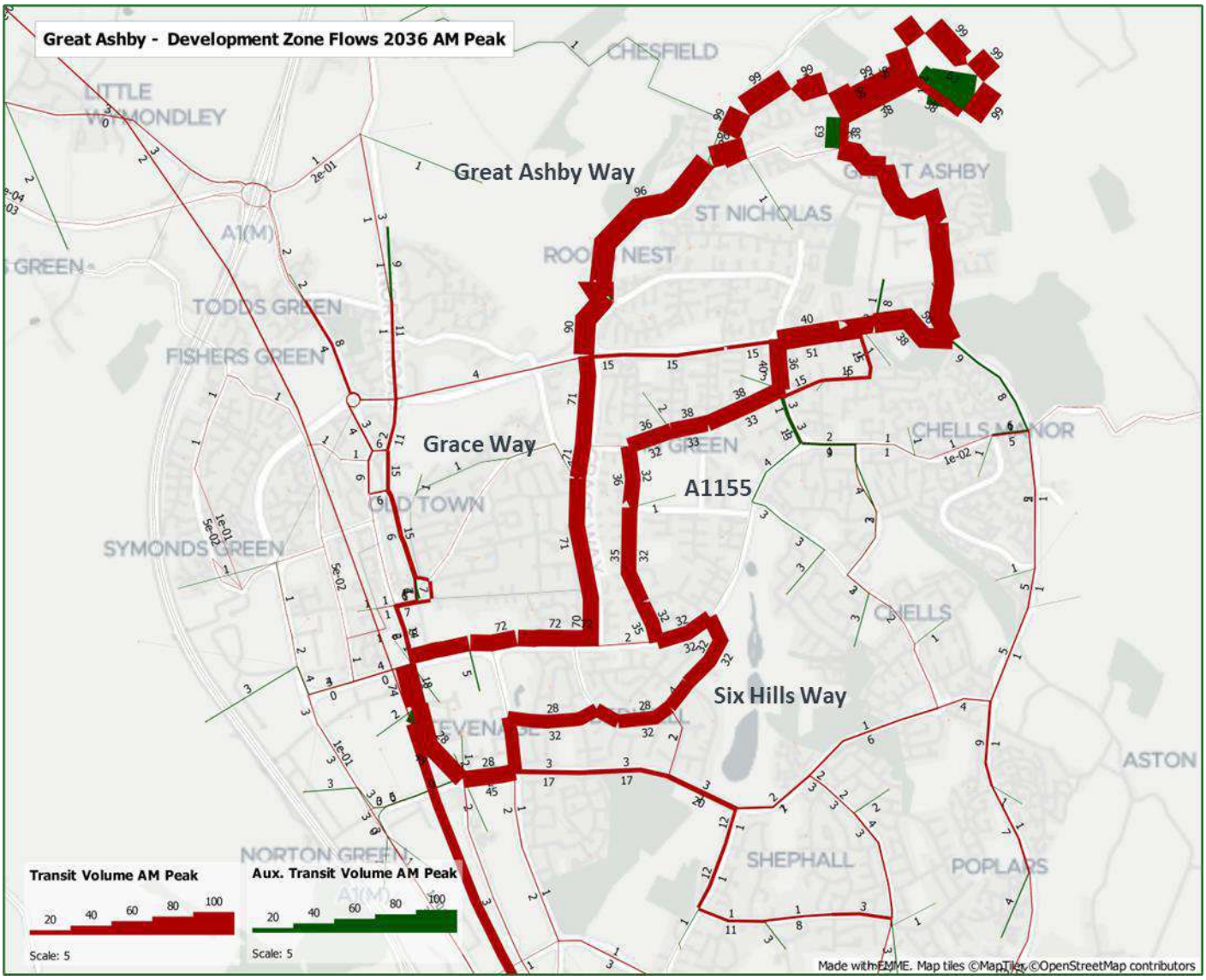


Figure 36: Passenger Flow Distribution – Origin & Destination – AM Peak

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.

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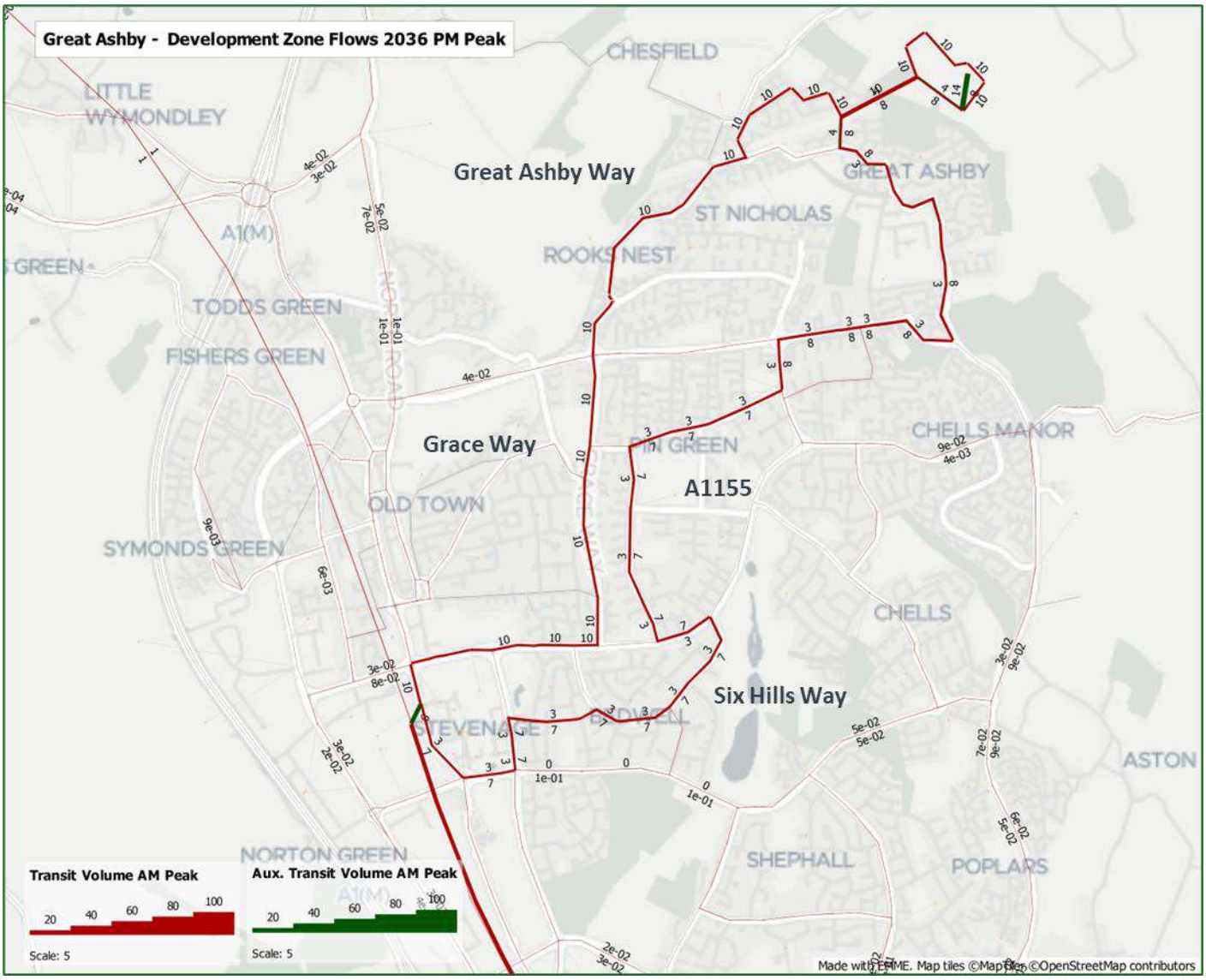


Figure 37: Passenger Flow Distribution – Origin & Destination – PM Peak

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.

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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

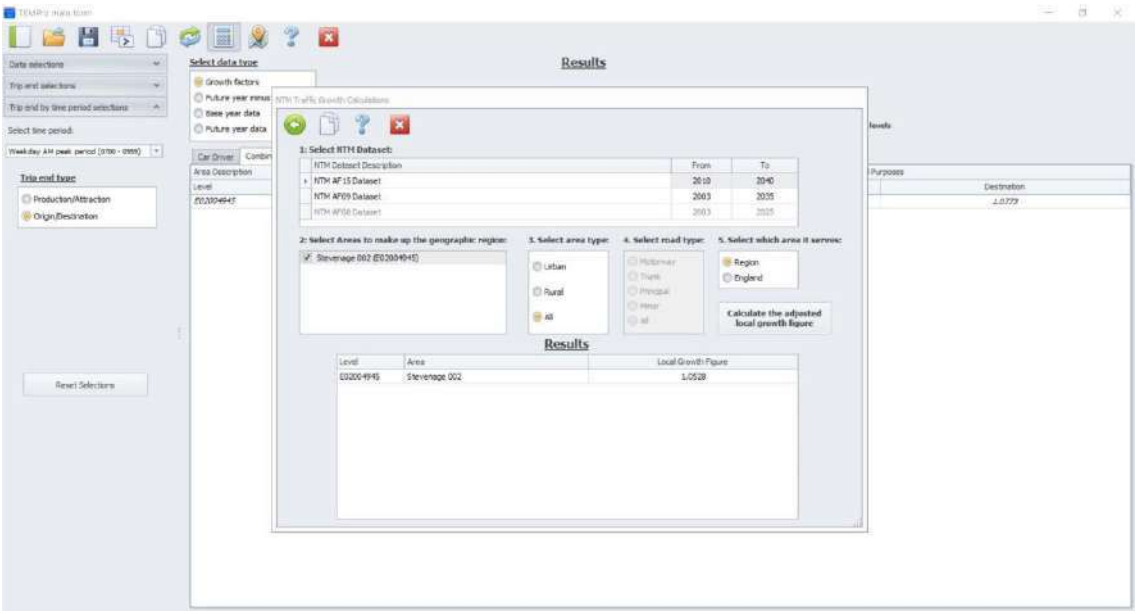
Growth Rates AM 2023 - 2030



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]
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South Cambridgeshire	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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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]
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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

[illegible]

J8 GAW / Gresley Way / Glanville Cres (Roundabout)

J9 Gresley Way (N) / Gresley Way (S) / Martins Way (Roundabout)

[illegible]

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]
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[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]
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J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BD	[illegible]
J1BC-J2AB-J3CB-J4AC-J5CB-J6AC-J7CA-J8AB-J9AC-J10BA	[illegible]
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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

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

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

Orwell Avenue / Great As[illegible]

J13 - Development OD

Hourly

15 min segments

[illegible]

[illegible] 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]	[illegible]	

15 min segments

[illegible]	[illegible]	[illegible]	[illegible]
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[illegible]	0.00	0.00	[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]	[illegible]			
Arm D				

15 min segments

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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[illegible]	0.00	0.00	0.00	0.00
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	0.00	0.00	0.00	0.00

Hourly

[illegible]

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]			[illegible]	
[illegible]				
[illegible]	[illegible]			
Arm D				

15 min segments

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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[illegible]	0.00	0.00	0.00	0.00
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	0.00	0.00	0.00	0.00

J15 A602 / Martins Way / A1072

J15 - Development OD Matrices

Hourly

[illegible]

[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]
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[illegible]	[illegible]	0.00	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	0.00	[illegible]	0.00	0.00

Hourly

[illegible]

[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]	0.00	[illegible]	0.00	0.00
[illegible]	[illegible]	0.00	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	0.00	[illegible]	0.00	0.00

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
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J1BC-J2AD-J14AC-J13CA-J12CB-J11AD-J15BC	J15CB-J11DA-J12BC-J13AC-J14CA-J2DA-J1CB
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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
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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

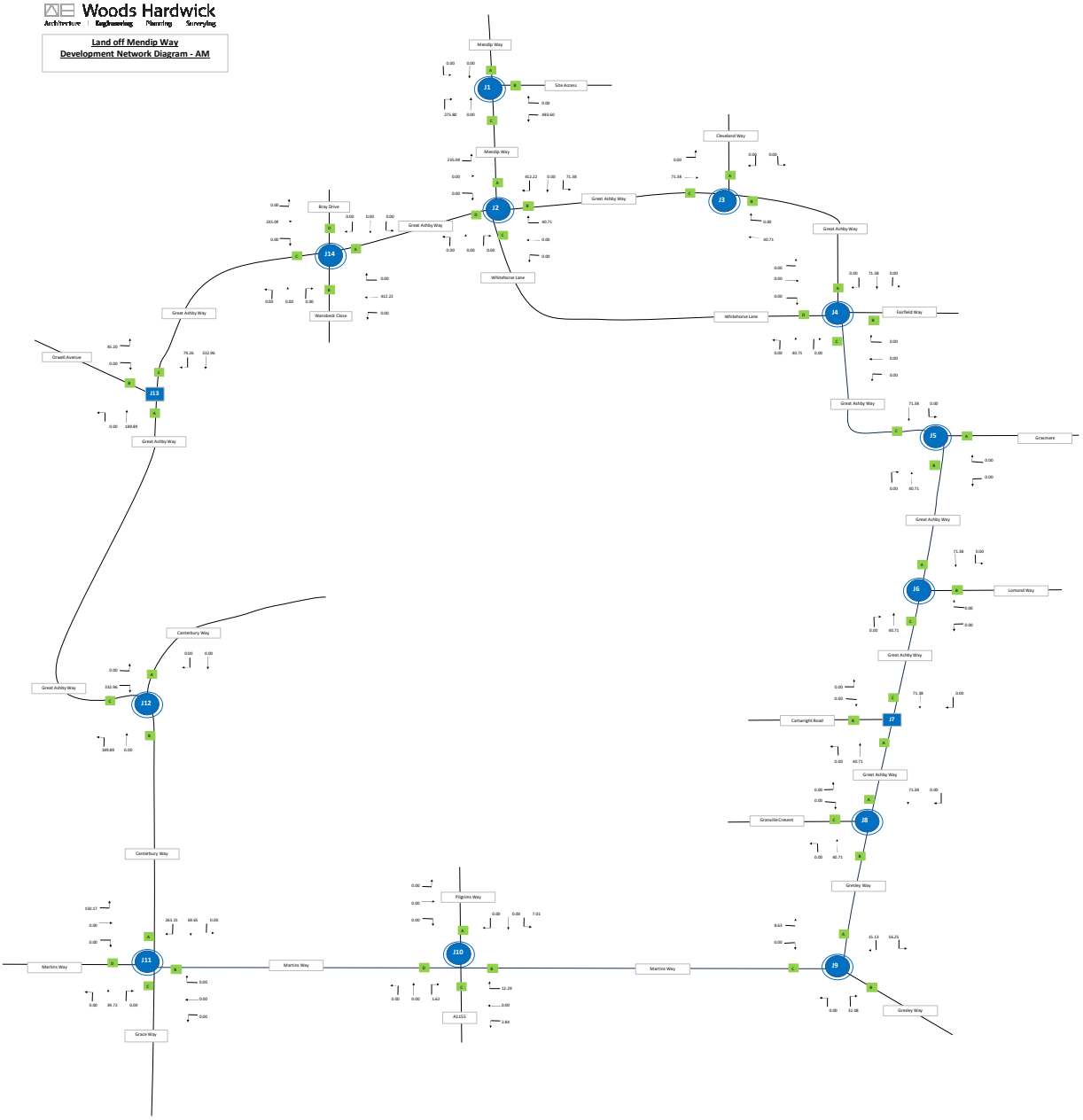
From \ To	Arm A	Arm B	Arm C
Arm A	0.00	0.09	1.14
Arm B	0.33	0.00	0.00
Arm C	4.32	0.00	0.00

Appendix N

Development Network Diagrams

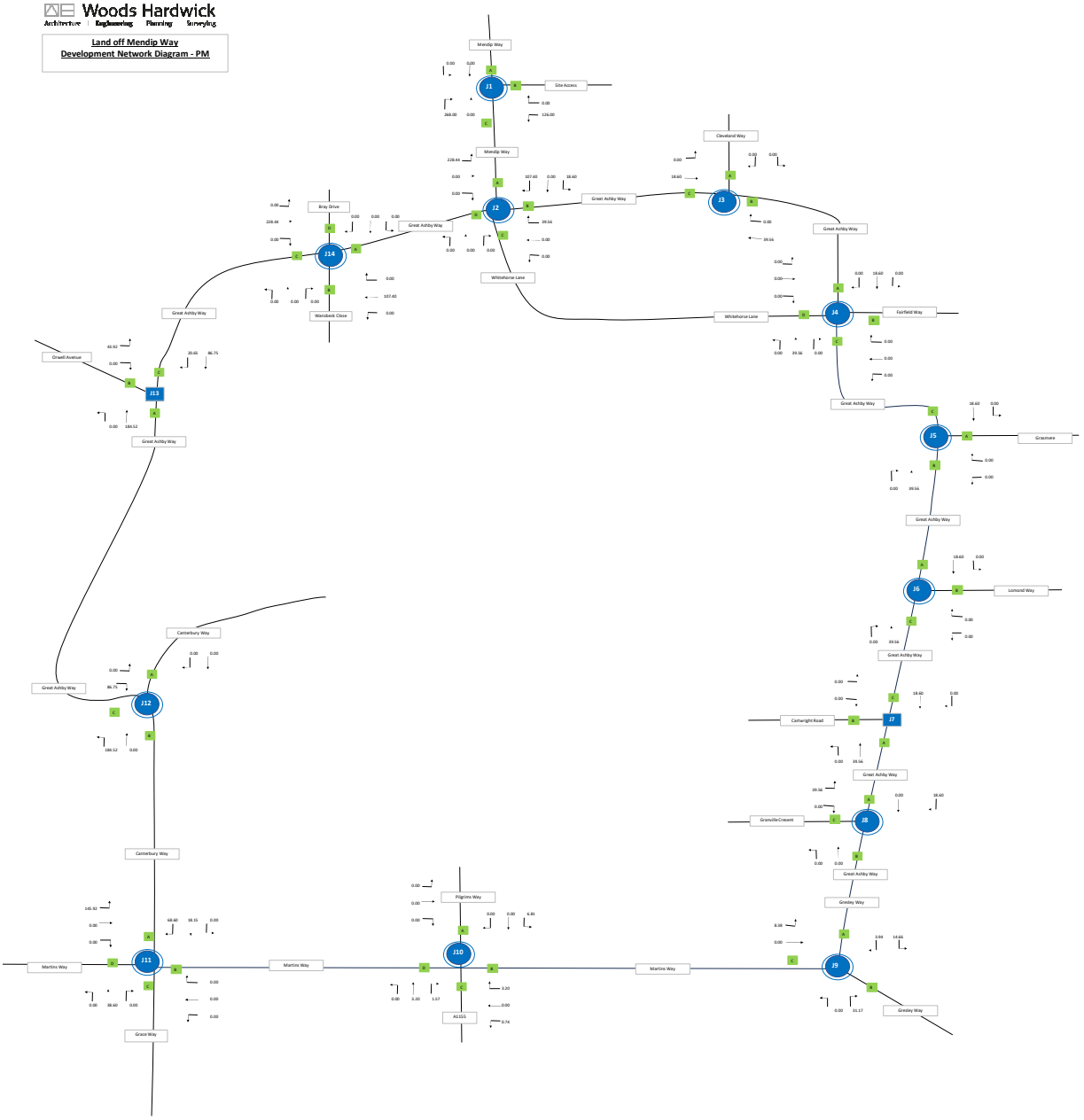
Woods Hardwick
Architecture | Engineering | Planning | Surveying

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.

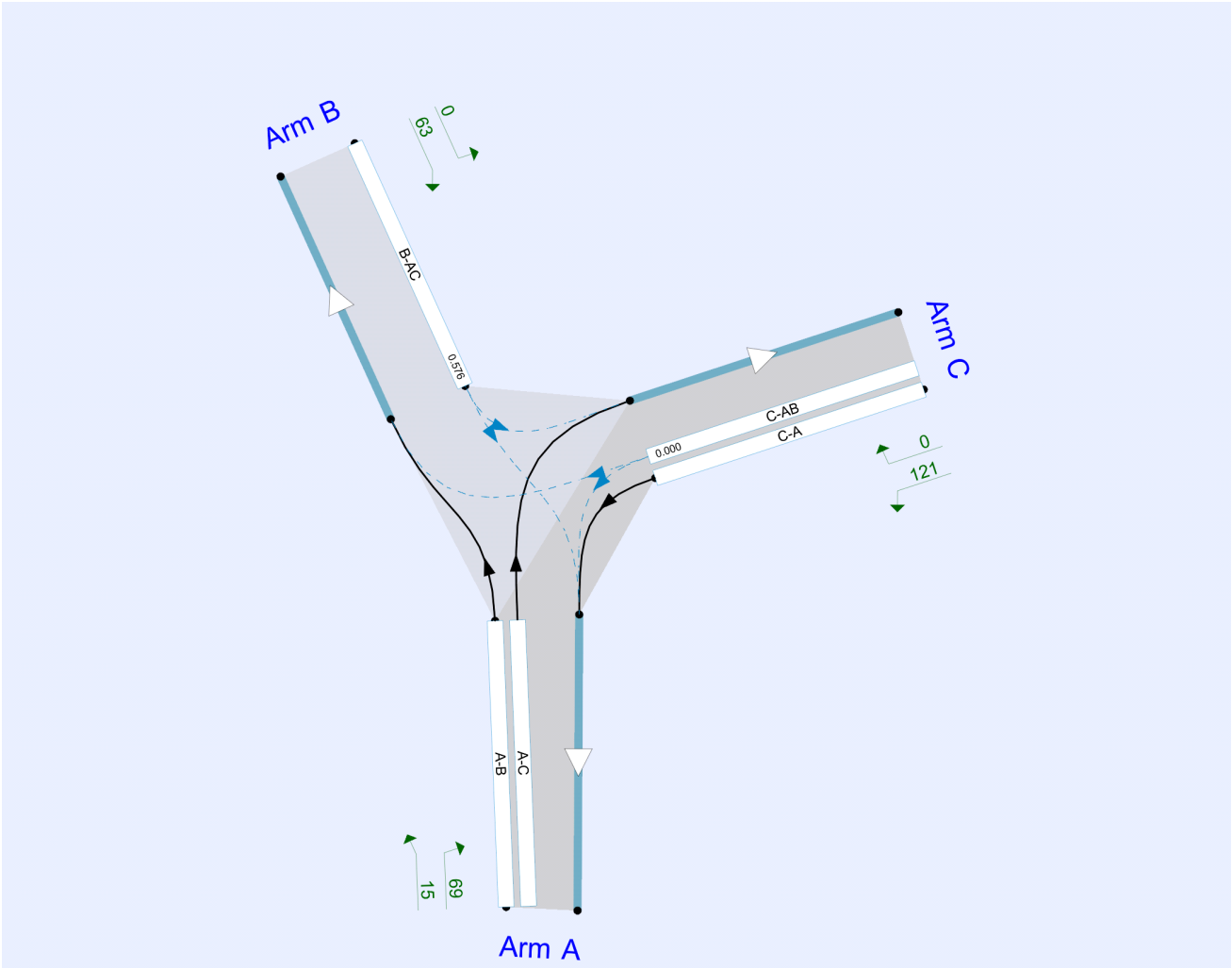
File summary

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.

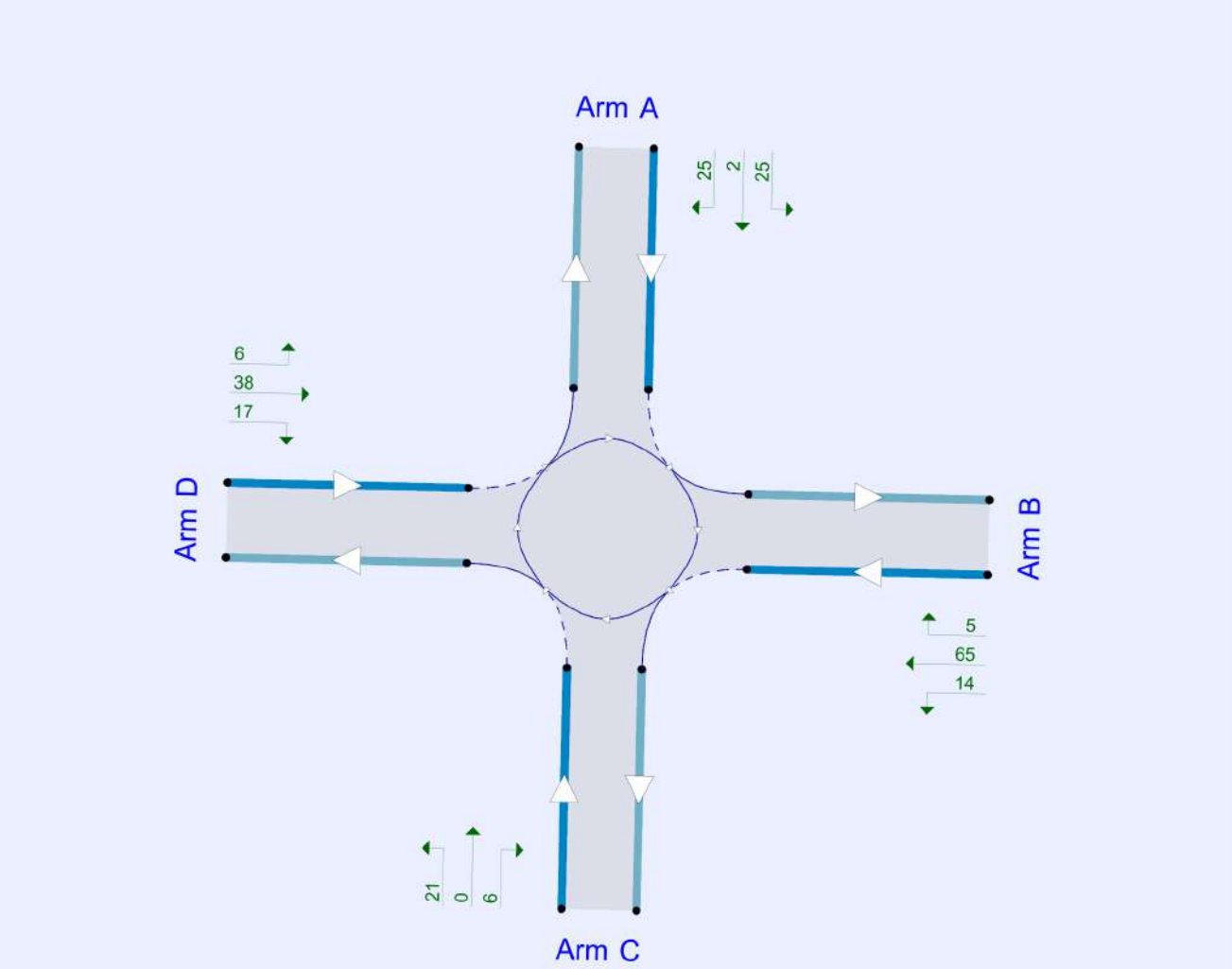
File summary

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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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.

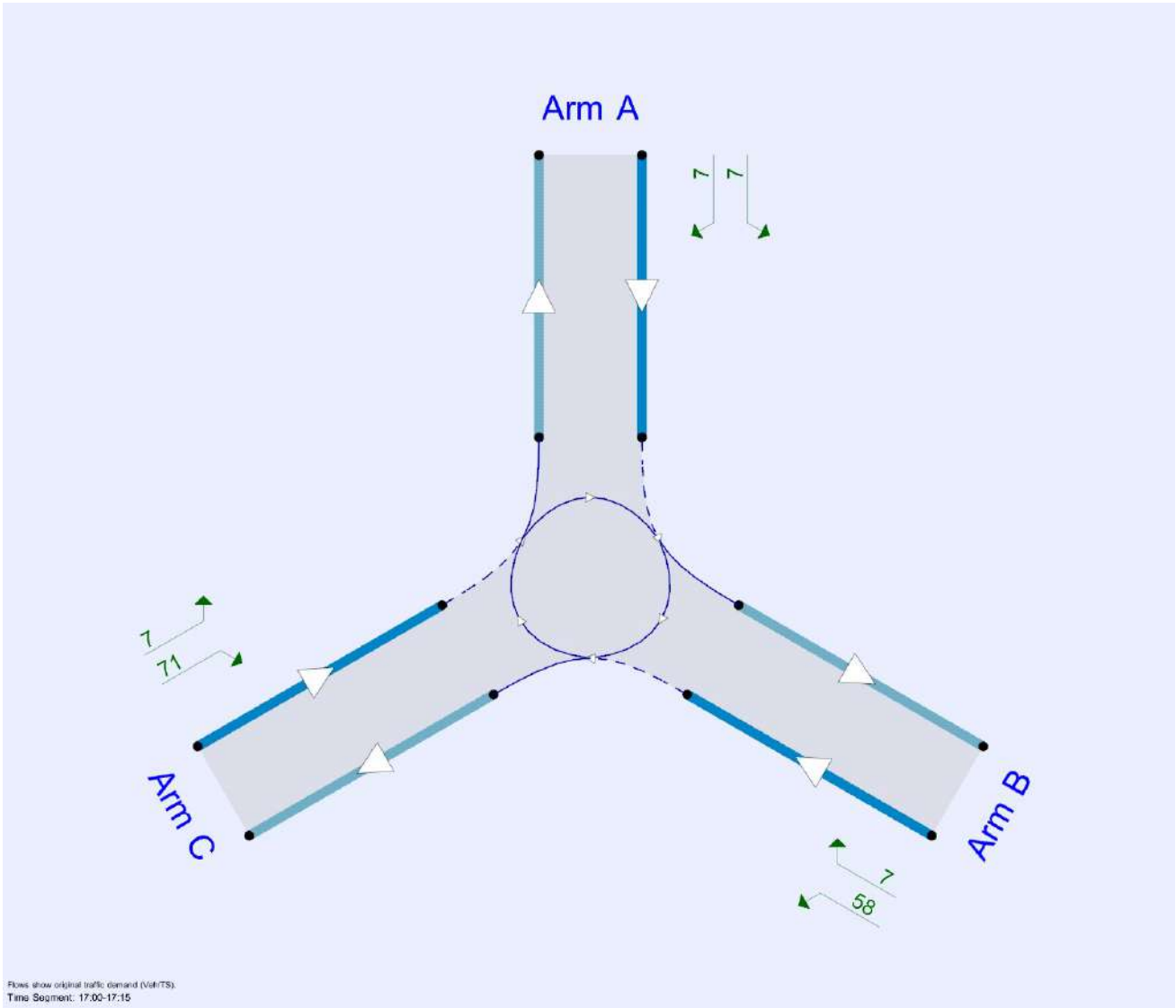
File summary

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.

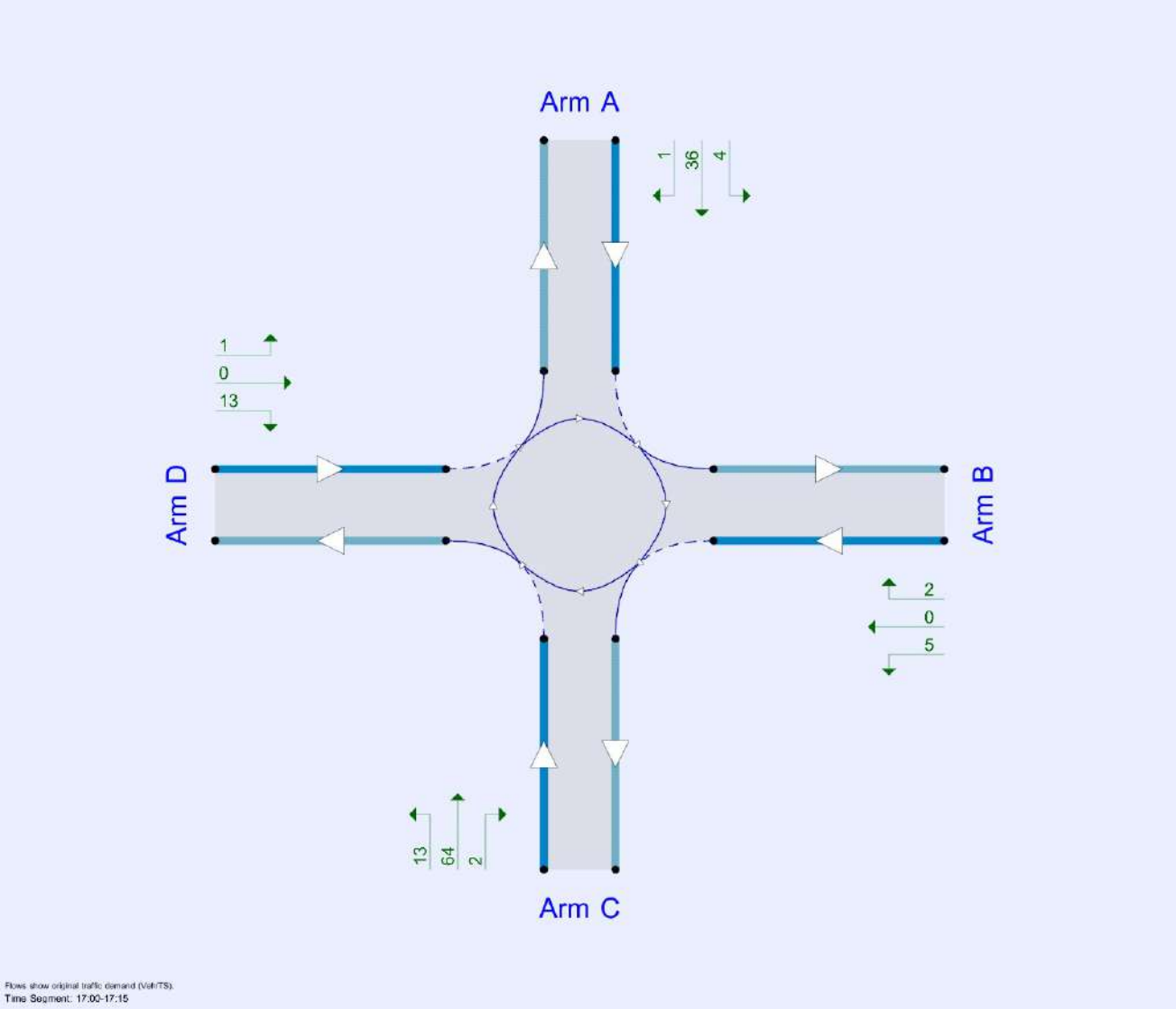
File summary

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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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.

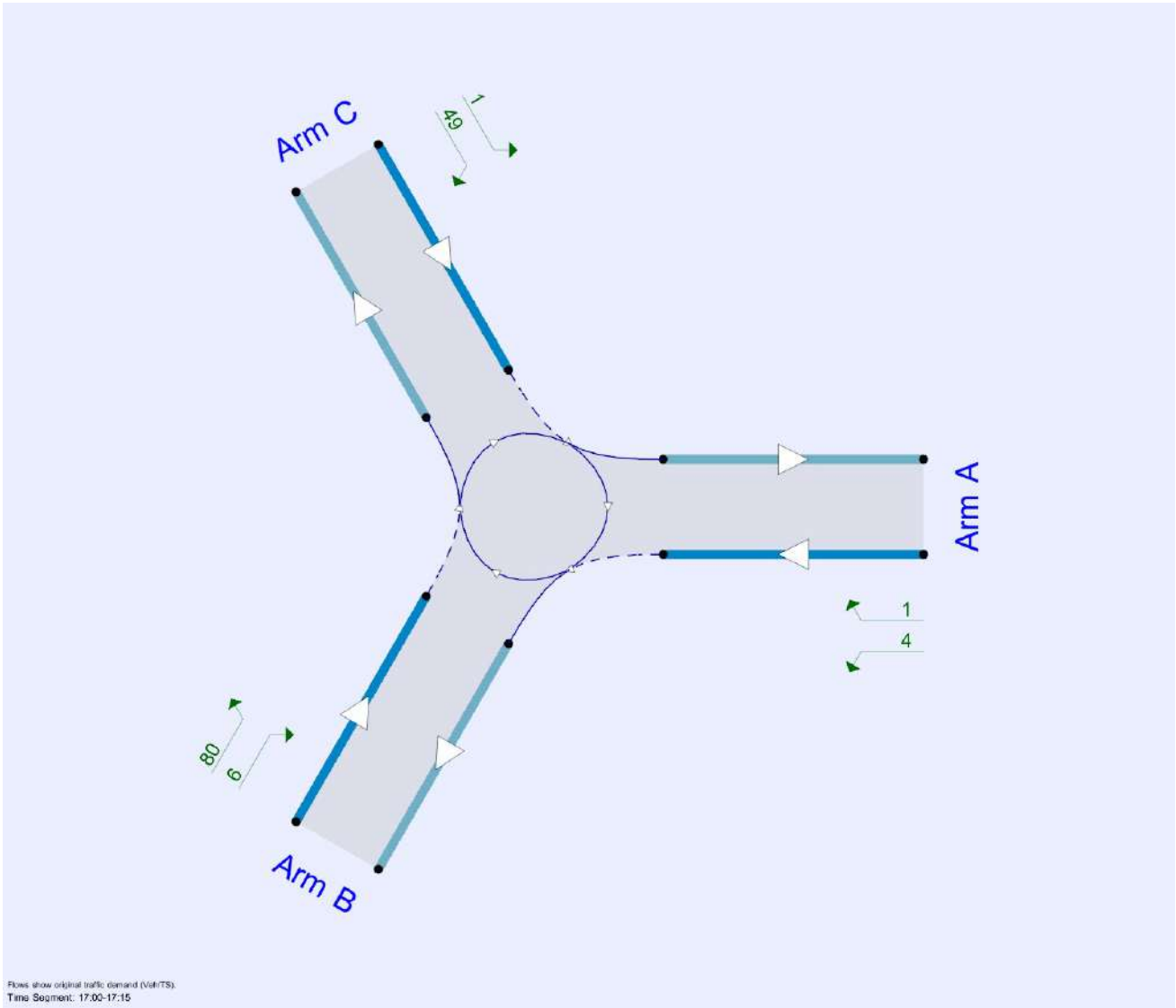
File summary

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.

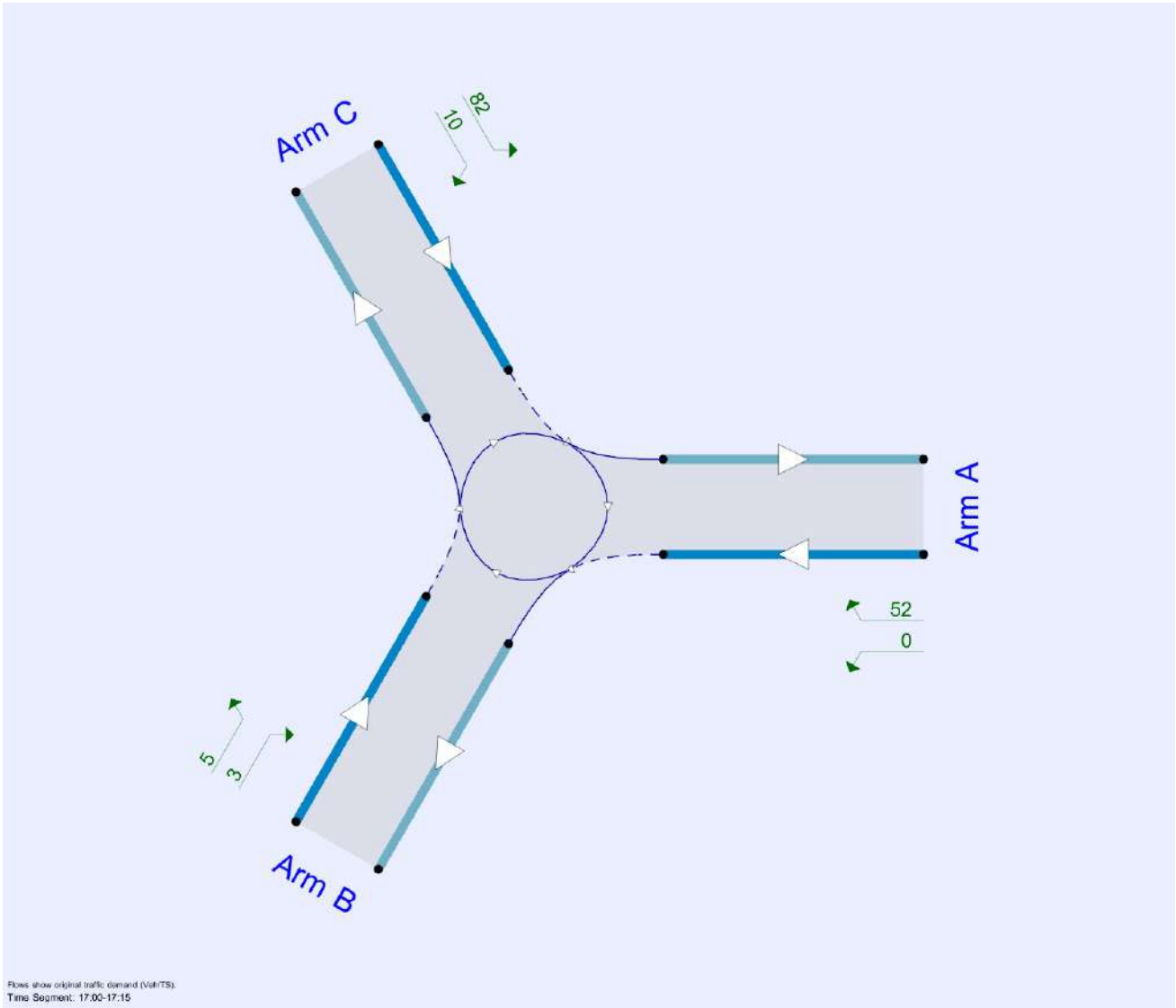
File summary

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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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.

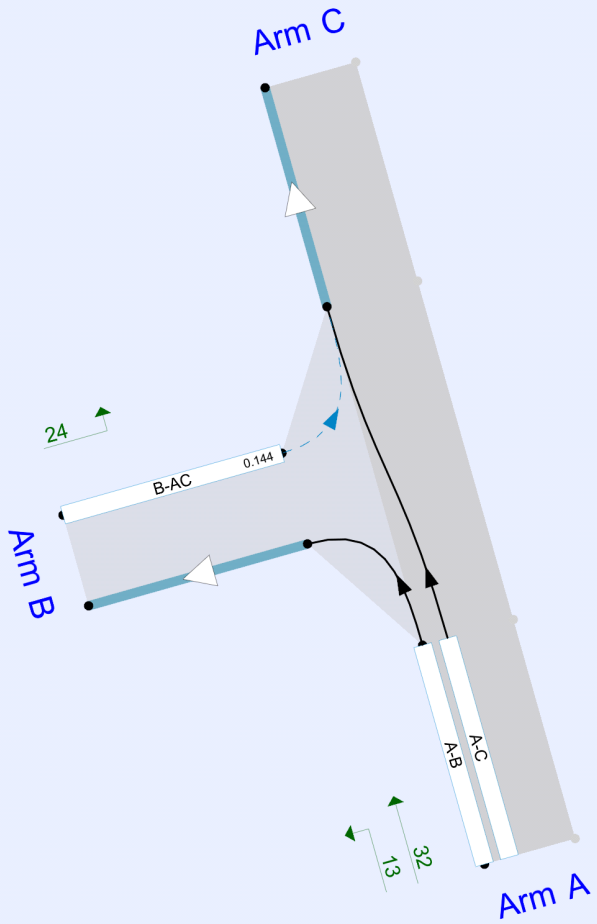
File summary

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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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.

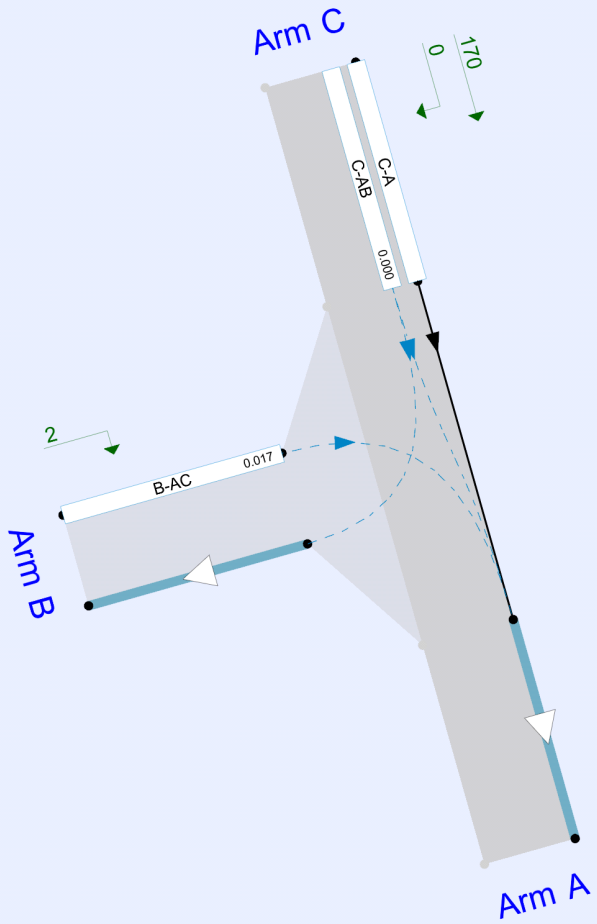
File summary

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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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.

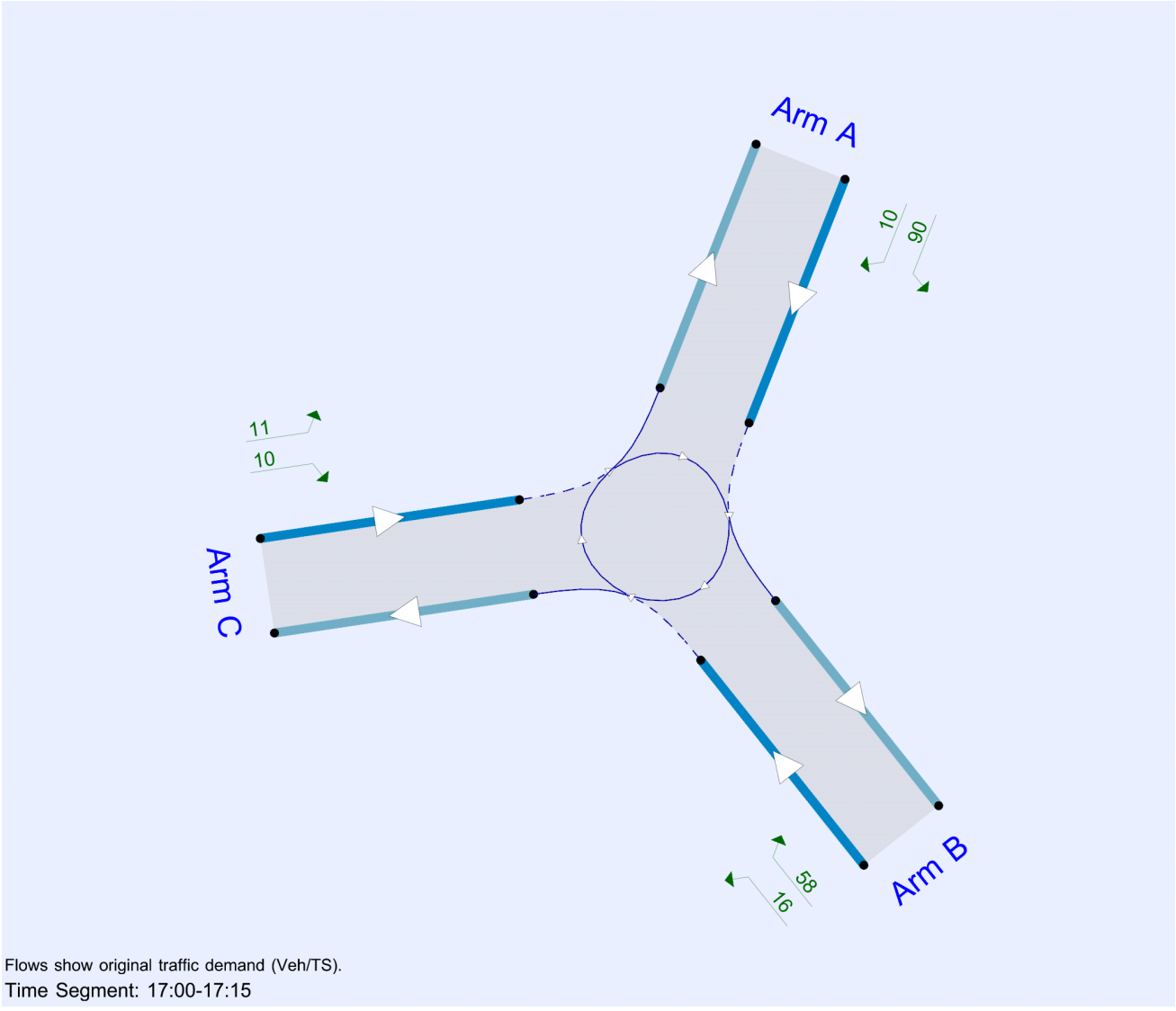
File summary

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 11

ARCADY 11 - Roundabout Module

Version: 11.1.1.2424
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Filename: J9 Updated.j11
Path: F:\Engineer\Birmingham Jobs\19244\09-Transportation\03-Traffic Models\02-Junctions
Report generation date: 20/03/2026 11:33:41

»D1 - 2023 | Do Nothing | AM
»D2 - 2023 | Do Nothing | PM
»D3 - 2030 | Do Nothing | AM
»D4 - 2030 | Do Nothing | PM
»D5 - 2030 | Do Something | AM
»D6 - 2030 | Do Something | PM
»D7 - 2035 | Do Nothing | AM
»D8 - 2035 | Do Nothing | PM
»D9 - 2035 | Do Something | AM
»D10 - 2035 | Do Something | PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2023 - Do Nothing							
Arm A	2.3	11.21	0.71	B	0.6	5.58	0.36	A
Arm B	1.8	12.04	0.65	B	1.7	10.78	0.63	B
Arm C	0.8	10.04	0.45	B	1.0	11.78	0.51	B
	2030 - Do Nothing							
Arm A	3.0	13.29	0.76	B	0.6	5.87	0.39	A
Arm B	2.1	13.62	0.69	B	2.0	12.09	0.67	B
Arm C	0.9	10.51	0.47	B	1.1	12.69	0.54	B
	2030 - Do Something							
Arm A	4.3	17.26	0.83	C	0.7	6.05	0.41	A
Arm B	2.6	15.86	0.73	C	2.3	13.56	0.71	B
Arm C	1.0	11.10	0.49	B	1.2	13.55	0.56	B
	2035 - Do Nothing							
Arm A	3.2	13.99	0.77	B	0.7	5.95	0.40	A
Arm B	2.2	14.24	0.70	B	2.1	12.58	0.68	B
Arm C	0.9	10.71	0.48	B	1.2	13.06	0.55	B
	2035 - Do Something							
Arm A	4.7	18.36	0.84	C	0.7	6.14	0.42	A
Arm B	2.7	16.70	0.75	C	2.5	14.17	0.72	B
Arm C	1.0	11.33	0.50	B	1.3	13.97	0.57	B

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

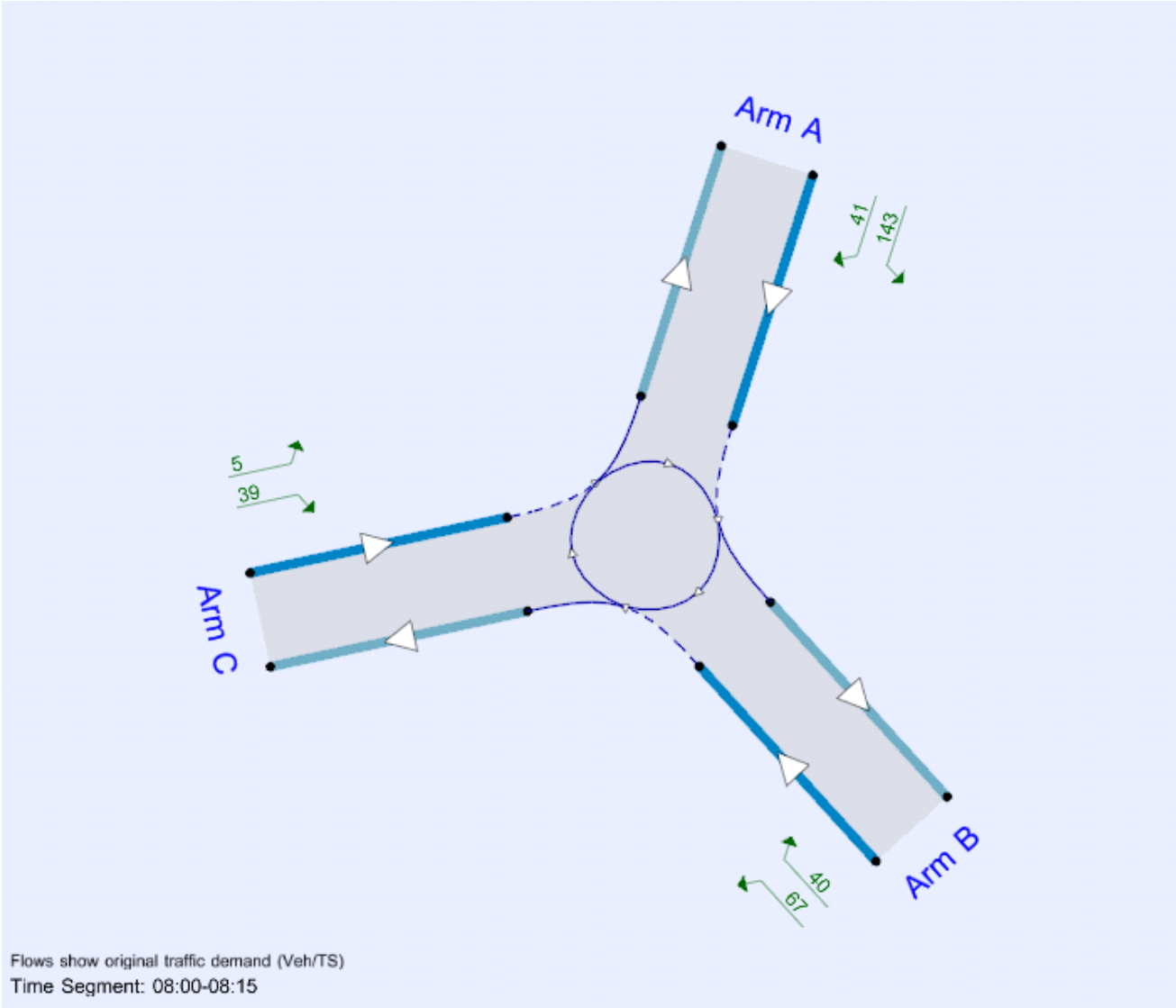
File summary

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023	Do Nothing	AM	DIRECT	08:00	09:00	60	15	✓
D2	2023	Do Nothing	PM	DIRECT	17:00	18:00	60	15	✓
D3	2030	Do Nothing	AM	DIRECT	08:00	09:00	60	15	✓
D4	2030	Do Nothing	PM	DIRECT	17:00	18:00	60	15	✓
D5	2030	Do Something	AM	DIRECT	08:00	09:00	60	15	✓
D6	2030	Do Something	PM	DIRECT	17:00	18:00	60	15	✓
D7	2035	Do Nothing	AM	DIRECT	08:00	09:00	60	15	✓
D8	2035	Do Nothing	PM	DIRECT	17:00	18:00	60	15	✓
D9	2035	Do Something	AM	DIRECT	08:00	09:00	60	15	✓
D10	2035	Do Something	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

D1 - 2023 | Do Nothing | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Gresley Way / Gresley Way / Martins Way	Standard Roundabout	A, B, C	11.30	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.30	B

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	3.00	5.00	5.0	20.0	45.6	26.7		
B	3.00	5.00	5.0	20.0	45.6	45.4		
C	3.00	5.00	5.0	20.0	45.6	44.5		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A	0.530	297.061
B	0.496	278.003
C	0.497	278.920

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
A	Percentage		94.00
B	Percentage		85.00
C	Percentage		65.00

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023	Do Nothing	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

Proportions

		To		
		A	B	C
From	A	0.00	0.78	0.22
	B	0.37	0.00	0.63
	C	0.11	0.89	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

Proportions

		To		
		A	B	C
From	A	0.00	0.68	0.32
	B	0.42	0.00	0.58
	C	0.14	0.86	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

Proportions

		To		
		A	B	C
From	A	0.00	0.57	0.43
	B	0.27	0.00	0.73
	C	0.08	0.92	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

Proportions

		To		
		A	B	C
From	A	0.00	0.46	0.54
	B	0.37	0.00	0.63
	C	0.19	0.81	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

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.020	1.000	1.020
	C	1.000	1.010	1.000

08:15 - 08:30

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	2
	B	1	0	3
	C	0	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.000	1.020
	B	1.010	1.000	1.030
	C	1.000	1.000	1.000

08:30 - 08:45

Heavy Vehicle %

From \ To	A	B	C
A	0	0	1
B	1	0	0
C	0	1	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.000	1.010
B	1.010	1.000	1.000
C	1.000	1.010	1.000

08:45 - 09:00

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	0	0	0
C	0	2	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.000	1.000	1.000
C	1.000	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	08:00-08:15	184.00	184.00
	08:15-08:30	137.00	137.88
	08:30-08:45	131.00	131.56
	08:45-09:00	112.00	112.52
B	08:00-08:15	107.00	109.14
	08:15-08:30	126.00	128.72
	08:30-08:45	126.00	126.34
	08:45-09:00	137.00	137.00
C	08:00-08:15	44.00	44.39
	08:15-08:30	73.00	73.00
	08:30-08:45	66.00	66.61
	08:45-09:00	73.00	74.18

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	0.71	11.21	2.3	B	141.00	564.00
B	0.65	12.04	1.8	B	123.99	495.97
C	0.45	10.04	0.8	B	64.00	256.01

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	184.00	184.00	38.69	259.79	0.708	181.67	44.60	0.0	2.3	11.213	B
B	107.00	107.00	40.48	214.95	0.498	106.03	179.88	0.0	1.0	8.191	A
C	44.00	44.00	39.64	166.75	0.264	43.65	106.87	0.0	0.4	7.290	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	62.64	246.51	0.556	138.05	62.70	2.3	1.3	8.377	A
B	126.00	126.00	44.11	212.76	0.592	125.56	156.58	1.0	1.4	10.267	B
C	73.00	73.00	52.77	164.07	0.445	72.57	116.90	0.4	0.8	9.791	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	61.08	247.47	0.529	131.13	39.26	1.3	1.1	7.748	A
B	126.00	126.00	55.92	211.88	0.595	125.96	136.29	1.4	1.4	10.468	B
C	66.00	66.00	34.21	168.59	0.392	66.13	147.68	0.8	0.7	8.795	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	58.95	248.15	0.451	112.31	64.62	1.1	0.8	6.639	A
B	137.00	137.00	60.04	211.00	0.649	136.65	111.22	1.4	1.8	12.040	B
C	73.00	73.00	50.72	162.29	0.450	72.85	145.97	0.7	0.8	10.043	B

D2 - 2023 | Do Nothing | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Gresley Way / Gresley Way / Martins Way	Standard Roundabout	A, B, C	9.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.49	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2023	Do Nothing	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

Proportions

		To		
		A	B	C
From	A	0.00	0.78	0.22
	B	0.54	0.01	0.45
	C	0.13	0.87	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

Proportions

		To		
		A	B	C
From	A	0.00	0.76	0.24
	B	0.59	0.00	0.41
	C	0.10	0.90	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

Proportions

		To		
		A	B	C
From	A	0.00	0.66	0.34
	B	0.59	0.00	0.41
	C	0.22	0.78	0.00

17:45 - 18:00

Demand (Veh/TS)

From \ To	A	B	C
A	0.00	47.00	27.00
B	84.00	1.00	57.00
C	11.00	67.00	0.00

Proportions

From \ To	A	B	C
A	0.00	0.64	0.36
B	0.59	0.01	0.40
C	0.14	0.86	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

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.000	1.000	1.010
C	1.000	1.000	1.000

17:15 - 17:30

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	1	0	0
C	0	0	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.010	1.000	1.000
C	1.000	1.000	1.000

17:30 - 17:45

Heavy Vehicle %

From \ To	A	B	C
A	0	0	0
B	0	0	0
C	0	2	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.000	1.000
B	1.000	1.000	1.000
C	1.000	1.020	1.000

17:45 - 18:00

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	0	0	0
C	0	0	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.000	1.000	1.000
C	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	17:00-17:15	91.00	91.71
	17:15-17:30	76.00	76.58
	17:30-17:45	86.00	86.00
	17:45-18:00	74.00	74.47
B	17:00-17:15	105.00	105.47
	17:15-17:30	105.00	105.62
	17:30-17:45	133.00	133.00
	17:45-18:00	142.00	142.00
C	17:00-17:15	60.00	60.00
	17:15-17:30	82.00	82.00
	17:30-17:45	64.00	65.00
	17:45-18:00	78.00	78.00

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	5.58	0.6	A	81.75	327.00
B	0.63	10.78	1.7	B	121.25	485.00
C	0.51	11.78	1.0	B	71.00	283.99

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	91.00	91.00	52.49	251.15	0.362	90.44	64.46	0.0	0.6	5.581	A
B	105.00	105.00	19.88	226.91	0.463	104.15	123.05	0.0	0.8	7.283	A
C	60.00	60.00	57.53	162.70	0.369	59.42	66.50	0.0	0.6	8.668	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	73.59	240.77	0.316	76.10	69.94	0.6	0.5	5.470	A
B	105.00	105.00	18.01	227.38	0.462	105.00	131.68	0.8	0.9	7.353	A
C	82.00	82.00	61.97	161.07	0.509	81.56	61.04	0.6	1.0	11.256	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	86.00	86.00	50.34	253.67	0.339	85.96	91.61	0.5	0.5	5.364	A
B	133.00	133.00	28.94	224.10	0.593	132.43	107.36	0.9	1.4	9.694	A
C	64.00	64.00	77.67	153.82	0.416	64.28	83.70	1.0	0.7	10.083	B

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	67.69	244.00	0.303	74.07	94.87	0.5	0.4	5.298	A
B	142.00	142.00	27.01	224.92	0.631	141.76	114.75	1.4	1.7	10.782	B
C	78.00	78.00	84.84	153.86	0.507	77.72	83.93	0.7	1.0	11.776	B

D3 - 2030 | Do Nothing | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Gresley Way / Gresley Way / Martins Way	Standard Roundabout	A, B, C	12.89	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.89	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2030	Do Nothing	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

Proportions

		To		
		A	B	C
From	A	0.00	0.77	0.23
	B	0.39	0.00	0.61
	C	0.12	0.88	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

Proportions

		To		
		A	B	C
From	A	0.00	0.68	0.32
	B	0.43	0.00	0.57
	C	0.14	0.86	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

Proportions

		To		
		A	B	C
From	A	0.00	0.58	0.42
	B	0.28	0.00	0.72
	C	0.08	0.92	0.00

08:45 - 09:00

Demand (Veh/TS)

From \ To	A	B	C
A	0.00	58.04	64.56
B	55.00	0.00	88.96
C	14.73	61.03	0.00

Proportions

From \ To	A	B	C
A	0.00	0.47	0.53
B	0.38	0.00	0.62
C	0.19	0.81	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

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.000	1.000
B	1.020	1.000	1.020
C	1.000	1.010	1.000

08:15 - 08:30

Heavy Vehicle %

From \ To	A	B	C
A	0	0	2
B	1	0	3
C	0	0	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.000	1.020
B	1.010	1.000	1.030
C	1.000	1.000	1.000

08:30 - 08:45

Heavy Vehicle %

From \ To	A	B	C
A	0	0	1
B	1	0	0
C	0	1	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.000	1.010
B	1.010	1.000	1.000
C	1.000	1.010	1.000

08:45 - 09:00

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	0	0	0
C	0	2	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.000	1.000	1.000
C	1.000	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	08:00-08:15	197.08	197.08
	08:15-08:30	148.46	149.42
	08:30-08:45	142.26	142.86
	08:45-09:00	122.60	123.18
B	08:00-08:15	112.93	115.19
	08:15-08:30	132.58	135.42
	08:30-08:45	132.58	132.96
	08:45-09:00	143.96	143.96
C	08:00-08:15	45.76	46.17
	08:15-08:30	75.76	75.76
	08:30-08:45	68.52	69.15
	08:45-09:00	75.76	76.98

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	0.76	13.29	3.0	B	152.60	610.40
B	0.69	13.62	2.1	B	130.51	522.03
C	0.47	10.51	0.9	B	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	40.01	259.12	0.761	194.09	48.58	0.0	3.0	13.295	B
B	112.93	112.93	44.23	213.40	0.529	111.83	189.87	0.0	1.1	8.770	A
C	45.76	45.76	43.20	165.60	0.276	45.39	112.86	0.0	0.4	7.465	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	64.77	245.45	0.605	149.88	67.31	3.0	1.6	9.551	A
B	132.58	132.58	48.19	211.09	0.628	132.05	166.46	1.1	1.6	11.306	B
C	75.76	75.76	56.79	162.75	0.465	75.29	123.45	0.4	0.9	10.234	B

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	63.18	246.42	0.577	142.43	43.14	1.6	1.4	8.674	A
B	132.58	132.58	60.34	209.97	0.631	132.53	145.27	1.6	1.7	11.608	B
C	68.52	68.52	37.65	167.49	0.409	68.67	155.22	0.9	0.7	9.122	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	60.98	247.11	0.496	122.99	69.28	1.4	1.0	7.276	A
B	143.96	143.96	64.63	209.07	0.689	143.52	119.34	1.7	2.1	13.620	B
C	75.76	75.76	54.67	161.04	0.470	75.59	153.48	0.7	0.9	10.509	B

D4 - 2030 | Do Nothing | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Gresley Way / Gresley Way / Martins Way	Standard Roundabout	A, B, C	10.35	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.35	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2030	Do Nothing	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

Proportions

		To		
		A	B	C
From	A	0.00	0.78	0.22
	B	0.56	0.01	0.44
	C	0.14	0.86	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

Proportions

		To		
		A	B	C
From	A	0.00	0.76	0.24
	B	0.60	0.00	0.40
	C	0.11	0.89	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

Proportions

		To		
		A	B	C
From	A	0.00	0.66	0.34
	B	0.60	0.00	0.40
	C	0.23	0.77	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

Proportions

From \ To	A	B	C
A	0.00	0.64	0.36
B	0.60	0.01	0.39
C	0.15	0.85	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

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.000	1.000	1.010
C	1.000	1.000	1.000

17:15 - 17:30

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	1	0	0
C	0	0	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.010	1.000	1.000
C	1.000	1.000	1.000

17:30 - 17:45

Heavy Vehicle %

From \ To	A	B	C
A	0	0	0
B	0	0	0
C	0	2	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.000	1.000
B	1.000	1.000	1.000
C	1.000	1.020	1.000

17:45 - 18:00

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	0	0	0
C	0	0	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.000	1.000	1.000
C	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	17:00-17:15	98.11	98.87
	17:15-17:30	82.55	83.18
	17:30-17:45	92.92	92.92
	17:45-18:00	80.48	80.99
B	17:00-17:15	111.87	112.36
	17:15-17:30	111.87	112.55
	17:30-17:45	140.91	140.91
	17:45-18:00	150.24	150.24
C	17:00-17:15	62.96	62.96
	17:15-17:30	85.78	85.78
	17:30-17:45	67.11	68.15
	17:45-18:00	81.63	81.63

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	5.87	0.6	A	88.52	354.07
B	0.67	12.09	2.0	B	128.72	514.89
C	0.54	12.69	1.1	B	74.37	297.47

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	54.41	250.21	0.392	97.47	70.52	0.0	0.6	5.867	A
B	111.87	111.87	21.84	226.11	0.495	110.91	130.03	0.0	1.0	7.750	A
C	62.96	62.96	62.60	161.07	0.391	62.33	70.16	0.0	0.6	9.002	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	76.27	239.46	0.345	82.66	76.26	0.6	0.5	5.745	A
B	111.88	111.88	19.93	226.55	0.494	111.87	139.00	1.0	1.0	7.846	A
C	85.78	85.78	67.25	159.35	0.538	85.27	64.55	0.6	1.1	12.067	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	92.92	92.92	52.23	252.71	0.368	92.88	98.67	0.5	0.6	5.629	A
B	140.91	140.91	31.25	223.13	0.631	140.21	113.86	1.0	1.7	10.763	B
C	67.11	67.11	83.47	152.00	0.442	67.44	88.00	1.1	0.8	10.686	B

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	70.16	242.77	0.332	80.56	102.08	0.6	0.5	5.552	A
B	150.24	150.24	29.26	223.98	0.671	149.93	121.45	1.7	2.0	12.092	B
C	81.63	81.63	90.93	151.88	0.537	81.30	88.26	0.8	1.1	12.689	B

D5 - 2030 | Do Something | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Gresley Way / Gresley Way / Martins Way	Standard Roundabout	A, B, C	15.62	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.62	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2030	Do Something	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

Proportions

		To		
		A	B	C
From	A	0.00	0.77	0.23
	B	0.43	0.00	0.57
	C	0.16	0.84	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

Proportions

		To		
		A	B	C
From	A	0.00	0.69	0.31
	B	0.46	0.00	0.54
	C	0.16	0.84	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

Proportions

		To		
		A	B	C
From	A	0.00	0.60	0.40
	B	0.32	0.00	0.68
	C	0.11	0.89	0.00

08:45 - 09:00

Demand (Veh/TS)

From \ To	A	B	C
A	0.00	72.10	68.35
B	63.02	0.00	88.96
C	16.89	61.03	0.00

Proportions

From \ To	A	B	C
A	0.00	0.51	0.49
B	0.41	0.00	0.59
C	0.22	0.78	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

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.000	1.000
B	1.020	1.000	1.020
C	1.000	1.010	1.000

08:15 - 08:30

Heavy Vehicle %

From \ To	A	B	C
A	0	0	2
B	1	0	3
C	0	0	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.000	1.020
B	1.010	1.000	1.030
C	1.000	1.000	1.000

08:30 - 08:45

Heavy Vehicle %

From \ To	A	B	C
A	0	0	1
B	1	0	0
C	0	1	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.000	1.010
B	1.010	1.000	1.000
C	1.000	1.010	1.000

08:45 - 09:00

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	0	0	0
C	0	2	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.000	1.000	1.000
C	1.000	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	08:00-08:15	214.93	214.93
	08:15-08:30	166.31	167.34
	08:30-08:45	160.10	160.74
	08:45-09:00	140.45	141.17
B	08:00-08:15	120.95	123.37
	08:15-08:30	140.60	143.52
	08:30-08:45	140.60	141.06
	08:45-09:00	151.98	151.98
C	08:00-08:15	47.92	48.32
	08:15-08:30	77.92	77.92
	08:30-08:45	70.68	71.31
	08:45-09:00	77.92	79.14

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	0.83	17.26	4.3	C	170.45	681.79
B	0.73	15.86	2.6	C	138.53	554.11
C	0.49	11.10	1.0	B	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	40.00	259.13	0.829	210.59	58.61	0.0	4.3	17.259	C
B	120.95	120.95	47.71	211.97	0.571	119.66	202.87	0.0	1.3	9.621	A
C	47.92	47.92	51.09	163.08	0.294	47.51	116.27	0.0	0.4	7.761	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	64.74	245.53	0.677	168.48	77.40	4.3	2.2	11.985	B
B	140.61	140.61	52.11	209.58	0.671	139.94	181.11	1.3	2.0	12.795	B
C	77.92	77.92	64.74	160.16	0.486	77.40	127.31	0.4	0.9	10.808	B

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	63.19	246.47	0.650	160.37	53.34	2.2	1.9	10.495	B
B	140.61	140.61	64.12	208.28	0.675	140.53	159.44	2.0	2.0	13.256	B
C	70.68	70.68	45.69	164.93	0.429	70.84	158.96	0.9	0.8	9.582	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	60.97	247.01	0.569	141.01	79.37	1.9	1.3	8.536	A
B	151.98	151.98	68.45	207.45	0.733	151.41	133.52	2.0	2.6	15.861	C
C	77.92	77.92	62.60	158.59	0.491	77.74	157.26	0.8	0.9	11.103	B

D6 - 2030 | Do Something | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Gresley Way / Gresley Way / Martins Way	Standard Roundabout	A, B, C	11.27	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.27	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2030	Do Something	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

Proportions

		To		
		A	B	C
From	A	0.00	0.78	0.22
	B	0.58	0.01	0.41
	C	0.17	0.83	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

Proportions

		To		
		A	B	C
From	A	0.00	0.76	0.24
	B	0.63	0.00	0.37
	C	0.13	0.87	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

Proportions

		To		
		A	B	C
From	A	0.00	0.67	0.33
	B	0.62	0.00	0.38
	C	0.25	0.75	0.00

17:45 - 18:00

Demand (Veh/TS)

From \ To	A	B	C
A	0.00	54.90	30.23
B	97.89	1.04	59.10
C	14.25	69.47	0.00

Proportions

From \ To	A	B	C
A	0.00	0.64	0.36
B	0.62	0.01	0.37
C	0.17	0.83	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

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.000	1.000	1.010
C	1.000	1.000	1.000

17:15 - 17:30

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	1	0	0
C	0	0	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.010	1.000	1.000
C	1.000	1.000	1.000

17:30 - 17:45

Heavy Vehicle %

From \ To	A	B	C
A	0	0	0
B	0	0	0
C	0	2	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.000	1.000
B	1.000	1.000	1.000
C	1.000	1.020	1.000

17:45 - 18:00

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	0	0	0
C	0	0	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.000	1.000	1.000
C	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	17:00-17:15	102.76	103.56
	17:15-17:30	87.20	87.87
	17:30-17:45	97.57	97.57
	17:45-18:00	85.13	85.68
B	17:00-17:15	119.67	120.16
	17:15-17:30	119.67	120.42
	17:30-17:45	148.70	148.70
	17:45-18:00	158.03	158.03
C	17:00-17:15	65.06	65.06
	17:15-17:30	87.87	87.87
	17:30-17:45	69.21	70.24
	17:45-18:00	83.72	83.72

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	0.41	6.05	0.7	A	93.17	372.67
B	0.71	13.56	2.3	B	136.52	546.06
C	0.56	13.55	1.2	B	76.46	305.85

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	54.38	250.23	0.411	102.07	80.28	0.0	0.7	6.047	A
B	119.67	119.67	22.82	225.77	0.530	118.56	133.63	0.0	1.1	8.313	A
C	65.06	65.06	70.28	158.58	0.410	64.38	71.10	0.0	0.7	9.487	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	76.23	239.47	0.364	87.31	86.13	0.7	0.6	5.921	A
B	119.67	119.67	20.91	226.08	0.529	119.66	142.63	1.1	1.1	8.455	A
C	87.87	87.87	75.04	156.81	0.560	87.32	65.54	0.7	1.2	12.848	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	97.57	97.57	52.26	252.70	0.386	97.53	108.48	0.6	0.6	5.798	A
B	148.70	148.70	32.24	222.71	0.668	147.88	117.55	1.1	1.9	11.893	B
C	69.21	69.21	91.18	149.62	0.463	69.56	88.94	1.2	0.9	11.294	B

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	70.13	242.77	0.351	85.21	111.92	0.6	0.5	5.716	A
B	158.03	158.03	30.24	223.56	0.707	157.66	125.09	1.9	2.3	13.556	B
C	83.72	83.72	98.68	149.38	0.560	83.37	89.22	0.9	1.2	13.554	B

D7 - 2035 | Do Nothing | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Gresley Way / Gresley Way / Martins Way	Standard Roundabout	A, B, C	13.46	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.46	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2035	Do Nothing	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

Proportions

		To		
		A	B	C
From	A	0.00	0.77	0.23
	B	0.39	0.00	0.61
	C	0.12	0.88	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

Proportions

		To		
		A	B	C
From	A	0.00	0.68	0.32
	B	0.43	0.00	0.57
	C	0.14	0.86	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

Proportions

		To		
		A	B	C
From	A	0.00	0.58	0.42
	B	0.28	0.00	0.72
	C	0.08	0.92	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

Proportions

From \ To	A	B	C
A	0.00	0.47	0.53
B	0.38	0.00	0.62
C	0.19	0.81	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

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.000	1.000
B	1.020	1.000	1.020
C	1.000	1.010	1.000

08:15 - 08:30

Heavy Vehicle %

From \ To	A	B	C
A	0	0	2
B	1	0	3
C	0	0	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.000	1.020
B	1.010	1.000	1.030
C	1.000	1.000	1.000

08:30 - 08:45

Heavy Vehicle %

From \ To	A	B	C
A	0	0	1
B	1	0	0
C	0	1	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.000	1.010
B	1.010	1.000	1.000
C	1.000	1.010	1.000

08:45 - 09:00

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	0	0	0
C	0	2	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.000	1.000	1.000
C	1.000	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	08:00-08:15	200.47	200.47
	08:15-08:30	150.98	151.96
	08:30-08:45	144.67	145.28
	08:45-09:00	124.66	125.25
B	08:00-08:15	114.90	117.20
	08:15-08:30	134.90	137.79
	08:30-08:45	134.90	135.28
	08:45-09:00	146.48	146.48
C	08:00-08:15	46.57	46.98
	08:15-08:30	77.10	77.10
	08:30-08:45	69.73	70.38
	08:45-09:00	77.10	78.35

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	13.99	3.2	B	155.20	620.78
B	0.70	14.24	2.2	B	132.79	531.15
C	0.48	10.71	0.9	B	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	40.72	258.77	0.775	197.26	49.39	0.0	3.2	13.988	B
B	114.90	114.90	44.93	213.11	0.539	113.75	193.04	0.0	1.1	8.959	A
C	46.57	46.57	43.92	165.36	0.282	46.19	114.77	0.0	0.4	7.528	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	65.91	244.89	0.617	152.55	68.45	3.2	1.7	9.902	A
B	134.90	134.90	49.03	210.74	0.640	134.33	169.43	1.1	1.7	11.686	B
C	77.10	77.10	57.75	162.44	0.475	76.61	125.60	0.4	0.9	10.426	B

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	64.31	245.86	0.588	144.86	43.87	1.7	1.5	8.933	A
B	134.90	134.90	61.37	209.54	0.644	134.85	147.80	1.7	1.8	12.032	B
C	69.73	69.73	38.29	167.28	0.417	69.89	157.93	0.9	0.7	9.258	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	62.06	246.56	0.506	125.08	70.45	1.5	1.0	7.436	A
B	146.48	146.48	65.74	208.60	0.702	146.00	121.40	1.8	2.3	14.245	B
C	77.10	77.10	55.58	160.75	0.480	76.93	156.16	0.7	0.9	10.712	B

D8 - 2035 | Do Nothing | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Gresley Way / Gresley Way / Martins Way	Standard Roundabout	A, B, C	10.69	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.69	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2035	Do Nothing	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

Proportions

		To		
		A	B	C
From	A	0.00	0.78	0.22
	B	0.55	0.01	0.44
	C	0.14	0.86	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

Proportions

		To		
		A	B	C
From	A	0.00	0.76	0.24
	B	0.60	0.00	0.40
	C	0.11	0.89	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

Proportions

		To		
		A	B	C
From	A	0.00	0.66	0.34
	B	0.60	0.00	0.40
	C	0.23	0.77	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

Proportions

From \ To	A	B	C
A	0.00	0.64	0.36
B	0.60	0.01	0.39
C	0.15	0.85	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

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.000	1.000	1.010
C	1.000	1.000	1.000

17:15 - 17:30

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	1	0	0
C	0	0	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.010	1.000	1.000
C	1.000	1.000	1.000

17:30 - 17:45

Heavy Vehicle %

From \ To	A	B	C
A	0	0	0
B	0	0	0
C	0	2	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.000	1.000
B	1.000	1.000	1.000
C	1.000	1.020	1.000

17:45 - 18:00

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	0	0	0
C	0	0	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.000	1.000	1.000
C	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	17:00-17:15	99.87	100.65
	17:15-17:30	84.03	84.67
	17:30-17:45	94.59	94.59
	17:45-18:00	81.92	82.44
B	17:00-17:15	113.91	114.41
	17:15-17:30	113.91	114.60
	17:30-17:45	143.49	143.49
	17:45-18:00	152.99	152.99
C	17:00-17:15	64.13	64.13
	17:15-17:30	87.37	87.37
	17:30-17:45	68.35	69.41
	17:45-18:00	83.14	83.14

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	0.40	5.95	0.7	A	90.10	360.41
B	0.68	12.58	2.1	B	131.08	524.30
C	0.55	13.06	1.2	B	75.74	302.98

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	55.42	249.71	0.400	99.21	71.76	0.0	0.7	5.954	A
B	113.91	113.91	22.23	225.95	0.504	112.91	132.40	0.0	1.0	7.894	A
C	64.13	64.13	63.70	160.71	0.399	63.48	71.44	0.0	0.7	9.196	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	77.67	238.76	0.352	84.14	77.61	0.7	0.5	5.826	A
B	113.91	113.91	20.28	226.40	0.503	113.91	141.54	1.0	1.0	7.998	A
C	87.37	87.37	68.45	158.96	0.550	86.83	65.73	0.7	1.2	12.386	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	94.59	94.59	53.22	252.21	0.375	94.55	100.43	0.5	0.6	5.707	A
B	143.49	143.49	31.81	222.89	0.644	142.74	115.96	1.0	1.7	11.125	B
C	68.35	68.35	84.96	151.53	0.451	68.70	89.60	1.2	0.8	10.910	B

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	71.45	242.13	0.338	82.00	103.90	0.6	0.5	5.624	A
B	152.99	152.99	29.78	223.76	0.684	152.66	123.67	1.7	2.1	12.583	B
C	83.14	83.14	92.56	151.36	0.549	82.80	89.88	0.8	1.2	13.056	B

D9 - 2035 | Do Something | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Gresley Way / Gresley Way / Martins Way	Standard Roundabout	A, B, C	16.47	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	16.47	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2035	Do Something	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

Proportions

		To		
		A	B	C
From	A	0.00	0.77	0.23
	B	0.43	0.00	0.57
	C	0.16	0.84	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

Proportions

		To		
		A	B	C
From	A	0.00	0.69	0.31
	B	0.46	0.00	0.54
	C	0.16	0.84	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

Proportions

		To		
		A	B	C
From	A	0.00	0.60	0.40
	B	0.32	0.00	0.68
	C	0.11	0.89	0.00

08:45 - 09:00

Demand (Veh/TS)

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

Proportions

From \ To	A	B	C
A	0.00	0.51	0.49
B	0.41	0.00	0.59
C	0.22	0.78	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

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.000	1.000
B	1.020	1.000	1.020
C	1.000	1.010	1.000

08:15 - 08:30

Heavy Vehicle %

From \ To	A	B	C
A	0	0	2
B	1	0	3
C	0	0	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.000	1.020
B	1.010	1.000	1.030
C	1.000	1.000	1.000

08:30 - 08:45

Heavy Vehicle %

From \ To	A	B	C
A	0	0	1
B	1	0	0
C	0	1	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.000	1.010
B	1.010	1.000	1.000
C	1.000	1.010	1.000

08:45 - 09:00

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	0	0	0
C	0	2	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.000	1.000	1.000
C	1.000	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	08:00-08:15	218.31	218.31
	08:15-08:30	168.83	169.88
	08:30-08:45	162.51	163.16
	08:45-09:00	142.51	143.24
B	08:00-08:15	122.92	125.38
	08:15-08:30	142.92	145.89
	08:30-08:45	142.92	143.38
	08:45-09:00	154.50	154.50
C	08:00-08:15	48.73	49.14
	08:15-08:30	79.26	79.26
	08:30-08:45	71.89	72.53
	08:45-09:00	79.26	80.50

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	0.84	18.36	4.7	C	173.04	692.17
B	0.75	16.70	2.7	C	140.81	563.23
C	0.50	11.33	1.0	B	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	40.70	258.77	0.844	213.58	59.41	0.0	4.7	18.360	C
B	122.92	122.92	48.38	211.69	0.581	121.57	205.91	0.0	1.3	9.846	A
C	48.73	48.73	51.81	162.85	0.299	48.31	118.14	0.0	0.4	7.829	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	65.88	244.97	0.689	171.26	78.53	4.7	2.3	12.580	B
B	142.92	142.92	52.96	209.22	0.683	142.21	184.17	1.3	2.1	13.281	B
C	79.26	79.26	65.69	159.85	0.496	78.72	129.48	0.4	1.0	11.021	B

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	64.32	245.91	0.661	162.81	54.07	2.3	2.0	10.878	B
B	142.92	142.92	65.15	207.84	0.687	142.84	161.98	2.1	2.1	13.810	B
C	71.89	71.89	46.33	164.72	0.436	72.06	161.66	1.0	0.8	9.733	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	62.05	246.47	0.578	143.11	80.52	2.0	1.4	8.759	A
B	154.50	154.50	69.57	206.98	0.746	153.87	135.59	2.1	2.8	16.704	C
C	79.26	79.26	63.50	158.30	0.501	79.07	159.94	0.8	1.0	11.328	B

D10 - 2035 | Do Something | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Gresley Way / Gresley Way / Martins Way	Standard Roundabout	A, B, C	11.67	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.67	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2035	Do Something	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

Proportions

		To		
		A	B	C
From	A	0.00	0.78	0.22
	B	0.58	0.01	0.41
	C	0.17	0.83	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

Proportions

		To		
		A	B	C
From	A	0.00	0.76	0.24
	B	0.63	0.00	0.37
	C	0.13	0.87	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

Proportions

		To		
		A	B	C
From	A	0.00	0.67	0.33
	B	0.62	0.00	0.38
	C	0.25	0.75	0.00

17:45 - 18:00

Demand (Veh/TS)

From \ To	A	B	C
A	0.00	55.81	30.76
B	99.52	1.06	60.21
C	14.47	70.77	0.00

Proportions

From \ To	A	B	C
A	0.00	0.64	0.36
B	0.62	0.01	0.37
C	0.17	0.83	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

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.000	1.000	1.010
C	1.000	1.000	1.000

17:15 - 17:30

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	1	0	0
C	0	0	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.010	1.000	1.000
C	1.000	1.000	1.000

17:30 - 17:45

Heavy Vehicle %

From \ To	A	B	C
A	0	0	0
B	0	0	0
C	0	2	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.000	1.000
B	1.000	1.000	1.000
C	1.000	1.020	1.000

17:45 - 18:00

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	0	0	0
C	0	0	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.000	1.000	1.000
C	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	17:00-17:15	104.52	105.33
	17:15-17:30	88.68	89.35
	17:30-17:45	99.24	99.24
	17:45-18:00	86.57	87.12
B	17:00-17:15	121.71	122.20
	17:15-17:30	121.71	122.47
	17:30-17:45	151.28	151.28
	17:45-18:00	160.79	160.79
C	17:00-17:15	66.22	66.22
	17:15-17:30	89.46	89.46
	17:30-17:45	70.45	71.51
	17:45-18:00	85.24	85.24

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	0.42	6.14	0.7	A	94.75	379.01
B	0.72	14.17	2.5	B	138.87	555.47
C	0.57	13.97	1.3	B	77.84	311.36

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	55.39	249.73	0.419	103.81	81.51	0.0	0.7	6.139	A
B	121.71	121.71	23.20	225.61	0.539	120.56	136.00	0.0	1.1	8.478	A
C	66.22	66.22	71.38	158.23	0.419	65.52	72.38	0.0	0.7	9.636	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	77.63	238.78	0.371	88.79	87.48	0.7	0.6	6.004	A
B	121.71	121.71	21.26	225.93	0.539	121.70	145.16	1.1	1.2	8.632	A
C	89.46	89.46	76.24	156.41	0.572	88.88	66.72	0.7	1.3	13.210	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	99.24	99.24	53.26	252.20	0.393	99.20	110.22	0.6	0.6	5.881	A
B	151.28	151.28	32.80	222.48	0.680	150.40	119.65	1.2	2.0	12.332	B
C	70.45	70.45	92.65	149.15	0.472	70.82	90.54	1.3	0.9	11.548	B

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	71.42	242.13	0.358	86.65	113.73	0.6	0.6	5.791	A
B	160.79	160.79	30.77	223.34	0.720	160.37	127.30	2.0	2.5	14.173	B
C	85.24	85.24	100.30	148.86	0.573	84.86	90.84	0.9	1.3	13.974	B

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.1.2424
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Filename: J10 Updated.j11
Path: F:\Engineer\Birmingham Jobs\19244\09-Transportation\03-Traffic Models\02-Junctions
Report generation date: 20/03/2026 11:41:00

»D1 - 2023 | Do Nothing | AM
»D2 - 2023 | Do Nothing | PM
»D3 - 2030 | Do Nothing | AM
»D4 - 2030 | Do Nothing | PM
»D5 - 2030 | Do Something | AM
»D6 - 2030 | Do Something | PM
»D7 - 2035 | Do Nothing | AM
»D8 - 2035 | Do Nothing | PM
»D9 - 2035 | Do Something | AM
»D10 - 2035 | Do Something | PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2023 - Do Nothing								
Arm A	1.5	11.30	0.61	B	0.8	8.78	0.46	A
Arm B	2.3	11.26	0.70	B	1.7	9.24	0.64	A
Arm C	1.7	9.55	0.64	A	1.8	9.45	0.64	A
Arm D	1.6	7.11	0.61	A	3.1	10.84	0.76	B
2030 - Do Nothing								
Arm A	1.7	12.39	0.64	B	0.9	9.40	0.48	A
Arm B	2.7	13.04	0.74	B	2.0	10.24	0.67	B
Arm C	1.9	10.52	0.66	B	2.0	10.38	0.67	B
Arm D	1.8	7.71	0.64	A	3.7	12.64	0.80	B
2030 - Do Something								
Arm A	1.8	12.71	0.65	B	1.0	9.59	0.49	A
Arm B	2.9	13.76	0.75	B	2.0	10.35	0.67	B
Arm C	2.0	10.73	0.67	B	2.0	10.46	0.68	B
Arm D	1.8	7.80	0.64	A	3.8	12.72	0.80	B
2035 - Do Nothing								
Arm A	1.8	13.02	0.65	B	1.0	9.75	0.50	A
Arm B	3.0	13.93	0.76	B	2.1	10.77	0.69	B
Arm C	2.1	11.04	0.68	B	2.1	10.91	0.69	B
Arm D	1.9	8.02	0.65	A	4.1	13.73	0.82	B
2035 - Do Something								
Arm A	1.9	13.37	0.66	B	1.0	9.95	0.51	A
Arm B	3.2	14.75	0.77	B	2.1	10.89	0.69	B
Arm C	2.1	11.27	0.68	B	2.2	11.00	0.69	B
Arm D	1.9	8.12	0.66	A	4.2	13.83	0.82	B

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

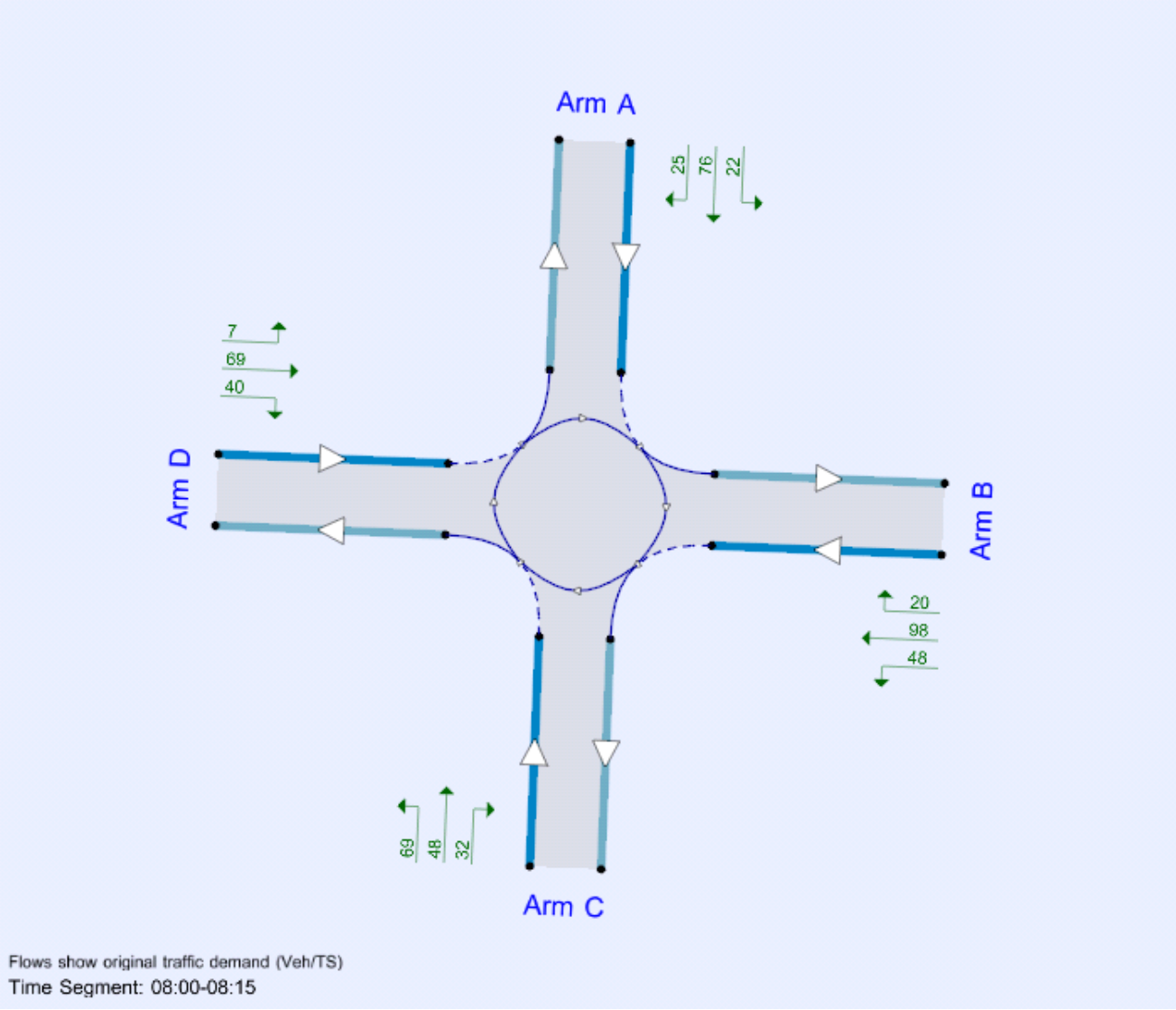
File summary

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023	Do Nothing	AM	DIRECT	08:00	09:00	60	15	✓
D2	2023	Do Nothing	PM	DIRECT	17:00	18:00	60	15	✓
D3	2030	Do Nothing	AM	DIRECT	08:00	09:00	60	15	✓
D4	2030	Do Nothing	PM	DIRECT	17:00	18:00	60	15	✓
D5	2030	Do Something	AM	DIRECT	08:00	09:00	60	15	✓
D6	2030	Do Something	PM	DIRECT	17:00	18:00	60	15	✓
D7	2035	Do Nothing	AM	DIRECT	08:00	09:00	60	15	✓
D8	2035	Do Nothing	PM	DIRECT	17:00	18:00	60	15	✓
D9	2035	Do Something	AM	DIRECT	08:00	09:00	60	15	✓
D10	2035	Do Something	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

D1 - 2023 | Do Nothing | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Pilgrims Way / Martins Way / A1155 / Martins Way	Standard Roundabout	A, B, C, D	9.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.70	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	3.60	6.60	5.0	24.2	74.0	16.9		
B	3.30	7.21	10.0	43.5	74.0	10.9		
C	3.50	6.48	5.0	35.8	74.0	7.4		
D	6.92	7.34	1.0	33.0	74.0	35.8		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A	0.468	369.428
B	0.506	416.910
C	0.484	377.083
D	0.558	537.280

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
A	Percentage		75.00
B	Percentage		80.00
C	Percentage		85.00
D	Percentage		73.00

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023	Do Nothing	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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.18	0.62	0.20
	B	0.12	0.00	0.29	0.59
	C	0.32	0.21	0.00	0.46
	D	0.06	0.59	0.34	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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.24	0.50	0.26
	B	0.18	0.00	0.29	0.54
	C	0.38	0.30	0.00	0.32
	D	0.06	0.55	0.40	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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.27	0.49	0.24
	B	0.23	0.00	0.27	0.50
	C	0.47	0.21	0.00	0.32
	D	0.09	0.56	0.35	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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.30	0.47	0.23
	B	0.26	0.00	0.22	0.52
	C	0.40	0.21	0.00	0.40
	D	0.08	0.52	0.41	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	D
A	0	1	1	0
B	0	0	0	3
C	0	1	0	0
D	0	2	1	0

Average PCU Per Veh

From \ To	A	B	C	D
A	1.000	1.010	1.010	1.000
B	1.000	1.000	1.000	1.030
C	1.000	1.010	1.000	1.000
D	1.000	1.020	1.010	1.000

08:15 - 08:30

Heavy Vehicle %

From \ To	A	B	C	D
A	0	1	0	0
B	1	0	0	4
C	1	0	0	0
D	0	1	1	0

Average PCU Per Veh

From \ To	A	B	C	D
A	1.000	1.010	1.000	1.000
B	1.010	1.000	1.000	1.040
C	1.010	1.000	1.000	1.000
D	1.000	1.010	1.010	1.000

08:30 - 08:45

Heavy Vehicle %

From \ To	A	B	C	D
A	0	0	0	1
B	0	0	1	3
C	0	0	0	0
D	0	5	1	0

Average PCU Per Veh

From \ To	A	B	C	D
A	1.000	1.000	1.000	1.010
B	1.000	1.000	1.010	1.030
C	1.000	1.000	1.000	1.000
D	1.000	1.050	1.010	1.000

08:45 - 09:00

Heavy Vehicle %

From \ To	A	B	C	D
A	0	1	0	0
B	1	0	0	5
C	0	4	0	0
D	1	5	2	0

Average PCU Per Veh

From \ To	A	B	C	D
A	1.000	1.010	1.000	1.000
B	1.010	1.000	1.000	1.050
C	1.000	1.040	1.000	1.000
D	1.010	1.050	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	08:00-08:15	123.00	123.98
	08:15-08:30	78.00	78.19
	08:30-08:45	96.00	96.23
	08:45-09:00	120.00	120.36
B	08:00-08:15	166.00	168.94
	08:15-08:30	160.00	163.72
	08:30-08:45	194.00	197.43
	08:45-09:00	179.00	184.11
C	08:00-08:15	149.00	149.32
	08:15-08:30	167.00	167.64
	08:30-08:45	147.00	147.00
	08:45-09:00	154.00	155.28
D	08:00-08:15	116.00	117.78
	08:15-08:30	154.00	155.45
	08:30-08:45	171.00	176.39
	08:45-09:00	198.00	204.87

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	11.30	1.5	B	104.25	417.00
B	0.70	11.26	2.3	B	174.75	699.02
C	0.64	9.55	1.7	A	154.25	617.01
D	0.61	7.11	1.6	A	159.75	639.02

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 side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	123.00	123.00	140.25	225.28	0.546	121.82	74.36	0.0	1.2	8.606	A
B	166.00	166.00	139.86	271.62	0.611	164.47	122.21	0.0	1.5	8.286	A
C	149.00	149.00	141.67	260.52	0.572	147.69	162.66	0.0	1.3	7.888	A
D	116.00	116.00	99.11	346.40	0.335	115.50	190.25	0.0	0.5	3.890	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	194.43	207.75	0.375	78.57	100.70	1.2	0.6	6.996	A
B	160.00	160.00	120.34	278.10	0.575	160.16	152.66	1.5	1.4	7.642	A
C	167.00	167.00	134.19	262.83	0.635	166.61	146.30	1.3	1.7	9.312	A
D	154.00	154.00	141.49	331.09	0.465	153.64	159.32	0.5	0.9	5.061	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	209.35	0.459	95.77	129.64	0.6	0.8	7.908	A
B	194.00	194.00	128.81	276.14	0.703	193.10	152.98	1.4	2.3	10.718	B
C	147.00	147.00	164.27	251.69	0.584	147.26	157.64	1.7	1.4	8.643	A
D	171.00	171.00	144.90	323.05	0.529	170.75	166.64	0.9	1.1	5.899	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	214.55	198.32	0.605	119.35	121.97	0.8	1.5	11.301	B
B	179.00	179.00	164.32	258.98	0.691	179.01	169.58	2.3	2.3	11.263	B
C	154.00	154.00	166.76	247.84	0.621	153.83	176.57	1.4	1.6	9.551	A
D	198.00	198.00	138.95	323.69	0.612	197.56	181.64	1.1	1.5	7.108	A

D2 - 2023 | Do Nothing | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Pilgrims Way / Martins Way / A1155 / Martins Way	Standard Roundabout	A, B, C, D	9.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.86	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2023	Do Nothing	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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.21	0.63	0.16
	B	0.10	0.00	0.35	0.55
	C	0.38	0.27	0.00	0.34
	D	0.10	0.40	0.50	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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.29	0.56	0.16
	B	0.15	0.00	0.27	0.58
	C	0.35	0.27	0.00	0.39
	D	0.10	0.46	0.44	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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.16	0.67	0.16
	B	0.12	0.01	0.23	0.64
	C	0.34	0.28	0.00	0.38
	D	0.12	0.44	0.44	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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.16	0.63	0.21
	B	0.12	0.00	0.32	0.55
	C	0.31	0.23	0.00	0.46
	D	0.12	0.44	0.45	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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.010	1.010	1.000
	B	1.010	1.000	1.000	1.000
	C	1.000	1.010	1.000	1.000
	D	1.000	1.010	1.000	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.010	1.000
	B	1.000	1.000	1.000	1.010
	C	1.000	1.010	1.000	1.000
	D	1.000	1.000	1.020	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.010	1.000	1.000
	B	1.010	1.000	1.000	1.010
	C	1.000	1.010	1.000	1.000
	D	1.010	1.000	1.020	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.010	1.000	1.000
	B	1.010	1.000	1.010	1.000
	C	1.000	1.020	1.000	1.010
	D	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	17:00-17:15	82.00	82.69
	17:15-17:30	70.00	70.39
	17:30-17:45	86.00	86.14
	17:45-18:00	70.00	70.11
B	17:00-17:15	164.00	164.16
	17:15-17:30	103.00	103.60
	17:30-17:45	157.00	158.20
	17:45-18:00	148.00	148.66
C	17:00-17:15	157.00	157.43
	17:15-17:30	153.00	153.41
	17:30-17:45	170.00	170.47
	17:45-18:00	160.00	161.46
D	17:00-17:15	244.00	244.98
	17:15-17:30	263.00	265.34
	17:30-17:45	229.00	231.28
	17:45-18:00	225.00	225.00

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	0.46	8.78	0.8	A	77.00	308.00
B	0.64	9.24	1.7	A	143.00	572.00
C	0.64	9.45	1.8	A	160.00	640.01
D	0.76	10.84	3.1	B	240.25	960.99

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	82.00	82.00	260.47	183.55	0.447	81.21	99.08	0.0	0.8	8.729	A
B	164.00	164.00	185.17	258.08	0.635	162.30	156.51	0.0	1.7	9.242	A
C	157.00	157.00	117.78	271.30	0.579	155.65	229.70	0.0	1.3	7.697	A
D	244.00	244.00	117.95	342.56	0.712	241.61	155.48	0.0	2.4	8.720	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	278.41	177.33	0.395	70.13	93.11	0.8	0.7	8.408	A
B	103.00	103.00	166.98	263.30	0.391	104.05	181.57	1.7	0.6	5.689	A
C	153.00	153.00	86.64	283.90	0.539	153.16	184.38	1.3	1.2	6.892	A
D	263.00	263.00	109.22	344.50	0.763	262.30	130.58	2.4	3.1	10.841	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	86.00	86.00	249.72	188.17	0.457	85.83	104.76	0.7	0.8	8.778	A
B	157.00	157.00	172.21	260.98	0.602	156.17	163.34	0.6	1.5	8.521	A
C	170.00	170.00	134.30	264.09	0.644	169.43	194.08	1.2	1.8	9.449	A
D	229.00	229.00	124.55	337.86	0.678	229.93	179.18	3.1	2.2	8.412	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	235.42	193.82	0.361	70.26	94.21	0.8	0.6	7.300	A
B	148.00	148.00	160.32	267.40	0.553	148.22	145.36	1.5	1.3	7.565	A
C	160.00	160.00	115.30	270.60	0.591	160.28	193.24	1.8	1.5	8.183	A
D	225.00	225.00	104.33	349.32	0.644	225.31	171.25	2.2	1.8	7.280	A

D3 - 2030 | Do Nothing | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Pilgrims Way / Martins Way / A1155 / Martins Way	Standard Roundabout	A, B, C, D	10.83	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.83	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2030	Do Nothing	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	22.76	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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.18	0.62	0.20
	B	0.12	0.00	0.29	0.60
	C	0.32	0.21	0.00	0.46
	D	0.06	0.60	0.34	0.00

08:15 - 08:30

Demand (Veh/TS)

		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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.24	0.50	0.26
	B	0.17	0.00	0.28	0.54
	C	0.38	0.30	0.00	0.32
	D	0.06	0.55	0.39	0.00

08:30 - 08:45

Demand (Veh/TS)

From \ To	A	B	C	D
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

Proportions

From \ To	A	B	C	D
A	0.00	0.27	0.49	0.24
B	0.23	0.00	0.26	0.51
C	0.47	0.21	0.00	0.32
D	0.09	0.56	0.34	0.00

08:45 - 09:00

Demand (Veh/TS)

From \ To	A	B	C	D
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

Proportions

From \ To	A	B	C	D
A	0.00	0.30	0.47	0.23
B	0.25	0.00	0.22	0.53
C	0.40	0.21	0.00	0.40
D	0.08	0.52	0.41	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	D
A	0	1	1	0
B	0	0	0	3
C	0	1	0	0
D	0	2	1	0

Average PCU Per Veh

From \ To	A	B	C	D
A	1.000	1.010	1.010	1.000
B	1.000	1.000	1.000	1.030
C	1.000	1.010	1.000	1.000
D	1.000	1.020	1.010	1.000

08:15 - 08:30

Heavy Vehicle %

From \ To	A	B	C	D
A	0	1	0	0
B	1	0	0	4
C	1	0	0	0
D	0	1	1	0

Average PCU Per Veh

From \ To	A	B	C	D
A	1.000	1.010	1.000	1.000
B	1.010	1.000	1.000	1.040
C	1.010	1.000	1.000	1.000
D	1.000	1.010	1.010	1.000

08:30 - 08:45

Heavy Vehicle %

From \ To	A	B	C	D
A	0	0	0	1
B	0	0	1	3
C	0	0	0	0
D	0	5	1	0

Average PCU Per Veh

From \ To	A	B	C	D
A	1.000	1.000	1.000	1.010
B	1.000	1.000	1.010	1.030
C	1.000	1.000	1.000	1.000
D	1.000	1.050	1.010	1.000

08:45 - 09:00

Heavy Vehicle %

From \ To	A	B	C	D
A	0	1	0	0
B	1	0	0	5
C	0	4	0	0
D	1	5	2	0

Average PCU Per Veh

From \ To	A	B	C	D
A	1.000	1.010	1.000	1.000
B	1.010	1.000	1.000	1.050
C	1.000	1.040	1.000	1.000
D	1.010	1.050	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	08:00-08:15	127.23	128.24
	08:15-08:30	80.68	80.88
	08:30-08:45	99.30	99.54
	08:45-09:00	124.13	124.50
B	08:00-08:15	174.21	177.33
	08:15-08:30	168.00	171.95
	08:30-08:45	203.17	206.80
	08:45-09:00	187.66	193.07
C	08:00-08:15	154.13	154.46
	08:15-08:30	172.74	173.41
	08:30-08:45	152.06	152.06
	08:45-09:00	159.30	160.62
D	08:00-08:15	121.24	123.11
	08:15-08:30	160.55	162.06
	08:30-08:45	178.13	183.77
	08:45-09:00	206.06	213.23

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	0.64	12.39	1.7	B	107.84	431.35
B	0.74	13.04	2.7	B	183.27	733.07
C	0.66	10.52	1.9	B	159.56	638.23
D	0.64	7.71	1.8	A	166.50	666.00

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	127.23	127.23	146.28	223.15	0.570	125.94	76.87	0.0	1.3	9.142	A
B	174.21	174.21	144.60	269.67	0.646	172.44	127.61	0.0	1.8	9.100	A
C	154.13	154.13	148.89	257.49	0.599	152.67	168.15	0.0	1.5	8.473	A
D	121.24	121.24	102.45	345.04	0.351	120.70	199.11	0.0	0.5	4.002	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	202.31	204.97	0.394	81.32	104.12	1.3	0.7	7.317	A
B	168.00	168.00	124.51	276.37	0.608	168.20	159.13	1.8	1.6	8.337	A
C	172.75	172.75	141.34	259.81	0.665	172.28	151.37	1.5	1.9	10.222	B
D	160.55	160.55	146.29	329.14	0.488	160.14	167.32	0.5	0.9	5.312	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	206.59	0.481	99.05	134.04	0.7	0.9	8.349	A
B	203.17	203.17	133.22	274.33	0.741	202.04	159.49	1.6	2.7	12.251	B
C	152.06	152.06	172.26	248.33	0.612	152.36	163.00	1.9	1.6	9.412	A
D	178.13	178.13	149.85	321.05	0.555	177.85	174.77	0.9	1.2	6.271	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	223.11	195.21	0.636	123.35	126.15	0.9	1.7	12.391	B
B	187.66	187.66	169.87	256.71	0.731	187.66	176.59	2.7	2.7	13.036	B
C	159.30	159.30	174.95	244.38	0.652	159.09	182.58	1.6	1.8	10.519	B
D	206.06	206.06	143.72	321.77	0.640	205.55	190.33	1.2	1.7	7.708	A

D4 - 2030 | Do Nothing | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Pilgrims Way / Martins Way / A1155 / Martins Way	Standard Roundabout	A, B, C, D	11.10	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.10	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2030	Do Nothing	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	17.63	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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.21	0.63	0.16
	B	0.10	0.00	0.35	0.55
	C	0.38	0.27	0.00	0.34
	D	0.10	0.40	0.50	0.00

17:15 - 17:30

Demand (Veh/TS)

		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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.29	0.56	0.16
	B	0.14	0.00	0.27	0.59
	C	0.35	0.27	0.00	0.39
	D	0.09	0.46	0.44	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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.16	0.67	0.16
	B	0.12	0.01	0.23	0.65
	C	0.34	0.28	0.00	0.38
	D	0.12	0.44	0.43	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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.16	0.63	0.21
	B	0.12	0.00	0.32	0.56
	C	0.31	0.23	0.00	0.46
	D	0.12	0.44	0.45	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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.010	1.010	1.000
	B	1.010	1.000	1.000	1.000
	C	1.000	1.010	1.000	1.000
	D	1.000	1.010	1.000	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.010	1.000
	B	1.000	1.000	1.000	1.010
	C	1.000	1.010	1.000	1.000
	D	1.000	1.000	1.020	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.010	1.000	1.000
	B	1.010	1.000	1.000	1.010
	C	1.000	1.010	1.000	1.000
	D	1.010	1.000	1.020	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.010	1.000	1.000
	B	1.010	1.000	1.010	1.000
	C	1.000	1.020	1.000	1.010
	D	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	17:00-17:15	85.03	85.74
	17:15-17:30	72.58	72.99
	17:30-17:45	89.17	89.32
	17:45-18:00	72.58	72.70
B	17:00-17:15	171.30	171.47
	17:15-17:30	108.05	108.69
	17:30-17:45	164.04	165.30
	17:45-18:00	154.71	155.40
C	17:00-17:15	162.79	163.24
	17:15-17:30	158.65	159.07
	17:30-17:45	176.27	176.76
	17:45-18:00	165.90	167.42
D	17:00-17:15	254.00	255.03
	17:15-17:30	273.70	276.13
	17:30-17:45	238.45	240.81
	17:45-18:00	234.30	234.30

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	0.48	9.40	0.9	A	79.84	319.36
B	0.67	10.24	2.0	B	149.53	598.11
C	0.67	10.38	2.0	B	165.91	663.62
D	0.80	12.64	3.7	B	250.11	1000.44

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	270.77	179.94	0.473	84.15	102.65	0.0	0.9	9.312	A
B	171.30	171.30	191.81	255.39	0.671	169.33	163.11	0.0	2.0	10.241	B
C	162.79	162.79	123.23	269.06	0.605	161.30	237.92	0.0	1.5	8.242	A
D	254.00	254.00	122.22	340.81	0.745	251.20	162.30	0.0	2.8	9.761	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	289.50	173.42	0.419	72.73	96.56	0.9	0.7	8.952	A
B	108.05	108.05	173.08	260.80	0.414	109.30	189.15	2.0	0.7	5.990	A
C	158.65	158.65	91.20	282.01	0.563	158.84	191.18	1.5	1.3	7.318	A
D	273.71	273.71	113.29	342.87	0.798	272.77	136.75	2.8	3.7	12.642	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	89.17	89.17	260.14	184.49	0.483	88.98	108.59	0.7	0.9	9.403	A
B	164.04	164.04	178.66	258.36	0.635	163.07	170.47	0.7	1.7	9.350	A
C	176.27	176.27	140.41	261.56	0.674	175.58	201.31	1.3	2.0	10.380	B
D	238.45	238.45	129.07	336.05	0.710	239.66	186.92	3.7	2.5	9.454	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	245.21	190.38	0.381	72.88	97.73	0.9	0.6	7.680	A
B	154.71	154.71	166.30	265.00	0.584	154.98	151.78	1.7	1.4	8.202	A
C	165.90	165.90	120.85	268.33	0.618	166.25	200.42	2.0	1.7	8.850	A
D	234.30	234.30	108.22	347.72	0.674	234.71	178.87	2.5	2.1	7.996	A

D5 - 2030 | Do Something | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Pilgrims Way / Martins Way / A1155 / Martins Way	Standard Roundabout	A, B, C, D	11.20	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.20	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2030	Do Something	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	24.51	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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.19	0.61	0.20
	B	0.13	0.00	0.28	0.58
	C	0.32	0.22	0.00	0.46
	D	0.06	0.60	0.34	0.00

08:15 - 08:30

Demand (Veh/TS)

		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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.26	0.49	0.25
	B	0.19	0.00	0.28	0.53
	C	0.38	0.30	0.00	0.32
	D	0.06	0.55	0.39	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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.28	0.48	0.24
	B	0.24	0.00	0.26	0.50
	C	0.47	0.21	0.00	0.32
	D	0.09	0.56	0.34	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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.31	0.46	0.23
	B	0.26	0.00	0.22	0.52
	C	0.40	0.21	0.00	0.40
	D	0.08	0.52	0.41	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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.010	1.010	1.000
	B	1.000	1.000	1.000	1.030
	C	1.000	1.010	1.000	1.000
	D	1.000	1.020	1.010	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.010	1.000	1.000
	B	1.010	1.000	1.000	1.040
	C	1.010	1.000	1.000	1.000
	D	1.000	1.010	1.010	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.010
	B	1.000	1.000	1.010	1.030
	C	1.000	1.000	1.000	1.000
	D	1.000	1.050	1.010	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.010	1.000	1.000
	B	1.010	1.000	1.000	1.050
	C	1.000	1.040	1.000	1.000
	D	1.010	1.050	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	08:00-08:15	128.98	130.01
	08:15-08:30	82.44	82.65
	08:30-08:45	101.05	101.29
	08:45-09:00	125.88	126.27
B	08:00-08:15	177.99	181.11
	08:15-08:30	171.79	175.76
	08:30-08:45	206.96	210.59
	08:45-09:00	191.44	196.88
C	08:00-08:15	154.53	154.87
	08:15-08:30	173.15	173.81
	08:30-08:45	152.46	152.46
	08:45-09:00	159.70	161.04
D	08:00-08:15	121.24	123.11
	08:15-08:30	160.55	162.06
	08:30-08:45	178.13	183.77
	08:45-09:00	206.06	213.23

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	12.71	1.8	B	109.59	438.36
B	0.75	13.76	2.9	B	187.05	748.19
C	0.67	10.73	2.0	B	159.96	639.85
D	0.64	7.80	1.8	A	166.50	666.00

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	128.98	128.98	146.67	223.00	0.578	127.64	79.89	0.0	1.3	9.314	A
B	177.99	177.99	144.58	269.78	0.660	176.11	129.74	0.0	1.9	9.426	A
C	154.53	154.53	151.88	256.26	0.603	153.05	168.82	0.0	1.5	8.602	A
D	121.24	121.24	105.87	343.67	0.353	120.70	199.05	0.0	0.5	4.026	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	202.71	204.80	0.403	83.09	107.19	1.3	0.7	7.432	A
B	171.79	171.79	124.52	276.46	0.621	171.99	161.28	1.9	1.7	8.636	A
C	173.15	173.15	144.42	258.53	0.670	172.67	152.09	1.5	2.0	10.416	B
D	160.55	160.55	149.76	327.73	0.490	160.14	167.33	0.5	0.9	5.357	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	206.45	0.489	100.80	137.08	0.7	0.9	8.496	A
B	206.96	206.96	133.22	274.41	0.754	205.72	161.64	1.7	2.9	12.866	B
C	152.46	152.46	175.26	247.10	0.617	152.77	163.68	2.0	1.7	9.579	A
D	178.13	178.13	153.30	319.69	0.557	177.84	174.74	0.9	1.2	6.332	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	223.51	195.04	0.645	125.07	129.22	0.9	1.8	12.714	B
B	191.44	191.44	169.85	256.82	0.746	191.44	178.73	2.9	2.9	13.759	B
C	159.70	159.70	178.01	243.10	0.657	159.49	183.28	1.7	1.9	10.727	B
D	206.06	206.06	147.18	320.39	0.643	205.54	190.32	1.2	1.8	7.799	A

D6 - 2030 | Do Something | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Pilgrims Way / Martins Way / A1155 / Martins Way	Standard Roundabout	A, B, C, D	11.20	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.20	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2030	Do Something	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	19.33	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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.22	0.62	0.16
	B	0.10	0.00	0.35	0.55
	C	0.38	0.28	0.00	0.34
	D	0.10	0.40	0.50	0.00

17:15 - 17:30

Demand (Veh/TS)

		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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.30	0.54	0.15
	B	0.15	0.00	0.27	0.58
	C	0.35	0.27	0.00	0.38
	D	0.09	0.46	0.44	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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.18	0.66	0.16
	B	0.12	0.01	0.23	0.64
	C	0.34	0.28	0.00	0.38
	D	0.12	0.44	0.43	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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.18	0.61	0.21
	B	0.13	0.00	0.32	0.55
	C	0.31	0.23	0.00	0.46
	D	0.12	0.44	0.45	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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.010	1.010	1.000
	B	1.010	1.000	1.000	1.000
	C	1.000	1.010	1.000	1.000
	D	1.000	1.010	1.000	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.010	1.000
	B	1.000	1.000	1.000	1.010
	C	1.000	1.010	1.000	1.000
	D	1.000	1.000	1.020	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.010	1.000	1.000
	B	1.010	1.000	1.000	1.010
	C	1.000	1.010	1.000	1.000
	D	1.010	1.000	1.020	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.010	1.000	1.000
	B	1.010	1.000	1.010	1.000
	C	1.000	1.020	1.000	1.010
	D	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	17:00-17:15	86.73	87.46
	17:15-17:30	74.29	74.69
	17:30-17:45	90.88	91.04
	17:45-18:00	74.29	74.42
B	17:00-17:15	172.29	172.46
	17:15-17:30	109.04	109.67
	17:30-17:45	165.03	166.29
	17:45-18:00	155.70	156.39
C	17:00-17:15	163.19	163.64
	17:15-17:30	159.04	159.47
	17:30-17:45	176.67	177.16
	17:45-18:00	166.30	167.82
D	17:00-17:15	254.00	255.03
	17:15-17:30	273.70	276.13
	17:30-17:45	238.45	240.81
	17:45-18:00	234.30	234.30

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	0.49	9.59	1.0	A	81.54	326.17
B	0.67	10.35	2.0	B	150.51	602.05
C	0.68	10.46	2.0	B	166.30	665.20
D	0.80	12.72	3.8	B	250.11	1000.44

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	271.14	179.81	0.482	85.82	103.44	0.0	0.9	9.487	A
B	172.29	172.29	191.79	255.39	0.675	170.29	165.17	0.0	2.0	10.352	B
C	163.19	163.19	124.00	268.73	0.607	161.68	238.07	0.0	1.5	8.295	A
D	254.00	254.00	123.39	340.33	0.746	251.19	162.28	0.0	2.8	9.809	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	289.89	173.31	0.429	74.44	97.36	0.9	0.8	9.117	A
B	109.04	109.04	173.08	260.81	0.418	110.31	191.25	2.0	0.7	6.031	A
C	159.04	159.04	92.02	281.67	0.565	159.23	191.37	1.5	1.3	7.365	A
D	273.71	273.71	114.49	342.39	0.799	272.76	136.76	2.8	3.8	12.724	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	90.88	90.88	260.54	184.32	0.493	90.68	109.39	0.8	1.0	9.592	A
B	165.03	165.03	178.66	258.36	0.639	164.04	172.56	0.7	1.7	9.445	A
C	176.67	176.67	141.20	261.23	0.676	175.96	201.49	1.3	2.0	10.465	B
D	238.45	238.45	130.25	335.56	0.711	239.67	186.91	3.8	2.5	9.504	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 side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	74.29	74.29	245.60	190.20	0.391	74.59	98.53	1.0	0.6	7.806	A
B	155.70	155.70	166.30	264.99	0.588	155.97	153.89	1.7	1.5	8.277	A
C	166.30	166.30	121.65	268.00	0.621	166.64	200.62	2.0	1.7	8.915	A
D	234.30	234.30	109.42	347.22	0.675	234.71	178.88	2.5	2.1	8.032	A

D7 - 2035 | Do Nothing | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Pilgrims Way / Martins Way / A1155 / Martins Way	Standard Roundabout	A, B, C, D	11.42	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.42	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2035	Do Nothing	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	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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.18	0.62	0.20
	B	0.12	0.00	0.29	0.60
	C	0.32	0.21	0.00	0.46
	D	0.06	0.60	0.34	0.00

08:15 - 08:30

Demand (Veh/TS)

		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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.24	0.50	0.26
	B	0.17	0.00	0.28	0.54
	C	0.38	0.30	0.00	0.32
	D	0.06	0.55	0.39	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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.27	0.49	0.24
	B	0.23	0.00	0.26	0.51
	C	0.47	0.21	0.00	0.32
	D	0.09	0.56	0.34	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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.30	0.47	0.23
	B	0.25	0.00	0.22	0.53
	C	0.40	0.21	0.00	0.40
	D	0.08	0.52	0.41	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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.010	1.010	1.000
	B	1.000	1.000	1.000	1.030
	C	1.000	1.010	1.000	1.000
	D	1.000	1.020	1.010	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.010	1.000	1.000
	B	1.010	1.000	1.000	1.040
	C	1.010	1.000	1.000	1.000
	D	1.000	1.010	1.010	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.010
	B	1.000	1.000	1.010	1.030
	C	1.000	1.000	1.000	1.000
	D	1.000	1.050	1.010	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.010	1.000	1.000
	B	1.010	1.000	1.000	1.050
	C	1.000	1.040	1.000	1.000
	D	1.010	1.050	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	08:00-08:15	129.49	130.53
	08:15-08:30	82.12	82.32
	08:30-08:45	101.07	101.31
	08:45-09:00	126.34	126.72
B	08:00-08:15	177.26	180.44
	08:15-08:30	170.95	174.96
	08:30-08:45	206.74	210.43
	08:45-09:00	190.95	196.46
C	08:00-08:15	156.87	157.20
	08:15-08:30	175.82	176.49
	08:30-08:45	154.76	154.76
	08:45-09:00	162.13	163.48
D	08:00-08:15	123.37	125.27
	08:15-08:30	163.38	164.92
	08:30-08:45	181.28	187.02
	08:45-09:00	209.70	217.00

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	13.02	1.8	B	109.75	439.02
B	0.76	13.93	3.0	B	186.48	745.93
C	0.68	11.04	2.1	B	162.40	649.58
D	0.65	8.02	1.9	A	169.44	677.76

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	129.49	129.49	148.84	222.24	0.583	128.13	78.21	0.0	1.4	9.434	A
B	177.27	177.27	147.14	268.65	0.660	175.39	129.84	0.0	1.9	9.470	A
C	156.87	156.87	151.43	256.43	0.612	155.33	171.09	0.0	1.5	8.776	A
D	123.38	123.38	104.23	344.33	0.358	122.82	202.53	0.0	0.6	4.053	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	205.86	203.71	0.403	82.80	105.96	1.4	0.7	7.482	A
B	170.95	170.95	126.74	275.49	0.621	171.16	161.91	1.9	1.7	8.649	A
C	175.82	175.82	143.82	258.76	0.679	175.30	154.08	1.5	2.1	10.710	B
D	163.38	163.38	148.86	328.10	0.498	162.96	170.27	0.6	1.0	5.435	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	101.07	101.07	197.08	205.35	0.492	100.80	136.39	0.7	1.0	8.586	A
B	206.74	206.74	135.58	273.39	0.756	205.48	162.30	1.7	2.9	13.004	B
C	154.76	154.76	175.20	247.10	0.626	155.09	165.86	2.1	1.7	9.823	A
D	181.28	181.28	152.50	320.01	0.567	180.97	177.79	1.0	1.3	6.458	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	227.02	193.79	0.652	125.49	128.39	1.0	1.8	13.016	B
B	190.95	190.95	172.84	255.53	0.747	190.95	179.67	2.9	2.9	13.929	B
C	162.13	162.13	177.99	243.10	0.667	161.91	185.79	1.7	1.9	11.042	B
D	209.70	209.70	146.26	320.75	0.654	209.15	193.64	1.3	1.8	8.021	A

D8 - 2035 | Do Nothing | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Pilgrims Way / Martins Way / A1155 / Martins Way	Standard Roundabout	A, B, C, D	11.83	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.83	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2035	Do Nothing	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	17.96	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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.21	0.63	0.16
	B	0.10	0.00	0.35	0.55
	C	0.38	0.27	0.00	0.34
	D	0.10	0.40	0.50	0.00

17:15 - 17:30

Demand (Veh/TS)

		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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.29	0.56	0.16
	B	0.14	0.00	0.27	0.59
	C	0.35	0.27	0.00	0.39
	D	0.09	0.46	0.44	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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.16	0.67	0.16
	B	0.12	0.01	0.23	0.65
	C	0.34	0.28	0.00	0.38
	D	0.12	0.44	0.43	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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.16	0.63	0.21
	B	0.12	0.00	0.32	0.56
	C	0.31	0.23	0.00	0.46
	D	0.12	0.44	0.45	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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.010	1.010	1.000
	B	1.010	1.000	1.000	1.000
	C	1.000	1.010	1.000	1.000
	D	1.000	1.010	1.000	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.010	1.000
	B	1.000	1.000	1.000	1.010
	C	1.000	1.010	1.000	1.000
	D	1.000	1.000	1.020	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.010	1.000	1.000
	B	1.010	1.000	1.000	1.010
	C	1.000	1.010	1.000	1.000
	D	1.010	1.000	1.020	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.010	1.000	1.000
	B	1.010	1.000	1.010	1.000
	C	1.000	1.020	1.000	1.010
	D	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	17:00-17:15	86.62	87.35
	17:15-17:30	73.94	74.35
	17:30-17:45	90.84	90.99
	17:45-18:00	73.94	74.06
B	17:00-17:15	174.48	174.65
	17:15-17:30	110.05	110.70
	17:30-17:45	167.09	168.37
	17:45-18:00	157.58	158.28
C	17:00-17:15	165.84	166.29
	17:15-17:30	161.61	162.05
	17:30-17:45	179.57	180.07
	17:45-18:00	169.01	170.55
D	17:00-17:15	258.74	259.78
	17:15-17:30	278.81	281.28
	17:30-17:45	242.89	245.30
	17:45-18:00	238.67	238.67

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	0.50	9.75	1.0	A	81.33	325.34
B	0.69	10.77	2.1	B	152.30	609.21
C	0.69	10.91	2.1	B	169.01	676.04
D	0.82	13.73	4.1	B	254.77	1019.09

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	275.63	178.24	0.486	85.69	104.52	0.0	0.9	9.632	A
B	174.48	174.48	195.28	253.98	0.687	172.37	166.04	0.0	2.1	10.769	B
C	165.84	165.84	125.43	268.15	0.618	164.26	242.22	0.0	1.6	8.537	A
D	258.74	258.74	124.46	339.90	0.761	255.70	165.23	0.0	3.0	10.347	B

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	294.78	171.56	0.431	74.10	98.37	0.9	0.8	9.250	A
B	110.05	110.05	176.27	259.49	0.424	111.42	192.60	2.1	0.7	6.134	A
C	161.61	161.61	92.94	281.29	0.575	161.82	194.74	1.6	1.4	7.547	A
D	278.81	278.81	115.43	342.00	0.815	277.72	139.34	3.0	4.1	13.728	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	90.84	90.84	265.12	182.73	0.497	90.64	110.61	0.8	1.0	9.750	A
B	167.09	167.09	182.06	256.98	0.650	166.03	173.70	0.7	1.8	9.785	A
C	179.57	179.57	142.97	260.51	0.689	178.81	205.12	1.4	2.1	10.908	B
D	242.89	242.89	131.44	335.08	0.725	244.28	190.33	4.1	2.7	10.063	B

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	249.83	188.75	0.392	74.26	99.58	1.0	0.7	7.883	A
B	157.58	157.58	169.44	263.73	0.598	157.87	154.64	1.8	1.5	8.527	A
C	169.01	169.01	123.11	267.41	0.632	169.39	204.21	2.1	1.8	9.222	A
D	238.67	238.67	110.27	346.87	0.688	239.13	182.22	2.7	2.3	8.395	A

D9 - 2035 | Do Something | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Pilgrims Way / Martins Way / A1155 / Martins Way	Standard Roundabout	A, B, C, D	11.84	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.84	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2035	Do Something	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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.19	0.61	0.20
	B	0.13	0.00	0.28	0.58
	C	0.32	0.22	0.00	0.46
	D	0.06	0.60	0.34	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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.26	0.49	0.25
	B	0.19	0.00	0.28	0.53
	C	0.38	0.30	0.00	0.32
	D	0.06	0.55	0.39	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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.28	0.48	0.24
	B	0.24	0.00	0.26	0.50
	C	0.47	0.21	0.00	0.32
	D	0.09	0.56	0.34	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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.31	0.46	0.23
	B	0.26	0.00	0.22	0.52
	C	0.40	0.21	0.00	0.40
	D	0.08	0.52	0.41	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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.010	1.010	1.000
	B	1.000	1.000	1.000	1.030
	C	1.000	1.010	1.000	1.000
	D	1.000	1.020	1.010	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.010	1.000	1.000
	B	1.010	1.000	1.000	1.040
	C	1.010	1.000	1.000	1.000
	D	1.000	1.010	1.010	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.010
	B	1.000	1.000	1.010	1.030
	C	1.000	1.000	1.000	1.000
	D	1.000	1.050	1.010	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.010	1.000	1.000
	B	1.010	1.000	1.000	1.050
	C	1.000	1.040	1.000	1.000
	D	1.010	1.050	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	08:00-08:15	131.25	132.30
	08:15-08:30	83.87	84.09
	08:30-08:45	102.82	103.06
	08:45-09:00	128.09	128.48
B	08:00-08:15	181.05	184.22
	08:15-08:30	174.73	178.78
	08:30-08:45	210.53	214.22
	08:45-09:00	194.73	200.27
C	08:00-08:15	157.27	157.61
	08:15-08:30	176.22	176.90
	08:30-08:45	155.17	155.17
	08:45-09:00	162.54	163.90
D	08:00-08:15	123.37	125.27
	08:15-08:30	163.38	164.92
	08:30-08:45	181.28	187.02
	08:45-09:00	209.70	217.00

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	13.37	1.9	B	111.51	446.03
B	0.77	14.75	3.2	B	190.26	761.06
C	0.68	11.27	2.1	B	162.80	651.20
D	0.66	8.12	1.9	A	169.44	677.76

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	131.25	131.25	149.24	222.10	0.591	129.84	81.23	0.0	1.4	9.615	A
B	181.05	181.05	147.11	268.76	0.674	179.05	131.96	0.0	2.0	9.827	A
C	157.27	157.27	154.41	255.20	0.616	155.71	171.75	0.0	1.6	8.913	A
D	123.38	123.38	107.65	342.95	0.360	122.82	202.47	0.0	0.6	4.079	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	206.25	203.55	0.412	84.57	109.02	1.4	0.7	7.609	A
B	174.73	174.73	126.75	275.57	0.634	174.95	164.07	2.0	1.8	8.968	A
C	176.22	176.22	146.91	257.49	0.684	175.69	154.80	1.6	2.1	10.925	B
D	163.38	163.38	152.32	326.69	0.500	162.95	170.28	0.6	1.0	5.482	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	205.22	0.501	102.55	139.43	0.7	1.0	8.740	A
B	210.53	210.53	135.57	273.47	0.770	209.15	164.46	1.8	3.1	13.694	B
C	155.17	155.17	178.19	245.87	0.631	155.50	166.54	2.1	1.8	10.003	B
D	181.28	181.28	155.94	318.65	0.569	180.97	177.75	1.0	1.3	6.522	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	227.42	193.62	0.662	127.20	131.45	1.0	1.9	13.369	B
B	194.73	194.73	172.81	255.64	0.762	194.73	181.81	3.1	3.2	14.754	B
C	162.54	162.54	181.05	241.83	0.672	162.30	186.49	1.8	2.0	11.272	B
D	209.70	209.70	149.73	319.37	0.657	209.14	193.62	1.3	1.9	8.121	A

D10 - 2035 | Do Something | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Pilgrims Way / Martins Way / A1155 / Martins Way	Standard Roundabout	A, B, C, D	11.93	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.93	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2035	Do Something	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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.22	0.62	0.16
	B	0.10	0.00	0.35	0.55
	C	0.38	0.28	0.00	0.34
	D	0.10	0.40	0.50	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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.30	0.54	0.15
	B	0.15	0.00	0.27	0.58
	C	0.35	0.27	0.00	0.38
	D	0.09	0.46	0.44	0.00

17:30 - 17:45

Demand (Veh/TS)

From \ To	A	B	C	D
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

Proportions

From \ To	A	B	C	D
A	0.00	0.18	0.66	0.16
B	0.12	0.01	0.23	0.64
C	0.34	0.28	0.00	0.38
D	0.12	0.44	0.43	0.00

17:45 - 18:00

Demand (Veh/TS)

From \ To	A	B	C	D
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

Proportions

From \ To	A	B	C	D
A	0.00	0.18	0.61	0.21
B	0.12	0.00	0.32	0.55
C	0.31	0.23	0.00	0.46
D	0.12	0.44	0.45	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	D
A	0	1	1	0
B	1	0	0	0
C	0	1	0	0
D	0	1	0	0

Average PCU Per Veh

From \ To	A	B	C	D
A	1.000	1.010	1.010	1.000
B	1.010	1.000	1.000	1.000
C	1.000	1.010	1.000	1.000
D	1.000	1.010	1.000	1.000

17:15 - 17:30

Heavy Vehicle %

From \ To	A	B	C	D
A	0	0	1	0
B	0	0	0	1
C	0	1	0	0
D	0	0	2	0

Average PCU Per Veh

From \ To	A	B	C	D
A	1.000	1.000	1.010	1.000
B	1.000	1.000	1.000	1.010
C	1.000	1.010	1.000	1.000
D	1.000	1.000	1.020	1.000

17:30 - 17:45

Heavy Vehicle %

From \ To	A	B	C	D
A	0	1	0	0
B	1	0	0	1
C	0	1	0	0
D	1	0	2	0

Average PCU Per Veh

From \ To	A	B	C	D
A	1.000	1.010	1.000	1.000
B	1.010	1.000	1.000	1.010
C	1.000	1.010	1.000	1.000
D	1.010	1.000	1.020	1.000

17:45 - 18:00

Heavy Vehicle %

From \ To	A	B	C	D
A	0	1	0	0
B	1	0	1	0
C	0	2	0	1
D	0	0	0	0

Average PCU Per Veh

From \ To	A	B	C	D
A	1.000	1.010	1.000	1.000
B	1.010	1.000	1.010	1.000
C	1.000	1.020	1.000	1.010
D	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	17:00-17:15	88.32	89.07
	17:15-17:30	75.64	76.06
	17:30-17:45	92.54	92.71
	17:45-18:00	75.64	75.78
B	17:00-17:15	175.47	175.65
	17:15-17:30	111.03	111.68
	17:30-17:45	168.07	169.36
	17:45-18:00	158.57	159.27
C	17:00-17:15	166.23	166.69
	17:15-17:30	162.01	162.44
	17:30-17:45	179.96	180.46
	17:45-18:00	169.40	170.95
D	17:00-17:15	258.74	259.78
	17:15-17:30	278.81	281.28
	17:30-17:45	242.89	245.30
	17:45-18:00	238.67	238.67

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	0.51	9.95	1.0	A	83.04	332.15
B	0.69	10.89	2.1	B	153.29	613.15
C	0.69	11.00	2.2	B	169.40	677.62
D	0.82	13.83	4.2	B	254.77	1019.09

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	276.00	178.10	0.496	87.36	105.31	0.0	1.0	9.818	A
B	175.47	175.47	195.26	253.98	0.691	173.32	168.10	0.0	2.1	10.889	B
C	166.23	166.23	126.20	267.83	0.621	164.64	242.37	0.0	1.6	8.595	A
D	258.74	258.74	125.63	339.42	0.762	255.68	165.21	0.0	3.1	10.402	B

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	295.16	171.44	0.441	75.80	99.17	1.0	0.8	9.428	A
B	111.03	111.03	176.27	259.51	0.428	112.43	194.70	2.1	0.8	6.174	A
C	162.01	162.01	93.76	280.95	0.577	162.22	194.93	1.6	1.4	7.594	A
D	278.81	278.81	116.63	341.52	0.816	277.71	139.35	3.1	4.1	13.826	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	92.54	92.54	265.52	182.56	0.507	92.34	111.40	0.8	1.0	9.951	A
B	168.08	168.08	182.06	256.97	0.654	167.00	175.79	0.8	1.8	9.888	A
C	179.96	179.96	143.75	260.18	0.692	179.19	205.31	1.4	2.2	11.002	B
D	242.89	242.89	132.62	334.60	0.726	244.30	190.32	4.1	2.7	10.120	B

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	250.23	188.57	0.401	75.97	100.38	1.0	0.7	8.015	A
B	158.57	158.57	169.45	263.72	0.601	158.86	156.75	1.8	1.5	8.611	A
C	169.40	169.40	123.92	267.07	0.634	169.79	204.40	2.2	1.8	9.291	A
D	238.67	238.67	111.47	346.38	0.689	239.14	182.23	2.7	2.3	8.435	A

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.1.2424
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Filename: J11 Updated.j11
Path: F:\Engineer\Birmingham Jobs\19244\09-Transportation\03-Traffic Models\02-Junctions
Report generation date: 20/03/2026 12:04:54

»D1 - 2023 | Do Nothing | AM
»D2 - 2023 | Do Nothing | PM
»D3 - 2030 | Do Nothing | AM
»D4 - 2030 | Do Nothing | PM
»D5 - 2030 | Do Something | AM
»D6 - 2030 | Do Something | PM
»D7 - 2035 | Do Nothing | AM
»D8 - 2035 | Do Nothing | PM
»D9 - 2035 | Do Something | AM
»D10 - 2035 | Do Something | PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2023 - Do Nothing								
Arm A	1.3	4.40	0.56	A	0.6	3.76	0.37	A
Arm B	1.8	6.93	0.64	A	0.9	4.17	0.47	A
Arm C	0.9	9.39	0.48	A	2.1	15.13	0.68	C
Arm D	0.6	2.70	0.37	A	2.4	5.85	0.71	A
2030 - Do Nothing								
Arm A	1.6	5.15	0.62	A	0.7	4.16	0.42	A
Arm B	2.2	8.33	0.70	A	1.0	4.54	0.50	A
Arm C	1.5	12.59	0.60	B	4.0	26.05	0.82	D
Arm D	0.7	2.89	0.40	A	3.3	7.50	0.77	A
2030 - Do Something								
Arm A	3.9	9.29	0.80	A	0.9	4.62	0.48	A
Arm B	3.5	12.76	0.79	B	1.1	4.80	0.52	A
Arm C	3.0	24.49	0.77	C	7.1	43.62	0.90	E
Arm D	0.9	3.32	0.48	A	5.3	11.10	0.85	B
2035 - Do Nothing								
Arm A	1.7	5.35	0.64	A	0.5	2.92	0.35	A
Arm B	2.4	8.85	0.71	A	1.0	4.67	0.51	A
Arm C	1.6	13.24	0.62	B	4.6	29.39	0.84	D
Arm D	0.7	2.93	0.41	A	0.9	3.32	0.46	A
2035 - Do Something								
Arm A	4.2	9.88	0.82	A	1.0	4.76	0.49	A
Arm B	3.9	13.92	0.81	B	1.1	4.94	0.53	A
Arm C	3.4	26.85	0.79	D	8.6	51.61	0.93	F
Arm D	0.9	3.38	0.49	A	6.0	12.28	0.87	B

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

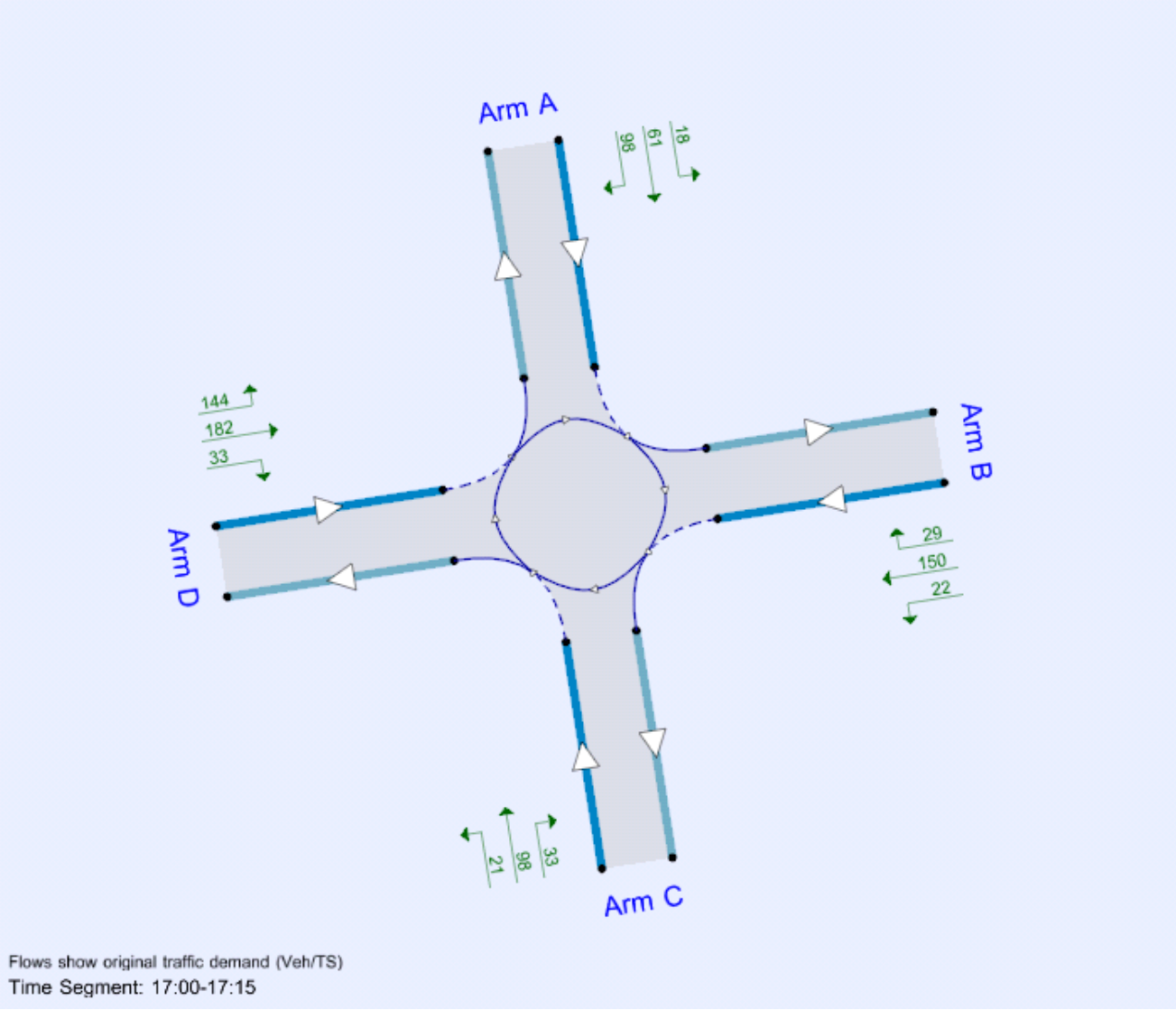
File summary

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023	Do Nothing	AM	DIRECT	08:00	09:00	60	15	✓
D2	2023	Do Nothing	PM	DIRECT	17:00	18:00	60	15	✓
D3	2030	Do Nothing	AM	DIRECT	08:00	09:00	60	15	✓
D4	2030	Do Nothing	PM	DIRECT	17:00	18:00	60	15	✓
D5	2030	Do Something	AM	DIRECT	08:00	09:00	60	15	✓
D6	2030	Do Something	PM	DIRECT	17:00	18:00	60	15	✓
D7	2035	Do Nothing	AM	DIRECT	08:00	09:00	60	15	✓
D8	2035	Do Nothing	PM	DIRECT	17:00	18:00	60	15	✓
D9	2035	Do Something	AM	DIRECT	08:00	09:00	60	15	✓
D10	2035	Do Something	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

D1 - 2023 | Do Nothing | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Canterbury Way / Martins Way / Grace Way / Martins Way	Standard Roundabout	A, B, C, D	5.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.29	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	4.80	9.00	15.0	48.0	74.0	22.8		
B	7.00	10.40	4.3	35.0	74.0	25.1		
C	3.00	5.80	5.5	45.0	74.0	28.1		
D	6.74	8.50	18.8	50.0	74.0	34.5		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A	0.584	559.919
B	0.621	626.145
C	0.433	318.580
D	0.613	621.558

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
A	Percentage		100.00
B	Percentage		80.00
C	Percentage		90.00

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023	Do Nothing	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

Proportions

		To			
		A	B	C	D
From	A	0.03	0.04	0.60	0.33
	B	0.21	0.01	0.18	0.61
	C	0.46	0.35	0.00	0.19
	D	0.24	0.58	0.18	0.01

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

Proportions

		To			
		A	B	C	D
From	A	0.04	0.08	0.53	0.35
	B	0.12	0.01	0.22	0.64
	C	0.52	0.33	0.00	0.15
	D	0.25	0.55	0.20	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

Proportions

		To			
		A	B	C	D
From	A	0.01	0.08	0.53	0.37
	B	0.13	0.02	0.19	0.66
	C	0.49	0.44	0.00	0.07
	D	0.27	0.59	0.14	0.01

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

Proportions

		To			
		A	B	C	D
From	A	0.01	0.09	0.52	0.38
	B	0.15	0.03	0.19	0.64
	C	0.49	0.30	0.00	0.20
	D	0.25	0.59	0.15	0.01

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.030	1.000
	B	1.000	1.000	1.000	1.030
	C	1.020	1.000	1.000	1.000
	D	1.000	1.020	1.010	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.010	1.030	1.000
	B	1.000	1.000	1.020	1.030
	C	1.010	1.000	1.000	1.010
	D	1.000	1.010	1.000	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.040
	C	1.000	1.000	1.000	1.000
	D	1.010	1.060	1.010	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.010	1.010
	B	1.000	1.000	1.000	1.020
	C	1.000	1.000	1.000	1.010
	D	1.000	1.080	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	08:00-08:15	257.00	261.59
	08:15-08:30	194.00	197.25
	08:30-08:45	202.00	202.00
	08:45-09:00	190.00	191.71
B	08:00-08:15	228.00	232.14
	08:15-08:30	185.00	189.39
	08:30-08:45	201.00	206.32
	08:45-09:00	226.00	228.88
C	08:00-08:15	69.00	69.64
	08:15-08:30	93.00	93.62
	08:30-08:45	82.00	82.00
	08:45-09:00	89.00	89.18
D	08:00-08:15	172.00	174.29
	08:15-08:30	196.00	197.08
	08:30-08:45	200.00	207.88
	08:45-09:00	194.00	203.49

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	4.40	1.3	A	210.75	843.00
B	0.64	6.93	1.8	A	210.00	840.00
C	0.48	9.39	0.9	A	83.25	333.00
D	0.37	2.70	0.6	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	156.41	458.99	0.560	255.74	127.19	0.0	1.3	4.401	A
B	228.00	228.00	276.71	354.57	0.643	226.24	135.44	0.0	1.8	6.927	A
C	69.00	69.00	279.10	174.82	0.395	68.36	223.85	0.0	0.6	8.404	A
D	172.00	172.00	112.06	545.26	0.315	171.54	235.39	0.0	0.5	2.405	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	179.88	446.70	0.434	194.49	128.07	1.3	0.8	3.574	A
B	185.00	185.00	217.47	382.28	0.484	185.82	156.89	1.8	0.9	4.601	A
C	93.00	93.00	219.87	198.39	0.469	92.77	183.42	0.6	0.9	8.503	A
D	196.00	196.00	112.04	549.58	0.357	195.91	200.60	0.5	0.6	2.544	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	186.92	446.39	0.452	201.95	121.06	0.8	0.8	3.681	A
B	201.00	201.00	213.98	384.30	0.523	200.86	174.89	0.9	1.1	4.901	A
C	82.00	82.00	241.84	190.48	0.430	82.10	173.01	0.9	0.8	8.314	A
D	200.00	200.00	108.02	534.37	0.374	199.96	215.92	0.6	0.6	2.691	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	178.05	446.34	0.426	190.08	127.88	0.8	0.7	3.512	A
B	226.00	226.00	202.07	394.47	0.573	225.76	166.05	1.1	1.3	5.326	A
C	89.00	89.00	257.83	184.55	0.482	88.85	170.00	0.8	0.9	9.389	A
D	194.00	194.00	111.91	527.22	0.368	194.01	234.77	0.6	0.6	2.702	A

D2 - 2023 | Do Nothing | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Canterbury Way / Martins Way / Grace Way / Martins Way	Standard Roundabout	A, B, C, D	6.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.60	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2023	Do Nothing	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

Proportions

		To			
		A	B	C	D
From	A	0.01	0.12	0.36	0.52
	B	0.14	0.01	0.11	0.75
	C	0.58	0.26	0.00	0.17
	D	0.31	0.58	0.10	0.01

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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.14	0.45	0.41
	B	0.10	0.01	0.10	0.79
	C	0.66	0.27	0.00	0.08
	D	0.30	0.58	0.11	0.01

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

Proportions

		To			
		A	B	C	D
From	A	0.01	0.08	0.41	0.50
	B	0.10	0.01	0.06	0.83
	C	0.63	0.24	0.00	0.13
	D	0.33	0.51	0.15	0.01

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

Proportions

		To			
		A	B	C	D
From	A	0.01	0.14	0.44	0.41
	B	0.17	0.02	0.08	0.73
	C	0.76	0.18	0.00	0.07
	D	0.39	0.49	0.11	0.01

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.010	1.010
	B	1.000	1.000	1.000	1.010
	C	1.000	1.000	1.000	1.000
	D	1.020	1.000	1.000	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.010	1.010
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.010	1.020	1.000	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.020	1.000
	B	1.000	1.000	1.000	1.010
	C	1.010	1.000	1.000	1.000
	D	1.000	1.030	1.000	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.010	1.000
	B	1.000	1.000	1.000	1.000
	C	1.010	1.000	1.000	1.000
	D	1.020	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	17:00-17:15	137.00	138.20
	17:15-17:30	141.00	142.21
	17:30-17:45	142.00	143.16
	17:45-18:00	150.00	150.66
B	17:00-17:15	190.00	191.42
	17:15-17:30	145.00	145.00
	17:30-17:45	190.00	191.57
	17:45-18:00	187.00	187.00
C	17:00-17:15	121.00	121.00
	17:15-17:30	143.00	143.00
	17:30-17:45	127.00	127.80
	17:45-18:00	123.00	123.93
D	17:00-17:15	299.00	300.88
	17:15-17:30	372.00	377.46
	17:30-17:45	334.00	339.10
	17:45-18:00	347.00	349.70

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	3.76	0.6	A	142.50	569.99
B	0.47	4.17	0.9	A	178.00	712.00
C	0.68	15.13	2.1	C	128.50	514.01
D	0.71	5.85	2.4	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	235.73	418.51	0.327	136.52	189.54	0.0	0.5	3.186	A
B	190.00	190.00	153.44	420.94	0.451	189.18	218.81	0.0	0.8	3.870	A
C	121.00	121.00	242.01	191.66	0.631	119.35	100.61	0.0	1.7	12.186	B
D	299.00	299.00	127.50	540.05	0.554	297.77	233.86	0.0	1.2	3.697	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	298.06	379.98	0.371	140.90	220.37	0.5	0.6	3.762	A
B	145.00	145.00	163.78	418.92	0.346	145.28	275.17	0.8	0.5	3.294	A
C	143.00	143.00	190.26	212.41	0.673	142.66	118.81	1.7	2.0	12.828	B
D	372.00	372.00	147.61	523.46	0.711	370.83	185.32	1.2	2.4	5.851	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	142.00	142.00	258.54	402.58	0.353	142.04	209.12	0.6	0.5	3.456	A
B	190.00	190.00	185.00	405.09	0.469	189.66	215.58	0.5	0.9	4.170	A
C	127.00	127.00	253.61	186.20	0.682	126.91	121.04	2.0	2.1	15.129	C
D	334.00	334.00	132.97	531.49	0.628	334.69	247.55	2.4	1.7	4.590	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	237.15	419.48	0.358	149.99	260.68	0.5	0.6	3.338	A
B	187.00	187.00	171.07	415.58	0.450	187.05	216.07	0.9	0.8	3.939	A
C	123.00	123.00	239.11	192.17	0.640	123.24	119.02	2.1	1.8	13.119	B
D	347.00	347.00	151.04	524.36	0.662	346.79	211.31	1.7	1.9	5.062	A

D3 - 2030 | Do Nothing | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Canterbury Way / Martins Way / Grace Way / Martins Way	Standard Roundabout	A, B, C, D	6.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.45	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2030	Do Nothing	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

Proportions

		To			
		A	B	C	D
From	A	0.03	0.04	0.59	0.33
	B	0.21	0.01	0.18	0.60
	C	0.56	0.29	0.00	0.16
	D	0.25	0.56	0.18	0.01

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

Proportions

		To			
		A	B	C	D
From	A	0.04	0.08	0.53	0.35
	B	0.13	0.01	0.22	0.64
	C	0.58	0.29	0.00	0.13
	D	0.26	0.54	0.20	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

Proportions

		To			
		A	B	C	D
From	A	0.01	0.08	0.54	0.37
	B	0.14	0.02	0.19	0.66
	C	0.56	0.37	0.00	0.06
	D	0.28	0.58	0.13	0.01

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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.09	0.52	0.38
	B	0.16	0.03	0.18	0.63
	C	0.56	0.26	0.00	0.17
	D	0.27	0.58	0.15	0.01

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.030	1.000
	B	1.000	1.000	1.000	1.030
	C	1.020	1.000	1.000	1.000
	D	1.000	1.020	1.010	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.010	1.030	1.000
	B	1.000	1.000	1.020	1.030
	C	1.010	1.000	1.000	1.010
	D	1.000	1.010	1.000	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.040
	C	1.000	1.000	1.000	1.000
	D	1.010	1.060	1.010	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.010	1.010
	B	1.000	1.000	1.000	1.020
	C	1.000	1.000	1.000	1.010
	D	1.000	1.080	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	08:00-08:15	284.59	289.65
	08:15-08:30	219.42	223.11
	08:30-08:45	227.70	227.70
	08:45-09:00	215.29	217.23
B	08:00-08:15	237.59	241.88
	08:15-08:30	193.11	197.66
	08:30-08:45	209.66	215.17
	08:45-09:00	235.52	238.50
C	08:00-08:15	86.12	87.08
	08:15-08:30	110.95	111.74
	08:30-08:45	99.57	99.57
	08:45-09:00	106.81	107.00
D	08:00-08:15	181.42	183.79
	08:15-08:30	206.24	207.36
	08:30-08:45	210.38	218.57
	08:45-09:00	204.17	213.99

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	5.15	1.6	A	236.75	946.99
B	0.70	8.33	2.2	A	218.97	875.89
C	0.60	12.59	1.5	B	100.86	403.45
D	0.40	2.89	0.7	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	161.70	455.94	0.624	282.96	151.18	0.0	1.6	5.155	A
B	237.59	237.59	303.41	341.36	0.696	235.37	141.25	0.0	2.2	8.327	A
C	86.12	86.12	297.00	167.56	0.514	85.09	241.78	0.0	1.0	10.785	B
D	181.42	181.42	131.98	533.16	0.340	180.90	250.11	0.0	0.5	2.552	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	186.04	443.11	0.495	220.07	152.50	1.6	1.0	4.046	A
B	193.11	193.11	242.59	369.96	0.522	194.23	163.52	2.2	1.1	5.154	A
C	110.95	110.95	236.46	191.83	0.578	110.64	200.36	1.0	1.3	11.039	B
D	206.24	206.24	132.40	537.12	0.384	206.13	214.70	0.5	0.6	2.719	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	193.33	442.49	0.515	227.64	145.23	1.0	1.1	4.188	A
B	209.66	209.66	238.83	372.34	0.563	209.50	182.13	1.1	1.3	5.521	A
C	99.57	99.57	258.88	183.77	0.542	99.70	189.45	1.3	1.2	10.728	B
D	210.38	210.38	128.23	522.71	0.403	210.33	230.35	0.6	0.7	2.880	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	184.18	442.59	0.486	215.38	152.20	1.1	1.0	3.962	A
B	235.52	235.52	226.54	382.39	0.616	235.22	173.02	1.3	1.6	6.101	A
C	106.81	106.81	275.41	177.70	0.601	106.56	186.35	1.2	1.5	12.588	B
D	204.17	204.17	132.19	515.79	0.396	204.19	249.77	0.7	0.7	2.890	A

D4 - 2030 | Do Nothing | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Canterbury Way / Martins Way / Grace Way / Martins Way	Standard Roundabout	A, B, C, D	9.44	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.44	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2030	Do Nothing	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

Proportions

		To			
		A	B	C	D
From	A	0.01	0.11	0.36	0.52
	B	0.15	0.01	0.11	0.74
	C	0.62	0.23	0.00	0.15
	D	0.33	0.56	0.10	0.01

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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.14	0.45	0.42
	B	0.12	0.01	0.10	0.78
	C	0.69	0.24	0.00	0.07
	D	0.32	0.57	0.11	0.01

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

Proportions

		To			
		A	B	C	D
From	A	0.01	0.08	0.41	0.50
	B	0.11	0.01	0.06	0.82
	C	0.67	0.22	0.00	0.11
	D	0.34	0.50	0.15	0.01

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

Proportions

		To			
		A	B	C	D
From	A	0.01	0.14	0.44	0.42
	B	0.18	0.02	0.08	0.73
	C	0.78	0.16	0.00	0.06
	D	0.40	0.48	0.11	0.01

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.010	1.010
	B	1.000	1.000	1.000	1.010
	C	1.000	1.000	1.000	1.000
	D	1.020	1.000	1.000	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.010	1.010
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.010	1.020	1.000	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.020	1.000
	B	1.000	1.000	1.000	1.010
	C	1.010	1.000	1.000	1.000
	D	1.000	1.030	1.000	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.010	1.000
	B	1.000	1.000	1.000	1.000
	C	1.010	1.000	1.000	1.000
	D	1.020	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	17:00-17:15	153.81	155.16
	17:15-17:30	157.95	159.32
	17:30-17:45	158.99	160.29
	17:45-18:00	167.29	168.02
B	17:00-17:15	199.01	200.48
	17:15-17:30	152.35	152.35
	17:30-17:45	199.01	200.64
	17:45-18:00	195.90	195.90
C	17:00-17:15	140.21	140.21
	17:15-17:30	163.03	163.03
	17:30-17:45	146.44	147.41
	17:45-18:00	142.29	143.40
D	17:00-17:15	318.03	320.14
	17:15-17:30	393.73	399.47
	17:30-17:45	354.32	359.61
	17:45-18:00	367.80	370.76

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	0.42	4.16	0.7	A	159.51	638.03
B	0.50	4.54	1.0	A	186.57	746.27
C	0.82	26.05	4.0	D	148.00	591.98
D	0.77	7.50	3.3	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	244.08	413.66	0.372	153.22	220.37	0.0	0.6	3.449	A
B	199.01	199.01	169.75	412.85	0.482	198.09	227.55	0.0	0.9	4.173	A
C	140.21	140.21	258.58	185.16	0.757	137.34	109.26	0.0	2.9	17.891	C
D	318.03	318.03	147.92	527.44	0.603	316.53	248.00	0.0	1.5	4.238	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	308.63	373.76	0.423	157.82	252.85	0.6	0.7	4.165	A
B	152.35	152.35	180.49	410.55	0.371	152.68	285.95	0.9	0.6	3.493	A
C	163.03	163.03	205.05	206.62	0.789	162.43	128.12	2.9	3.5	19.989	C
D	393.73	393.73	169.51	510.29	0.772	391.97	197.97	1.5	3.3	7.496	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	268.25	396.83	0.401	159.04	241.40	0.7	0.7	3.784	A
B	199.01	199.01	202.60	396.38	0.502	198.61	224.69	0.6	1.0	4.541	A
C	146.44	146.44	270.67	179.52	0.816	145.88	130.54	3.5	4.0	26.050	D
D	354.33	354.33	154.27	518.72	0.683	355.39	262.29	3.3	2.2	5.545	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	246.00	414.33	0.404	167.28	295.00	0.7	0.7	3.642	A
B	195.90	195.90	188.15	407.05	0.481	195.96	225.14	1.0	0.9	4.266	A
C	142.29	142.29	255.70	185.71	0.766	142.81	128.42	4.0	3.5	21.332	C
D	367.80	367.80	173.52	510.44	0.721	367.48	224.98	2.2	2.5	6.276	A

D5 - 2030 | Do Something | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Canterbury Way / Martins Way / Grace Way / Martins Way	Standard Roundabout	A, B, C, D	10.41	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.41	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2030	Do Something	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

Proportions

		To			
		A	B	C	D
From	A	0.02	0.03	0.51	0.44
	B	0.21	0.01	0.18	0.60
	C	0.60	0.26	0.00	0.14
	D	0.38	0.47	0.15	0.00

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

Proportions

		To			
		A	B	C	D
From	A	0.03	0.06	0.44	0.47
	B	0.13	0.01	0.22	0.64
	C	0.61	0.27	0.00	0.12
	D	0.38	0.46	0.17	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

Proportions

		To			
		A	B	C	D
From	A	0.01	0.06	0.45	0.48
	B	0.14	0.02	0.19	0.66
	C	0.60	0.34	0.00	0.06
	D	0.39	0.49	0.11	0.01

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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.07	0.44	0.49
	B	0.16	0.03	0.18	0.63
	C	0.60	0.24	0.00	0.16
	D	0.38	0.49	0.12	0.00

Vehicle Mix

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

08:00 - 08:15

Heavy Vehicle %

		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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.030	1.000
	B	1.000	1.000	1.000	1.030
	C	1.020	1.000	1.000	1.000
	D	1.000	1.020	1.010	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.010	1.030	1.000
	B	1.000	1.000	1.020	1.030
	C	1.010	1.000	1.000	1.010
	D	1.000	1.010	1.000	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.040
	C	1.000	1.000	1.000	1.000
	D	1.010	1.060	1.010	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.010	1.010
	B	1.000	1.000	1.000	1.020
	C	1.000	1.000	1.000	1.010
	D	1.000	1.080	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	08:00-08:15	367.83	373.42
	08:15-08:30	302.66	306.87
	08:30-08:45	310.94	310.94
	08:45-09:00	298.53	301.30
B	08:00-08:15	237.59	241.88
	08:15-08:30	193.11	197.66
	08:30-08:45	209.66	215.17
	08:45-09:00	235.52	238.50
C	08:00-08:15	96.05	97.21
	08:15-08:30	120.88	121.77
	08:30-08:45	109.50	109.50
	08:45-09:00	116.74	116.93
D	08:00-08:15	218.96	221.33
	08:15-08:30	243.78	244.90
	08:30-08:45	247.92	256.48
	08:45-09:00	241.72	251.53

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	0.80	9.29	3.9	A	319.99	1279.96
B	0.79	12.76	3.5	B	218.97	875.89
C	0.77	24.49	3.0	C	110.79	443.17
D	0.48	3.32	0.9	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	161.44	457.27	0.804	363.93	197.62	0.0	3.9	9.290	A
B	237.59	237.59	384.43	301.58	0.788	234.12	140.94	0.0	3.5	12.760	B
C	96.05	96.05	360.60	142.95	0.672	94.13	257.96	0.0	1.9	17.804	C
D	218.96	218.96	140.81	528.88	0.414	218.26	313.92	0.0	0.7	2.892	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	185.95	444.42	0.681	304.38	200.01	3.9	2.2	6.505	A
B	193.11	193.11	326.88	328.79	0.587	195.14	163.44	3.5	1.4	6.831	A
C	120.88	120.88	303.54	165.84	0.729	120.29	218.48	1.9	2.5	19.448	C
D	243.78	243.78	142.31	531.47	0.459	243.64	281.52	0.7	0.8	3.125	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	193.25	442.53	0.703	310.80	192.74	2.2	2.3	6.822	A
B	209.66	209.66	322.00	332.07	0.631	209.43	182.05	1.4	1.7	7.322	A
C	109.50	109.50	324.61	158.16	0.692	109.68	206.83	2.5	2.3	18.677	C
D	247.92	247.92	138.14	519.05	0.478	247.86	296.14	0.8	0.9	3.318	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	184.17	442.49	0.675	298.73	199.37	2.3	2.1	6.271	A
B	235.52	235.52	309.89	341.09	0.690	235.03	173.01	1.7	2.2	8.443	A
C	116.74	116.74	341.14	151.92	0.769	116.06	203.79	2.3	3.0	24.490	C
D	241.72	241.72	141.82	513.82	0.470	241.73	315.38	0.9	0.9	3.307	A

D6 - 2030 | Do Something | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Canterbury Way / Martins Way / Grace Way / Martins Way	Standard Roundabout	A, B, C, D	14.10	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.10	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2030	Do Something	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

Proportions

		To			
		A	B	C	D
From	A	0.01	0.10	0.34	0.55
	B	0.15	0.01	0.11	0.74
	C	0.65	0.21	0.00	0.14
	D	0.40	0.50	0.09	0.01

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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.12	0.42	0.46
	B	0.12	0.01	0.10	0.78
	C	0.71	0.23	0.00	0.07
	D	0.37	0.52	0.10	0.00

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

Proportions

		To			
		A	B	C	D
From	A	0.01	0.07	0.39	0.53
	B	0.11	0.01	0.06	0.82
	C	0.69	0.21	0.00	0.11
	D	0.40	0.45	0.14	0.01

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

Proportions

		To			
		A	B	C	D
From	A	0.01	0.12	0.41	0.46
	B	0.18	0.02	0.08	0.73
	C	0.80	0.15	0.00	0.05
	D	0.46	0.44	0.10	0.01

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.010	1.010
	B	1.000	1.000	1.000	1.010
	C	1.000	1.000	1.000	1.000
	D	1.020	1.000	1.000	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.010	1.010
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.010	1.020	1.000	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.020	1.000
	B	1.000	1.000	1.000	1.010
	C	1.010	1.000	1.000	1.000
	D	1.000	1.030	1.000	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.010	1.000
	B	1.000	1.000	1.000	1.000
	C	1.010	1.000	1.000	1.000
	D	1.020	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	17:00-17:15	175.49	177.06
	17:15-17:30	179.64	181.22
	17:30-17:45	180.68	182.07
	17:45-18:00	188.97	189.75
B	17:00-17:15	199.01	200.48
	17:15-17:30	152.35	152.35
	17:30-17:45	199.01	200.64
	17:45-18:00	195.90	195.90
C	17:00-17:15	149.86	149.86
	17:15-17:30	172.68	172.68
	17:30-17:45	156.09	157.16
	17:45-18:00	151.94	153.15
D	17:00-17:15	354.51	357.35
	17:15-17:30	430.21	436.31
	17:30-17:45	390.80	396.09
	17:45-18:00	404.28	407.97

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	0.48	4.62	0.9	A	181.19	724.78
B	0.52	4.80	1.1	A	186.57	746.27
C	0.90	43.62	7.1	E	157.65	630.59
D	0.85	11.10	5.3	B	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	243.55	413.91	0.424	174.76	265.10	0.0	0.7	3.753	A
B	199.01	199.01	191.26	402.14	0.495	198.04	227.05	0.0	1.0	4.382	A
C	149.86	149.86	275.59	178.47	0.840	145.46	113.72	0.0	4.4	24.721	C
D	354.51	354.51	156.21	521.68	0.680	352.43	264.83	0.0	2.1	5.255	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	307.65	374.27	0.480	179.46	297.96	0.7	0.9	4.616	A
B	152.35	152.35	201.99	399.75	0.381	152.70	285.11	1.0	0.6	3.650	A
C	172.68	172.68	222.19	199.88	0.864	171.63	132.50	4.4	5.5	30.198	D
D	430.21	430.21	178.64	504.97	0.852	426.97	215.18	2.1	5.3	11.104	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	180.68	180.68	268.67	396.77	0.455	180.75	287.18	0.9	0.8	4.169	A
B	199.01	199.01	224.36	385.61	0.516	198.58	225.06	0.6	1.1	4.802	A
C	156.09	156.09	287.80	172.88	0.903	154.45	135.14	5.5	7.1	43.615	E
D	390.81	390.81	163.01	514.09	0.760	392.85	279.24	5.3	3.3	7.547	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	246.09	414.39	0.456	188.97	340.85	0.8	0.8	3.994	A
B	195.90	195.90	209.85	396.25	0.494	195.97	225.22	1.1	1.0	4.495	A
C	151.94	151.94	272.86	179.06	0.849	152.72	132.96	7.1	6.3	35.756	E
D	404.28	404.28	183.28	503.92	0.802	403.66	242.30	3.3	3.9	8.905	A

D7 - 2035 | Do Nothing | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Canterbury Way / Martins Way / Grace Way / Martins Way	Standard Roundabout	A, B, C, D	6.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.75	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2035	Do Nothing	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	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

Proportions

		To			
		A	B	C	D
From	A	0.03	0.04	0.59	0.33
	B	0.21	0.01	0.18	0.60
	C	0.55	0.29	0.00	0.16
	D	0.25	0.56	0.18	0.01

08:15 - 08:30

Demand (Veh/TS)

		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

Proportions

		To			
		A	B	C	D
From	A	0.04	0.08	0.53	0.35
	B	0.13	0.01	0.22	0.64
	C	0.58	0.29	0.00	0.13
	D	0.26	0.54	0.20	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

Proportions

		To			
		A	B	C	D
From	A	0.01	0.08	0.54	0.37
	B	0.14	0.02	0.19	0.66
	C	0.56	0.37	0.00	0.06
	D	0.28	0.58	0.13	0.01

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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.09	0.52	0.38
	B	0.16	0.03	0.18	0.63
	C	0.56	0.26	0.00	0.17
	D	0.27	0.58	0.15	0.01

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.030	1.000
	B	1.000	1.000	1.000	1.030
	C	1.020	1.000	1.000	1.000
	D	1.000	1.020	1.010	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.010	1.030	1.000
	B	1.000	1.000	1.020	1.030
	C	1.010	1.000	1.000	1.010
	D	1.000	1.010	1.000	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.040
	C	1.000	1.000	1.000	1.000
	D	1.010	1.060	1.010	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.010	1.010
	B	1.000	1.000	1.000	1.020
	C	1.000	1.000	1.000	1.010
	D	1.000	1.080	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	08:00-08:15	289.32	294.47
	08:15-08:30	222.99	226.74
	08:30-08:45	231.42	231.42
	08:45-09:00	218.78	220.76
B	08:00-08:15	241.79	246.15
	08:15-08:30	196.52	201.14
	08:30-08:45	213.36	218.96
	08:45-09:00	239.68	242.71
C	08:00-08:15	87.39	88.36
	08:15-08:30	112.66	113.46
	08:30-08:45	101.08	101.08
	08:45-09:00	108.45	108.64
D	08:00-08:15	184.58	186.99
	08:15-08:30	209.85	210.99
	08:30-08:45	214.06	222.39
	08:45-09:00	207.74	217.73

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	0.64	5.35	1.7	A	240.63	962.51
B	0.71	8.85	2.4	A	222.84	891.34
C	0.62	13.24	1.6	B	102.39	409.58
D	0.41	2.93	0.7	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	164.56	454.28	0.637	287.59	153.46	0.0	1.7	5.346	A
B	241.79	241.79	308.43	338.86	0.714	239.38	143.72	0.0	2.4	8.847	A
C	87.39	87.39	301.98	165.62	0.528	86.30	245.83	0.0	1.1	11.201	B
D	184.58	184.58	133.97	531.95	0.347	184.05	254.32	0.0	0.5	2.584	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	189.34	441.20	0.505	223.69	154.88	1.7	1.0	4.152	A
B	196.52	196.52	246.63	367.97	0.534	197.77	166.40	2.4	1.2	5.327	A
C	112.66	112.66	240.62	190.20	0.592	112.34	203.78	1.1	1.4	11.506	B
D	209.85	209.85	134.48	535.85	0.392	209.74	218.47	0.5	0.6	2.760	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	196.76	440.40	0.525	231.35	147.46	1.0	1.1	4.304	A
B	213.36	213.36	242.77	370.43	0.576	213.18	185.34	1.2	1.3	5.715	A
C	101.08	101.08	263.32	182.00	0.555	101.22	192.63	1.4	1.3	11.166	B
D	214.06	214.06	130.22	521.53	0.410	214.01	234.32	0.6	0.7	2.926	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	187.45	440.60	0.497	218.89	154.54	1.1	1.0	4.062	A
B	239.68	239.68	230.26	380.54	0.630	239.35	176.07	1.3	1.7	6.358	A
C	108.45	108.45	280.14	175.83	0.617	108.17	189.48	1.3	1.6	13.235	B
D	207.74	207.74	134.24	514.59	0.404	207.76	254.07	0.7	0.7	2.935	A

D8 - 2035 | Do Nothing | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Canterbury Way / Martins Way / Grace Way / Martins Way	Standard Roundabout	A, B, C, D	9.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.04	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2035	Do Nothing	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

Proportions

		To			
		A	B	C	D
From	A	0.01	0.11	0.36	0.52
	B	0.15	0.01	0.11	0.74
	C	0.62	0.23	0.00	0.15
	D	0.61	0.19	0.19	0.01

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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.14	0.45	0.42
	B	0.12	0.01	0.10	0.78
	C	0.69	0.24	0.00	0.07
	D	0.59	0.20	0.20	0.01

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

Proportions

		To			
		A	B	C	D
From	A	0.01	0.08	0.41	0.50
	B	0.11	0.01	0.06	0.82
	C	0.67	0.22	0.00	0.11
	D	0.52	0.23	0.23	0.02

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

Proportions

		To			
		A	B	C	D
From	A	0.01	0.14	0.44	0.42
	B	0.18	0.02	0.08	0.73
	C	0.78	0.16	0.00	0.06
	D	0.64	0.17	0.17	0.02

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.010	1.010
	B	1.000	1.000	1.000	1.010
	C	1.000	1.000	1.000	1.000
	D	1.020	1.000	1.000	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.010	1.010
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.010	1.000	1.000	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.020	1.000
	B	1.000	1.000	1.000	1.010
	C	1.010	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.010	1.000
	B	1.000	1.000	1.000	1.000
	C	1.010	1.000	1.000	1.000
	D	1.020	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	17:00-17:15	156.46	157.84
	17:15-17:30	160.69	162.07
	17:30-17:45	161.74	163.07
	17:45-18:00	170.20	170.94
B	17:00-17:15	202.70	204.20
	17:15-17:30	155.16	155.16
	17:30-17:45	202.70	204.36
	17:45-18:00	199.53	199.53
C	17:00-17:15	142.56	142.56
	17:15-17:30	165.80	165.80
	17:30-17:45	148.90	149.89
	17:45-18:00	144.67	145.80
D	17:00-17:15	174.90	177.04
	17:15-17:30	215.03	216.30
	17:30-17:45	235.10	235.10
	17:45-18:00	235.10	238.12

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	0.35	2.92	0.5	A	162.27	649.09
B	0.51	4.67	1.0	A	190.02	760.08
C	0.84	29.39	4.6	D	150.49	601.95
D	0.46	3.32	0.9	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	100.48	496.84	0.315	156.01	224.08	0.0	0.5	2.637	A
B	202.70	202.70	172.92	411.28	0.493	201.73	83.57	0.0	1.0	4.275	A
C	142.56	142.56	263.33	183.29	0.778	139.39	111.32	0.0	3.2	19.315	C
D	174.90	174.90	150.16	523.14	0.334	174.40	252.56	0.0	0.5	2.577	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	160.69	160.69	129.62	480.04	0.335	160.65	257.48	0.5	0.5	2.817	A
B	155.16	155.16	183.91	408.84	0.380	155.51	106.36	1.0	0.6	3.556	A
C	165.80	165.80	208.78	205.16	0.808	165.12	130.63	3.2	3.9	21.942	C
D	215.04	215.04	172.28	512.99	0.419	214.82	201.63	0.5	0.7	3.017	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	146.66	470.37	0.344	161.72	245.06	0.5	0.5	2.915	A
B	202.70	202.70	206.07	394.65	0.514	202.27	102.31	0.6	1.0	4.667	A
C	148.90	148.90	275.56	177.62	0.838	148.17	132.78	3.9	4.6	29.393	D
D	235.10	235.10	156.70	524.95	0.448	235.02	267.02	0.7	0.8	3.104	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	111.35	492.69	0.345	170.19	300.20	0.5	0.5	2.790	A
B	199.53	199.53	191.44	405.41	0.492	199.60	90.10	1.0	1.0	4.374	A
C	144.67	144.67	260.33	183.92	0.787	145.28	130.71	4.6	4.0	23.807	C
D	235.10	235.10	176.50	506.27	0.464	235.05	229.10	0.8	0.9	3.318	A

D9 - 2035 | Do Something | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Canterbury Way / Martins Way / Grace Way / Martins Way	Standard Roundabout	A, B, C, D	11.22	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.22	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2035	Do Something	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

Proportions

		To			
		A	B	C	D
From	A	0.02	0.03	0.51	0.44
	B	0.21	0.01	0.18	0.60
	C	0.60	0.26	0.00	0.14
	D	0.38	0.47	0.15	0.00

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

Proportions

		To			
		A	B	C	D
From	A	0.03	0.06	0.45	0.47
	B	0.13	0.01	0.22	0.64
	C	0.61	0.27	0.00	0.12
	D	0.37	0.46	0.17	0.00

08:30 - 08:45

Demand (Veh/TS)

From \ To	A	B	C	D
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

Proportions

From \ To	A	B	C	D
A	0.01	0.06	0.45	0.48
B	0.14	0.02	0.19	0.66
C	0.60	0.34	0.00	0.06
D	0.38	0.49	0.11	0.01

08:45 - 09:00

Demand (Veh/TS)

From \ To	A	B	C	D
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

Proportions

From \ To	A	B	C	D
A	0.00	0.07	0.44	0.49
B	0.16	0.03	0.18	0.63
C	0.60	0.24	0.00	0.16
D	0.38	0.49	0.12	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	D
A	0	0	3	0
B	0	0	0	3
C	2	0	0	0
D	0	2	1	0

Average PCU Per Veh

From \ To	A	B	C	D
A	1.000	1.000	1.030	1.000
B	1.000	1.000	1.000	1.030
C	1.020	1.000	1.000	1.000
D	1.000	1.020	1.010	1.000

08:15 - 08:30

Heavy Vehicle %

From \ To	A	B	C	D
A	0	1	3	0
B	0	0	2	3
C	1	0	0	1
D	0	1	0	0

Average PCU Per Veh

From \ To	A	B	C	D
A	1.000	1.010	1.030	1.000
B	1.000	1.000	1.020	1.030
C	1.010	1.000	1.000	1.010
D	1.000	1.010	1.000	1.000

08:30 - 08:45

Heavy Vehicle %

From \ To	A	B	C	D
A	0	0	0	0
B	0	0	0	4
C	0	0	0	0
D	1	6	1	0

Average PCU Per Veh

From \ To	A	B	C	D
A	1.000	1.000	1.000	1.000
B	1.000	1.000	1.000	1.040
C	1.000	1.000	1.000	1.000
D	1.010	1.060	1.010	1.000

08:45 - 09:00

Heavy Vehicle %

From \ To	A	B	C	D
A	0	0	1	1
B	0	0	0	2
C	0	0	0	1
D	0	8	1	0

Average PCU Per Veh

From \ To	A	B	C	D
A	1.000	1.000	1.010	1.010
B	1.000	1.000	1.000	1.020
C	1.000	1.000	1.000	1.010
D	1.000	1.080	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	08:00-08:15	372.56	378.23
	08:15-08:30	306.23	310.50
	08:30-08:45	314.65	314.65
	08:45-09:00	302.02	304.83
B	08:00-08:15	241.79	246.15
	08:15-08:30	196.52	201.14
	08:30-08:45	213.36	218.96
	08:45-09:00	239.68	242.71
C	08:00-08:15	97.32	98.49
	08:15-08:30	122.59	123.49
	08:30-08:45	111.01	111.01
	08:45-09:00	118.38	118.57
D	08:00-08:15	222.12	224.53
	08:15-08:30	247.39	248.53
	08:30-08:45	251.60	260.31
	08:45-09:00	245.28	255.28

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	0.82	9.88	4.2	A	323.87	1295.47
B	0.81	13.92	3.9	B	222.84	891.34
C	0.79	26.85	3.4	D	112.32	449.30
D	0.49	3.38	0.9	A	241.60	966.42

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 side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	372.56	372.56	164.27	455.60	0.818	368.34	199.79	0.0	4.2	9.885	A
B	241.79	241.79	389.23	299.19	0.808	237.91	143.37	0.0	3.9	13.920	B
C	97.32	97.32	365.29	141.12	0.690	95.25	261.85	0.0	2.1	18.862	C
D	222.12	222.12	142.66	527.73	0.421	221.40	317.87	0.0	0.7	2.933	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	189.24	442.50	0.692	308.16	202.39	4.2	2.3	6.794	A
B	196.52	196.52	331.08	326.73	0.602	198.86	166.32	3.9	1.5	7.164	A
C	122.59	122.59	307.93	164.12	0.747	121.92	222.01	2.1	2.7	20.925	C
D	247.39	247.39	144.38	530.19	0.467	247.25	285.47	0.7	0.9	3.179	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	196.68	440.45	0.714	314.50	194.97	2.3	2.4	7.134	A
B	213.36	213.36	325.93	330.17	0.646	213.11	185.25	1.5	1.8	7.668	A
C	111.01	111.01	329.03	156.40	0.710	111.19	210.01	2.7	2.6	20.056	C
D	251.60	251.60	140.12	517.84	0.486	251.53	300.11	0.9	0.9	3.379	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	187.44	440.50	0.686	302.25	201.65	2.4	2.2	6.525	A
B	239.68	239.68	313.63	339.23	0.706	239.14	176.06	1.8	2.3	8.937	A
C	118.38	118.38	345.85	150.06	0.789	117.58	206.91	2.6	3.4	26.854	D
D	245.29	245.29	143.79	512.60	0.479	245.30	319.63	0.9	0.9	3.366	A

D10 - 2035 | Do Something | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Canterbury Way / Martins Way / Grace Way / Martins Way	Standard Roundabout	A, B, C, D	16.02	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	16.02	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2035	Do Something	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	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

Proportions

		To			
		A	B	C	D
From	A	0.01	0.10	0.34	0.55
	B	0.15	0.01	0.11	0.74
	C	0.65	0.22	0.00	0.14
	D	0.40	0.50	0.09	0.01

17:15 - 17:30

Demand (Veh/TS)

		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

Proportions

		To			
		A	B	C	D
From	A	0.00	0.12	0.42	0.46
	B	0.12	0.01	0.10	0.78
	C	0.70	0.23	0.00	0.07
	D	0.37	0.52	0.10	0.00

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

Proportions

		To			
		A	B	C	D
From	A	0.01	0.07	0.39	0.53
	B	0.11	0.01	0.06	0.82
	C	0.69	0.21	0.00	0.11
	D	0.40	0.45	0.14	0.01

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

Proportions

		To			
		A	B	C	D
From	A	0.01	0.12	0.41	0.46
	B	0.18	0.02	0.08	0.73
	C	0.79	0.15	0.00	0.05
	D	0.46	0.44	0.10	0.01

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.010	1.010
	B	1.000	1.000	1.000	1.010
	C	1.000	1.000	1.000	1.000
	D	1.020	1.000	1.000	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.010	1.010
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.010	1.020	1.000	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.020	1.000
	B	1.000	1.000	1.000	1.010
	C	1.010	1.000	1.000	1.000
	D	1.000	1.030	1.000	1.000

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

Average PCU Per Veh

		To			
		A	B	C	D
From	A	1.000	1.000	1.010	1.000
	B	1.000	1.000	1.000	1.000
	C	1.010	1.000	1.000	1.000
	D	1.020	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	17:00-17:15	178.15	179.74
	17:15-17:30	182.38	183.98
	17:30-17:45	183.43	184.85
	17:45-18:00	191.88	192.68
B	17:00-17:15	202.70	204.20
	17:15-17:30	155.16	155.16
	17:30-17:45	202.70	204.36
	17:45-18:00	199.53	199.53
C	17:00-17:15	152.21	152.21
	17:15-17:30	175.45	175.45
	17:30-17:45	158.55	159.64
	17:45-18:00	154.32	155.55
D	17:00-17:15	360.31	363.19
	17:15-17:30	437.42	443.64
	17:30-17:45	397.28	402.67
	17:45-18:00	411.02	414.76

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	0.49	4.76	1.0	A	183.96	735.84
B	0.53	4.94	1.1	A	190.02	760.08
C	0.93	51.61	8.6	F	160.14	640.57
D	0.87	12.28	6.0	B	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	247.94	411.37	0.433	177.39	268.37	0.0	0.8	3.834	A
B	202.70	202.70	194.21	400.67	0.506	201.68	231.12	0.0	1.0	4.501	A
C	152.21	152.21	280.25	176.64	0.862	147.21	115.65	0.0	5.0	27.191	D
D	360.31	360.31	158.20	520.48	0.692	358.11	269.26	0.0	2.2	5.471	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	313.02	371.11	0.491	182.18	301.84	0.8	1.0	4.758	A
B	155.16	155.16	205.10	398.20	0.390	155.53	290.10	1.0	0.6	3.716	A
C	175.45	175.45	225.89	198.43	0.884	174.16	134.75	5.0	6.3	34.412	D
D	437.42	437.42	181.24	503.39	0.869	433.62	218.80	2.2	6.0	12.280	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	183.43	183.43	273.83	393.72	0.466	183.51	290.95	1.0	0.9	4.284	A
B	202.70	202.70	227.98	383.81	0.528	202.23	229.35	0.6	1.1	4.943	A
C	158.55	158.55	292.70	170.98	0.928	156.28	137.52	6.3	8.6	51.607	F
D	397.28	397.28	165.06	512.84	0.775	399.73	283.92	6.0	3.6	8.122	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	250.73	411.68	0.466	191.89	345.73	0.9	0.9	4.096	A
B	199.53	199.53	213.17	394.60	0.506	199.60	229.46	1.1	1.0	4.617	A
C	154.32	154.32	277.50	177.26	0.871	155.16	135.26	8.6	7.7	43.209	E
D	411.02	411.02	186.18	502.16	0.818	410.28	246.49	3.6	4.3	9.694	A

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.3.1598
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Filename: J12.j10
Path: F:\Engineer\Birmingham Jobs\19244\09-Transportation\03-Traffic Models\02-Junctions
Report generation date: 26/07/2023 13:54:56

»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			
	Q (Veh)	Delay (s)	RFC	LOS	Q (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	5.75	0.41	A	0.3	3.96	0.24	A
Arm B	0.6	3.78	0.36	A	2.6	8.50	0.73	A
Arm C	1.5	6.81	0.60	A	0.8	5.30	0.44	A
	Do Something 2030							
Arm A	1.0	8.31	0.51	A	0.3	4.20	0.26	A
Arm B	0.9	4.71	0.49	A	5.0	14.25	0.85	B
Arm C	5.4	16.96	0.86	C	1.0	6.06	0.52	A
	Do Nothing 2035							
Arm A	0.7	5.89	0.42	A	0.3	4.00	0.25	A
Arm B	0.6	3.82	0.37	A	2.7	8.94	0.74	A
Arm C	1.6	7.01	0.62	A	0.8	5.41	0.45	A
	Do Something 2035							
Arm A	1.1	8.59	0.52	A	0.4	4.25	0.26	A
Arm B	1.0	4.78	0.49	A	5.6	15.40	0.86	C
Arm C	5.8	18.16	0.87	C	1.1	6.21	0.53	A

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

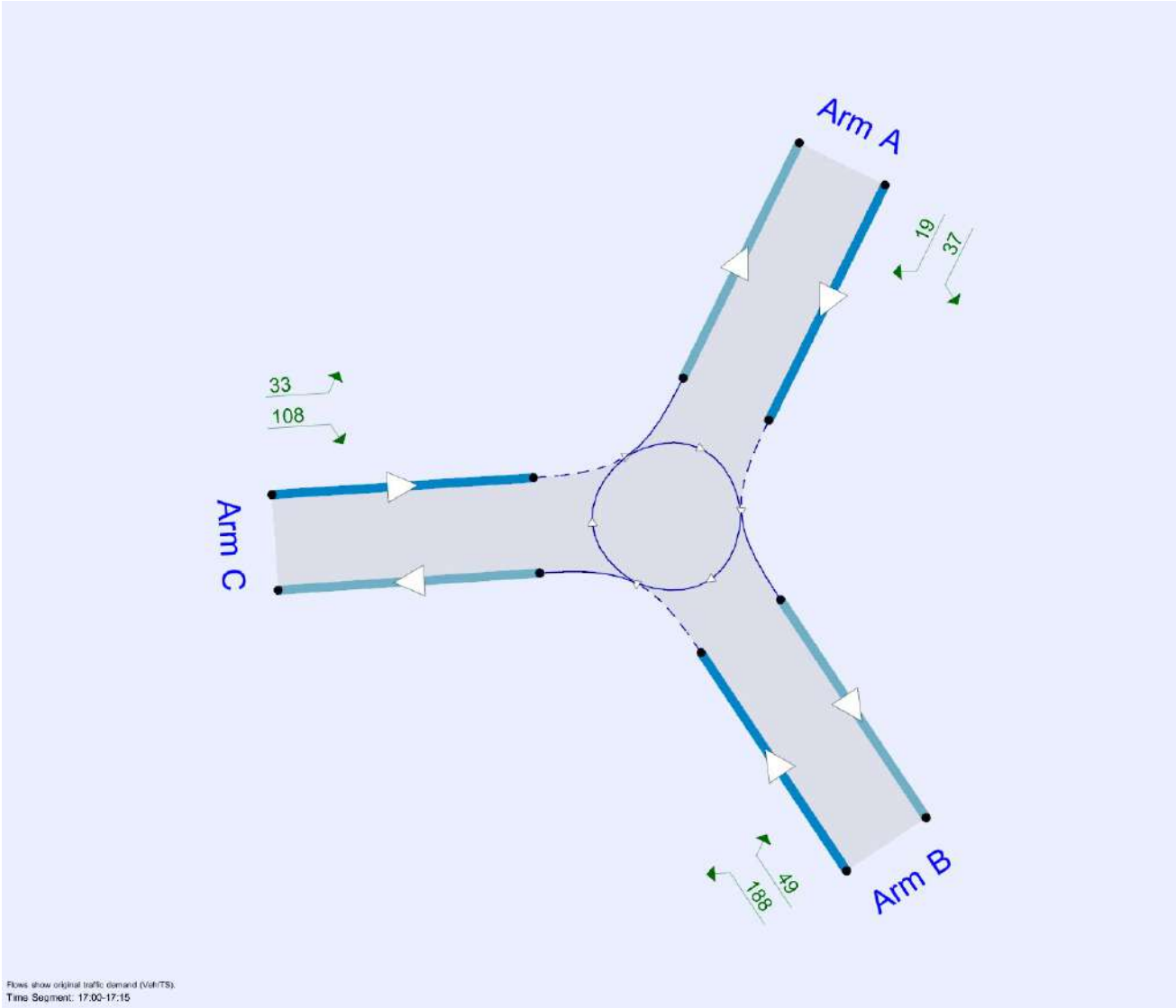
File summary

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	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 (m)	E (m)	l' (m)	R (m)	D (m)	PHI (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	✓

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	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

08:00 - 08:15

HV %s

		To		
		A	B	C
From	A	0	1	0
	B	1	0	0
	C	0	1	0

08:15 - 08:30

HV %s

		To		
		A	B	C
From	A	0	2	0
	B	1	0	0
	C	0	2	0

08:30 - 08:45

HV %s

		To		
		A	B	C
From	A	0	0	0
	B	0	0	2
	C	0	0	0

HV %s

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 Q (Veh)	Max LOS	Av. 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) (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) (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) (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) (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	✓

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	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

17:45 - 18:00

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	43.00	28.00
	B	61.00	18.00	185.00
	C	30.00	101.00	0.00

Vehicle Mix

17:00 - 17:15

HV %s

		To		
		A	B	C
From	A	0	2	0
	B	1	0	1
	C	0	0	0

17:15 - 17:30

HV %s

		To		
		A	B	C
From	A	0	1	0
	B	1	0	0
	C	0	1	0

17:30 - 17:45

HV %s

		To		
		A	B	C
From	A	0	1	0
	B	1	0	0
	C	0	1	0

17:45 - 18:00

HV %s

		To		
		A	B	C
From	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 Q (Veh)	Max LOS	Av. 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) (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) (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) (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) (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	5.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.57	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
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	64.13	44.48
	B	28.96	13.45	86.89
	C	26.89	170.68	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	55.86	21.72
	B	38.27	7.24	85.86
	C	35.17	124.13	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	74.48
	C	47.58	145.85	0.00

08:45 - 09:00

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	74.48	40.34
	B	41.38	4.14	87.92
	C	34.14	109.65	0.00

Vehicle Mix

08:00 - 08:15

HV %s

		To		
		A	B	C
From	A	0	1	0
	B	1	0	0
	C	0	1	0

08:15 - 08:30

HV %s

		To		
		A	B	C
From	A	0	2	0
	B	1	0	0
	C	0	2	0

08:30 - 08:45

HV %s

		To		
		A	B	C
From	A	0	0	0
	B	0	0	2
	C	0	0	0

08:45 - 09:00

HV %s

		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 Q (Veh)	Max LOS	Av. Demand (Veh/TS)	Total Junction Arrivals (Veh)
A	0.41	5.75	0.7	A	93.87	375.49
B	0.36	3.78	0.6	A	129.30	517.19
C	0.60	6.81	1.5	A	173.52	694.09

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) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	108.61	108.61	182.77	263.89	0.412	107.92	55.53	0.0	0.7	5.745	A
B	129.30	129.30	44.20	368.28	0.351	128.76	246.49	0.0	0.5	3.750	A
C	197.57	197.57	42.23	326.75	0.605	196.07	130.72	0.0	1.5	6.811	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	77.58	77.58	131.92	291.90	0.266	77.91	73.40	0.7	0.4	4.213	A
B	131.37	131.37	21.90	382.24	0.344	131.38	187.93	0.5	0.5	3.586	A
C	159.30	159.30	45.51	322.54	0.494	159.81	107.78	1.5	1.0	5.549	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	74.48	74.48	151.75	285.43	0.261	74.49	89.84	0.4	0.4	4.268	A
B	123.09	123.09	24.81	376.95	0.327	123.13	201.43	0.5	0.5	3.545	A
C	193.43	193.43	48.61	325.88	0.594	192.99	99.33	1.0	1.4	6.749	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	114.82	114.82	114.25	305.10	0.376	114.57	75.67	0.4	0.6	4.718	A
B	133.44	133.44	40.25	371.61	0.359	133.37	188.58	0.5	0.6	3.777	A
C	143.78	143.78	45.52	322.89	0.445	144.41	128.10	1.4	0.8	5.061	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	6.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.82	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	1.04	36.29	18.66
	B	47.70	11.41	138.94
	C	32.14	85.03	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	153.46
	C	41.48	86.06	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	141.02
	C	30.07	89.17	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	44.59	29.03
	B	63.25	18.66	191.83
	C	31.11	104.73	0.00

Vehicle Mix

17:00 - 17:15

HV %s

		To		
		A	B	C
From	A	0	2	0
	B	1	0	1
	C	0	0	0

17:15 - 17:30

HV %s

		To		
		A	B	C
From	A	0	1	0
	B	1	0	0
	C	0	1	0

17:30 - 17:45

HV %s

		To		
		A	B	C
From	A	0	1	0
	B	1	0	0
	C	0	1	0

17:45 - 18:00

HV %s

		To		
		A	B	C
From	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 Q (Veh)	Max LOS	Av. Demand (Veh/TS)	Total Junction Arrivals (Veh)
A	0.24	3.96	0.3	A	67.40	269.59
B	0.73	8.50	2.6	A	228.89	915.58
C	0.44	5.30	0.8	A	124.95	499.78

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) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	55.99	55.99	95.95	315.51	0.177	55.78	80.46	0.0	0.2	3.461	A
B	198.05	198.05	19.63	381.22	0.520	196.98	132.10	0.0	1.1	4.857	A
C	117.17	117.17	59.82	318.87	0.367	116.59	156.79	0.0	0.6	4.437	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	67.40	67.40	101.52	313.35	0.215	67.34	102.45	0.2	0.3	3.658	A
B	230.19	230.19	17.63	385.05	0.598	229.80	151.23	1.1	1.5	5.781	A
C	127.54	127.54	76.57	306.63	0.416	127.41	170.86	0.6	0.7	5.018	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	72.58	72.58	101.64	313.25	0.232	72.56	90.31	0.3	0.3	3.738	A
B	213.60	213.60	18.66	384.35	0.556	213.80	155.54	1.5	1.3	5.285	A
C	119.24	119.24	72.64	308.76	0.386	119.32	159.82	0.7	0.6	4.752	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	73.62	73.62	123.15	301.13	0.244	73.60	94.10	0.3	0.3	3.955	A
B	273.74	273.74	28.98	377.09	0.726	272.44	167.77	1.3	2.6	8.495	A
C	135.83	135.83	81.58	305.27	0.445	135.67	219.85	0.6	0.8	5.302	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	11.33	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.33	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	✓

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	64.13	44.48
	B	28.96	13.45	134.36
	C	26.89	253.92	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	55.86	21.72
	B	38.27	7.24	133.33
	C	35.17	207.37	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	121.95
	C	47.58	229.09	0.00

08:45 - 09:00

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	74.48	40.34
	B	41.38	4.14	135.40
	C	34.14	192.89	0.00

Vehicle Mix

08:00 - 08:15

HV %s

		To		
		A	B	C
From	A	0	1	0
	B	1	0	0
	C	0	1	0

08:15 - 08:30

HV %s

		To		
		A	B	C
From	A	0	2	0
	B	1	0	0
	C	0	2	0

08:30 - 08:45

HV %s

		To		
		A	B	C
From	A	0	0	0
	B	0	0	2
	C	0	0	0

08:45 - 09:00

HV %s

		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 Q (Veh)	Max LOS	Av. Demand (Veh/TS)	Total Junction Arrivals (Veh)
A	0.51	8.31	1.0	A	93.87	375.49
B	0.49	4.71	0.9	A	176.77	707.08
C	0.86	16.96	5.4	C	256.76	1027.06

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) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	108.61	108.61	262.43	214.95	0.505	107.61	55.19	0.0	1.0	8.309	A
B	176.77	176.77	44.07	368.58	0.480	175.86	325.97	0.0	0.9	4.649	A
C	280.81	280.81	42.19	326.65	0.860	275.43	177.74	0.0	5.4	16.190	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) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	77.58	77.58	216.77	239.72	0.324	78.10	73.46	1.0	0.5	5.587	A
B	178.84	178.84	22.00	382.47	0.468	178.87	272.88	0.9	0.9	4.422	A
C	242.54	242.54	45.51	322.09	0.753	244.72	155.36	5.4	3.2	11.946	B

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	74.48	74.48	233.84	235.18	0.317	74.49	89.57	0.5	0.5	5.600	A
B	170.57	170.57	24.81	376.14	0.453	170.61	283.53	0.9	0.8	4.379	A
C	276.67	276.67	48.60	325.84	0.849	274.80	146.81	3.2	5.1	16.958	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) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	114.82	114.82	199.14	252.50	0.455	114.46	76.01	0.5	0.8	6.502	A
B	180.91	180.91	40.21	371.63	0.487	180.81	273.39	0.8	0.9	4.714	A
C	227.02	227.02	45.52	322.42	0.704	229.63	175.50	5.1	2.5	9.957	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 / Canterbury Way / GAW	Standard Roundabout		A, B, C	10.41	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.41	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

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	185.07
	C	32.14	106.71	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	199.59
	C	41.48	107.75	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	187.15
	C	30.07	110.86	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	44.59	29.03
	B	63.25	18.66	237.96
	C	31.11	126.41	0.00

Vehicle Mix

17:00 - 17:15

HV %s

		To		
		A	B	C
From	A	0	2	0
	B	1	0	1
	C	0	0	0

17:15 - 17:30

HV %s

		To		
		A	B	C
From	A	0	1	0
	B	1	0	0
	C	0	1	0

17:30 - 17:45

HV %s

		To		
		A	B	C
From	A	0	1	0
	B	1	0	0
	C	0	1	0

17:45 - 18:00

HV %s

		To		
		A	B	C
From	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 Q (Veh)	Max LOS	Av. Demand (Veh/TS)	Total Junction Arrivals (Veh)
A	0.26	4.20	0.3	A	67.40	269.59
B	0.85	14.25	5.0	B	275.02	1100.10
C	0.52	6.06	1.0	A	146.63	586.53

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) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	55.99	55.99	117.45	302.53	0.185	55.77	80.36	0.0	0.2	3.643	A
B	244.18	244.18	19.62	381.18	0.641	242.43	153.60	0.0	1.7	6.409	A
C	138.86	138.86	59.71	318.93	0.435	138.09	202.34	0.0	0.8	4.956	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	67.40	67.40	123.16	300.08	0.225	67.34	102.37	0.2	0.3	3.866	A
B	276.32	276.32	17.63	385.21	0.717	275.61	172.86	1.7	2.5	8.155	A
C	149.23	149.23	76.47	306.55	0.487	149.05	216.76	0.8	0.9	5.708	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	72.58	72.58	123.35	299.93	0.242	72.55	90.34	0.3	0.3	3.958	A
B	259.73	259.73	18.66	384.54	0.675	260.07	177.24	2.5	2.1	7.252	A
C	140.93	140.93	72.67	308.62	0.457	141.02	206.05	0.9	0.8	5.374	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	73.62	73.62	144.71	288.02	0.256	73.60	93.82	0.3	0.3	4.197	A
B	319.87	319.87	28.98	377.34	0.848	316.94	189.33	2.1	5.1	14.248	B
C	157.52	157.52	81.21	305.50	0.516	157.32	264.71	0.8	1.1	6.064	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	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
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	65.27	45.27
	B	29.48	13.69	88.44
	C	27.37	173.71	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	56.85	22.11
	B	38.95	7.37	87.38
	C	35.80	126.34	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	75.80
	C	48.43	148.44	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	89.49
	C	34.74	111.60	0.00

Vehicle Mix

08:00 - 08:15

HV %s

		To		
		A	B	C
From	A	0	1	0
	B	1	0	0
	C	0	1	0

08:15 - 08:30

HV %s

		To		
		A	B	C
From	A	0	2	0
	B	1	0	0
	C	0	2	0

08:30 - 08:45

HV %s

		To		
		A	B	C
From	A	0	0	0
	B	0	0	2
	C	0	0	0

08:45 - 09:00

HV %s

		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 Q (Veh)	Max LOS	Av. Demand (Veh/TS)	Total Junction Arrivals (Veh)
A	0.42	5.89	0.7	A	95.54	382.17
B	0.37	3.82	0.6	A	131.60	526.39
C	0.62	7.01	1.6	A	176.61	706.43

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) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	110.54	110.54	185.98	261.92	0.422	109.82	56.51	0.0	0.7	5.891	A
B	131.60	131.60	44.97	367.79	0.358	131.05	250.83	0.0	0.6	3.794	A
C	201.08	201.08	42.98	326.30	0.616	199.51	133.04	0.0	1.6	7.015	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	78.96	78.96	134.29	290.44	0.272	79.31	74.70	0.7	0.4	4.269	A
B	133.71	133.71	22.30	381.99	0.350	133.72	191.30	0.6	0.5	3.627	A
C	162.13	162.13	46.32	322.05	0.503	162.68	109.70	1.6	1.0	5.665	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	75.80	75.80	154.43	283.79	0.267	75.81	91.44	0.4	0.4	4.327	A
B	125.28	125.28	25.25	376.67	0.333	125.32	204.99	0.5	0.5	3.583	A
C	196.87	196.87	49.47	325.36	0.605	196.40	101.10	1.0	1.5	6.951	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	116.86	116.86	116.31	303.82	0.385	116.61	77.02	0.4	0.6	4.802	A
B	135.81	135.81	40.96	371.15	0.366	135.74	191.95	0.5	0.6	3.823	A
C	146.34	146.34	46.33	322.41	0.454	147.00	130.38	1.5	0.8	5.151	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	7.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.10	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
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	1.06	36.97	19.01
	B	48.59	11.62	141.54
	C	32.75	86.62	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	156.33
	C	42.25	87.67	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	143.66
	C	30.63	90.84	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	45.42	29.58
	B	64.43	19.01	195.42
	C	31.69	106.69	0.00

Vehicle Mix

17:00 - 17:15

HV %s

		To		
		A	B	C
From	A	0	2	0
	B	1	0	1
	C	0	0	0

17:15 - 17:30

HV %s

		To		
		A	B	C
From	A	0	1	0
	B	1	0	0
	C	0	1	0

17:30 - 17:45

HV %s

		To		
		A	B	C
From	A	0	1	0
	B	1	0	0
	C	0	1	0

17:45 - 18:00

HV %s

		To		
		A	B	C
From	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 Q (Veh)	Max LOS	Av. Demand (Veh/TS)	Total Junction Arrivals (Veh)
A	0.25	4.00	0.3	A	68.66	274.64
B	0.74	8.94	2.7	A	233.18	932.71
C	0.45	5.41	0.8	A	127.28	509.13

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) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	57.04	57.04	97.74	314.43	0.181	56.82	81.96	0.0	0.2	3.490	A
B	201.75	201.75	19.99	380.99	0.530	200.64	134.57	0.0	1.1	4.960	A
C	119.36	119.36	60.93	318.19	0.375	118.77	159.70	0.0	0.6	4.499	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	68.66	68.66	103.42	312.19	0.220	68.60	104.36	0.2	0.3	3.694	A
B	234.50	234.50	17.96	384.84	0.609	234.08	154.05	1.1	1.5	5.953	A
C	129.92	129.92	77.99	305.78	0.425	129.79	174.05	0.6	0.7	5.109	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	73.94	73.94	103.55	312.08	0.237	73.91	92.01	0.3	0.3	3.778	A
B	217.60	217.60	19.01	384.12	0.566	217.81	158.45	1.5	1.3	5.418	A
C	121.47	121.47	74.00	307.94	0.394	121.55	162.81	0.7	0.7	4.830	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	75.00	75.00	125.44	299.74	0.250	74.97	95.84	0.3	0.3	4.004	A
B	278.86	278.86	29.52	376.75	0.740	277.44	170.89	1.3	2.7	8.935	A
C	138.38	138.38	83.08	304.36	0.455	138.21	223.89	0.7	0.8	5.411	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	11.98	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.98	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	✓

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	65.27	45.27
	B	29.48	13.69	135.91
	C	27.37	256.95	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	56.85	22.11
	B	38.95	7.37	134.85
	C	35.80	209.58	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	123.27
	C	48.43	231.68	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	136.96
	C	34.74	194.84	0.00

Vehicle Mix

08:00 - 08:15

HV %s

		To		
		A	B	C
From	A	0	1	0
	B	1	0	0
	C	0	1	0

08:15 - 08:30

HV %s

		To		
		A	B	C
From	A	0	2	0
	B	1	0	0
	C	0	2	0

08:30 - 08:45

HV %s

		To		
		A	B	C
From	A	0	0	0
	B	0	0	2
	C	0	0	0

08:45 - 09:00

HV %s

		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 Q (Veh)	Max LOS	Av. Demand (Veh/TS)	Total Junction Arrivals (Veh)
A	0.52	8.59	1.1	A	95.54	382.17
B	0.49	4.78	1.0	A	179.07	716.28
C	0.87	18.16	5.8	C	259.85	1039.40

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) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	110.54	110.54	265.29	213.19	0.519	109.49	56.14	0.0	1.1	8.594	A
B	179.07	179.07	44.84	368.09	0.486	178.13	329.94	0.0	0.9	4.716	A
C	284.32	284.32	42.94	326.20	0.872	278.49	180.03	0.0	5.8	17.195	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) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	78.96	78.96	219.36	238.13	0.332	79.52	74.78	1.1	0.5	5.695	A
B	181.18	181.18	22.40	382.21	0.474	181.21	276.48	0.9	0.9	4.479	A
C	245.37	245.37	46.32	321.61	0.763	247.82	157.29	5.8	3.4	12.578	B

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	75.80	75.80	236.35	233.64	0.324	75.82	91.12	0.5	0.5	5.705	A
B	172.76	172.76	25.25	375.88	0.460	172.81	286.93	0.9	0.9	4.433	A
C	280.11	280.11	49.47	325.32	0.861	278.01	148.58	3.4	5.5	18.155	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) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	116.86	116.86	201.41	251.10	0.465	116.49	77.41	0.5	0.9	6.667	A
B	183.28	183.28	40.92	371.18	0.494	183.17	276.98	0.9	1.0	4.783	A
C	229.58	229.58	46.32	321.95	0.713	232.49	177.77	5.5	2.6	10.367	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	11.10	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.10	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

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	187.67
	C	32.75	108.30	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	202.46
	C	42.25	109.36	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	189.79
	C	30.63	112.53	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	45.42	29.58
	B	64.43	19.01	241.54
	C	31.69	128.37	0.00

Vehicle Mix

17:00 - 17:15

HV %s

		To		
		A	B	C
From	A	0	2	0
	B	1	0	1
	C	0	0	0

17:15 - 17:30

HV %s

		To		
		A	B	C
From	A	0	1	0
	B	1	0	0
	C	0	1	0

17:30 - 17:45

HV %s

		To		
		A	B	C
From	A	0	1	0
	B	1	0	0
	C	0	1	0

17:45 - 18:00

HV %s

		To		
		A	B	C
From	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 Q (Veh)	Max LOS	Av. Demand (Veh/TS)	Total Junction Arrivals (Veh)
A	0.26	4.25	0.4	A	68.66	274.64
B	0.86	15.40	5.6	C	279.31	1117.22
C	0.53	6.21	1.1	A	148.97	595.88

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) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	57.04	57.04	119.23	301.45	0.189	56.81	81.85	0.0	0.2	3.675	A
B	247.88	247.88	19.99	380.95	0.651	246.06	156.05	0.0	1.8	6.588	A
C	141.05	141.05	60.82	318.26	0.443	140.26	205.23	0.0	0.8	5.034	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	68.66	68.66	125.05	298.92	0.230	68.59	104.27	0.2	0.3	3.906	A
B	280.63	280.63	17.96	385.00	0.729	279.85	175.68	1.8	2.6	8.491	A
C	151.61	151.61	77.89	305.70	0.496	151.43	219.92	0.8	1.0	5.826	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	73.94	73.94	125.26	298.76	0.247	73.91	92.04	0.3	0.3	4.002	A
B	263.73	263.73	19.01	384.31	0.686	264.09	180.16	2.6	2.2	7.511	A
C	143.16	143.16	74.04	307.80	0.465	143.26	209.06	1.0	0.9	5.472	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	75.00	75.00	146.98	286.64	0.262	74.97	95.51	0.3	0.4	4.252	A
B	324.99	324.99	29.52	376.99	0.862	321.66	192.43	2.2	5.6	15.403	C
C	160.06	160.06	82.64	304.62	0.525	159.85	268.54	0.9	1.1	6.208	A

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.1.2424
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Filename: J12 Updated Geometry.j11
Path: F:\Engineer\Birmingham Jobs\19244\09-Transportation\03-Traffic Models\02-Junctions
Report generation date: 19/04/2026 21:42:23

»AM - D1 - 2023 | Do Nothing | AM
»AM - D3 - 2030 | Do Nothing | AM
»AM - D5 - 2030 | Do Something | AM
»AM - D7 - 2035 | Do Nothing | AM
»AM - D9 - 2035 | Do Something | AM
»PM - D2 - 2023 | Do Nothing | PM
»PM - D4 - 2030 | Do Nothing | PM
»PM - D6 - 2030 | Do Something | PM
»PM - D8 - 2035 | Do Nothing | PM
»PM - D10 - 2035 | Do Something | PM

Summary of junction performance

	AM			
	Queue (Veh)	Delay (s)	RFC	LOS
	AM - 2023 - Do Nothing			
Arm A	5.4	41.30	0.89	E
Arm B	0.6	4.26	0.38	A
Arm C	3.4	15.88	0.79	C
	AM - 2030 - Do Nothing			
Arm A	10.1	65.52	1.00	F
Arm B	0.7	4.52	0.41	A
Arm C	6.6	26.63	0.90	D
	AM - 2030 - Do Something			
Arm A	19.2	120.98	1.15	F
Arm B	1.2	5.84	0.55	A
Arm C	149.8	552.03	1.24	F
	AM - 2035 - Do Nothing			
Arm A	11.7	72.93	1.03	F
Arm B	0.7	4.58	0.42	A
Arm C	7.4	29.27	0.91	D
	AM - 2035 - Do Something			
Arm A	20.7	136.84	1.17	F
Arm B	1.2	5.94	0.56	A
Arm C	163.4	598.33	1.26	F

	PM			
	Queue (Veh)	Delay (s)	RFC	LOS
	PM - 2023 - Do Nothing			
Arm A	2.2	29.65	0.71	D
Arm B	3.1	10.69	0.77	B
Arm C	3.8	27.55	0.81	D
	PM - 2030 - Do Nothing			
Arm A	2.9	37.75	0.77	E
Arm B	4.6	14.56	0.84	B
Arm C	7.6	48.50	0.92	E
	PM - 2030 - Do Something			
Arm A	3.5	45.77	0.80	E
Arm B	13.7	33.53	0.97	D
Arm C	25.1	127.34	1.05	F
	PM - 2035 - Do Nothing			
Arm A	3.2	40.68	0.79	E
Arm B	5.1	15.76	0.85	C
Arm C	8.8	54.73	0.94	F
	PM - 2035 - Do Something			
Arm A	3.8	49.10	0.82	E
Arm B	16.0	37.60	0.98	E
Arm C	29.8	147.48	1.07	F

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

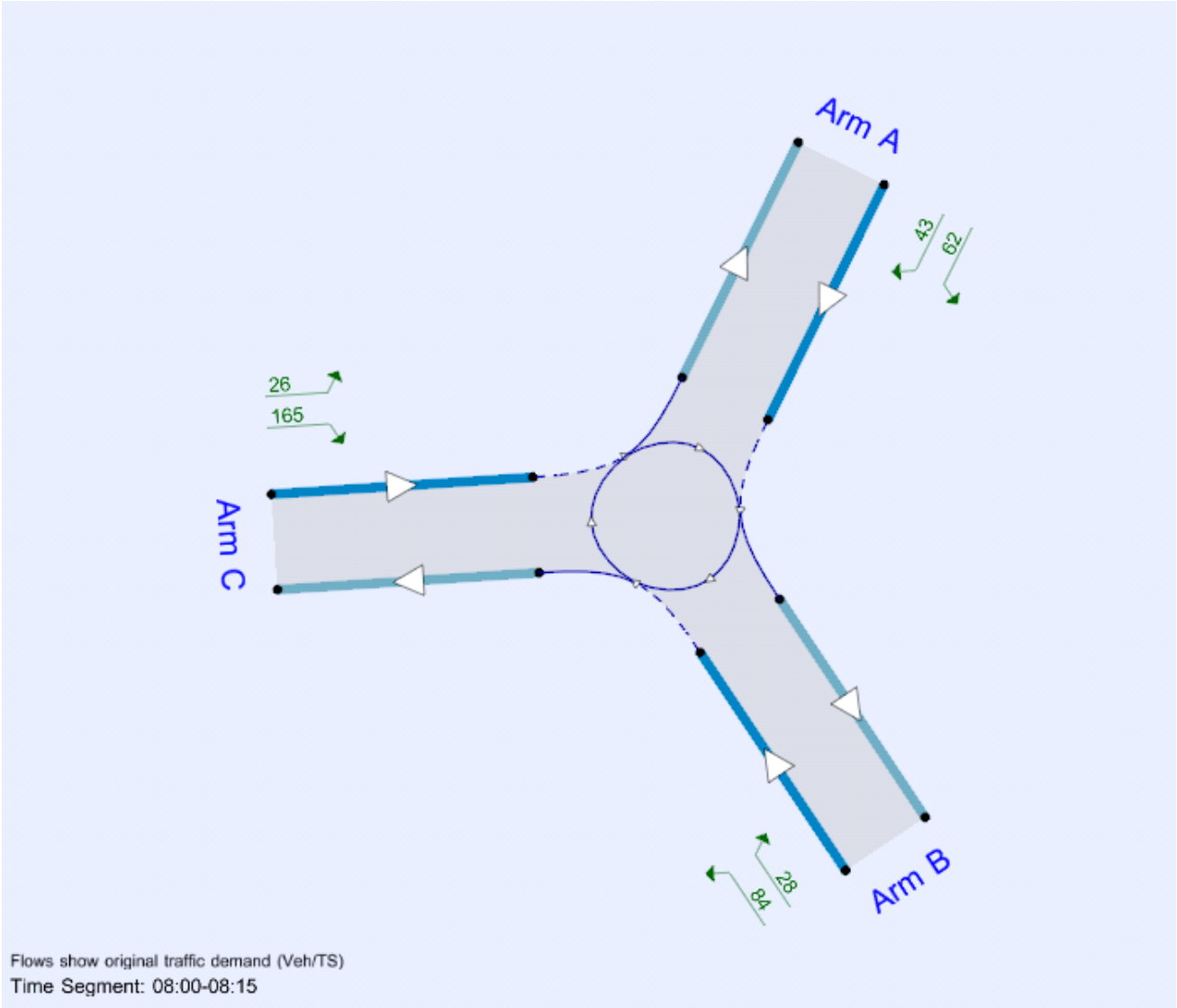
File summary

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023	Do Nothing	AM	DIRECT	08:00	09:00	60	15	✓
D2	2023	Do Nothing	PM	DIRECT	17:00	18:00	60	15	✓
D3	2030	Do Nothing	AM	DIRECT	08:00	09:00	60	15	✓
D4	2030	Do Nothing	PM	DIRECT	17:00	18:00	60	15	✓
D5	2030	Do Something	AM	DIRECT	08:00	09:00	60	15	✓
D6	2030	Do Something	PM	DIRECT	17:00	18:00	60	15	✓
D7	2035	Do Nothing	AM	DIRECT	08:00	09:00	60	15	✓
D8	2035	Do Nothing	PM	DIRECT	17:00	18:00	60	15	✓
D9	2035	Do Something	AM	DIRECT	08:00	09:00	60	15	✓
D10	2035	Do Something	PM	DIRECT	17:00	18:00	60	15	✓

AM - D1 - 2023 | Do Nothing | AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	AM	✓	✓	D1,D3,D5,D7,D9	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Canterbury Way / Canterbury Way / GAW	Standard Roundabout	A, B, C	18.12	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	18.12	C

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	2.75	4.74	0.5	14.0	31.0	55.0		
B	3.08	6.50	14.2	26.0	31.0	46.0		
C	2.75	5.00	3.0	21.0	31.0	22.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A	0.436	195.668
B	0.592	362.824
C	0.536	266.217

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023	Do Nothing	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

Proportions

		To		
		A	B	C
From	A	0.00	0.59	0.41
	B	0.22	0.10	0.67
	C	0.14	0.86	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

Proportions

		To		
		A	B	C
From	A	0.00	0.72	0.28
	B	0.29	0.06	0.65
	C	0.22	0.78	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

Proportions

		To		
		A	B	C
From	A	0.00	0.67	0.33
	B	0.34	0.05	0.61
	C	0.25	0.75	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

Proportions

		To		
		A	B	C
From	A	0.00	0.65	0.35
	B	0.31	0.03	0.66
	C	0.24	0.76	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

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.010	1.000
	B	1.010	1.000	1.000
	C	1.000	1.010	1.000

08:15 - 08:30

Heavy Vehicle %

		To		
		A	B	C
From	A	0	2	0
	B	1	0	0
	C	0	2	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.020	1.000
	B	1.010	1.000	1.000
	C	1.000	1.020	1.000

08:30 - 08:45

Heavy Vehicle %

From \ To	A	B	C
A	0	0	0
B	0	0	2
C	0	0	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.000	1.000
B	1.000	1.000	1.020
C	1.000	1.000	1.000

08:45 - 09:00

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	0	0	0
C	0	2	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.000	1.000	1.000
C	1.000	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	08:00-08:15	105.00	105.62
	08:15-08:30	75.00	76.08
	08:30-08:45	72.00	72.00
	08:45-09:00	111.00	111.72
B	08:00-08:15	125.00	125.28
	08:15-08:30	127.00	127.37
	08:30-08:45	119.00	120.44
	08:45-09:00	129.00	129.00
C	08:00-08:15	191.00	192.65
	08:15-08:30	154.00	156.40
	08:30-08:45	187.00	187.00
	08:45-09:00	139.00	141.12

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	0.89	41.30	5.4	E	90.75	363.01
B	0.38	4.26	0.6	A	125.00	500.00
C	0.79	15.88	3.4	C	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	174.97	117.96	0.890	99.58	53.40	0.0	5.4	41.303	E
B	125.00	125.00	40.78	337.91	0.370	124.42	233.77	0.0	0.6	4.205	A
C	191.00	191.00	40.81	242.09	0.789	187.56	124.39	0.0	3.4	15.650	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	75.00	75.00	128.54	136.69	0.549	79.16	71.02	5.4	1.3	16.691	C
B	127.00	127.00	22.87	348.27	0.365	127.01	184.83	0.6	0.6	4.067	A
C	154.00	154.00	43.99	238.73	0.645	155.56	105.88	3.4	1.9	11.017	B

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	146.03	131.94	0.546	72.03	86.61	1.3	1.2	15.041	C
B	119.00	119.00	23.94	344.49	0.345	119.05	194.12	0.6	0.5	3.992	A
C	187.00	187.00	46.99	240.97	0.776	185.65	96.00	1.9	3.2	15.880	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	111.00	111.00	111.36	145.26	0.764	109.31	73.45	1.2	2.9	24.136	C
B	129.00	129.00	38.38	340.07	0.379	128.92	182.28	0.5	0.6	4.262	A
C	139.00	139.00	44.00	239.05	0.582	140.81	123.30	3.2	1.4	9.321	A

AM - D3 - 2030 | Do Nothing | AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	AM	✓	✓	D1,D3,D5,D7,D9	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Canterbury Way / Canterbury Way / GAW	Standard Roundabout	A, B, C	28.14	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	28.14	D

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)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A	2.75	4.74	0.5	14.0	31.0	55.0		
B	3.08	6.50	14.2	26.0	31.0	46.0		
C	2.75	5.00	3.0	21.0	31.0	22.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A	0.436	195.668
B	0.592	362.824
C	0.536	266.217

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2030	Do Nothing	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)

From \ To	A	B	C
A	0.00	64.13	44.48
B	28.96	13.45	94.14
C	26.89	189.43	0.00

Proportions

From \ To	A	B	C
A	0.00	0.59	0.41
B	0.21	0.10	0.69
C	0.12	0.88	0.00

08:15 - 08:30

Demand (Veh/TS)

From \ To	A	B	C
A	0.00	55.86	21.72
B	38.27	7.24	93.11
C	35.17	142.88	0.00

Proportions

From \ To	A	B	C
A	0.00	0.72	0.28
B	0.28	0.05	0.67
C	0.20	0.80	0.00

08:30 - 08:45

Demand (Veh/TS)

From \ To	A	B	C
A	0.00	49.65	24.83
B	42.41	6.21	81.73
C	47.58	164.60	0.00

Proportions

From \ To	A	B	C
A	0.00	0.67	0.33
B	0.33	0.05	0.63
C	0.22	0.78	0.00

08:45 - 09:00

Demand (Veh/TS)

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

Proportions

From \ To	A	B	C
A	0.00	0.65	0.35
B	0.29	0.03	0.68
C	0.21	0.79	0.00

Vehicle Mix

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

08:00 - 08:15

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	1	0	0
C	0	1	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.010	1.000	1.000
C	1.000	1.010	1.000

08:15 - 08:30

Heavy Vehicle %

From \ To	A	B	C
A	0	2	0
B	1	0	0
C	0	2	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.020	1.000
B	1.010	1.000	1.000
C	1.000	1.020	1.000

08:30 - 08:45

Heavy Vehicle %

From \ To	A	B	C
A	0	0	0
B	0	0	2
C	0	0	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.000	1.000
B	1.000	1.000	1.020
C	1.000	1.000	1.000

08:45 - 09:00

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	0	0	0
C	0	2	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.000	1.000	1.000
C	1.000	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	08:00-08:15	108.61	109.25
	08:15-08:30	77.58	78.70
	08:30-08:45	74.48	74.48
	08:45-09:00	114.82	115.56
B	08:00-08:15	136.55	136.84
	08:15-08:30	138.62	139.00
	08:30-08:45	130.34	131.98
	08:45-09:00	140.69	140.69
C	08:00-08:15	216.32	218.21
	08:15-08:30	178.05	180.91
	08:30-08:45	212.18	212.18
	08:45-09:00	162.53	165.10

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	1.00	65.52	10.1	F	93.87	375.50
B	0.41	4.52	0.7	A	136.55	546.20
C	0.90	26.63	6.6	D	192.27	769.10

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	197.00	108.32	1.003	98.54	54.89	0.0	10.1	65.525	F
B	136.55	136.55	40.35	338.20	0.404	135.88	255.18	0.0	0.7	4.434	A
C	216.32	216.32	42.20	241.31	0.896	209.69	134.03	0.0	6.6	24.799	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	153.42	125.84	0.617	85.96	73.60	10.1	1.7	26.785	D
B	138.62	138.62	25.37	346.84	0.400	138.62	214.01	0.7	0.7	4.322	A
C	178.05	178.05	45.50	237.84	0.749	181.51	118.49	6.6	3.2	16.842	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	168.56	122.10	0.610	74.57	89.22	1.7	1.6	19.000	C
B	130.34	130.34	24.76	343.86	0.379	130.40	218.36	0.7	0.6	4.217	A
C	212.18	212.18	48.61	240.09	0.884	209.17	106.55	3.2	6.2	26.632	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	114.82	114.82	135.56	134.58	0.853	111.85	76.42	1.6	4.6	35.699	E
B	140.69	140.69	39.27	339.54	0.414	140.60	208.15	0.6	0.7	4.522	A
C	162.53	162.53	45.52	238.18	0.683	166.47	134.36	6.2	2.2	13.179	B

AM - D5 - 2030 | Do Something | AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	AM	✓	✓	D1,D3,D5,D7,D9	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Canterbury Way / Canterbury Way / GAW	Standard Roundabout	A, B, C	297.98	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	297.98	F

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	2.75	4.74	0.5	14.0	31.0	55.0		
B	3.08	6.50	14.2	26.0	31.0	46.0		
C	2.75	5.00	3.0	21.0	31.0	22.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A	0.436	195.668
B	0.592	362.824
C	0.536	266.217

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2030	Do Something	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)

From \ To	A	B	C
A	0.00	64.13	44.48
B	28.96	13.45	141.61
C	26.89	272.67	0.00

Proportions

From \ To	A	B	C
A	0.00	0.59	0.41
B	0.16	0.07	0.77
C	0.09	0.91	0.00

08:15 - 08:30

Demand (Veh/TS)

From \ To	A	B	C
A	0.00	55.86	21.72
B	38.27	7.24	140.58
C	35.17	226.12	0.00

Proportions

From \ To	A	B	C
A	0.00	0.72	0.28
B	0.21	0.04	0.76
C	0.13	0.87	0.00

08:30 - 08:45

Demand (Veh/TS)

From \ To	A	B	C
A	0.00	49.65	24.83
B	42.41	6.21	129.20
C	47.58	247.84	0.00

Proportions

From \ To	A	B	C
A	0.00	0.67	0.33
B	0.24	0.03	0.73
C	0.16	0.84	0.00

08:45 - 09:00

Demand (Veh/TS)

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

Proportions

From \ To	A	B	C
A	0.00	0.65	0.35
B	0.22	0.02	0.76
C	0.14	0.86	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	1	0
B	1	0	0
C	0	1	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.010	1.000	1.000
C	1.000	1.010	1.000

08:15 - 08:30

Heavy Vehicle %

From \ To	A	B	C
A	0	2	0
B	1	0	0
C	0	2	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.020	1.000
B	1.010	1.000	1.000
C	1.000	1.020	1.000

08:30 - 08:45

Heavy Vehicle %

From \ To	A	B	C
A	0	0	0
B	0	0	2
C	0	0	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.000	1.000
B	1.000	1.000	1.020
C	1.000	1.000	1.000

08:45 - 09:00

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	0	0	0
C	0	2	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.000	1.000	1.000
C	1.000	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	08:00-08:15	108.61	109.25
	08:15-08:30	77.58	78.70
	08:30-08:45	74.48	74.48
	08:45-09:00	114.82	115.56
B	08:00-08:15	184.02	184.31
	08:15-08:30	186.09	186.47
	08:30-08:45	177.82	180.40
	08:45-09:00	188.16	188.16
C	08:00-08:15	299.56	302.29
	08:15-08:30	261.29	265.81
	08:30-08:45	295.42	295.42
	08:45-09:00	245.77	250.00

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	1.15	120.98	19.2	F	93.88	375.51
B	0.55	5.84	1.2	A	184.02	736.08
C	1.24	552.03	149.8	F	275.80	1103.20

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 side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	108.61	108.61	229.48	94.09	1.154	89.43	50.10	0.0	19.2	115.268	F
B	184.02	184.02	36.62	340.59	0.540	182.86	282.29	0.0	1.2	5.666	A
C	299.56	299.56	42.14	241.26	1.242	237.44	177.34	0.0	62.1	126.147	F

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	215.66	98.81	0.787	91.80	67.41	19.2	5.0	120.983	F
B	186.09	186.09	28.18	345.42	0.539	186.09	279.27	1.2	1.2	5.648	A
C	261.29	261.29	45.50	237.98	1.100	237.57	168.77	62.1	85.8	288.526	F

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	208.65	103.94	0.716	76.69	78.55	5.0	2.8	35.135	E
B	177.82	177.82	25.29	342.88	0.519	177.89	260.04	1.2	1.1	5.457	A
C	295.42	295.42	48.60	238.67	1.230	238.59	154.58	85.8	142.7	437.417	F

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	207.51	103.79	1.106	99.84	77.84	2.8	17.8	114.619	F
B	188.16	188.16	35.03	342.04	0.550	188.04	272.32	1.1	1.2	5.838	A
C	245.77	245.77	45.52	240.13	1.034	239.83	177.55	142.7	148.6	552.026	F

AM - D7 - 2035 | Do Nothing | AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	AM	✓	✓	D1,D3,D5,D7,D9	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Canterbury Way / Canterbury Way / GAW	Standard Roundabout	A, B, C	31.02	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	31.02	D

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)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A	2.75	4.74	0.5	14.0	31.0	55.0		
B	3.08	6.50	14.2	26.0	31.0	46.0		
C	2.75	5.00	3.0	21.0	31.0	22.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A	0.436	195.668
B	0.592	362.824
C	0.536	266.217

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2035	Do Nothing	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)

From \ To	A	B	C
A	0.00	65.27	45.27
B	29.48	13.69	95.69
C	27.37	192.46	0.00

Proportions

From \ To	A	B	C
A	0.00	0.59	0.41
B	0.21	0.10	0.69
C	0.12	0.88	0.00

08:15 - 08:30

Demand (Veh/TS)

From \ To	A	B	C
A	0.00	56.85	22.11
B	38.95	7.37	94.63
C	35.80	145.09	0.00

Proportions

From \ To	A	B	C
A	0.00	0.72	0.28
B	0.28	0.05	0.67
C	0.20	0.80	0.00

08:30 - 08:45

Demand (Veh/TS)

From \ To	A	B	C
A	0.00	50.53	25.27
B	43.16	6.32	83.05
C	48.43	167.19	0.00

Proportions

From \ To	A	B	C
A	0.00	0.67	0.33
B	0.33	0.05	0.63
C	0.22	0.78	0.00

08:45 - 09:00

Demand (Veh/TS)

From \ To	A	B	C
A	0.00	75.80	41.06
B	42.11	4.21	96.74
C	34.74	130.35	0.00

Proportions

From \ To	A	B	C
A	0.00	0.65	0.35
B	0.29	0.03	0.68
C	0.21	0.79	0.00

Vehicle Mix

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

08:00 - 08:15

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	1	0	0
C	0	1	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.010	1.000	1.000
C	1.000	1.010	1.000

08:15 - 08:30

Heavy Vehicle %

From \ To	A	B	C
A	0	2	0
B	1	0	0
C	0	2	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.020	1.000
B	1.010	1.000	1.000
C	1.000	1.020	1.000

08:30 - 08:45

Heavy Vehicle %

From \ To	A	B	C
A	0	0	0
B	0	0	2
C	0	0	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.000	1.000
B	1.000	1.000	1.020
C	1.000	1.000	1.000

08:45 - 09:00

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	0	0	0
C	0	2	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.000	1.000	1.000
C	1.000	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	08:00-08:15	110.54	111.20
	08:15-08:30	78.96	80.10
	08:30-08:45	75.80	75.80
	08:45-09:00	116.86	117.62
B	08:00-08:15	138.85	139.14
	08:15-08:30	140.96	141.35
	08:30-08:45	132.53	134.19
	08:45-09:00	143.06	143.06
C	08:00-08:15	219.83	221.76
	08:15-08:30	180.88	183.78
	08:30-08:45	215.62	215.62
	08:45-09:00	165.09	167.70

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	1.03	72.93	11.7	F	95.55	382.18
B	0.42	4.58	0.7	A	138.85	555.40
C	0.91	29.27	7.4	D	195.36	781.44

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	110.54	110.54	199.56	107.20	1.031	98.79	55.78	0.0	11.8	72.925	F
B	138.85	138.85	40.46	338.14	0.411	138.16	257.90	0.0	0.7	4.485	A
C	219.84	219.84	42.95	240.91	0.913	212.39	135.67	0.0	7.4	26.888	D

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	156.26	124.61	0.634	88.88	74.96	11.8	1.8	31.246	D
B	140.96	140.96	26.40	346.23	0.407	140.96	218.73	0.7	0.7	4.384	A
C	180.88	180.88	46.31	237.42	0.762	184.90	121.05	7.4	3.4	18.261	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	170.89	121.08	0.626	75.92	90.70	1.8	1.7	20.015	C
B	132.53	132.53	25.21	343.60	0.386	132.59	221.60	0.7	0.6	4.266	A
C	215.62	215.62	49.47	239.62	0.900	212.11	108.32	3.4	6.9	29.271	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	138.07	133.48	0.876	113.40	77.90	1.7	5.2	39.405	E
B	143.06	143.06	39.81	339.22	0.422	142.97	211.66	0.6	0.7	4.584	A
C	165.09	165.09	46.33	237.77	0.695	169.65	136.46	6.9	2.4	14.012	B

AM - D9 - 2035 | Do Something | AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	AM	✓	✓	D1,D3,D5,D7,D9	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Canterbury Way / Canterbury Way / GAW	Standard Roundabout	A, B, C	323.47	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	323.47	F

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	2.75	4.74	0.5	14.0	31.0	55.0		
B	3.08	6.50	14.2	26.0	31.0	46.0		
C	2.75	5.00	3.0	21.0	31.0	22.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A	0.436	195.668
B	0.592	362.824
C	0.536	266.217

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2035	Do Something	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

Proportions

		To		
		A	B	C
From	A	0.00	0.59	0.41
	B	0.16	0.07	0.77
	C	0.09	0.91	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

Proportions

		To		
		A	B	C
From	A	0.00	0.72	0.28
	B	0.21	0.04	0.75
	C	0.14	0.86	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

Proportions

		To		
		A	B	C
From	A	0.00	0.67	0.33
	B	0.24	0.04	0.73
	C	0.16	0.84	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

Proportions

		To		
		A	B	C
From	A	0.00	0.65	0.35
	B	0.22	0.02	0.76
	C	0.14	0.86	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

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.010	1.000
	B	1.010	1.000	1.000
	C	1.000	1.010	1.000

08:15 - 08:30

Heavy Vehicle %

		To		
		A	B	C
From	A	0	2	0
	B	1	0	0
	C	0	2	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.020	1.000
	B	1.010	1.000	1.000
	C	1.000	1.020	1.000

08:30 - 08:45

Heavy Vehicle %

From \ To	A	B	C
A	0	0	0
B	0	0	2
C	0	0	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.000	1.000
B	1.000	1.000	1.020
C	1.000	1.000	1.000

08:45 - 09:00

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	0	0	0
C	0	2	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.000	1.000	1.000
C	1.000	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	08:00-08:15	110.54	111.20
	08:15-08:30	78.96	80.10
	08:30-08:45	75.80	75.80
	08:45-09:00	116.86	117.62
B	08:00-08:15	186.32	186.62
	08:15-08:30	188.43	188.82
	08:30-08:45	180.01	182.62
	08:45-09:00	190.53	190.53
C	08:00-08:15	303.07	305.83
	08:15-08:30	264.12	268.69
	08:30-08:45	298.86	298.86
	08:45-09:00	248.33	252.60

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	1.17	136.84	20.7	F	95.55	382.19
B	0.56	5.94	1.2	A	186.32	745.28
C	1.26	598.33	163.4	F	278.92	1115.66

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	229.43	94.12	1.175	89.79	50.72	0.0	20.8	122.119	F
B	186.32	186.32	36.77	340.50	0.547	185.13	282.45	0.0	1.2	5.749	A
C	303.07	303.07	42.89	240.86	1.258	237.26	179.01	0.0	65.8	133.013	F

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	215.48	98.92	0.800	93.88	68.08	20.8	5.9	136.842	F
B	188.43	188.43	28.97	344.95	0.546	188.42	280.39	1.2	1.2	5.749	A
C	264.12	264.12	46.31	237.58	1.114	237.25	171.09	65.8	92.7	308.767	F

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	208.24	104.06	0.728	78.68	79.25	5.9	3.0	38.403	E
B	180.01	180.01	25.91	342.53	0.526	180.08	261.01	1.2	1.1	5.545	A
C	298.86	298.86	49.47	238.09	1.247	238.03	156.53	92.7	153.5	471.375	F

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	206.98	104.11	1.123	100.58	79.04	3.0	19.3	121.545	F
B	190.53	190.53	35.28	341.89	0.557	190.41	272.28	1.1	1.2	5.936	A
C	248.33	248.33	46.33	239.89	1.047	239.69	179.36	153.5	162.2	598.333	F

PM - D2 - 2023 | Do Nothing | PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	PM	✓	✓	D2,D4,D6,D8,D10	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Canterbury Way / Canterbury Way / GAW	Standard Roundabout	A, B, C	18.73	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	18.73	C

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)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A	2.75	4.74	0.5	14.0	31.0	55.0		
B	3.08	6.50	14.2	26.0	31.0	46.0		
C	2.75	5.00	3.0	21.0	31.0	22.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A	0.436	195.668
B	0.592	362.824
C	0.536	266.217

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
A	Percentage	PM adjustemnt	70.00
C	Percentage	PM adjustemnt	72.00

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2023	Do Nothing	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

Proportions

		To		
		A	B	C
From	A	0.02	0.65	0.33
	B	0.24	0.06	0.70
	C	0.27	0.73	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

Proportions

		To		
		A	B	C
From	A	0.00	0.74	0.26
	B	0.27	0.07	0.67
	C	0.33	0.67	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

Proportions

		To		
		A	B	C
From	A	0.00	0.74	0.26
	B	0.28	0.06	0.66
	C	0.25	0.75	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	43.00	28.00
	B	61.00	18.00	185.00
	C	30.00	101.00	0.00

Proportions

		To		
		A	B	C
From	A	0.00	0.61	0.39
	B	0.23	0.07	0.70
	C	0.23	0.77	0.00

Vehicle Mix

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

17:00 - 17:15

Heavy Vehicle %

		To		
		A	B	C
From	A	0	2	0
	B	1	0	1
	C	0	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.020	1.000
	B	1.010	1.000	1.010
	C	1.000	1.000	1.000

17:15 - 17:30

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	1	0	0
C	0	1	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.010	1.000	1.000
C	1.000	1.010	1.000

17:30 - 17:45

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	1	0	0
C	0	1	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.010	1.000	1.000
C	1.000	1.010	1.000

17:45 - 18:00

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	2	0	0
C	0	0	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.020	1.000	1.000
C	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	17:00-17:15	54.00	54.70
	17:15-17:30	65.00	65.48
	17:30-17:45	70.00	70.52
	17:45-18:00	71.00	71.43
B	17:00-17:15	191.00	192.80
	17:15-17:30	222.00	222.59
	17:30-17:45	206.00	206.58
	17:45-18:00	264.00	265.22
C	17:00-17:15	113.00	113.00
	17:15-17:30	123.00	123.83
	17:30-17:45	115.00	115.86
	17:45-18:00	131.00	131.00

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	0.71	29.65	2.2	D	65.00	260.00
B	0.77	10.69	3.1	B	220.75	883.00
C	0.81	27.55	3.8	D	120.50	481.98

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	91.54	107.63	0.502	53.03	77.17	0.0	1.0	16.215	C
B	191.00	191.00	18.66	348.49	0.548	189.80	125.92	0.0	1.2	5.631	A
C	113.00	113.00	57.63	169.24	0.668	111.09	150.84	0.0	1.9	15.026	C

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	97.38	106.20	0.612	64.48	98.44	1.0	1.5	21.288	C
B	222.00	222.00	16.95	351.84	0.631	221.52	144.91	1.2	1.7	6.879	A
C	123.00	123.00	73.82	161.86	0.760	122.01	164.65	1.9	2.9	21.978	C

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	98.11	105.97	0.661	69.66	87.35	1.5	1.8	24.490	C
B	206.00	206.00	17.92	351.22	0.587	206.24	149.85	1.7	1.4	6.218	A
C	115.00	115.00	70.07	163.17	0.705	115.39	154.09	2.9	2.5	19.040	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	71.00	71.00	117.78	100.40	0.707	70.60	90.44	1.8	2.2	29.653	D
B	264.00	264.00	27.59	344.89	0.765	262.33	160.79	1.4	3.1	10.689	B
C	131.00	131.00	78.56	160.85	0.814	129.66	211.36	2.5	3.8	27.551	D

PM - D4 - 2030 | Do Nothing | PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	PM	✓	✓	D2,D4,D6,D8,D10	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Canterbury Way / Canterbury Way / GAW	Standard Roundabout	A, B, C	28.42	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	28.42	D

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	2.75	4.74	0.5	14.0	31.0	55.0		
B	3.08	6.50	14.2	26.0	31.0	46.0		
C	2.75	5.00	3.0	21.0	31.0	22.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A	0.436	195.668
B	0.592	362.824
C	0.536	266.217

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
A	Percentage	PM adjustemnt	70.00
C	Percentage	PM adjustemnt	72.00

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2030	Do Nothing	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

Proportions

		To		
		A	B	C
From	A	0.02	0.65	0.33
	B	0.22	0.05	0.72
	C	0.25	0.75	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

Proportions

		To		
		A	B	C
From	A	0.00	0.74	0.26
	B	0.25	0.06	0.69
	C	0.30	0.70	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

Proportions

		To		
		A	B	C
From	A	0.00	0.74	0.26
	B	0.26	0.05	0.68
	C	0.23	0.77	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	44.59	29.03
	B	63.25	18.66	206.08
	C	31.11	116.23	0.00

Proportions

		To		
		A	B	C
From	A	0.00	0.61	0.39
	B	0.22	0.06	0.72
	C	0.21	0.79	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	2	0
	B	1	0	1
	C	0	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.020	1.000
	B	1.010	1.000	1.010
	C	1.000	1.000	1.000

17:15 - 17:30

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	1	0	0
C	0	1	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.010	1.000	1.000
C	1.000	1.010	1.000

17:30 - 17:45

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	1	0	0
C	0	1	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.010	1.000	1.000
C	1.000	1.010	1.000

17:45 - 18:00

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	2	0	0
C	0	0	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.020	1.000	1.000
C	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	17:00-17:15	55.99	56.72
	17:15-17:30	67.40	67.90
	17:30-17:45	72.58	73.12
	17:45-18:00	73.62	74.07
B	17:00-17:15	212.30	214.31
	17:15-17:30	244.44	245.05
	17:30-17:45	227.85	228.45
	17:45-18:00	287.99	289.26
C	17:00-17:15	128.67	128.67
	17:15-17:30	139.04	140.01
	17:30-17:45	130.74	131.75
	17:45-18:00	147.33	147.33

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	37.75	2.9	E	67.40	269.59
B	0.84	14.56	4.6	B	243.14	972.58
C	0.92	48.50	7.6	E	136.44	545.75

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	105.64	103.38	0.542	54.86	79.78	0.0	1.1	18.161	C
B	212.30	212.30	19.30	348.10	0.610	210.76	141.20	0.0	1.5	6.484	A
C	128.67	128.67	59.69	168.44	0.764	125.73	170.37	0.0	2.9	19.902	C

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	111.66	101.83	0.662	66.71	101.67	1.1	1.8	25.103	D
B	244.44	244.44	17.55	351.54	0.695	243.76	160.82	1.5	2.2	8.295	A
C	139.04	139.04	76.48	160.80	0.865	136.84	184.82	2.9	5.1	34.398	D

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	113.24	101.34	0.716	72.09	90.75	1.8	2.3	30.106	D
B	227.85	227.85	18.55	350.91	0.649	228.18	166.79	2.2	1.9	7.357	A
C	130.74	130.74	72.68	162.13	0.806	131.32	174.05	5.1	4.6	30.054	D

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	132.16	96.03	0.767	73.02	93.27	2.3	2.9	37.752	E
B	287.99	287.99	28.48	344.45	0.836	285.23	176.70	1.9	4.6	14.559	B
C	147.33	147.33	81.19	159.80	0.922	144.23	232.52	4.6	7.7	48.498	E

PM - D6 - 2030 | Do Something | PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	PM	✓	✓	D2,D4,D6,D8,D10	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Canterbury Way / Canterbury Way / GAW	Standard Roundabout	A, B, C	63.93	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	63.93	F

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	2.75	4.74	0.5	14.0	31.0	55.0		
B	3.08	6.50	14.2	26.0	31.0	46.0		
C	2.75	5.00	3.0	21.0	31.0	22.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A	0.436	195.668
B	0.592	362.824
C	0.536	266.217

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
A	Percentage	PM adjustemnt	70.00
C	Percentage	PM adjustemnt	72.00

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2030	Do Something	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

Proportions

		To		
		A	B	C
From	A	0.02	0.65	0.33
	B	0.18	0.04	0.77
	C	0.21	0.79	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

Proportions

		To		
		A	B	C
From	A	0.00	0.74	0.26
	B	0.21	0.05	0.74
	C	0.26	0.74	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

Proportions

		To		
		A	B	C
From	A	0.00	0.74	0.26
	B	0.22	0.05	0.74
	C	0.20	0.80	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	44.59	29.03
	B	63.25	18.66	252.21
	C	31.11	137.91	0.00

Proportions

		To		
		A	B	C
From	A	0.00	0.61	0.39
	B	0.19	0.06	0.75
	C	0.18	0.82	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	2	0
	B	1	0	1
	C	0	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.020	1.000
	B	1.010	1.000	1.010
	C	1.000	1.000	1.000

17:15 - 17:30

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	1	0	0
C	0	1	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.010	1.000	1.000
C	1.000	1.010	1.000

17:30 - 17:45

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	1	0	0
C	0	1	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.010	1.000	1.000
C	1.000	1.010	1.000

17:45 - 18:00

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	2	0	0
C	0	0	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.020	1.000	1.000
C	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	17:00-17:15	55.99	56.72
	17:15-17:30	67.40	67.90
	17:30-17:45	72.58	73.12
	17:45-18:00	73.62	74.07
B	17:00-17:15	258.43	260.90
	17:15-17:30	290.57	291.18
	17:30-17:45	273.98	274.58
	17:45-18:00	334.12	335.39
C	17:00-17:15	150.36	150.36
	17:15-17:30	160.73	161.92
	17:30-17:45	152.43	153.65
	17:45-18:00	169.02	169.02

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	0.80	45.77	3.5	E	67.40	269.59
B	0.97	33.53	13.7	D	289.27	1157.10
C	1.05	127.34	25.1	F	158.11	632.43

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	124.80	97.61	0.574	54.72	79.07	0.0	1.3	20.433	C
B	258.43	258.43	19.25	348.09	0.742	255.66	160.26	0.0	2.8	9.474	A
C	150.36	150.36	59.48	168.52	0.892	144.38	215.43	0.0	6.0	31.981	D

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	129.25	96.45	0.699	66.56	100.01	1.3	2.1	29.247	D
B	290.57	290.57	17.52	351.68	0.826	288.94	178.28	2.8	4.4	13.956	B
C	160.73	160.73	76.23	160.85	0.999	153.04	230.24	6.0	13.7	73.099	F

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	133.91	95.01	0.764	71.85	91.12	2.1	2.8	37.357	E
B	273.98	273.98	18.48	351.11	0.780	274.66	187.27	4.4	3.7	11.903	B
C	152.43	152.43	72.76	162.05	0.941	152.27	220.38	13.7	13.8	84.401	F

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	146.48	91.66	0.803	72.97	90.67	2.8	3.5	45.768	E
B	334.12	334.12	28.39	344.71	0.969	324.17	191.06	3.7	13.7	33.534	D
C	169.02	169.02	79.55	160.37	1.053	157.60	273.01	13.8	25.3	127.338	F

PM - D8 - 2035 | Do Nothing | PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	PM	✓	✓	D2,D4,D6,D8,D10	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Canterbury Way / Canterbury Way / GAW	Standard Roundabout	A, B, C	31.41	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	31.41	D

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	2.75	4.74	0.5	14.0	31.0	55.0		
B	3.08	6.50	14.2	26.0	31.0	46.0		
C	2.75	5.00	3.0	21.0	31.0	22.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A	0.436	195.668
B	0.592	362.824
C	0.536	266.217

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
A	Percentage	PM adjustemnt	70.00
C	Percentage	PM adjustemnt	72.00

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2035	Do Nothing	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

Proportions

		To		
		A	B	C
From	A	0.02	0.65	0.33
	B	0.22	0.05	0.72
	C	0.25	0.75	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

Proportions

		To		
		A	B	C
From	A	0.00	0.74	0.26
	B	0.25	0.06	0.69
	C	0.30	0.70	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

Proportions

		To		
		A	B	C
From	A	0.00	0.74	0.26
	B	0.26	0.05	0.68
	C	0.23	0.77	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	45.42	29.58
	B	64.43	19.01	209.67
	C	31.69	118.19	0.00

Proportions

		To		
		A	B	C
From	A	0.00	0.61	0.39
	B	0.22	0.06	0.72
	C	0.21	0.79	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	2	0
	B	1	0	1
	C	0	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.020	1.000
	B	1.010	1.000	1.010
	C	1.000	1.000	1.000

17:15 - 17:30

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	1	0	0
C	0	1	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.010	1.000	1.000
C	1.000	1.010	1.000

17:30 - 17:45

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	1	0	0
C	0	1	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.010	1.000	1.000
C	1.000	1.010	1.000

17:45 - 18:00

Heavy Vehicle %

From \ To	A	B	C
A	0	1	0
B	2	0	0
C	0	0	0

Average PCU Per Veh

From \ To	A	B	C
A	1.000	1.010	1.000
B	1.020	1.000	1.000
C	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	17:00-17:15	57.04	57.78
	17:15-17:30	68.66	69.17
	17:30-17:45	73.94	74.49
	17:45-18:00	75.00	75.45
B	17:00-17:15	216.00	218.05
	17:15-17:30	248.75	249.37
	17:30-17:45	231.85	232.46
	17:45-18:00	293.11	294.40
C	17:00-17:15	130.86	130.86
	17:15-17:30	141.42	142.42
	17:30-17:45	132.97	134.00
	17:45-18:00	149.88	149.88

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	0.79	40.68	3.2	E	68.66	274.63
B	0.85	15.76	5.1	C	247.43	989.71
C	0.94	54.73	8.8	F	138.78	555.10

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	57.04	57.04	107.27	102.89	0.554	55.85	81.22	0.0	1.2	18.702	C
B	216.00	216.00	19.65	347.89	0.621	214.40	143.48	0.0	1.6	6.665	A
C	130.86	130.86	60.80	168.01	0.779	127.69	173.25	0.0	3.2	20.944	C

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	113.30	101.33	0.678	67.90	103.45	1.2	1.9	26.301	D
B	248.75	248.75	17.87	351.34	0.708	248.00	163.34	1.6	2.4	8.643	A
C	141.43	141.43	77.90	160.25	0.883	138.85	187.97	3.2	5.7	37.653	E

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	115.13	100.76	0.734	73.38	92.49	1.9	2.5	32.018	D
B	231.85	231.85	18.88	350.72	0.661	232.21	169.63	2.4	2.0	7.622	A
C	132.97	132.97	74.04	161.60	0.823	133.58	177.04	5.7	5.1	33.234	D

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	133.93	95.49	0.785	74.31	94.83	2.5	3.2	40.677	E
B	293.11	293.11	28.96	344.16	0.852	289.96	179.28	2.0	5.1	15.759	C
C	149.88	149.88	82.62	159.23	0.941	146.14	236.31	5.1	8.9	54.726	F

PM - D10 - 2035 | Do Something | PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	PM	✓	✓	D2,D4,D6,D8,D10	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Canterbury Way / Canterbury Way / GAW	Standard Roundabout	A, B, C	72.82	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	72.82	F

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	2.75	4.74	0.5	14.0	31.0	55.0		
B	3.08	6.50	14.2	26.0	31.0	46.0		
C	2.75	5.00	3.0	21.0	31.0	22.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A	0.436	195.668
B	0.592	362.824
C	0.536	266.217

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
A	Percentage	PM adjustemnt	70.00
C	Percentage	PM adjustemnt	72.00

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2035	Do Something	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

Proportions

		To		
		A	B	C
From	A	0.02	0.65	0.33
	B	0.19	0.04	0.77
	C	0.21	0.79	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

Proportions

		To		
		A	B	C
From	A	0.00	0.74	0.26
	B	0.21	0.05	0.73
	C	0.26	0.74	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

Proportions

		To		
		A	B	C
From	A	0.00	0.74	0.26
	B	0.22	0.05	0.73
	C	0.20	0.80	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	45.42	29.58
	B	64.43	19.01	255.79
	C	31.69	139.87	0.00

Proportions

		To		
		A	B	C
From	A	0.00	0.61	0.39
	B	0.19	0.06	0.75
	C	0.18	0.82	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	2	0
	B	1	0	1
	C	0	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.020	1.000
	B	1.010	1.000	1.010
	C	1.000	1.000	1.000

17:15 - 17:30

Heavy Vehicle %

		To		
		A	B	C
From	A	0	1	0
	B	1	0	0
	C	0	1	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.010	1.000
	B	1.010	1.000	1.000
	C	1.000	1.010	1.000

17:30 - 17:45

Heavy Vehicle %

		To		
		A	B	C
From	A	0	1	0
	B	1	0	0
	C	0	1	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.010	1.000
	B	1.010	1.000	1.000
	C	1.000	1.010	1.000

17:45 - 18:00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	1	0
	B	2	0	0
	C	0	0	0

Average PCU Per Veh

		To		
		A	B	C
From	A	1.000	1.010	1.000
	B	1.020	1.000	1.000
	C	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/TS)	Demand in PCU (PCU/TS)
A	17:00-17:15	57.04	57.78
	17:15-17:30	68.66	69.17
	17:30-17:45	73.94	74.49
	17:45-18:00	75.00	75.45
B	17:00-17:15	262.13	264.64
	17:15-17:30	294.88	295.50
	17:30-17:45	277.98	278.59
	17:45-18:00	339.24	340.53
C	17:00-17:15	152.55	152.55
	17:15-17:30	163.11	164.32
	17:30-17:45	154.66	155.90
	17:45-18:00	171.56	171.56

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	0.82	49.10	3.8	E	68.66	274.63
B	0.98	37.60	16.0	E	293.56	1174.22
C	1.07	147.48	29.8	F	160.44	641.76

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 side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	57.04	57.04	126.12	97.21	0.587	55.70	80.41	0.0	1.3	21.068	C
B	262.13	262.13	19.60	347.89	0.753	259.21	162.22	0.0	2.9	9.850	A
C	152.55	152.55	60.57	168.10	0.908	145.96	218.24	0.0	6.6	34.193	D

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	130.08	96.20	0.714	67.75	101.47	1.3	2.3	30.609	D
B	294.88	294.88	17.84	351.49	0.839	293.04	179.99	2.9	4.8	14.901	B
C	163.11	163.11	77.60	160.33	1.018	153.94	233.28	6.6	15.8	81.411	F

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	135.34	94.58	0.782	73.09	92.87	2.3	3.1	39.950	E
B	277.98	277.98	18.81	350.91	0.792	278.73	189.63	4.8	4.0	12.632	B
C	154.66	154.66	74.14	161.52	0.958	154.07	223.40	15.8	16.3	99.522	F

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	146.86	91.54	0.819	74.28	91.67	3.1	3.8	49.098	E
B	339.24	339.24	28.87	344.42	0.985	327.24	192.27	4.0	16.0	37.599	E
C	171.56	171.56	80.57	159.94	1.072	157.95	275.53	16.3	30.0	147.478	F

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.

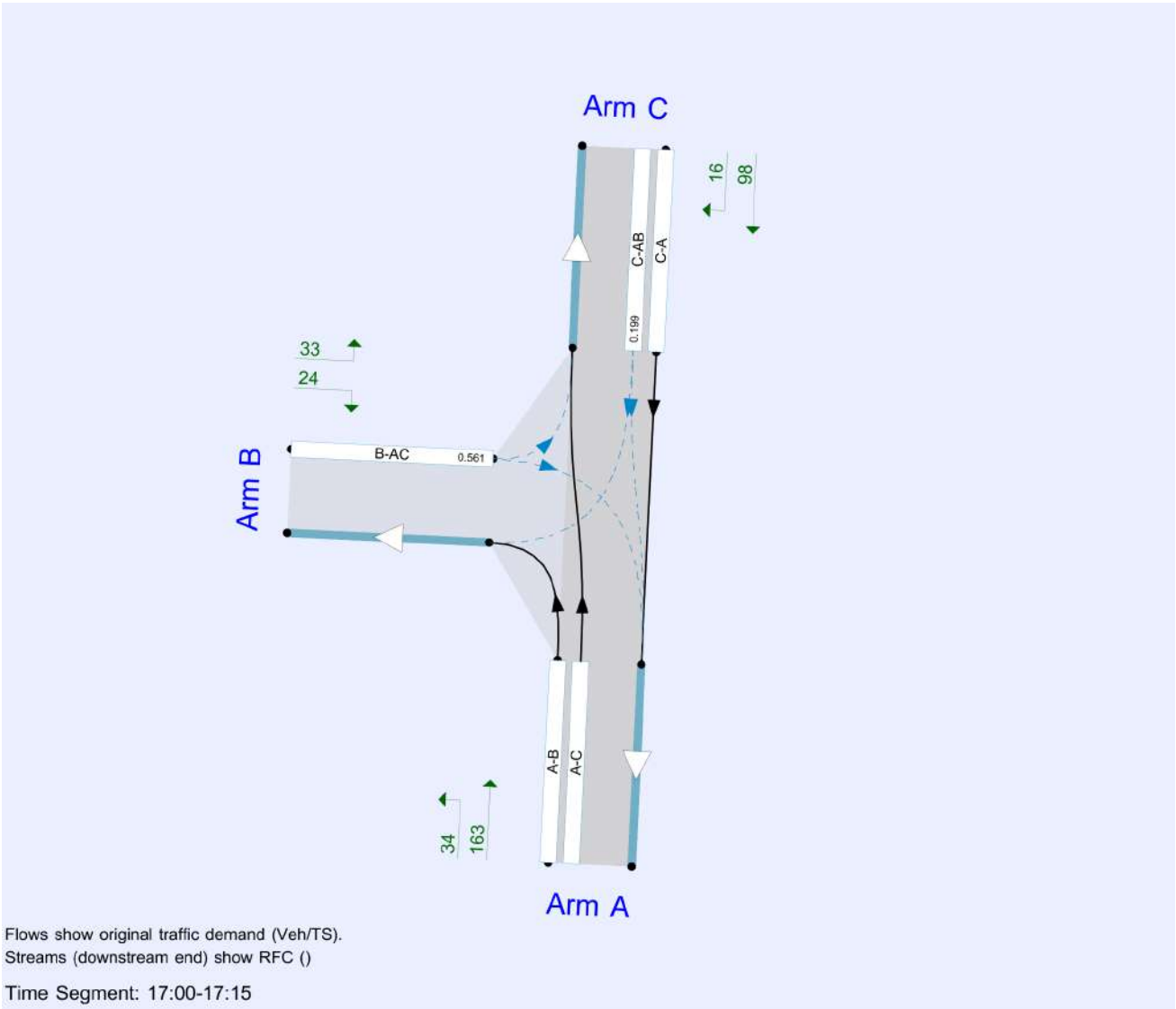
File summary

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.

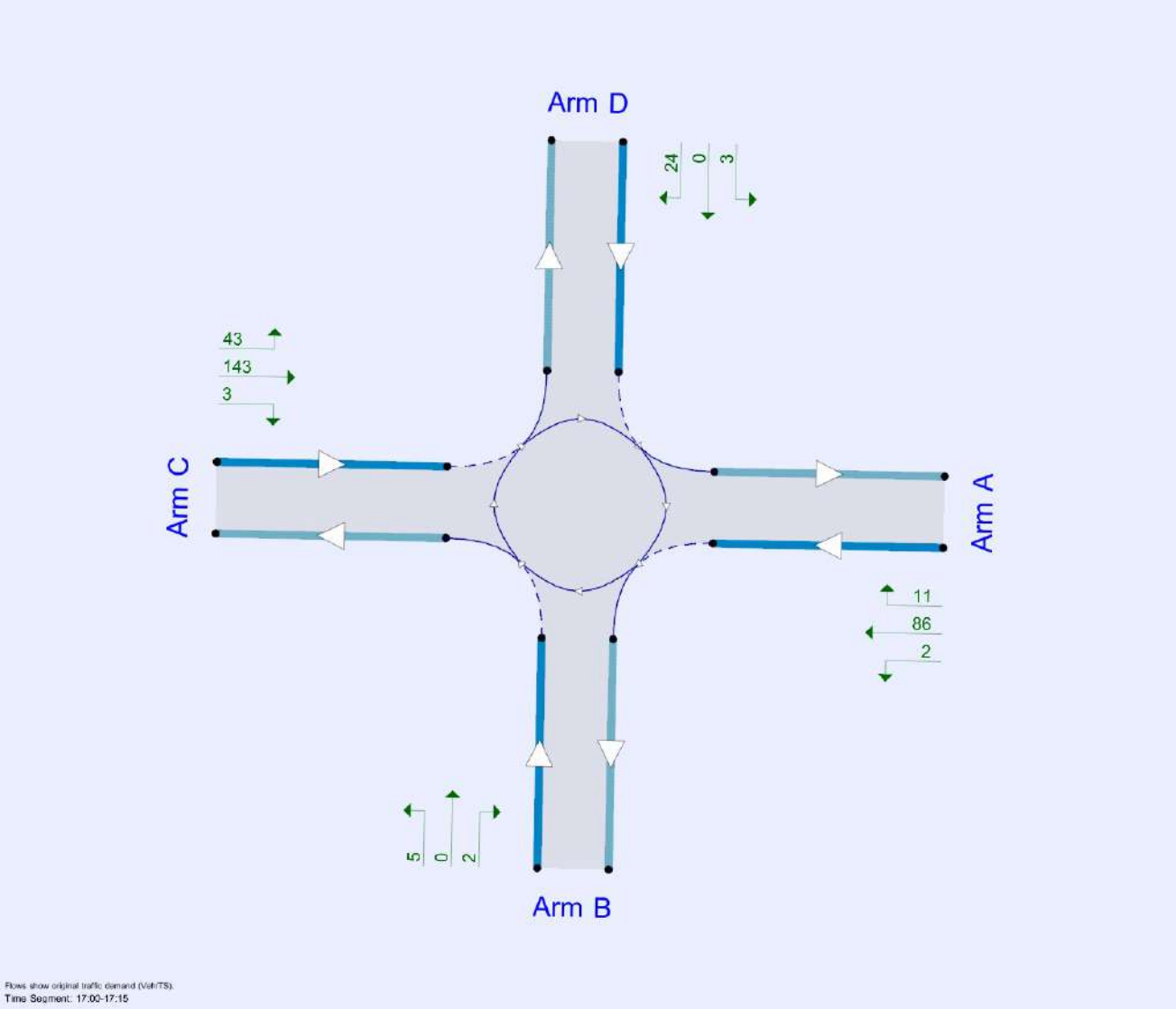
File summary

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.

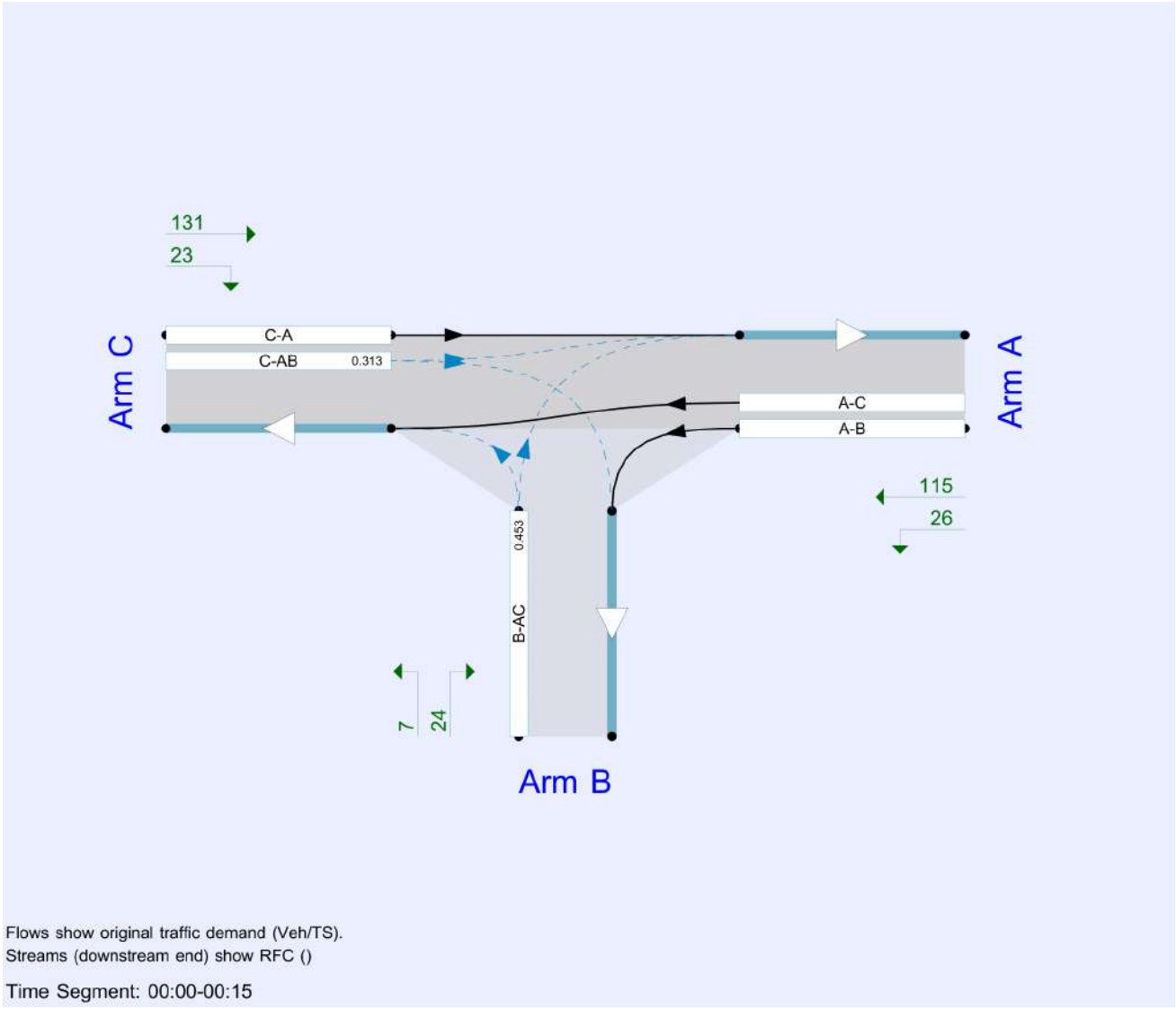
File summary

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.

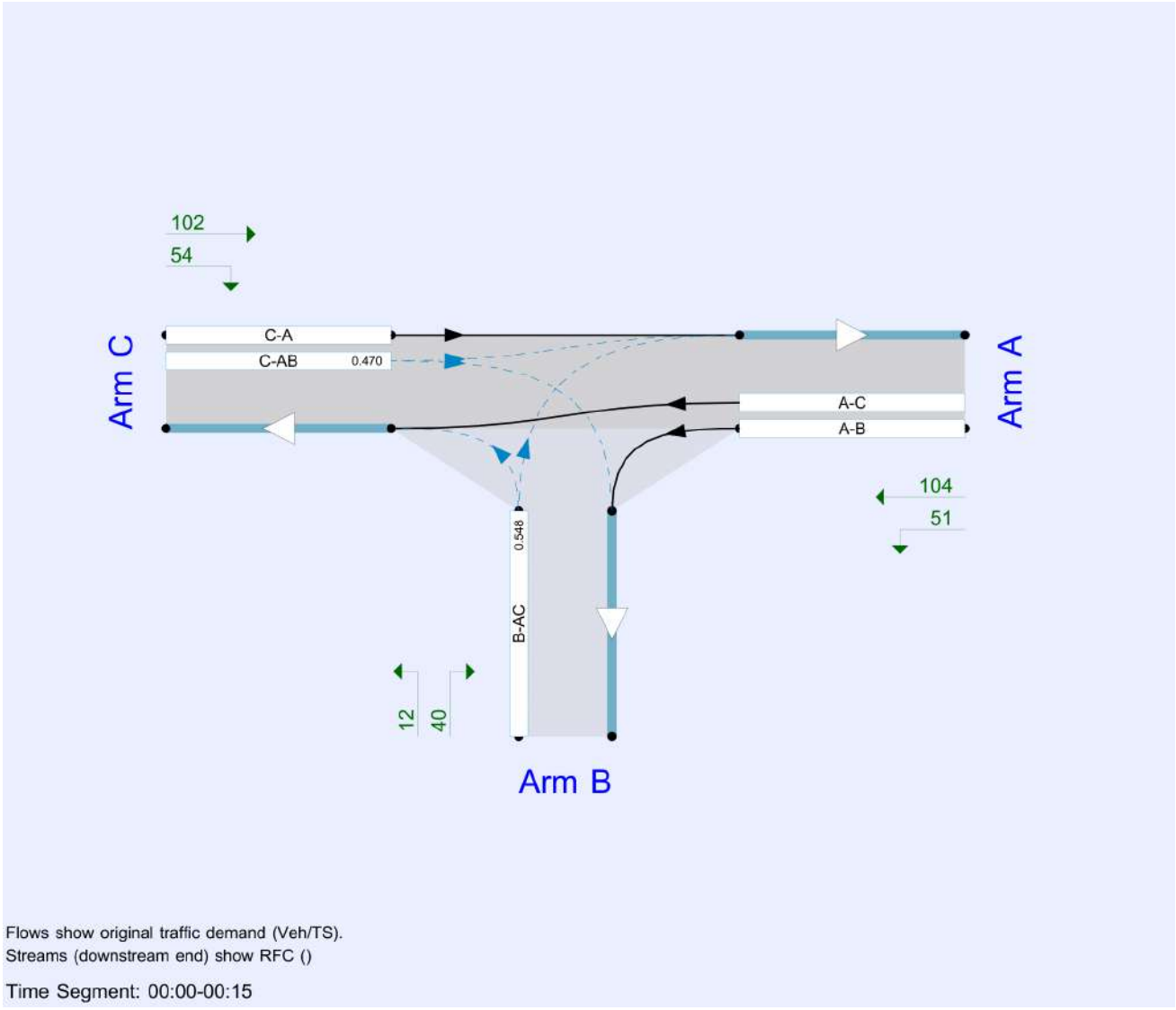
File summary

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.

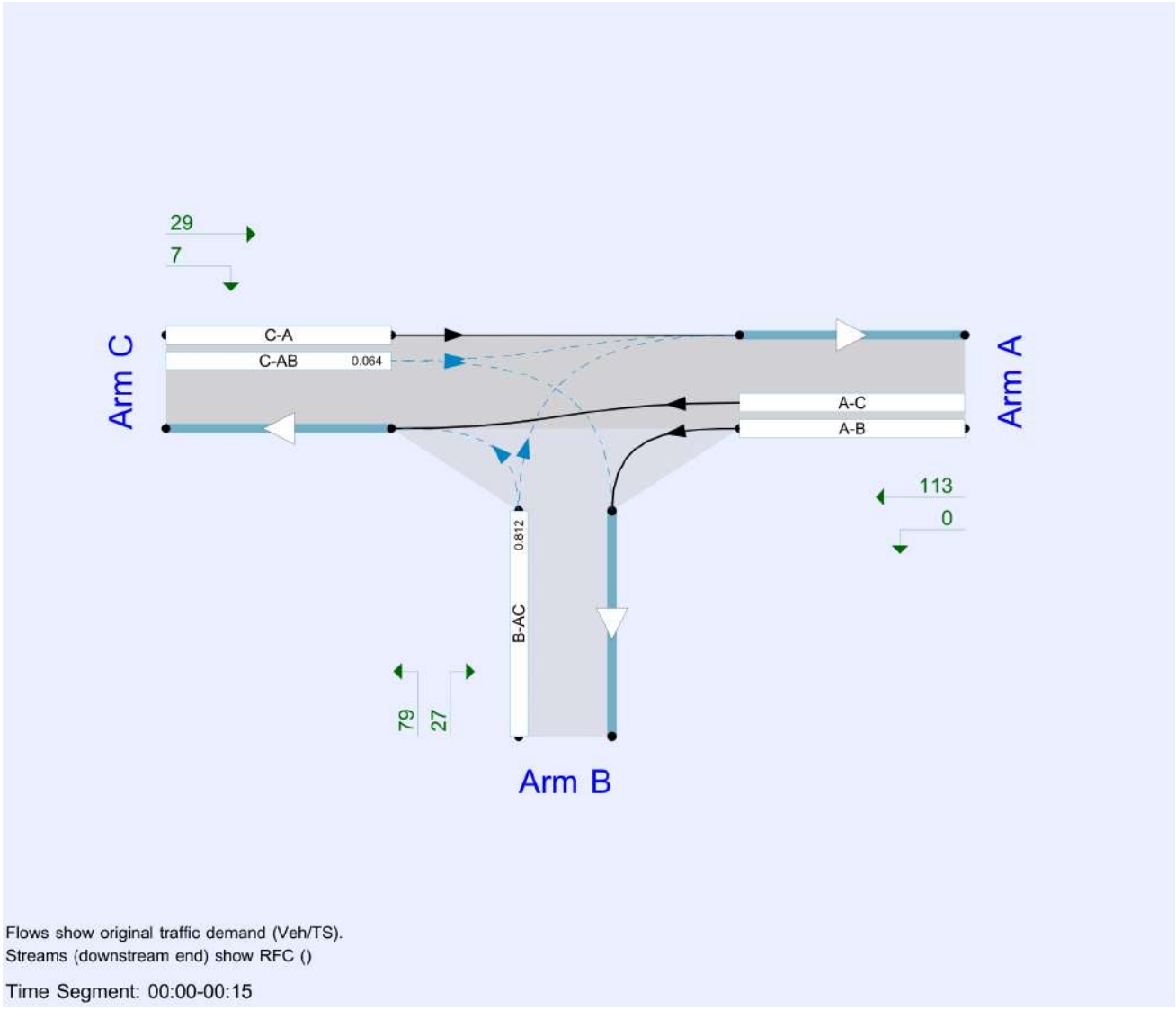
File summary

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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