

THE FORTY, CRICKLADE

TRANSPORT STATEMENT

24 November 2023

EVOKE

THE FORTY, CRICKLADE

TRANSPORT STATEMENT

PROJECT DETAILS	
Project Name:	The Forty, Cricklade
Client:	Hannick Homes and Developments Ltd
Document Type:	Transport Statement
Document Reference:	R-21-0181-001
Date:	24 November 2023

Evoke Transport
R + Building
2 Blagrave St
Reading
RG1 1AZ
T: 0118 380 0182
E: info@evoketransport.co.uk
W: www.evoketransport.co.uk
Linkedin.com/company/evoke-transport

APPROVAL					
Number:	**Name:**		**Position:**	**Date:**	**Modifications:**
01	Author:	Tim Wilcox	Graduate Transport Planner	24/08/2023	
	Checked:	Beth Wilson	Principal Consultant	24/08/2023	
	Approved:	David Fletcher	Associate Director	25/08/2023	
01A	Author:	Tim Wilcox	Graduate Transport Planner	08/11/2023	Modified following client comments
	Checked:	David Fletcher	Director	08/11/2023	
	Approved:	David Fletcher	Director	08/11/2023	
01B	Author:	David Fletcher	Director	24/11/2023	Modified following client comments
	Checked:	David Fletcher	Director	24/11/2023	
	Approved:	David Fletcher	Director	24/11/2023	
01C	Author:	Tim Wilcox	Graduate Transport Planner	27/11/2023	Finalised following client comments
	Checked:	Richard Stacey	Managing Director	27/11/2023	
	Approved:	Richard Stacey	Managing Director	27/11/2023	

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1. Introduction

1.1.1. This Transport Statement (TS) has been prepared by Evoke Transport Planning Consultants Ltd (Evoke) on behalf of Hannick Homes and Developments Ltd to support an Outline planning application (with all matters except access reserved) for up to 49 dwellings and associated works and provision of a cemetery together with access and associated work on two parcels of land to the southwest of Cricklade. The Local Planning Authority (LPA) and the Local Highway Authority (LHA) are Wiltshire Council (WC).

1.2. Site Location

1.2.1. The residential site is located to the south of The Forty, approximately 750m (walking distance) from Cricklade High Street. The site is bordered to the north by The Forty and is surrounded to the north, east and west by residential development, with the site forming a natural extension to the existing built up area. The site is bordered to the south by agricultural land.

1.2.2. The cemetery land is located approximately 200m to the west of the residential site, accessed directly off Chelworth Road. The cemetery land is bordered to the north and west by agricultural land, to the east by residential dwellings and a paddock, and to the south by Chelworth Road. The location of the proposed sites is shown in Figure 1.

Figure 1 - Site Location



Background Image Source: Google Maps

1.3. Development Proposals

1.3.1. The proposed development is an Outline planning application (with all matters except access reserved) for up to 49 dwellings and associated works and provision of a cemetery together with access and associated work on two parcels of land to the southwest of Cricklade. The development includes open space, along with policy compliant car and cycle parking. The cemetery site proposes the change of use of an existing agricultural field to provide land for burials and ash interments to meet the needs of the local population.

1.3.2. Both sites propose vehicle access via simple priority junctions; onto The Forty and onto Chelworth Road respectively. The proposals include a new footway link from the residential site, continuing east to link with a newly constructed footpath to the northeast of the site, which in turns connects with the Hitchings development. A new pedestrian crossing will be provided to link both future site residents and the surrounding community along The Forty and Hitchings to Church Walk; which directly routes pedestrians through to the town centre. The cemetery land abuts Public Right of Way CRIC29 to the north, and it is proposed that pedestrian access could be taken from this route.

1.3.3. The illustrative masterplan of the residential development and the red line boundary of the cemetery land are attached at **Appendix A**.

1.4. Public Consultation

1.4.1. A public consultation was held on Friday 14th July 2023, attended by Evoke. The public consultation sought to set out the proposals and gain an understanding from local residents on their views on the proposed development; including any local opportunities and / or constraints which may be relevant to the development of these two sites.

1.4.2. The public consultation was well attended and produced beneficial feedback. As a direct result of the public consultation, the proposals have been refined and in respect of highways, now include traffic calming features, to slow vehicle speeds along The Forty on the approach to the junction with The Fiddle. The traffic calming scheme includes flat top road humps to reduce speeds, additional signage to improve safety, with enforced narrowing of the eastern approach on The Fiddle also proposed, to improve visibility at the junction. The proposed traffic calming scheme is further discussed in Section 4.

1.5. Report Structure

1.5.1. The aim of this TS is to identify existing and potential future traffic and transport impacts related to the site and its proposed future operation. The TS has been produced with consideration of the National Planning Policy Framework (NPPF), Planning Practice Guidance (PPG) 'Travel Plans, Transport Assessments and Statements' and local guidance. Following this introductory section, this TS is set out as follows:

- **Section 2**: **Policy and Guidance –** Summarises the current national and local planning and transport policy that is relevant to the proposed development;
- **Section 3**: **Existing Situation and Site Assessment –** Describes the existing transport and highways conditions at the site and within the surrounding area;
- **Section 4**: **Proposed Development –** Outlines the development proposals, including access arrangements, delivery and servicing strategy and car and cycle parking arrangements;
- **Section 5**: **Trip Generation and Distribution –** Outlines the multi-modal trips associated with the proposed development and comments on the distribution of these trips;
- **Section 6**: **Development Impact** – Investigates the effect of the development and population growth on several key junctions in the vicinity of the site;
- **Section 7: Proposed Mitigation and Transport Improvements** – summarises the proposed transport improvements that would be implemented as part of the proposed development;
- **Section 8: Potential Cumulative Impact** – provides investigation as to the potential impact of the site alongside other current live applications; and
- **Section 9**: **Summary and Conclusions –** Outlines the findings of this TS and summarises the proposed development in transport and highway terms.

1.5.2. The planning application is also supported by a Travel Plan Statement, also prepared by Evoke, which should be read alongside this document.

2. Policy and Guidance

2.1.1. A review of the relevant national, regional and local transport policies, guidance and other authority or community produced documentation has been undertaken to ensure that the proposals are consistent with these. In particular, this TS includes reference to:

National Policy and Guidance

- National Planning Policy Framework (September 2023);
- Planning Practice Guidance (PPG) – Travel Plans, Transport Assessments and Statements in Decision Taking (March 2014);

Design Guidance

- National Design Guide (October 2019);
- Design Manual for Roads and Bridges (DMRB);
- Manual for Streets (MfS March 2007) and Manual for Streets 2 (MfS2 September 2010);
- Local Transport Note (LTN) 1/20 Cycle Infrastructure Design (July 2020);
- Inclusive Mobility – A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure;

Local Policy

- Wiltshire Council's Core Strategy (January 2015);
- Wiltshire Council's Local Plan – Pre-Submission Draft 2020-2038 (September 2023);
- Third Wiltshire Local Transport Plan 2011 – 2026;
- Wiltshire Local Transport Plan 2011-2026 – Car Parking Strategy (March 2015);
- Wiltshire Local Cycling and Walking Infrastructure Plan – Active Travel Parking Standards (2022);
- Cricklade Neighbourhood Plan 2026 (2018).

2.1.2. Table 1 summarises the key policy objectives and development-related planning requirements and how this TS complies.

Table 1 – Key Policy and Development Compliance

	Key Policy / Objectives	Compliance
Thresholds for Development	The NPPF states at paragraph 113 that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport assessment so that likely impacts of the proposal can be assessed. PPG states that Transport Assessments/Statements and Travel Plans should be proportionate to the size and scope of development, and tailored to particular local circumstances. WC's Core Policy 62 requires that all development is required to assess the transport issues related to that development and, where a development will have significant transport implications, the Council will require a transport assessment to be submitted.	In accordance with national policy and with WC's Core Policy 62, A Transport Statement (this document) and Travel Plan Statement have been prepared to support the development. The scope of each document is considered proportionate to the level of development proposed.
Principles of Development	WC's Core Strategy and Draft Local Plan identify Cricklade as a 'Local Service Centre', identified as having 'a level of facilities and services that, together with improved local employment, provide the best opportunities outside the Market Towns for greater self containment.'	The scale of the residential development is considered appropriate for this location, benefitting both from and towards the viability of local services. The proposed cemetery land also helps to provide additional facilities for the local population. It is therefore considered that the principle of this type and scale of development accords with local policy.

	Key Policy / Objectives	Compliance
Sustainable Development	At the heart of the NPPF is a presumption in favour of sustainable development that should be located in places which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes (para 105). In assessing planning applications, it should be ensured that opportunities to promote sustainable travel can be, or have been, taken up (para 110). The NPPF also recognises that opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making. As outlined in the National Design Guide, Sustainable Development is considered to take account of the diverse needs of all potential users and give a genuine choice of sustainable transport modes (National Design Guide). Compact forms of development make destinations 'easily accessible to walking or cycling' and 'help to reduce dependency on the private car.' The three key principles of the LTP are to: ➢ **Avoid**: Reduce the number and length of trips needed by improving land use planning, travel planning and levels of digital connectivity; ➢ **Shift**: Shift travel to more sustainable modes: public transport, walking, and cycling, away from car use; and ➢ **Improve**: Improve emissions intensity and energy efficiency of vehicles and operational efficiency of roads, through technology improvements. WC's planning policy and guidance also prioritises use of sustainable transport, with the LTP3 requiring transport solutions to have a particular focus on the need to reduce carbon emissions. Strategic Transport Objective 13 requires that new development adequately provides for their sustainable transport requirements and mitigate their traffic impacts. WC Core Policy 60 references the need for the promotion of sustainable transport, supporting and encouraging the sustainable, safe and efficient movement of people and goods through Wiltshire. Policy 61 requires that new development should be located and designed to help reduce the need to travel, particularly by private car; and to encourage the use of sustainable transport alternatives. Developers will be required to make a contribution towards sustainable transport improvements as part of their proposal. In line with the National Design Guide, a destination is considered 'walkable' if it is located within an approximate 10-minute walk (800m radius); Policy 71 of the Draft Local Plan encourages new development where users have a choice of sustainable transport modes. Development should provide appropriate mitigating measures to offset any adverse impacts on the transport network; LTN 1/20 provides overarching guidance for the design of cycling and walking. Inclusive design and accessibility are essential, and designers should aim to provide infrastructure which meets the five core design principles and caters for a wide range of users of all ages and abilities. LTN 1/20 states that five miles (circa 8km) is 'an achievable distance to cycle for most people'	The site is well positioned in relation to a range of services and amenities that accommodate for the daily needs of residents within walking and cycling distance of the site. Longer distance journeys are accessible by bus, including to nearby rail stations for onward travel. The proposals support opportunities for reducing the need to travel through providing a new footway and pedestrian crossing along The Forty, which links to an existing footpath connection to the north east of the site. The pedestrian crossing provides improved connections to Church Walk, which in turn routes through towards the town centre. Further information in relation to site accessibility is contained in Section 3, whilst information in relation to the development proposals is provided in Section 4.

	Key Policy / Objectives	Compliance
Car Parking	The National Design Guide states that, in well-designed places, people should not need to rely on their car for everyday journeys, including getting to workplaces, shops, schools and other facilities, open spaces or the natural environment. The NPPF states that parking provision should consider site accessibility, type, mix and use, availability of public transport, car ownership, and the provision of electric vehicles. The NPPF states that local authorities should consider the accessibility of a development alongside the type, mix and use of the development as well as looking at local car ownership and the need to ensure an adequate provision of spaces for charging plug-in and other ultralow emission vehicles when determining planning applications. WC provide minimum car parking requirements for residential development, including: ➢ 1 space per 1 bedroom unit; ➢ 2 spaces per 2 or 3-bedroom unit; ➢ 3 spaces per 4+ bedroom unit; ➢ 0.2 spaces per dwelling (unallocated) for visitor parking. The standards also state that garages will only count as part of allocated parking provision where they meet minimum internal dimensions of 3m x 6m.	Whilst this application is outline only (with car parking to be agreed at the Reserved Matters stage) the development will provide car parking in accordance with WC's parking standards, as set out in Section 4.
Cycle Parking	WC's LCWIP (Active Travel Parking Standards) provides requirements for cycle infrastructure design and cycle parking for new development across Wiltshire. It requires that 1 space per bedroom (up to three bedroom dwellings) should be provided; or 3 covered spaces per unit for 4 bedroom dwellings. 1 visitor space should be provided per 20 bedrooms. The requirements note that cycle parking should be undercover and secure (such as a garage, shed, locker etc). Specific information on routing and dimensions is also found within the guidance.	Cycle parking will also be agreed through the Reserved Matters stage, however will also be provided in accordance with WC's requirements, as set out in Section 4.
Vehicular Access	Paragraph 110 of the NPPF states that in assessing applications for development, it should be ensured that safe and suitable access to the site can be achieved for all users. DMRB CD123 provides general guidance for the design of at-grade priority junctions, including type, siting, geometric design and visibility requirements. Generally, this guidance is used for roads with a design speed of more than 37.5mph, and/or for rural roads. Manual for Streets (MfS) (1 & 2) provide guidance for the design of new residential streets, including in built up areas and for roads with design speeds of less than 37.5mph.	A new vehicular access is proposed for each site, designed to accommodate all potential vehicles in accordance with the principles of both MfS and DMRB. Visibility splays have been based on recorded speeds, and as such are provided in accordance with MfS requirements. to the site can be achieved for all users. Further description of the vehicular access, its design and compliance is set out in Section 4.

	Key Policy / Objectives	Compliance
Mitigation	Paragraph 110 requires, in assessing planning applications, it should be ensured that, 'any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree. Paragraph 57 of the NPPF requires that planning obligations must only be sought where they meet all of the following tests: ➢ Necessary to make the development acceptable in planning terms; ➢ Directly related to the development; and ➢ Fairly and reasonably related in scale ad kind to the development. WC Core Policy 62 states that developments should provide 'appropriate mitigating measures to offset any adverse impacts on the transport networks at both the construction and operational stages'	The development proposes transport related improvements including a new footway alongside the residential site access, with new crossing point supported by a raised table provided across The Forty. Additionally, a traffic calming scheme has been prepared which responds to local resident feedback through public consultation; thus will provide a wider community benefit. A Travel Plan is also provided, with the aim of giving future site users the information required to help them to make sustainable travel choices; thus reducing the need to travel by car. A full description of the proposed development's transport improvements is provided in Section 7.
Compliance with NPPF key test	The NPPF states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (Para 111). Within this context, applications should: ➢ Give priority first to pedestrian & cycle movements, facilitate access to high quality public transport (PT) and appropriate facilities to encourage PT use; ➢ Address the needs of people with disabilities and reduced mobility; ➢ Create safe, secure, attractive places; ➢ Allow for the sufficient delivery of goods and access by service and emergency vehicles; and ➢ Be designed to enable electric vehicle charging.	The proposals provide priority first to pedestrian and cycle movements through the provision of direct and permeable active travel routes through the development, before connecting with and enhancing existing infrastructure on The Forty. Whilst an outline application at this stage, the layout will be designed at the Reserved Matters stage to create a safe, attractive and inclusive place which suitably allows for deliveries and servicing and is policy compliant in terms of car parking, cycle parking and electric vehicle charging.

2.2. Summary

2.2.1. Transport policy at local, regional and national level promotes a move away from the reliance on the private car as the only realistic mode of transport for the majority of journeys, placing greater emphasis on more effective and sustainable use of transport infrastructure resources.

2.2.2. In accordance with the NPPF and WC's Core Strategy, a Transport Statement (this document) has been prepared to support this development proposal. Policy and design guidance has been used throughout this TS to assess both the on and off-site transport infrastructure requirements. It is considered that the proposed development complies with key national, regional and local policies and design requirements.

2.2.3. The following sections of this report consider the development proposals against national, regional and local policies and demonstrate compliance with the key objectives.

2.2.4. A Travel Plan Statement has also been produced, and is included in a separate document.

3. Existing Situation and Site Assessment

3.1.1. This Section provides an assessment of the site, considering the proposed development and infrastructure surrounding the site to support the development proposals which are key to the development of this TS.

3.2. Site Location and Existing Use

3.2.1. The residential site is located to the south of The Forty in southern Cricklade approximately 750m (walking distance) from Cricklade High Street. The site is bordered to the north by The Forty, to the east by residential developments, to the south by further agricultural land, and to the west by existing residential buildings.

3.2.2. The cemetery site is located approximately 200m to the west of the residential site, accessed off of Chelworth Road in the form of an existing gated agricultural access. The site is bordered to the north and west by agricultural land, to the east by residential dwellings and a paddock, and to the south by Chelworth Road.

3.3. Relevant Planning History

3.3.1. There is no relevant planning history available for either site. There are however two live planning applications within the town which are considered relevant to this application given their scale and locations:

- **Application reference PL/2022/02452**. Outline application on behalf of Newland Homes for 140 residential dwellings. This application is awaiting determination at the time of writing; and
- **Application reference PL/2021/10404**. Outline application on behalf of Bloor Homes for 70 residential dwellings. This application is also awaiting determination at the time of writing.

3.3.2. These applications are further discussed within Section 8 of this TS.

3.4. Site Accessibility

Walking

3.4.1. To enable an assessment of the viability of walking and cycling between the site and key destinations in the local area it is appropriate to establish the maximum distance that people are generally prepared to walk and/or cycle and the destinations that exist within these distances.

3.4.2. The Chartered Institute for Highways and Transport (CIHT) guidance, 'Planning for Walking' (2015) states that 'walkable neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800m) with the Guidelines for Providing for Journeys on Foot (2000), stating in paragraph 3.32 that the preferred maximum walking distance to facilities and local services is two kilometres (around 25 minutes). The CIHT guidance also notes that 'the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating.'

3.4.3. The site is situated to the south of Cricklade, within approximately 750m walking distance of the town centre (a nine-minute walk or three-minute cycle). The route to the town centre uses Church Walk, a pedestrian-only route marked as Footpath CRIC88 on the Wiltshire Public Right of Way (PRoW) map.

3.4.4. The route taken by Church Walk is annotated on the map shown in Figure 2, as well as showing some key walking destinations and other key walking routes. Photographs taken along the route are

presented in Figure 3. Church Walk benefits from good natural surveillance and is streetlit along its length.

Figure 2 – Map of Church Walk (Footpath CRIC88)



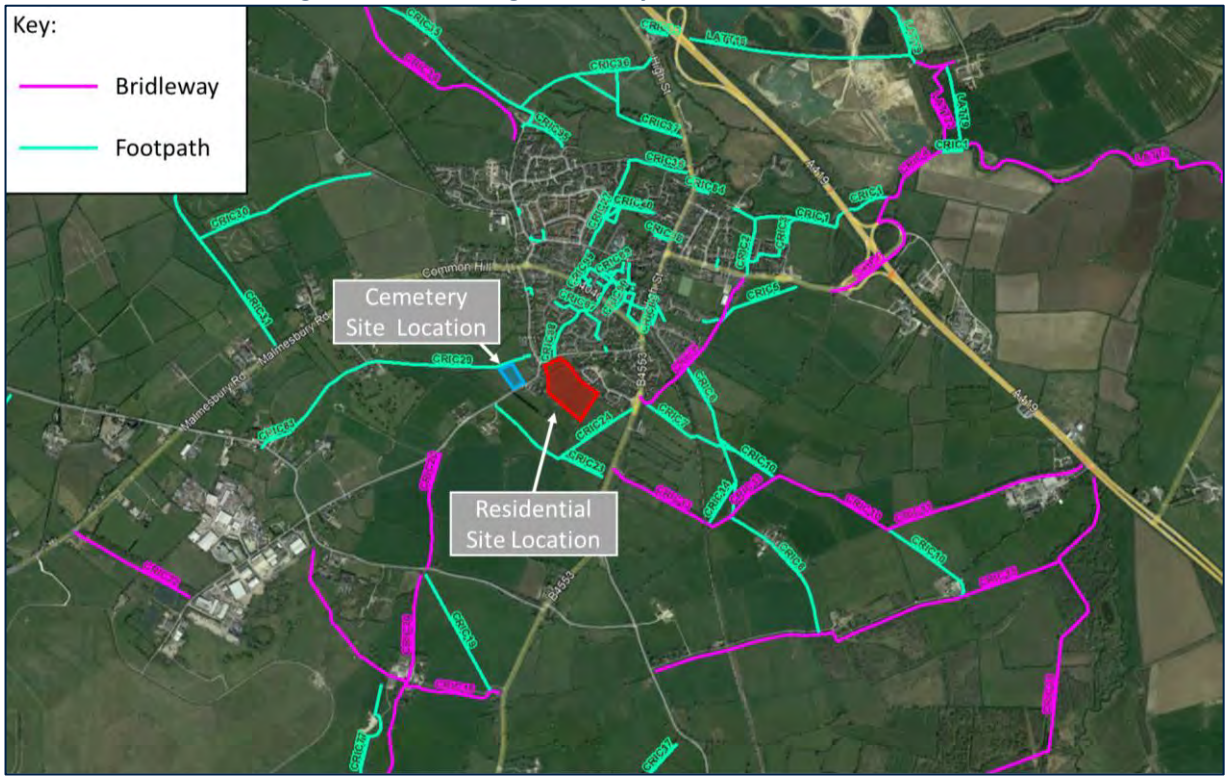
Background Image Source: Google Maps

Figure 3 – Viewpoints along Church Walk



3.4.5. The site benefits from good pedestrian accessibility with well-established footways providing access to a range of services. A map of the local PROW routes surrounding Cricklade is also shown in Figure 4.

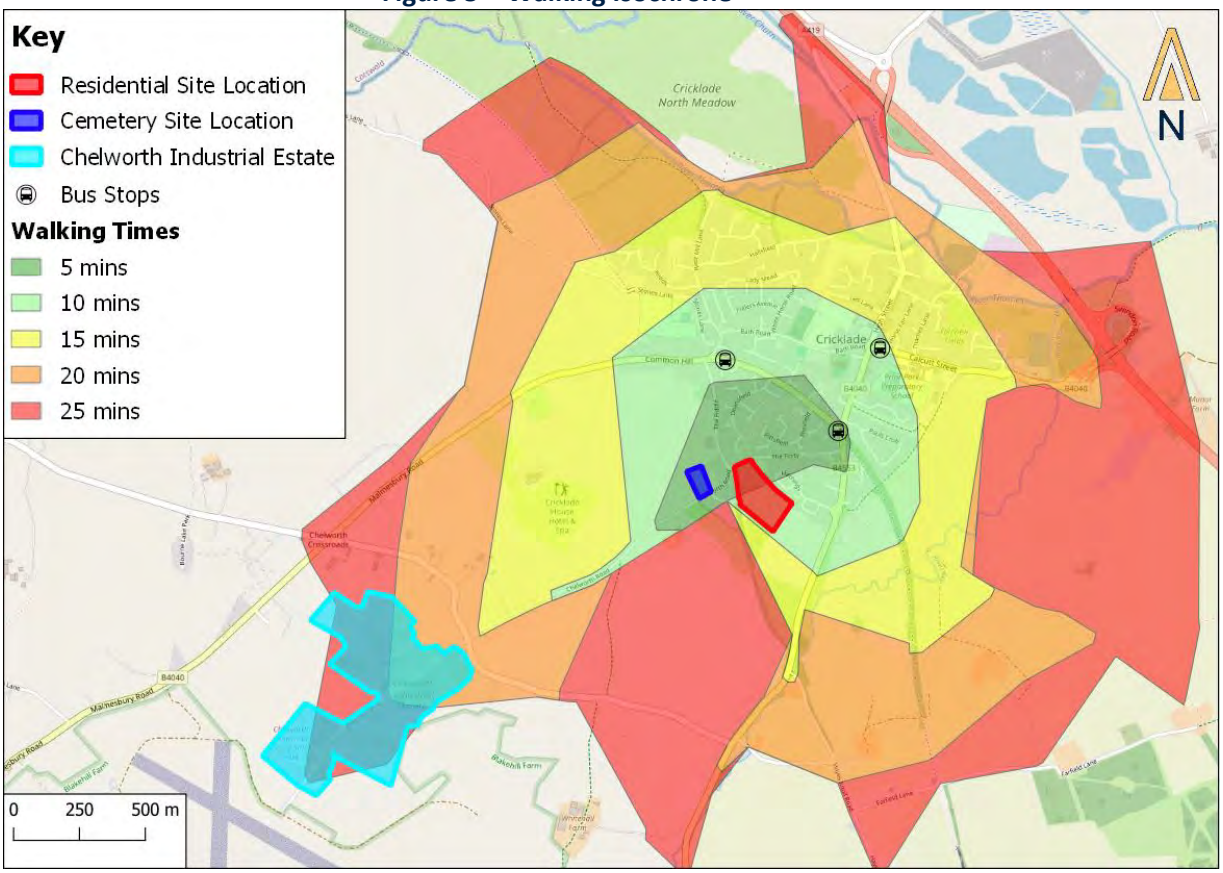
Figure 4 – Public Rights of Way Near to the Site



Source: Google Maps and Wiltshire Council

3.4.6. Figure 5 shows a walking isochrone which demonstrates the areas that can be reached within a 25-minute walk of the site (at 5-minute intervals). The routes are centred from the residential site access, and all bus stops within a 10-minute walk have been marked as well as key commercial and industrial centres.

Figure 5 – Walking Isochrone



Source: QGIS and Openroute Service (walk speed c. 4.8 kph), with base map data from OpenStreetMap

3.4.7. The isochrone demonstrates that local bus stops, St Sampson's Church of England Primary School and the southern extent of the High Street are accessible within a five-minute walk of the site, with the whole of the town centre, High Street and further bus stops accessible within a 10-minute walk. The northern extent of the town, Cricklade Leisure Centre, the Cricket Club and Rugby pitches are all accessible within a 15-20 minute walk.

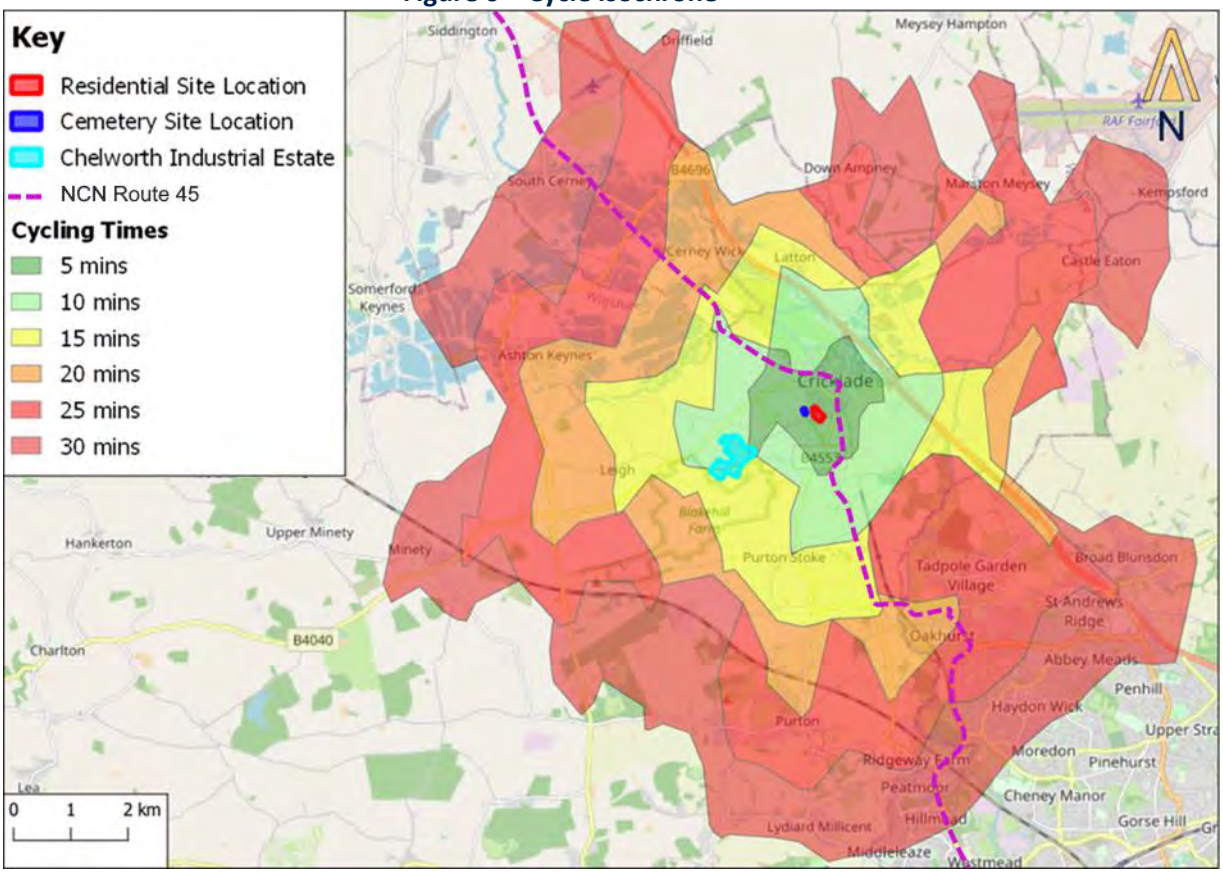
Cycling Accessibility

3.4.8. Cycling is considered an important mode of sustainable travel, and five miles (8km) is generally considered an 'achievable' cycle distance for most people (source: LTN 1\20, Cycle Infrastructure design).

3.4.9. National Cycle Network Route 45 routes through the town, providing a long distance route between Salisbury and Swindon to the south-east, and Cirencester and Gloucester in the north-west.

3.4.10. Figure 6 shows a cycle isochrone which demonstrate the areas that can be reached within a 30-minute cycle of the site (at 5-minute intervals). The isochrones are generated based on speeds dependent on the surface and highway type. The majority of the routes used would be paved and as such would be subject to an c.18kph cycle speed based on the parameters in the software. A five-minute isochrone would therefore cover a distance of c. 1.5km, with a 30 minute isochrone covering a distance of 9km.

Figure 6 – Cycle Isochrone



Source: QGIS and Openroute Service (cycle speed c. 18 kph), with base map data from OpenStreetMap

3.4.11. The isochrone demonstrates that the outskirts of Swindon can be accessed within a 20-minute cycle from the site. Neighbouring areas of Minety, South Cerney, and Marston Meysey, as well as the major employment hubs of RAF Fairford and Chelworth Industrial Estate are all accessible within a 30-minute cycle.

Bus and Rail Services

3.4.12. The closest bus stop (named 'Turning Circle') is located on the roundabout joining the B4553, the B4040, and the High Street. The stop can be accessed via Church Walk, with a walking route distance of 540m (approximately seven minutes, or a two-minute cycle) with Church Walk being traffic-free and with footpaths separated from the carriageway provided along the B4040 to the east. The bus stop is equipped with sheltered seating and unsheltered cycle storage provided in the form of Sheffield stands for six cycles. Additional bus stops are accessible further along the B4040 to the north (600m) and Calcutt Street (800m). Table 2 summarises the local bus services accessible from the site.

Table 2 – Local Bus Services in the Vicinity of the Site

Number	Destination	Weekday			Weekend Frequency	
		Approx. Frequency	First Bus	Last Bus	Saturday	Sunday
53	Swindon Bus Station	30-60 minutes	06:18	18:28	90 minutes	No Service
51	Swindon Bus Station	30-60 minutes	06:52	20:42	60 minutes	120 minutes
51	Cheltenham Promenade	30-60 minutes	06:13	18:47	60 minutes	120 minutes

3.4.13. Notably there is an additional service (C54) which provides a daily connection to and from Cirencester College.

3.4.14. As demonstrated, there are two services operating in close proximity to the site which provide services to the town centre, Swindon, Cirencester and Cheltenham. Services operate before and after typical working hours, making them appropriate for use by future residents of the site for commuting, leisure, or education trips; as well as for future staff at the cemetery.

Figure 7 – 'Turning Circle' Bus Stop



3.4.15. Rail services are also accessible from the site via the previously mentioned 51 or 53 Bus services, taking 25-minutes from the closest bus stops to the centre of Swindon. From here, it is an approximately three minute walk to the Swindon Railway Station, where destinations such as London Paddington (52 minutes), Gloucester (56 minutes), Bristol (40 minutes), and Cardiff (59 minutes) are all accessible.

Accessibility of Local Amenities

3.4.16. A wide range of facilities and amenities are located well within the 'preferred maximum' walking distance recommended by IHT. These include (but are not limited to); retail, restaurants, pubs, recreation facilities, convenience stores, and employment uses.

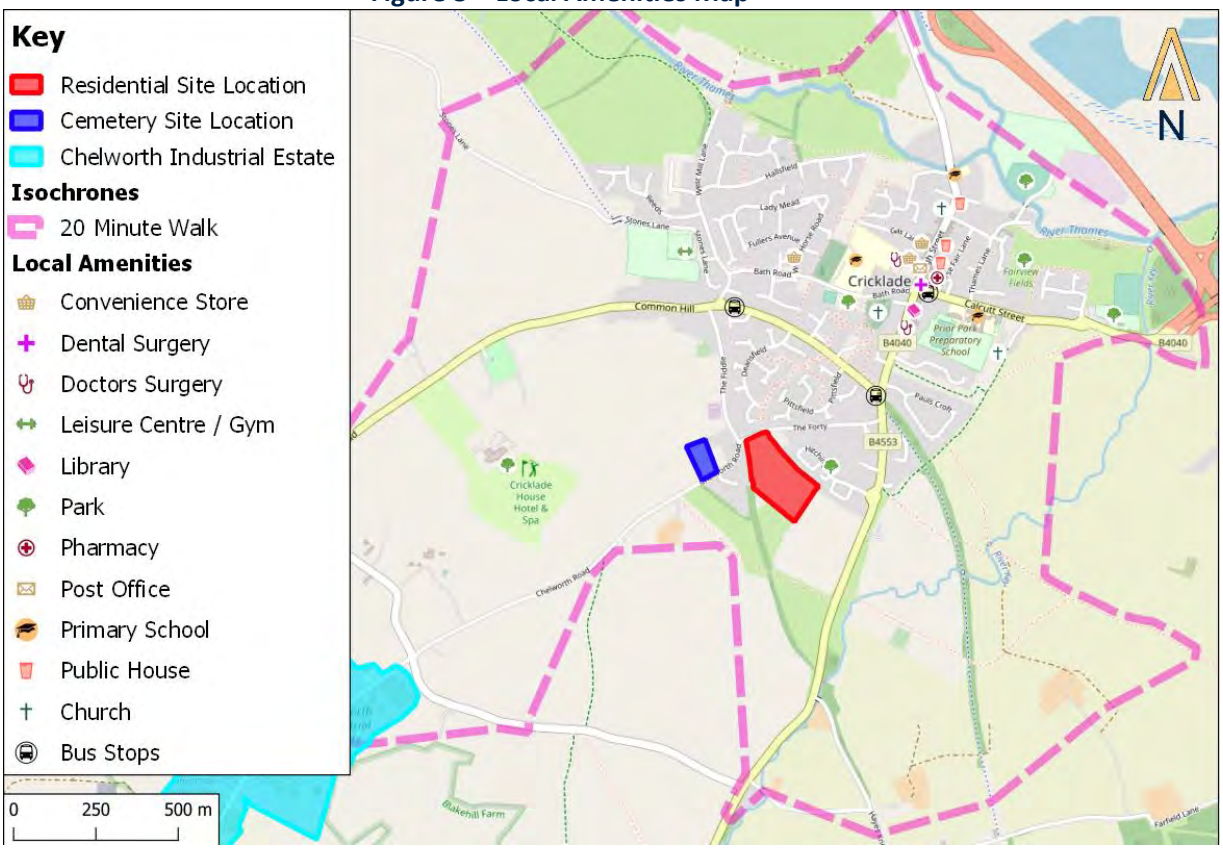
3.4.17. A summary of nearby local amenities, their distances and associated walking and cycling times is included in Table 3.

Table 3 – Local Amenities

	Location	Distance (m)	Journey Times (minutes)	
			Walk	Cycle
EDUCATION / EMPLOYMENT				
Primary:	St Sampson's CofE Primary School	**700**	9	3
	Cricklade Manor Prep School	**900**	11	3
Business:	Chelworth Industrial Estate	**1,400**	18	5
HEALTH & COMMUNITY				
Doctors:	Cricklade Surgery	**650**	8	2
Dentist:	Cricklade Dental Practice	**800**	10	3
Pharmacy:	Boots Pharmacy	**800**	10	3
Library:	Cricklade Library	**600**	8	2
SHOPPING/RETAIL				
Post Office:	Cricklade Post Office	**850**	11	3
Convenience Store:	Tesco Express	**850**	11	3
	C & R Family Grocers	**900**	11	3
Town Centre:	Cricklade High Street	**750**	9	3
LEISURE				
Leisure Centre:	Cricklade Leisure Centre	**800**	10	3
Public House:	The Vale	**750**	9	3
	The Cricklade Club	**800**	10	3
	The Old Bear	**800**	10	3
	The White Hart	**850**	11	3
	The Red Lion	**1,000**	13	4
EXISTING PUBLIC OPEN SPACES				
Playing Fields:	Cricklade Town Football Club	**900**	11	3
	Cricklade Cricket Club	**1,300**	16	5
	Cricklade Rugby Pitch	**1,300**	16	5
Play Park:	Hitchings Play Park	**250**	3	1
	Bath Road Play Park	**550**	7	2
	Cricklade Childrens Centre	**850**	11	3
	Cricklade Play Park and Bike Track	**850**	11	3
TRANSPORT				
Bus Stop:	Turning Circle	**450**	6	2
	Bishopsfield	**600**	8	2

3.4.18. As is demonstrated above are a wide range of facilities and amenities, such as education, employment, retail and leisure uses close to the site, all of which are within a 20-minute walk (equivalent to an approximately 1.5km walking distance). The locations of these sites in relation to the site is shown visually in Figure 8.

Figure 8 – Local Amenities Map



Source: QGIS, ORS, and Openstreetmap

3.5. Local Highway Network

3.5.1. Along the residential site frontage, The Forty is a two-way single carriageway road which connects the B4553 Purton Road in the east to Chelworth Road in the southwest, which in turn leads to Chelworth Industrial Estate. The Forty restricts access to vehicles over 7.5T except for access. The Forty, adjacent to the site frontage is shown below in Figure 9.

Figure 9 – The Forty



3.5.2. The carriageway measures approximately 5.0m wide in the vicinity of the site and is equipped with grass verges along parts and with no formal footways. The carriageway is subject to a 30 mph speed limit with no parking restrictions present.

3.5.3. The B4553 Purton Road routes north to south providing a connection to the village of Purton in the south as well as parts of West Swindon. To the north the B4553 connects with the B4040 which in turn connects with Cricklade Town Centre and the A419 strategic highway.

Automated Traffic Count Surveys

3.5.4. An Automated Traffic Count (ATC) survey was undertaken on The Forty between Thursday 30th June 2022 and Wednesday 6th July 2022, for which the results are summarised below in Table 4. The full ATC outputs are included at **Appendix B**.

Table 4 – The Forty ATC Summary

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			12-Hour (07:00-19:00)			24-Hour		
	EB	WB	Two-way	EB	WB	Two-way	EB	WB	Two-way	EB	WB	Two-way
Thursday 30th June 2022	16	33	49	38	27	65	271	254	525	329	335	664
Friday 1st July 2022	17	24	41	23	12	35	254	219	473	316	305	621
Saturday 2nd July 2022	7	12	19	7	10	17	144	135	279	184	174	358
Sunday 3rd July 2022	5	8	13	6	7	13	119	130	249	139	154	293
Monday 4th July 2022	14	39	53	39	17	56	280	243	523	345	322	667
Tuesday 5th July 2022	19	39	58	34	21	55	294	264	558	350	345	695
Wednesday 6th July 2022	16	27	43	35	10	45	269	233	502	309	300	609
5-Day Average	**16**	**32**	**49**	**34**	**17**	**51**	**274**	**243**	**516**	**330**	**321**	**651**
7-Day Average	**13**	**26**	**39**	**26**	**15**	**41**	**233**	**211**	**444**	**282**	**276**	**558**
85th Percentile Speed										**31.0**	**33.3**	**32.2**
Average Speed										**26.0**	**27.4**	**26.7**

3.5.5. The results show that vehicle flows along The Forty are generally low, with a five-day average of 49 two-way movements during the AM Peak hour of 0800-0900 and a five-day average of 51 two-way movements during the PM Peak hour or 1700-1800. Across a 12-hour day (0700-1900), an average of 43 two-way movements is experienced.

3.5.6. In terms of speeds, 85th percentile speeds were recorded as 31mph (eastbound) and 33.3mph (westbound), with average speeds recorded at 26mph-27.4mph. As such it is evident that the 85th percentile traffic speeds marginally exceed the 30mph speed limit, however the average speed is below the speed limit.

Manual Classified Count Surveys

3.5.7. Manual Classified Count (MCC) surveys have also been undertaken across the network to understand existing movements at various junctions in the vicinity of the site. The MCC surveys were undertaken on 19th July 2023, with the results summarised in Figure 10, Figure 11 and Figure 12 and the full outputs contained in **Appendix C**.

Figure 10 – MCC Summary – The Forty / B4553 Junction

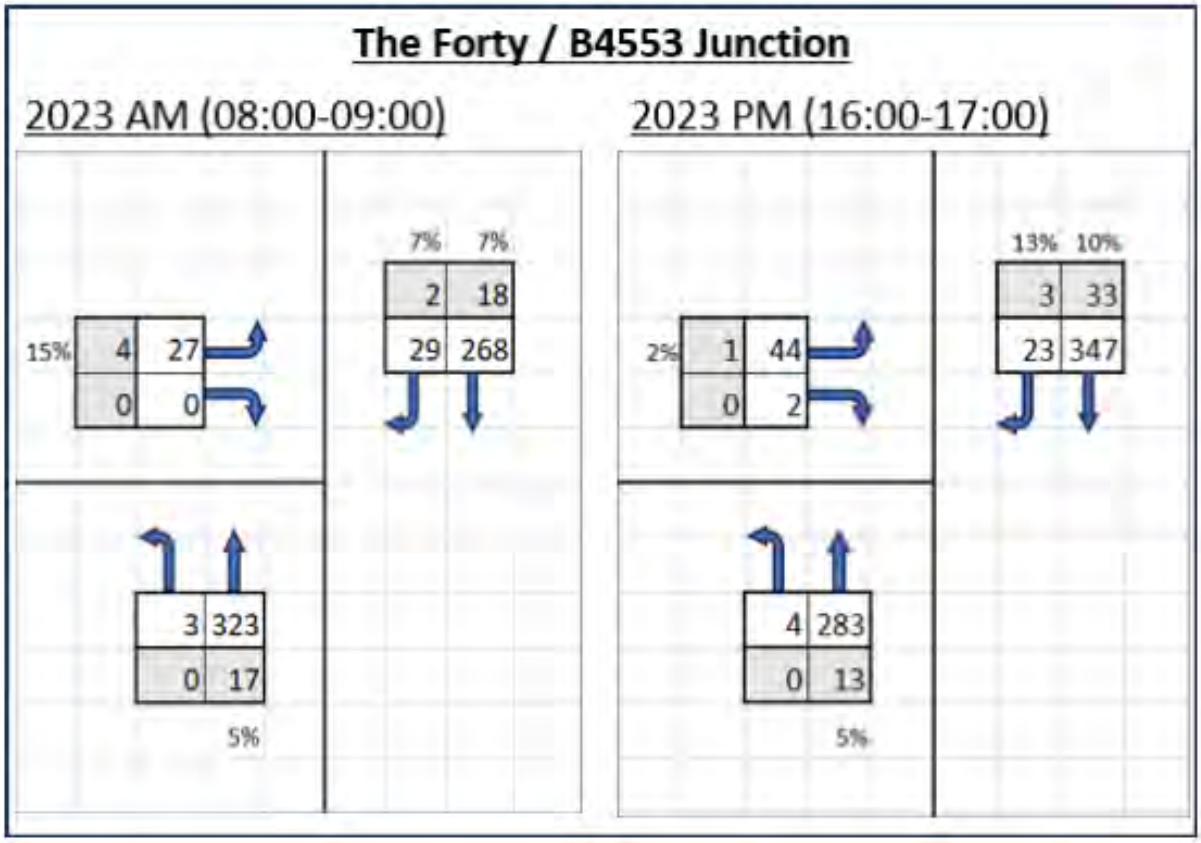


Figure 11 – MCC Summary – B4040 / B4553 / High Street Mini Roundabout

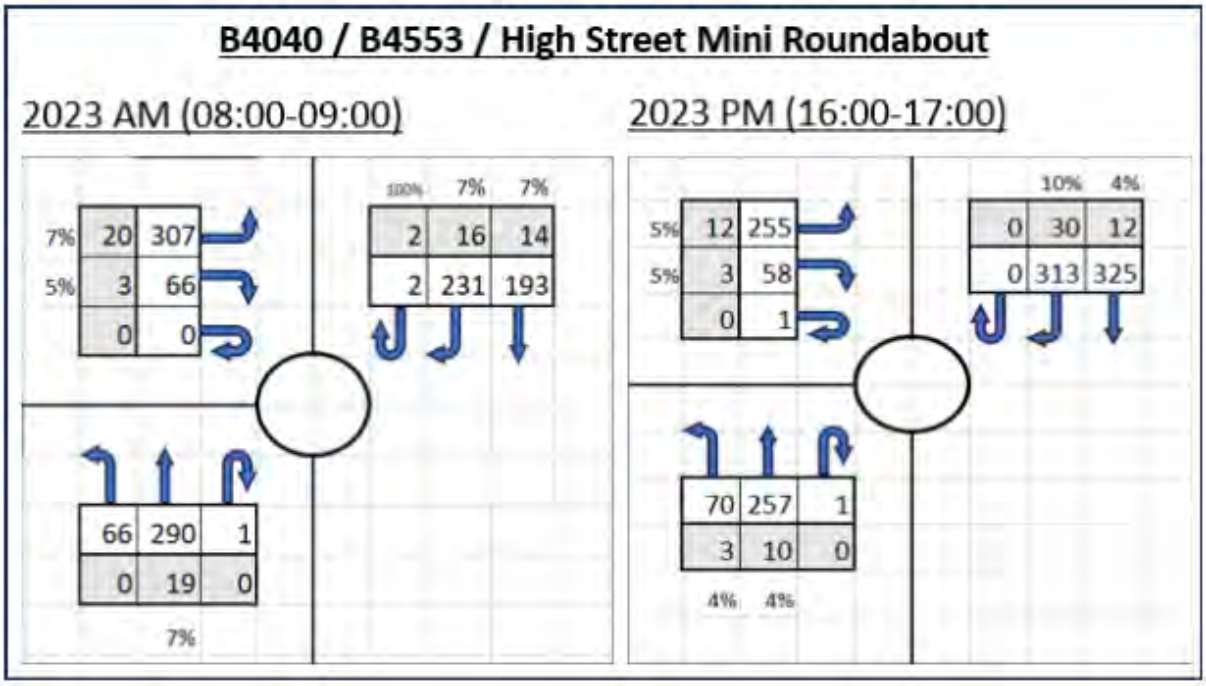
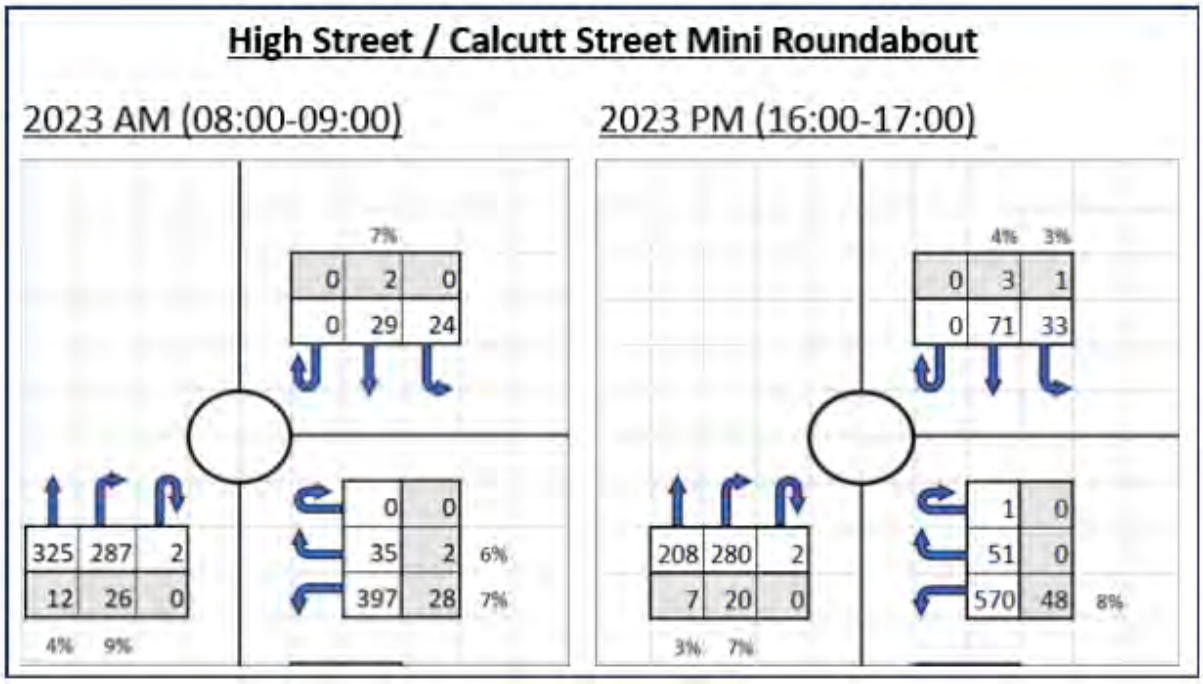


Figure 12 – MCC Summary – High Street / Calcutt Street Mini Roundabout



3.5.8. Further discussion on the existing and potential future capacity of each junction is presented in Section 6.

3.6. Road Safety

3.6.1. A review of the online vehicle collision database at www.crashmap.com indicates that there have been no vehicle collisions anywhere along The Forty, Chelworth Road, The Fiddle, or at The Forty/B4553 junction in the latest available five year period (2018-2022).

3.6.2. Only one incident has occurred across the study area in the last 10-year period; in 2015, approximately 200m to the east of the residential site along The Forty. This incident was classified as 'slight' in nature.

3.6.3. One slight injury accident also took place on the B4553 Purton Road north of the Hitchings roundabout in 2022 and involved a pedestrian being struck by a car.

3.6.4. It is therefore considered that there are no existing road safety issues identified within the vicinity of the site which may be exacerbated as a result of the proposed development.

3.7. Census Data

3.7.1. The 2011 and 2021 method of travel to work data for the existing resident population has been analysed for the Wiltshire 001 Mid-level Super Output Area (MSOA), in which the site is located.

3.7.2. Both of the last two census' have been analysed where the data is available in order to take account of the appreciable impact caused by COVID. The results of this analysis is presented in Table 5.

Table 5 – Census 2011 and 2021 Method of Travel to Work (Wiltshire 001B)

Mode	Resident Population Commuting Mode Share	
	2011	2021
Train	0.9%	0.9%
Bus	3.0%	1.4%
Taxi	0.2%	0.3%
Motorcycle	0.7%	0.5%
Car Driver	79.3%	79.7%
Car Passenger	5.2%	4.1%
Bicycle	2.1%	1.8%
On foot	8.3%	9.9%
Other	0.2%	1.2%
TOTAL	**100%**	**100%**

3.7.3. Table 5 shows that the 2011 and 2021 datasets are highly comparable, particularly in relation to car driver, taxi, motorcycle and rail journeys. The 2021 dataset shows a slight increase in journeys by foot and by cycle compared to 2011 and a decrease in trips by bus.

3.7.4. It is likely that some changes were a result of shorter-term concerns over social distancing during the COVID-19 pandemic, with others simply a result of residents travelling less frequently to their workplace and thus using other modes. It is therefore recognised that both sets of Census data need to be treated with caution and used as an indication of potential travel mode only.

3.7.5. It is also important to note that home workers have been excluded from both datasets, to take account of those travelling to and from their homes only. Should home working be included, the datasets would show a significant increase from 14% home workers in 2011 to approximately 42% in 2021. This is primarily attributed to the 2021 census being undertaken during the COVID-19 pandemic; in the midst of a national lockdown. As such, the data is unlikely to represent a resident's 'usual' mode of travel. However, it is likely that post-pandemic more people do work from home than in 2011.

3.7.6. For the purpose of establishing potential mode share for future residents travelling to work from the site, the 2011 Census data has been used as it is considered generally more representative of 'typical' travel habits, outside of any lockdown scenario. However, there is very little difference between the two datasets with the exception of an increase in home workers, despite the varied circumstances under which the two censuses were taken.

3.7.7. In addition to the journey to work data, car ownership data has been analysed at an LSOA level (Wiltshire 001B), to determine the likelihood of future residents having to own a car. The data for both 2011 and 2021 is summarised in Table 6.

Table 6 – Car Ownership Data (Wiltshire 001B)

	2011			2021		
No. of Cars	Households	Percentage	Potential Parking Demand	Households	Percentage	Potential Parking Demand
No cars or vans in household	52	7%	0	63	8%	0
1 car or van in household	240	34%	240	242	31%	242
2 cars or vans in household	292	42%	584	313	40%	626
3 cars or vans in household	85	12%	255	167	21%	501
4 or more cars or vans in household	29	4%	116	-	-	-
TOTAL	**698**	**100%**	**1,195**	**785**	**100.0%**	**1,369**
Car Ownership per Dwelling	**1.71**			**1.74**		
Potential Car Ownership (49 Dwellings)	**84**			**85**		

Note: The 2021 Data only categories up to three or more vehicles, and as such there is no data for 4 or more cars owned in 2021

3.7.8. Table 6 shows that 7% of households within the LSOA did not own a car in 2011, compared to 8% in 2021. The most significant rise is seen in the proportion of those owning three or more vehicles, rising from 16% in 2011 to 21% in 2021. This gives an estimated car ownership rate for the region of 1.74 cars per household, with an estimated 85 cars anticipated to be owned by the maximum of 49 proposed dwellings.

3.8. Summary

3.8.1. Cricklade benefits from a network of pedestrian and cycle infrastructure, including Church Walk (PRoW CRIC88) located directly opposite the site and linking future residents to the town centre. National Cycle Network Route 45 also routes through the town, providing a long distance route between Salisbury and Swindon to the south-east, and Cirencester and Gloucester in the north-west.

3.8.2. The town centre, located within an 8-10 minute walk or 2-3-minute cycle of the residential site access provides a range facilities and amenities suitable to support this level of residential development, including schools, shops, pubs and restaurants. Leisure facilities are also available within a 15-20 minute walk of the site.

3.8.3. Bus stops are available within a seven minute walk or two-minute cycle, with cycle racks providing the potential for a travel interchange for longer distance journeys. The bus stops provide services to larger towns including Swindon and Cheltenham; in addition to their associated rail stations.

3.8.4. An assessment of the highway safety within the vicinity of the site indicates that there are no existing safety issues within the immediate vicinity of the site which may be exacerbated as a result on any future development.

3.8.5. ATC surveys have been undertaken along The Forty, which demonstrate low vehicle movements (including during peak hours) and 85th percentile speeds of 31mph-33.3mph. MCC surveys have been undertaken at junctions surrounding the site, which have been used to consider the existing and potential future capacity at each junction.

3.8.6. Analysis of the Census 'Journey to Work' data indicates broadly similar journey mode shares in 2011 and 2021, though it is noted that the Census 2021 was affected by the COVID-19 pandemic and national lockdown which may have impacted the split of public transport and active modes in particular. Thus, the 2011 data is considered most appropriate for use when assessing the potential mode split of future residents of the proposed development.

4. Proposed Development

4.1.1. This Section of the TS outlines details of the proposed development in terms of the indicative site layout, access arrangements, car and cycle parking provision, delivery and servicing and construction traffic.

4.1.2. The proposed development is an Outline planning application (with all matters except access reserved) and therefore the parking arrangements and internal highway layout will be further analysed as part of any future Reserved Matters application, taking into account the relevant WC guidance, though they are indicatively considered through this TS.

4.2. Proposed Development

4.2.1. The residential aspect of the site proposes up to 49 residential units with a mix of two, three, four and five-bedroom dwellings. The specific housing mix will be determined through a future Reserved Matters planning application (subject to Outline approval), however the illustrative masterplan is included within **Appendix A**.

4.2.2. The cemetery site proposes the change of use of an existing parcel of agricultural land. The cemetery site will provide land for burials and ash interments and is proposed to meet the needs of the local population given the existing low capacity remaining at Cricklade Cemetery. The red line boundary for the proposed cemetery is included within **Appendix A.**

4.3. Access Arrangements

Residential Development

4.3.1. Vehicular access to the residential site is proposed in the form of a simple priority junction onto The Forty. The access has been designed to accommodate all potential vehicles entering and exiting the site, with a 6.0m carriageway width and 8m radii.

4.3.2. Visibility splays have been demonstrated in accordance with the recorded 85th percentile speeds along The Forty; of 31mph (eastbound) and 33.3mph (westbound). As such, 2.4m x 50m visibility is achievable in both directions; commensurate with the highest recorded speeds of 33.3mph.

4.3.3. Alongside vehicle access, the proposals include a new 2m footway, continuing east to link with a newly constructed footpath to the east of the site, which in turns links south to Hitchings.

4.3.4. A new pedestrian crossing will be provided with a flat top road hump to ensure pedestrian priority and safety across The Forty. The pedestrian crossing will link both future site residents and the surrounding community along The Forty and Hitchings to Church Walk; which routes pedestrians through towards the town centre.

4.3.5. The proposed residential access, including visibility splays and swept path analysis, is included at **Appendix D**.

Cemetery Development

4.3.6. Access to the cemetery site has been demonstrated in the form of a simple priority junction onto Chelworth Road, in the approximate location of the existing agricultural gated access. As per the residential site, the access has been designed to accommodate all potential vehicles entering and exiting the site, with a 6.0m carriageway width and 8m radii.

4.3.7. Consideration has been given to the likely vehicle traffic utilising the access, appropriate visibility splays have been demonstrated in accordance with the posted speed limit (30mph). As such, 2.4m x 43m

visibility is demonstrated in each direction, in accordance with Manual for Streets requirements. Notably the achievable visibility far exceeds 43m in both directions. The cemetery access, including visibility splays and swept path analysis, is included as **Appendix E**.

4.3.8. The cemetery site proposes pedestrian access to the north, onto PRoW CRIC29. A pedestrian access which is separated from the vehicle access to the south of the site will ensure that all pedestrians are safely separated from vehicular traffic. Additionally, PRoW CRIC29 provides a more direct route from the wider town through to the site, with the intention being for the cemetery land to serve the local population.

4.4. Off-Site Traffic Calming Improvements

4.4.1. The Cricklade Neighbourhood Plan (2018) outlines at Appendix 4 that traffic calming at the following junctions will be supported;

- Forty / Fiddle / Chelworth Road Junction; and
- Forty / Purton Road Junction.

4.4.2. As identified in Section 1, the public consultation undertaken in July 2023 also identified local resident concerns relating to vehicle speeds along The Forty and associated safety for pedestrian movement.

The Fiddle / The Forty

4.4.3. As noted through Section 3, recorded speeds in the vicinity of the residential site access have been recorded at an average of 26mph-27.4mph, slightly below the 30mph speed limit. However, it is also noted that 85th percentile speeds are recorded at a maximum of 31mph-33.3mph (85th percentile), thus there is the potential to reduce speeds along this section; particularly on the approach to the 'S-bend' junction with The Fiddle (and continuing onto Chelworth Road).

4.4.4. As a result, the proposed development includes the provision of new traffic calming features aimed at addressing these concerns, to slow vehicle speeds along The Forty and Chelworth Road on both the western and eastern approach to the junction with The Fiddle.

4.4.5. On the eastern approach to the junction, the aforementioned new pedestrian crossing will be provided with a flat top road hump to slow vehicle speeds on the approach to the junction with The Fiddle. This will ensure pedestrian priority and safety when crossing The Forty.

4.4.6. The traffic calming scheme includes two further flat top road humps to reduce speeds to the west of the site on the western approach to The Fiddle from Chelworth Road. Given the 'S-bend' nature of this section of road, it is considered that such traffic calming measures would both enforce reduced speeds and would provide increased awareness of the approaching junction from the west.

4.4.7. Additional signage would also be provided to improve safety, with enforced narrowing of the eastern approach on The Fiddle also proposed, to improve visibility at the junction.

4.4.8. The proposed traffic calming scheme (Drawing R-21-0181-002B) is detailed in **Appendix F**.

The Forty / Purton Road

4.4.9. A detailed topographical survey has been undertaken at The Forty junction with the B4553 Purton Road to establish the full extent of the existing visibility splays at the junction. At present a visibility splay of 2.4m x 19.5m is achievable to the south and 2.4m x 20.0m to the north, which falls short of the MfS requirements of 2.4m x 43m. Visibility primarily restricted to the boundary fence of 10 The Forty and the boundary wall of 18 Purton Road. The visibility is outlined in Figure 13 below.

Figure 13 – The Forty Visibility Splays



4.4.10. Notably MfS2 states that unless there is local evidence to the contrary, a reduction in visibility below recommended levels will not necessarily lead to a significant problem. This is evidenced in the road safety records which show no injury accidents at the junction over the most recent five year assessed period.

4.4.11. Nonetheless options to enhance the visibility at the junction have been explored by the applicant. Drawing R-21-0181-007 attached at **Appendix G** shows the entire The Forty junction moved marginally forward. This means narrowing the through carriageway to a minimum of 5.5m (the minimum width for two HGVs to pass in accordance with MfS). The carriageway width widens back out beyond the junction either side and does not impact either the roundabout to the north or the junction with Byre Close to the south.

4.4.12. The outcome of this is that, by narrowing the carriageway a widened footway along the western side of the B4553 can be achieved, enhancing the pedestrian use of the footway. The other benefit is that it provides improved visibility; at 45.4m to the north and 33.8m to the south. This is commensurate with speeds of 32mph to the north and 26mph to the south. Whilst the visibility splay to the south is not quite at the 43m required for a 30mph road, it is considered that this provides a much enhanced visibility than can currently be achieved and this, together with the improved footways, will all be a safety benefit at the junction.

4.4.13. Notably if the 20mph speed limit through Cricklade, starting at the roundabout to the north, was continued past the site then policy compliant visibility splays would be achievable.

4.5. Internal Site Layout

Residential Development

4.5.1. The illustrative masterplan has been produced to demonstrate that the proposed number of dwellings (for the residential site) and associated supporting infrastructure can be delivered in accordance with relevant policy and design guidance. The final layout, including internal road layout, vehicle and cycle parking will be subject to a future Reserved Matters planning application.

4.5.2. It is anticipated that the internal spine road running through the site will be provided with carriageway widths of approximately 5.5m which is sufficient to allow the simultaneous two-way flow of cars and large vehicles in accordance with Manual for Streets guidance. Pedestrian footways would be provided along the length of the main carriageway through the site, either directly adjacent to the carriageway or separated by a grass verge.

4.5.3. Lower order cul-de-sacs, servicing a reduced level of development, may be provided with shared surface provision in part, where vehicle volumes and speeds are low; in order to increase pedestrians and cyclists up the road user hierarchy.

4.5.4. The internal site layout would be designed to meet local and national guidance at the time of any future Reserved Matters planning application, however the indicative layout is considered to provide a high level of permeability and connectivity which caters for pedestrians and cyclists within the development, whilst also ensuring key vehicle routes are safe and suitable for use. This includes:

- A street pattern that generates natural surveillance where entrances and frontages face public routes;
- An intentional layout that encourages low vehicle speeds and therefore creates an environment where pedestrians and cyclists are not intimidated by motor traffic.
- Road geometries which are safe and suitable to accommodate all road users.

Cemetery Development

4.5.5. The cemetery land involves a parcel of land that could be made available to the town council to be used as burial space.

4.5.6. In terms of general principles however, it is anticipated that the internal road will provide access to a small car park, which will be suitably designed to serve the level of demand expected by the cemetery. Notably the existing Cricklade Cemetery provides no on-site parking. As such it is likely that only a handful of parking spaces would be provided. Within the site, careful consideration will be paid to internal landscaping to ensure that the layout is sensitively designed, whilst being safe for access by foot, cycle and by car.

4.5.7. The internal layout at the cemetery will be designed to accommodate all potential vehicle types with the largest potential vehicle likely to be a refuse vehicle (or similar sized vehicle).

4.5.8. As aforementioned, it is proposed that pedestrian access is taken from the north via PRoW CRIC29, as this is the most direct route to and from the wider town. As such, the internal layout will include footways between the pedestrian access and any on-site buildings, ensuring permeability and safe movement within the site itself.

4.6. Residential Car Parking and Cycle Storage Provision

4.6.1. As detailed above, the exact parking provision and overall layout will be considered as part of a future reserved matters application and is not fixed as part of this Outline planning application.

4.6.2. However, parking will generally be provided in line with the WC car parking standards which for residential development require two car parking spaces per two or three bedroom unit and three car parking spaces per 4+ bedroom unit. It is of note that car parking for visitors is required at a rate of 0.2 spaces per dwelling, equating to a total of 10 spaces.

4.6.3. Cycle parking, including visitor parking, will also be provided in accordance with the adopted WC standards, which for residential development currently require one space per bedroom for up to three bedrooms, three spaces per dwelling for four bedroom units and four spaces per dwelling for five bedroom units, plus one visitor space per 20 bedrooms.

4.6.4. In accordance with WC's guidance, cycle parking will be covered and lockable, for example a rear shed or locker for the residential development with an accessible route from any rear provision to the carriageway. Where cycle parking is provided in a garage, this should be additional to space for car parking (requiring minimum internal garage dimensions of 3m x 6m).

4.7. Deliveries and Servicing

4.7.1. As detailed above, the internal layouts will be reserved for future consideration and are not fixed within this Outline planning application. As such, information included below is provided to demonstrate that the relevant standards can be achieved for the development proposals. Access to the proposed residential site for servicing and deliveries will primarily comprise the following:

- Refuse vehicles;
- Post, parcel and mail deliveries and collections;
- Ad-hoc grocery deliveries / other courier services;
- Occasional maintenance vehicles; and
- Removals vehicles

4.7.2. Access to the proposed cemetery for servicing and deliveries will be broadly similar, though specific vehicle types may be required for the specific uses contained within the site.

4.7.3. The internal road networks will be designed to facilitate the manoeuvrability and navigation of all potential vehicles, including refuse vehicles and emergency vehicles, in accordance with WC's Design Guidance. The provision of turning heads will ensure that refuse vehicles and other servicing vehicles would not have to reverse more than 20m. Waste collection and recycling points will not be more than 25 metres from the edge of the carriageway.

4.8. Construction Traffic

4.8.1. The details of construction for the proposed development (number of staff, length of works, operational hours etc) are yet to be finalised and will be refined through any Reserved Matters Application and finalised following the appointment of a construction contractor.

4.8.2. All construction routes to the site will be agreed with WC prior to construction. It is considered that an HGV routing strategy could be implemented to avoid Cricklade Town Centre and ensure that all HGVs access the site from Chelworth Road to the southwest.

4.8.3. The contractor would aim to employ local companies and workers to further reduce the impact of construction on the highway network, as well as providing economic benefits to the local area.

4.8.4. Construction workers will be encouraged to travel to the site via the sustainable transport options available to and from the site described in Section 3. Positive action would be taken to reduce the number of heavy construction vehicles entering and exiting the site. This could include 'Backloading', where site delivery vehicles are utilised to remove waste materials from the site as part of the same trip, whilst muck control measures will also be employed.

4.8.5. It is not anticipated there will be any abnormal loads, but if these are required the route and hours will be agreed in advance with WC.

4.8.6. The above measures will help to ensure that construction works are organised and delivered in a manner that minimises the impact of the construction traffic on the local highway network in terms of highway safety and amenity.

5. Trip Generation and Distribution

5.1. Context

5.1.1. This section of the report outlines the existing and proposed trip generation associated with the site. The TRICS (Version 7.10.2) database has been interrogated to determine the likely trip generation of the proposed development and demonstrates it will have no detrimental impact on the highway network.

5.2. Existing Site Trip Generation

5.2.1. As both the residential and cemetery sites are currently used for agricultural purposes, it has been assumed that the sites currently generate no trips.

5.3. Proposed Development Trip Generation

Residential Site

5.3.1. The proposed residential development comprises up to 49 dwellings. The TRICS database has been interrogated to obtain vehicle trip rates for C3 Houses in locations with similar characteristics, using the following parameters:

- Residential – Houses Privately Owned;
- Sites in England (Greater London excluded) only;
- 40 – 80 units;
- Car Parking spaces per dwelling 1.0 and above;
- Population within 1 mile at 20,000 or less;
- Sites located in 'Suburban Area' or 'Edge of Town' locations; and
- Surveys undertaken between 01/01/2015-01/08/2023, not during COVID.

5.3.2. The total person trip rates and respective person trip generation for the proposed development is outlined in Table 7, with the full TRICS outputs attached at **Appendix G.**

Table 7 – Vehicle Trip Generation

Trip Rates	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily (0700-1900)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Vehicle Trip Rate (per dwelling)	0.141	0.467	0.608	0.451	0.197	0.648	2.662	2.693	5.355
Vehicle Trips (49 dwellings)	7	23	30	22	10	32	130	132	262

5.3.3. As is demonstrated above, the proposed development is expected to generate 30 two-way vehicle trips in the AM Peak period, 32 in the PM peak, and 262 trips over a daily (12-hour) period.

5.3.4. The Census 2021 method of travel to work data for the MSOA in which the site lies has been applied to calculate the multi-modal trip generation of the development proposals. Those who worked from home were excluded from this analysis to provide a robust assessment. The resultant multi-modal trip generation is outlined in Table 8.

Table 8 – Proposed Residential Multi-Modal Trip Generation

Mode	Resident Population	AM Peak (0900-1000)			PM Peak (1700-1800)			Daily (0700-1900)		
		In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Train	0.9%	0	0	0	0	0	0	1	1	2
Bus	3.0%	0	1	1	1	0	1	5	5	10
Taxi	0.2%	0	0	0	0	0	0	0	0	0
Motorcycle	0.7%	0	0	0	0	0	0	1	1	2
Car Driver	79.3%	7	23	30	22	10	32	130	132	262
Car Passenger	5.2%	1	2	3	1	1	2	8	9	17
Bicycle	2.1%	0	1	1	1	0	1	4	4	8
On Foot	8.3%	1	2	3	3	2	5	14	14	28
Other	0.2%	0	0	0	0	0	0	0	0	0
TOTAL	**100.0%**	**9**	**29**	**38**	**28**	**13**	**41**	**163**	**166**	**329**

5.3.5. The residential development is expected to produce 329 two-way trips per day, of which the majority (262 two-way vehicle movements) are by car, with a further 17 two-way trips are by car passengers.

5.3.6. A total of 48 two-way trips are expected to be made through sustainable modes, of which 28 are pedestrian trips, eight are by cyclists, and 12 are by public transport.

5.3.7. All of the generated trips are considered to be new to the network, as the existing site has been assumed to not generate any trips. The effects of the development are discussed in Section 6.

Cemetery Site

5.3.8. The cemetery is likely to generate minimal traffic during the network morning and evening peak hours given that the majority of burials or services are scheduled to avoid peak periods to avoid the impact of funeral procession vehicles on the road network. As such the only peak period trips are likely to be associated with maintenance staff or mourners making ad hoc visits to the cemetery. With the cemetery provided to serve Cricklade it is likely that a high proportion of these trips would be made by sustainable modes.

5.3.9. Nonetheless, to ensure a robust assessment when considering the potential overall impact of the development, an assumption of two vehicle trips entering the site and two vehicle trips leaving the site has been assumed in both the morning and evening peaks. These are demonstrated within the distribution diagrams contained within **Appendix H**.

5.4. Trip Distribution

5.4.1. The distribution of residential vehicular trips from the site has been established through an analysis of Census data (WU03EW).

5.4.2. An online journey planner (Google Maps) has been used to determine the quickest journey times and routes between the site and each of the journey to work destinations for the AM and PM peak period. Where multiple route options were available with similar journey times, an equal split has been assumed. The proposed distribution is summarised below in Table 9.

Table 9 – Proposed Residential Route Distribution

Route	Total	Proportion
Chelworth Rd	44	2.2%
The Fiddle, Common Hill	306	15.0%
B4553 North, High Street, Calcutt Street, A419 South	710	34.9%
B4553 North, High Street, A419 North	502	24.7%
B4553 South	471	23.2%
Total	**2,032**	**100%**

5.4.3. The proposed distribution for each aspect of the development, split in to the resultant AM and PM peak proposed development trips, have been distributed across the network and shown at **Appendix H**.

5.4.4. For the cemetery site, where minimal vehicle movements are expected, an assumption has been made that all vehicle trips will be made to and from the north (to and from Cricklade) to provide a robust assessment. These are demonstrated within the distribution diagrams contained in **Appendix H**.

6. Development Impact

6.1. Context

6.1.1. This section of the TS assesses the impact of the proposed development on the existing transport networks using the methodology outlined within the chapters above.

6.2. Scope of Assessment

6.2.1. Junction capacity assessments have been undertaken at the following five junctions, to determine the performance of the surrounding highway network and its ability to accommodate the proposed additional peak hour traffic flows:

- **Junction 1**: Proposed Cemetery Site Access;
- **Junction 2**: Proposed Residential Site Access;
- **Junction 3**: The Forty / B4554 Priority Junction;
- **Junction 4**: B4553 / B4040 / High Street Mini Roundabout; and
- **Junction 5**: B4040 / High Street / Calcutt Street Mini Roundabout.

6.3. Future Year Growth Rates

6.3.1. Each capacity assessment has been undertaken for the 2023 base (recorded flows) as well as the forecast year of opening of 2025, and a five-year future forecast year of 2030. Notably this is the same assessment criteria (opening year / opening year + 5 years) that was agreed for the other two live applications in Cricklade.

6.3.2. To estimate the effects of background traffic growth to both 2025 and to 2030, the recorded 2023 flows have been growthed using the latest available TEMPRO database (v.8.0). The growth rates have also been adjusted using the Road Traffic Forecast 2022, as TEMPRO 8.0 does not yet include this adjustment.

6.3.3. The weekday AM and PM peak hour growth factors are summarised in Table 10 and Table 11.

Table 10 – Weekday Growth Factors (2023-2025)

Peak	(A) RTF22 - SW, A-Road and Minor, Total Miles	(B) TEMPRO v8 - Wiltshire 001, Weekday Peak Growth (O/D)	(C) TEMPRO v8 - SW, Weekday Average Growth (O/D)	(D) Adjusted Local Peak Period Growth Factor – (A x B) / (C)
AM	1.015	1.0154	1.0183	**1.012**
PM	1.015	1.0155	1.0183	**1.012**

Table 11 – Weekday Growth Factors (2023-2030)

Peak	(A) RTF22 - SW, A-Road and Minor, Total Miles	(B) TEMPRO v8 - Wiltshire 001, Weekday Peak Growth (O/D)	(C) TEMPRO v8 - SW, Weekday Average Growth (O/D)	(D) Adjusted Local Peak Period Growth Factor - (A x B) / (C)
AM	1.054	1.0453	1.0506	**1.048**
PM	1.054	1.0463	1.0506	**1.049**

6.4. Junctions 9 (ARCADY and PICADY)

6.4.1. Junctions 9 produces three main indicators of junction capacity and operation, which are 'Traffic Intensity (RFC)', 'Queue Length' and 'Delay' and these are discussed below:

Traffic Intensity (RFC)

6.4.2. The RFC (ratio to flow capacity) is the primary measure of capacity within junction and is reported for each entry arm. If the RFC exceeds 1.0, the arm is considered to be operating over capacity, resulting in queuing occurring. An RFC value of 0.85 is generally considered to be approaching capacity.

Queue Length

6.4.3. Queue length gives an indication of how the junction as a whole may impact the adjacent junctions within the highway network.

Delay

6.4.4. The delay output is represented in seconds and describes the maximum value of average delay per arriving vehicles.

6.5. Junction 1 – Cemetery Site Access / Chelworth Road Priority Junction

6.5.1. The site access to the cemetery will be provided in the form of a simple priority junction along Chelworth Road, in the approximate location of the existing agricultural access.

6.5.2. The results of the baseline and future year scenarios with development are summarised below in Table 12, with the full outputs found at **Appendix I**.

Table 12 – Junction 1 – Cemetery Site Access / Chelworth Road Priority Junction

Arm	Arm Name	AM Peak			PM Peak		
		RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2023 Baseline + Development							
B-AC	Site Access – Chelworth Road	0.00	0	0	0.00	0	0
C-AB	Chelworth Road	0.00	0	5	0.00	0	5
2025 Baseline + Development							
B-AC	Site Access – Chelworth Road	0.00	0	0	0.00	0	0
C-AB	Chelworth Road	0.00	0	5	0.00	0	5
2030 Baseline + Development							
B-AC	Site Access – Chelworth Road	0.00	0	0	0.00	0	0
C-AB	Chelworth Road	0.00	0	5	0.00	0	5

6.5.3. Table 12 demonstrates that the proposed cemetery site access will operate within its theoretical capacity in all scenarios, with no anticipated queue on any arms and an average delay of five seconds on the Chelworth Road arm (for vehicles waiting to turn right into the site). It is therefore evident that the proposed cemetery site access junction will have sufficient capacity to accommodate the proposed development and its associated traffic.

6.6. Junction 2 – Residential Site Access / The Forty Priority Junction

6.6.1. The site access to the residential development will be provided in the form of a priority junction along The Forty.

6.6.2. The results of the baseline and future year scenarios with and without development are summarised below in Table 13, with the full outputs found at **Appendix I.**

Table 13 – Junction 2 – Residential Site Access / The Forty

Arm	Arm Name	AM Peak			PM Peak		
		RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2023 Baseline + Development							
B-AC	Site Access – The Forty	0.05	0	7	0.02	0	7
C-AB	The Forty	0.00	0	6	0.01	0	6
2025 Baseline + Development							
B-AC	Site Access – The Forty	0.05	0	7	0.02	0	7
C-AB	The Forty	0.00	0	6	0.01	0	6
2030 Baseline + Development							
B-AC	Site Access – The Forty	0.05	0	7	0.02	0	7
C-AB	The Forty	0.00	0	6	0.01	0	6

6.6.3. Table 13 demonstrates that the proposed site access will operate within its theoretical capacity in all scenarios. A maximum RFC of 0.05 is experienced on the site access arm in the AM Peak, with no anticipated queue and an average delay of seven seconds. It is therefore evident that the proposed residential site access junction will have sufficient capacity to accommodate the proposed development and its associated traffic.

6.7. Junction 3 – The Forty / B4553 Purton Road Priority Junction

6.7.1. The results of the baseline and future year scenarios with and without development are summarised below in Table 14, with the full outputs found at **Appendix I**.

Table 14 – Junction 3 – The Forty / B4553

Arm	Arm Name	AM Peak			PM Peak		
		RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2023 Base							
B-AC	The Forty – B4553 (South)	0.06	0	8	0.09	0	8
C-AB	B4553 (North)	0.07	0	6	0.07	0	5
2025 Baseline							
B-AC	The Forty – B4553 (South)	0.06	0	8	0.10	0	8
C-AB	B4553 (North)	0.07	0	6	0.07	0	5
2030 Baseline							
B-AC	The Forty – B4553 (South)	0.06	0	8	0.10	0	8
C-AB	B4553 (North)	0.08	0	6	0.07	0	5
2023 Baseline + Development							
B-AC	The Forty – B4553 (South)	0.11	0	8	0.12	0	8
C-AB	B4553 (North)	0.09	0	5	0.10	0	5
2025 Baseline + Development							
B-AC	The Forty – B4553 (South)	0.11	0	5	0.12	0	8
C-AB	B4553 (North)	0.09	0	5	0.10	0	5
2030 Baseline + Development							
B-AC	The Forty – B4553 (South)	0.11	0	9	0.12	0	8
C-AB	B4553 (North)	0.09	0	5	0.10	0	5

6.7.2. Table 14 demonstrates that in the future year scenarios without development, the junction will continue to operate well within its theoretical capacity, with a maximum RFC of 0.10 anticipated in 2030 in the PM peak on The Forty with no anticipated queues and an average delay of eight seconds.

6.7.3. With the addition of development traffic, the junction will continue to operate within its theoretical capacity, with a maximum RFC of 0.12 demonstrated in 2030 in the PM peak on The Forty, with no associated queue lengths and an average delay of eight seconds (no increase in delay as a result of the proposed development).

6.7.4. It is therefore evident that the B4553 / The Forty junction will continue to operate within its theoretical capacity in all future year scenarios and the junction will have sufficient capacity to accommodate the proposed development and its associated traffic.

6.8. Junction 4 – B4553 / B4040 / High Street Mini Roundabout

6.8.1. The results of the baseline and future year scenarios with and without development are summarised below in Table 15, with the full outputs found at **Appendix I.**

Table 15 – Junction 4 – B4553 / B4040 / High Street Mini Roundabout

Arm	Arm Name	AM Peak			PM Peak		
		RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2023 Base							
A	High Street	0.57	1	10	0.85	5	27
B	B4553	0.37	1	5	0.36	1	6
C	B4040	0.72	3	23	0.57	1	14
2025 Baseline							
A	High Street	0.58	1	10	0.85	5	28
B	B4553	0.37	1	5	0.36	1	6
C	B4040	0.72	3	23	0.58	1	14
2030 Baseline							
A	High Street	0.60	2	11	0.89	7	35
B	B4553	0.39	1	6	0.38	1	6
C	B4040	0.77	3	27	0.60	2	15
2023 + Development							
A	High Street	0.58	1	10	0.86	6	30
B	B4553	0.38	1	5	0.36	1	6
C	B4040	0.73	3	24	0.57	1	14
2025 Baseline + Development							
A	High Street	0.58	1	11	0.87	6	31
B	B4553	0.38	1	5	0.37	1	6
C	B4040	0.74	3	24	0.58	1	14
2030 Baseline + Development							
A	High Street	0.61	2	11	0.90	8	40
B	B4553	0.40	1	6	0.39	1	6
C	B4040	0.78	3	29	0.61	2	15

6.8.2. Table 15 demonstrates that in the future year scenarios without development, the junction will continue to operate within its theoretical capacity, with a maximum RFC of 0.89 anticipated in 2030 in

the PM peak for the High Street arm with an associated average queue length of seven vehicles and an average maximum delay of 35 seconds.

6.8.3. With the addition of development traffic, the junction shows a marginal increase in traffic. Comparing the 2025 Baseline with the 2025 with development scenarios, an additional one vehicle is shown to be queued across the junction (on the High Street arm) in the PM Peak period, with a total increase in delay across the entire junction of one seconds in the AM Peak and of three seconds in the PM peak.

6.8.4. In the 2030 scenarios, no additional queue lengths are experienced in the AM Peak, with an increase in delay across the junction of two seconds. In the PM peak, an additional one vehicle is shown to be queued across the junction, with an increase in delay of five seconds.

6.8.5. It is therefore considered that the impact of development traffic at this junction will have a marginal impact on both queue lengths and delay, with the junction continuing to operate within its' theoretical capacity as a result of the development in the future year 2030.

6.9. Junction 5 – B4040 / High Street / Calcutt Street Mini Roundabout

6.9.1. The B4040 / High Street / Calcutt Street mini roundabout has been assessed using ARCADY for all the scenarios. The results of the baseline and future year scenarios with and without development are summarised below in Table 16, with the full ARCADY outputs found at **Appendix I.**

Table 16 – B4040 / High Street / Calcutt Street Mini Roundabout

Arm	Arm Name	AM Peak			PM Peak		
		RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2023 Base							
A	High Street (North)	0.07	0	5	0.14	0	5
B	Calcutt Street	0.50	1	8	0.75	3	16
C	High Street (South)	0.74	3	15	0.59	1	10
2025 Baseline							
A	High Street (North)	0.07	0	5	0.14	0	5
B	Calcutt Street	0.51	1	8	0.76	3	16
C	High Street (South)	0.75	3	16	0.60	2	10
2030 Baseline							
A	High Street (North)	0.08	0	5	0.15	0	5
B	Calcutt Street	0.53	1	8	0.79	4	19
C	High Street (South)	0.78	3	18	0.62	2	11
2023 + Development							
A	High Street (North)	0.07	0	5	0.14	0	5
B	Calcutt Street	0.51	1	8	0.77	3	17
C	High Street (South)	0.76	3	17	0.60	2	10
2025 Baseline + Development							
A	High Street (North)	0.07	0	5	0.14	0	5
B	Calcutt Street	0.52	1	8	0.78	3	18
C	High Street (South)	0.77	3	17	0.61	2	10
2030 Baseline + Development							
A	High Street (North)	0.08	0	5	0.15	0	5
B	Calcutt Street	0.53	1	8	0.81	4	20
C	High Street (South)	0.80	4	20	0.63	2	11

6.9.2. Table 16 demonstrates that in the future year scenarios without development, the junction will continue to operate within its theoretical capacity, with a maximum RFC of 0.79 anticipated in 2030 in the PM peak for the Calcutt Street arm with an associated average queue length of four vehicles and an average delay of 19 seconds.

6.9.3. With the addition of development traffic, the junction will continue to operate within its theoretical capacity, with a maximum RFC of 0.81 demonstrated on the Calcutt Street arm in the PM Peak in 2030, with an associated queue length of four vehicles and an average delay of 20 seconds.

6.9.4. As such, the development would result in a maximum increase of just one seconds (and no increase in queue length), in the PM Peak period.

6.9.5. It is therefore evident that the B4040 / High Street / Calcutt Street junction will continue to operate within its theoretical capacity in all future year scenarios and the junction will have sufficient capacity to accommodate the proposed development and its associated traffic.

6.10. Summary

6.10.1. A number of junctions in the vicinity of the site have been assessed to determine the impact of the proposed development. These assessments have included existing junctions as well the new proposed site access. From these assessments, it can be concluded that:

- **Cemetery Site Access:** Will operate well within theoretical capacity in all future year scenarios with the addition of development traffic;
- **Residential Site Access:** Will operate well within theoretical capacity in all future year scenarios with the addition of development traffic;
- **The Forty / B4553:** Will operate well within theoretical capacity in all future year scenarios with the addition of development traffic;
- **B4553 / B4040 / High Street Mini Roundabout:** Will operate within theoretical capacity in all future year scenarios with the addition of development traffic, having an estimated delay of 29 seconds in 2030 compared to the 27 seconds in the 2030 baseline; and
- **B4040 / High Street / Calcutt Street Mini Roundabout:** Will operate within theoretical capacity in all future year scenarios with the addition of development traffic, having an estimated delay of 20 seconds in 2030 compared to the 18 seconds in the 2030 baseline.

7. Proposed Mitigation and Transport Improvements

7.1.1. This section describes the proposed transport related improvements that would be implemented as part of the proposed development.

7.2. Internal Layout Design

7.2.1. Whilst the final site layouts will be subject to Reserved Matters applications, the sites will be designed for permeability by non-motorised users, to ensure pedestrian permeability is achieved within the site itself, and to link the site by foot to the surrounding pedestrian network. This includes:

- A network of footways both alongside the carriageway and separated by grass verges;
- Shared surface streets for lower order roads/cul-de-sacs only, to prioritise pedestrian and cycle movements; and
- The potential to link through the cemetery site to the north to PRoW CRIC29.

7.2.2. The sites will also be designed to suitably accommodate cycles, with cycle parking provided in accordance with WC's requirements (at the time of any future Reserved Matters application).

7.3. Pedestrian Footway and Crossing Improvements

7.3.1. The proposals include the provision of a new footway running alongside the residential site access and continuing onto The Forty. The footway will continue east to link with the newly constructed footpath to the east of the site, which in turns links south to Hitchings. A new pedestrian crossing will be provided with a flat top road hump to ensure pedestrian priority and safety across The Forty.

7.3.2. The pedestrian crossing will link both future site residents and the surrounding community along The Forty and Hitchings to Church Walk; which routes pedestrians through towards the town centre.

7.4. Off-Site Traffic Calming Improvements

7.4.1. As identified in Section 4, the proposed development includes the provision of new traffic calming features to slow vehicle speeds along The Forty and Chelworth Road on both the western and eastern approach to the junction with The Fiddle.

7.4.2. The traffic calming scheme includes two further flat top road humps in addition to the pedestrian crossing to reduce speeds to the west of the site on the western approach to The Fiddle from Chelworth Road.

7.4.3. Additional signage would also be provided to improve safety, with enforced narrowing of the eastern approach on The Fiddle also proposed, to improve visibility at the junction.

7.4.4. Furthermore proposals to enhance the footway and visibility at the Purton Road / The Forty junction are also proposed.

7.5. Community Infrastructure Levy (CIL)

7.5.1. The proposed development will provide a CIL contribution towards improvements in the local area. The CIL 123 List outlines that part of CIL payments will be used toward delivering transport strategies in various key towns in Wiltshire as well Infrastructure projects identified through the Local Highways and Footpaths Improvement Groups (LHFIG) that provide for pedestrian and cycle improvements and community and cultural projects such as The Swindon & Cricklade Railway project which looks to provide a commuter service from Cricklade to Swindon.

7.6. Travel Plan Statement

7.6.1. Travel Plans have become an important tool for the delivery of national, regional and local transport policy and play an integral part in the planning process. A Travel Plan Statement (TPS) has been produced by Evoke, which is submitted alongside this TS.

7.6.2. The TPS sets out the development's proposals for infrastructure improvements (listed above) as well as other measures to support travel by sustainable modes, including policy compliant cycle parking. Whilst the development scale is not considered large enough to accommodate any formal targets or monitoring, the TPS provides the necessary information to issue to residents (and staff of the cemetery) prior to, or upon, occupation.

7.6.3. To guide the TPS implementation, a draft Travel Information Pack has been produced alongside the TPS which provides details and maps of cycle and walking routes and bus timetables to ensure that future residents (and staff) have the necessary information to help them to make sustainable travel choices. It also provides other useful information to help reduce the need to travel, or to reduce travel by private car; including local taxi firms and local grocery delivery details.

7.6.4. The Travel Information Packs would be distributed by a Travel Information Representative, most likely a member of the sales team for the residential development, and management of the cemetery.

7.7. Summary

7.7.1. The proposed transport improvements which would come forward if this development were to be approved are considered to provide additional benefit to the local community; particularly in relation to the proposed pedestrian footway and crossing improvements and the proposed traffic calming scheme, both of which were requested through public consultation.

7.7.2. It is considered that these measures are proportionate, fair and reasonably related to the development proposal, in accordance with both the NPPF and with WC's Core Policy 62.

8. Potential Cumulative Impact

8.1.1. As described in Section 3, there are two other sites within the town which are currently subject to live planning applications. The location of each site in relation to the proposed development is demonstrated in Figure 14.

Figure 14 – Summary of Live Applications in the Vicinity of the Site(s)



8.1.2. The sites are subject to agreement by the LHA and by the LPA and other consultees. However, a review has been undertaken of both submitted Transport Assessments in order to provide a comparison to this proposed development in terms of key transport and highways considerations, with a summary presented in Table 17.

Table 17 – Review of Live Application TAs and Comparison with Proposed Development

	Newland Homes Application	Bloor Homes Application	Proposed Development
Application Reference	PL/2022/02452	PL/2021/10404	-
Proposals	Outline application for 140 dwellings	Outline application for 70 dwellings	Outline application (except access) for up to 49 dwellings and land for a cemetery
Status (August 2023)	Awaiting Determination	Awaiting Determination	-
Transport Assessment	Produced by Cole Easdon Consultants (January 2022)	Produced by Clarke Bond (July 2021) assessed up to 80 homes	Produced by Evoke Transport (August 2023)
Location	North west of Mill Lane / Hallsfield, to the north west of Cricklade, c.1km (walking distance) from town centre.	North west of Common Hill, to the west of Cricklade, c.1.1km (walking distance) from town centre.	South of The Forty (residential) and north of Chelworth Road (cemetery). Residential element 600m (walking distance) from town centre.
Trip Rates	AM Peak Hour = 0.477 PM Peak Hour = 0.507	AM Peak Hour = 0.560 PM Peak Hour = 0.539	AM Peak Hour = 0.608 PM Peak Hour = 0.648
Traffic Assignment	Use of Travel to Work (Census 2011) for MSOA Wiltshire 001. Google Maps to identify most suitable routes	Use of Travel to Work (Census 2011) for three output areas covering Cricklade.	Use of Travel to Work (Census 2011) for MSOA Wiltshire 001. Google Maps to identify most suitable routes
Forecast Years	2021 Baseline 2028 Future Year (Use of Adjusted Local Growth Rates: 2021-2028: AM Peak = 1.0747 PM Peak 1.0759	2022 Opening Year 2027 Future Year (use of Tempro 7.0 and NTF 1997): 2017-2027: AM Peak = 1.1419 PM Peak 1.1412	2023 Base Year 2025 Opening Year 2030 Future Year (Use of Adjusted Local Growth Rates: 2023-2030: AM Peak = 1.048 PM Peak 1.049
Capacity Assessments	Site Access West Mill Lane / Common Hill / B4040 roundabout High Street / Calcutt Street Mini Roundabout	Site Access West Mill Lane / Common Hill / B4040 roundabout B4040/B4553/High Street Mini Roundabout High Street / Calcutt Street Mini Roundabout	Site Access x 2 West Mill Lane / Common Hill / B4040 roundabout High Street / Calcutt Street Mini Roundabout
Mitigation and Improvements	New dropped kerb pedestrian crossing on Mill Lane Links to NCN Route 45 Travel Plan	Travel Plan	New footway and crossing on The Forty Potential links to footpath north of Hitchings; Potential links to PRoW (cemetery) Traffic Calming Scheme along The Forty/Chelworth Road Enhanced Footway and visibility at The Forty / Purton Road junction Travel Plan Statement

8.1.3. As shown, the proposed development which is the subject of this TA proposes a smaller scale of residential development, which is closer to the town centre (and accessed via a predominantly traffic free route along Church Walk). This proposed development includes additional land for a cemetery, to serve the needs of the local population.

8.1.4. The Transport Assessments and Travel Plans produced by the three consultant teams are broadly similar in their scope, though it is noted that the trip rates used through this TS are slightly higher than those

presented by Cole Easdon or by Clarke Bond; likely resulting in a slightly more robust impact assessment in terms of vehicle traffic.

8.1.5. In terms of mitigation, it is noted that the Newland Homes application proposes pedestrian improvements. This proposed development includes similar improvements, through benefits from improved connectivity into the existing PRoW network along Church Walk (also providing a wider benefit). Additionally, the proposed traffic calming scheme presents a wider community benefit identified both in the Cricklade Neighbourhood Plan and through Public Consultation.

8.2. Sensitivity Testing

8.2.1. In order to consider the potential cumulative impact of all three sites in Cricklade, a robust assessment has been undertaken which accounts for all three of the sites being approved. This further sensitivity test has been undertaken for each of the junctions modelled in Section 6; using the 2030 future year (for a worst-case scenario in terms of background traffic growth).

8.2.2. The traffic flows for both live planning applications have been taken from the respective Transport Assessments. The results are presented in Table 18 to Table 22 and are also included within the model outputs in **Appendix I**.

Table 18 – Junction 1 – Cemetery Site Access / Chelworth Road Priority Junction

Arm	Arm Name	AM Peak			PM Peak		
		RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2030 Sensitivity Test							
B-AC	Site Access – Chelworth Road	0.00	0	0	0.00	0	0
C-AB	Chelworth Road	0.00	0	5	0.00	0	5

Table 19 – Junction 2 – Residential Site Access / The Forty

Arm	Arm Name	AM Peak			PM Peak		
		RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2030 Sensitivity Test							
B-AC	Site Access – The Forty	0.05	0	7	0.02	0	7
C-AB	The Forty	0.00	0	6	0.01	0	6

Table 20 – Junction 3 – The Forty / B4553

Arm	Arm Name	AM Peak			PM Peak		
		RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2030 Sensitivity Test							
B-AC	The Forty – B4553 (South)	0.11	0	9	0.12	0	8
C-AB	B4553 (North)	0.09	0	5	0.10	0	5

Table 21 – Junction 4 – B4553 / B4040 / High Street Mini Roundabout

Arm	Arm Name	AM Peak			PM Peak		
		RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2030 Sensitivity Test							
A	High Street	0.64	2	12	0.97	14	68
B	B4553	0.41	1	6	0.42	1	6
C	B4040	0.90	7	55	0.66	2	17

Table 22 – Junction 5 – B4040 / High Street / Calcutt Street Mini Roundabout

Arm	Arm Name	AM Peak			PM Peak		
		RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2030 Sensitivity Test							
A	High Street (North)	0.08	0	5	0.16	0	6
B	Calcutt Street	0.56	1	9	0.88	6	31
C	High Street (South)	0.86	6	27	0.66	2	12

8.2.3. As shown, both site accesses and The Forty / B4553 junction would continue to operate well within their theoretical capacity with the inclusion of the two further sensitivity tests, with no increase in RFC, delay or queue length compared with the '2030 + Development' scenario. These results are to be expected, given that both live applications do not anticipate any increase in traffic along The Forty or along Chelworth Road, with only very marginal increases on the B4553.

8.2.4. In relation to the High Street / Calcutt Street mini roundabout, should both other applications be approved alongside this proposed development, the cumulative impact would result in a minor increase in RFC, queue lengths and delay during the AM and PM peak periods. In the AM Peak, an increase in total queues across the junction of two vehicles is shown compared with the 2030 + Development scenario. In the PM peak, an increase of three vehicles is shown. Whilst a minor increase, it is considered that this junction would continue to operate within its' theoretical capacity with all three developments, with RFCs of below 1.0 in all scenarios.

8.2.5. The B4553 / B4040 / High Street mini roundabout assessment shows that the impact of the three developments coming forward would result in the junction continuing to operate within its theoretical capacity (with RFCs of less than 1.0 in all scenarios), however that there would be an increase in both queueing and delay. This is shown primarily on the B4040 arm in the AM Peak period, and on the High Street arm in the PM Peak period.

8.2.6. In order to provide further analysis, an investigation of the Clarke Bond modelling outputs has been undertaken (Cole Easdon did not undertake a modelling assessment of this junction). The Clarke Bond outputs of the junction's capacity do not provide full outputs (only the full outputs for the 2017 scenario are provided), however their modelling summary demonstrates that the junction operates well within its' theoretical capacity in all scenarios.

8.2.7. It is noted that the Clarke Bond modelling uses a 'Direct' traffic type profile. A Direct Profile is generally used where the traffic profile at the junction is unusual, and where it can be demonstrated that this unusual profile is replicated from day to day. Whilst the traffic flows have not been analysed in detail, this may be a cause of the discrepancy between the two models (the Clarke Bond model and the Evoke Transport model).

8.2.8. The modelling assessments presented in this TS use the 'One Hour' profile, which is generally considered more robust when using a single demand measurement for the hour.

8.2.9. Additionally, it is noted that the Clarke Bond Modelling for this junction included an Arm Intercept Adjustment of 133% for the High Street arm. Such adjustments can be used to increase the maximum flow that would be possible across the give way arm when calculated based on on-site observations.

8.2.10. Again, it is not known whether the Bloor Homes application calculated this adjustment based on on-site observations, though it is noted that queue length surveys have been undertaken.

8.2.11. In any case, a further sensitivity test has been conducted, to include both a 'Direct' traffic profile and an arm intercept adjustment on the High Street arm of 133%, with the results presented in Table 23.

Table 23 – Review of B4553 / B4040 / High Street Mini Roundabout Using Bloor Modelling Parameters

Arm	Arm Name	AM Peak			PM Peak		
		RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2023 Base							
A	High Street	0.38	1	5	0.57	1	7
B	B4553	0.33	1	5	0.31	1	5
C	B4040	0.63	2	17	0.50	1	12
2025 Baseline							
A	High Street	0.39	1	5	0.57	1	8
B	B4553	0.33	1	5	0.32	1	5
C	B4040	0.64	2	17	0.51	1	12
2030 Baseline							
A	High Street	0.40	1	5	0.59	2	8
B	B4553	0.34	1	5	0.33	1	5
C	B4040	0.67	2	19	0.53	1	13
2023 + Development							
A	High Street	0.39	1	5	0.58	1	8
B	B4553	0.34	1	5	0.32	1	5
C	B4040	0.64	2	17	0.51	1	12
2025 Baseline + Development							
A	High Street	0.39	1	5	0.58	1	8
B	B4553	0.34	1	5	0.32	1	5
C	B4040	0.65	2	17	0.51	1	12
2030 Baseline + Development							
A	High Street	0.41	1	5	0.61	2	8
B	B4553	0.35	1	5	0.34	1	5
C	B4040	0.68	2	20	0.54	1	13
2030 Baseline + Development Sensitivity Test							
A	High Street	0.43	1	6	0.65	2	9
B	B4553	0.36	1	5	0.37	1	6
C	B4040	0.79	4	30	0.58	1	14

8.2.12. As shown, the results using the methodology undertaken by Clarke Bond would result in the junction operating well within its' theoretical capacity, with the inclusion of all three developments.

8.3. Summary

8.3.1. Whilst it is not known whether all three sites would come forward, the results of the modelling indicate that, even in a worst-case, robust modelling scenario, each junction would continue to operate within its' theoretical capacity. The development itself has only a marginal impact on any of the junctions on the surrounding network.

8.3.2. Additionally, this development proposes a higher level of community benefits, including the provision of cemetery land, pedestrian footway and crossing facilities and traffic calming measures along The Forty and Chelworth Road.

8.3.3. It is therefore considered that this proposed development and its assessment on the surrounding highway, walking, cycling and public transport network is robust.

9. Summary and Conclusions

9.1. Context

9.1.1. This TS has been prepared by Evoke on behalf of Hannick Homes and Developments Ltd to support a planning application for the proposed development of up to 49 residential units and land for a cemetery on land to the southwest of Cricklade.

9.1.2. The residential aspect of the application is for Outline only; thus the specific housing mix will be determined through a future Reserved Matters planning application (subject to Outline approval). The cemetery land, proposed to meet the needs of the local population, will likely be 'given over' to the Town Council to develop the site.

9.2. Site Accessibility and Local Highway Conditions

9.2.1. The site is well located within the town of Cricklade, within an 8-10 walk or 2-3 minute cycle of the residential site access. Cricklade benefits from a network of pedestrian and cycle infrastructure, including Church Walk (PRoW CRIC88) located directly opposite the site and linking future residents to the town centre. National Cycle Network Route 45 also routes through the town, providing a long distance route between Salisbury and Swindon to the south-east, and Cirencester and Gloucester in the north-west.

9.2.2. Bus stops are available within a seven minute walk or two-minute cycle, with cycle racks providing the potential for a travel interchange for longer distance journeys. The bus stops provide services to larger towns including Swindon and Cheltenham; in addition to their associated rail stations.

9.2.3. An assessment of the highway safety within the vicinity of the site indicates that there are no existing safety issues within the immediate vicinity of the site which may be exacerbated as a result on any future development.

9.2.4. ATC surveys have been undertaken along The Forty, which demonstrate low vehicle movements (including during peak hours) and 85th percentile speeds of 31mph-33.3mph. MCC surveys have been undertaken at junctions surrounding the site, which have been used to consider the existing and potential future capacity at each junction.

9.2.5. Analysis of the Census 'Journey to Work' data indicates broadly similar journey mode shares in 2011 and 2021, though it is noted that the Census 2021 was affected by the COVID-19 pandemic and national lockdown which may have impacted the split of public transport and active modes in particular. Thus, the 2011 data is considered most appropriate for use when assessing the potential mode split of future residents of the proposed development.

9.3. Proposed Development

9.3.1. The residential aspect of the development proposes up to 49 residential units. Access will be provided onto The Forty, via a new priority junction designed in accordance with relevant design requirements.

9.3.2. The residential elements of the site is an Outline planning application (with all matters except access reserved) however an indicative masterplan has been produced which demonstrates the principles of the internal layout. Car and cycle parking will be agreed with WC through any future Reserved Matters application, and will be policy compliant.

9.3.3. The cemetery site will likely be made available to the Town Council, however a new site access has been designed in accordance with relevant design guidance. Pedestrian access is proposed onto PRoW

CRIC29; to the north of the site, which provides the most direct route for pedestrians to and from the town.

9.4. Transport Improvements

9.4.1. The proposed development will provide wide ranging transport related improvements, which are considered proportionate, fair and reasonably related to the development proposal. Specifically, these include:

- An internal layout designed to prioritise permeability and safe movement for pedestrians, with links to existing footpaths to Hitchings (residential site) and to PRoW CRIC29 (cemetery site);
- A new footway alongside the residential access, and a new pedestrian crossing across The Forty which is supported by a flat top hump to prioritise pedestrian movement;
- A traffic calming scheme at The Forty / The Fiddle junction and its' approaches from both directions, involving two further flat top humps to reduce speeds, signage and enforced narrowing of the eastern approach on The Fiddle to improve visibility at the junction;
- An enhanced footway and visibility at The Forty / Purton Road junction;
- A Travel Plan Statement, which includes the provision of a Travel Information Pack to be distributed to all new residents (and staff).

9.4.2. The proposed improvements are considered to provide additional benefit to the wider community.

9.5. Trip Generation and Development Impact

9.5.1. A trip generation assessment was undertaken for each aspect of the development using the TRICS database. The proposed development is predicted to generate 30 two-way vehicle trips in the AM peak hour (08:00-09:00) and 32 two-way vehicle trips in the PM peak hour (17:00-18:00). In terms of person trips, the proposed development is anticipated to result in between 38 two-way person trips during the AM peak and 41 two-way person trips during the PM peak. Cemetery related trips during the network peak periods are likely to be low, however a nominal number of trips have been included within the assessment to provide a robust indication of the total potential impact of all trips on the surrounding networks.

9.5.2. Five junctions were assessed as part of this TS, with all junctions continuing to operate within their theoretical capacity, including with the proposed development. It is noted that the impact of the development proposals results in marginal increases in queue lengths and delay (if any), with a maximum increase of just two seconds' delay, at each of the mini roundabouts tested.

9.5.3. In order to ensure a robust assessment, sensitivity testing has been undertaken to include two live planning applications within the town; for 140 units (Newlands Homes) and 70 units (Bloor Homes).

9.6. Policy Compliance

9.6.1. As demonstrated throughout this report, the proposed development has been designed in accordance with the relevant national and local planning policy and design guidance. A summary of compliance has been outlined below:

- This application has been supported by a Transport Statement and Travel Plan Statement to assess the likely impacts of the proposal in accordance with the NPPF, PPG and WC's Core Policy 62;
- The location of this development, its scale and its provision of local community facilities (cemetery land) complies with WC's Core Strategy which identifies Cricklade as a 'Local Service Centre';
- Sustainable transport opportunities are supported and prioritised in accordance with the NPPF, with WC's Core Policy 60 and 61, and WC's LTP3; with pedestrian links, pedestrian improvements

and traffic calming which all intend to improve the safe access of non-motorised users both to and from the site and for the benefit of the surrounding community;

- Whilst the application is Outline only, Car and Cycle Parking will be provided in accordance with WC's requirements set out in their parking standards and WC's LCWIP;
- The proposed access arrangements have been designed in accordance with the key principles within the MfS documents;
- The transport improvements proposed through this development are considered proportionate, fair and reasonable in accordance with the NPPF and with WC's Core Policy 60.

9.6.2. Further to this the proposed development proposes traffic calming at the Fiddle / Forty / Chelworth Road junction which is identified in the Cricklade Neighbourhood Plan as a key junction where traffic calming would be supported.

9.7. Conclusion

9.7.1. With the site having been designed in accordance with both local and national guidance and being located in a sustainable and accessible location, with transport improvements designed to prioritise and support non-motorised movement and to reduce speeds and improve safety, the proposals are considered to be in accordance with the NPPF Paragraph 111.

Appendix A – Site Red Line and Illustrative Masterplan

A1

0 12.5 25 50 100 m



Scale 1:500 @ A1

CLIENT

HANNICK HOMES

PLANNING

PROJECT TITLE

CRICKLADE

DRAWING TITLE

ILLUSTRATIVE LAYOUT

PROJECT NO.	DWG NO.	REVISION	STATUS
01793	40/001	·	
SCALE	DRAWN	CHECKED	DATE
1:500@A1	ST		21/11/2023

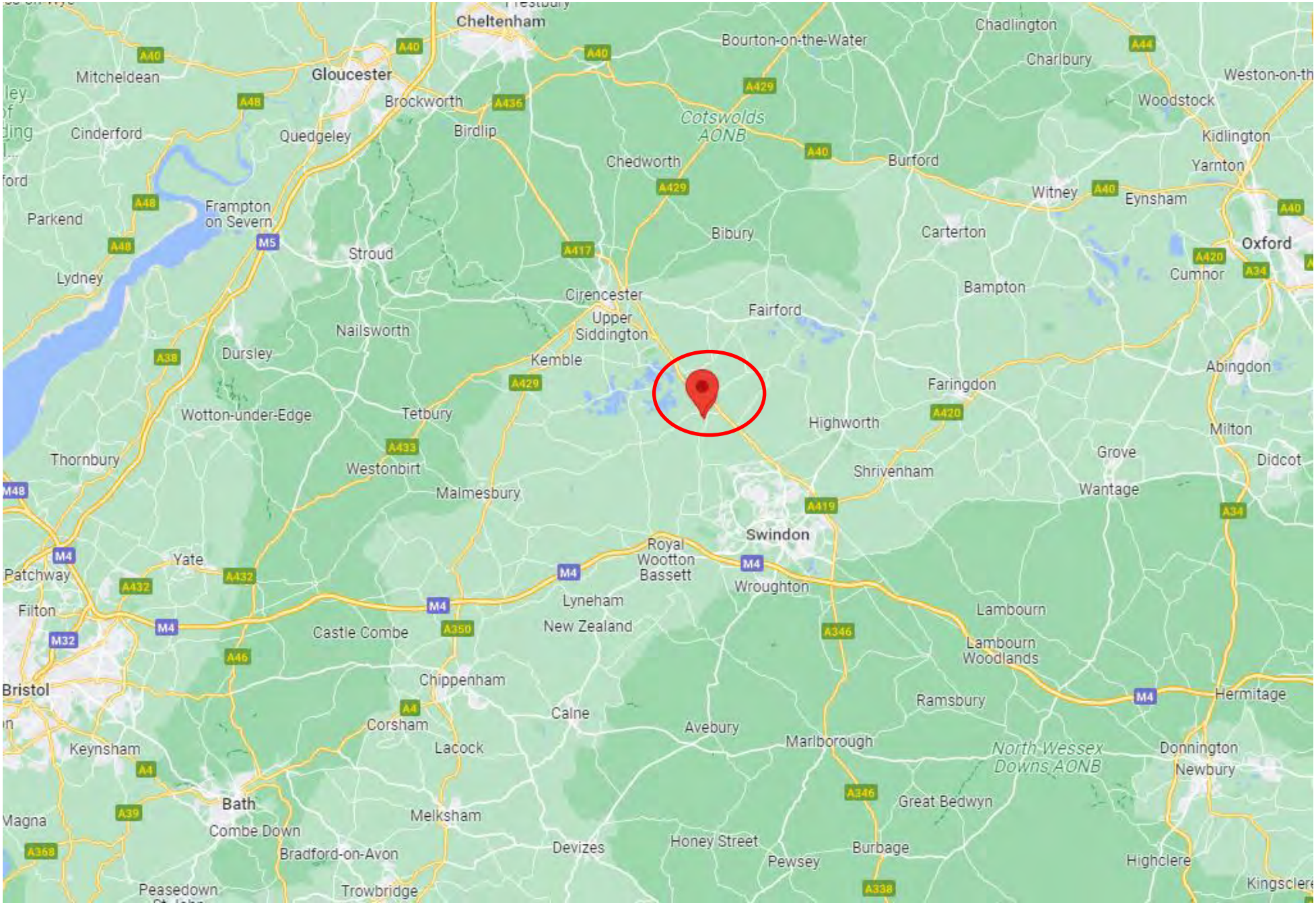
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Appendix B – ATC Outputs

Site 1 51.6373506,-1.8630275




Church, Cricklade
Bishopsfield
B4040
Deansfield
Saxon Cl
Entire Valeting
Paranormal Electronics
Diamond Cleaning
High St
Waylands
Pittsfield
FMT yard
Church Walk
Swindon Financial Planning
Pauls Croft
Penny from Heaven
Total Lifestyle Coaching - Pilates
Bentham Garden Care
The Forty
B4553
The Fiddle
Byre Cl
Chelworth Rd
Blades and Edges Sharpening Services
Dance Ct
Khan Adamson
1


Cheltenham
Gloucester
Mitcheldean
Brockworth
Cinderford
Quedgeley
Birdlip
Cotswolds AONB
Bourton-on-the-Water
Chadlington
Charlbury
Woodstock
Weston-on-th
Kidlington
Yarnton
Eynsham
Witney
Burford
Chedworth
Parkend
Frampton on Severn
Stroud
Bibury
Carterton
Oxford
Cumnor
Bampton
Lydney
Cirencester
Upper Siddington
Fairford
Nailsworth
Dursley
Kemble
Abingdon
Faringdon
Wotton-under-Edge
Tetbury
Highworth
Milton
Grove
Didcot
Thornbury
Westonbirt
Shrivenham
Malmesbury
Wantage
Swindon
Yate
Patchway
Royal Wootton Bassett
Wroughton
Filton
Lyneham
Lambourn
Castle Combe
New Zealand
Lambourn Woodlands
Chippenham
Bristol
Ramsbury
Hermitage
Calne
Corsham
Avebury
Keynsham
Lacock
Marlborough
North Wessex Downs AONB
Donnington
Newbury
Bath
Great Bedwyn
Melksham
Combe Down
Devizes
Honey Street
Pewsey
Burbage
Bradford-on-Avon
Highclere
Peasedown
Trowbridge

11485	JULY 2022		CRICKLADE			Site No: 11485001 Channel: Eastbound		Location	The Forty, Cricklade (att to road name sign)					
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 30-Jun-22														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
04:00	**7**	0	1	6	0	0	0	0	0	0	0	0	0	0
05:00	**7**	1	3	2	0	1	0	0	0	0	0	0	0	0
06:00	**7**	0	3	4	0	0	0	0	0	0	0	0	0	0
07:00	**12**	0	7	5	0	0	0	0	0	0	0	0	0	0
08:00	**16**	2	9	5	0	0	0	0	0	0	0	0	0	0
09:00	**16**	1	9	6	0	0	0	0	0	0	0	0	0	0
10:00	**18**	1	10	7	0	0	0	0	0	0	0	0	0	0
11:00	**20**	1	15	4	0	0	0	0	0	0	0	0	0	0
12:00	**21**	0	17	4	0	0	0	0	0	0	0	0	0	0
13:00	**16**	0	13	3	0	0	0	0	0	0	0	0	0	0
14:00	**14**	0	7	7	0	0	0	0	0	0	0	0	0	0
15:00	**44**	0	41	3	0	0	0	0	0	0	0	0	0	0
16:00	**37**	0	34	3	0	0	0	0	0	0	0	0	0	0
17:00	**38**	1	33	4	0	0	0	0	0	0	0	0	0	0
18:00	**19**	1	14	4	0	0	0	0	0	0	0	0	0	0
19:00	**6**	1	4	1	0	0	0	0	0	0	0	0	0	0
20:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
21:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
22:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
23:00	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**271**	**7**	**209**	**55**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**293**	**8**	**225**	**60**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**311**	**8**	**242**	**61**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**329**	**9**	**250**	**69**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

11485	JULY 2022		CRICKLADE			Site No: 11485001 Channel: Eastbound		Location	The Forty, Cricklade (att to road name sign)					
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 01-Jul-22														
00:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	**11**	0	3	8	0	0	0	0	0	0	0	0	0	0
05:00	**5**	0	3	2	0	0	0	0	0	0	0	0	0	0
06:00	**8**	0	4	4	0	0	0	0	0	0	0	0	0	0
07:00	**11**	0	6	4	0	1	0	0	0	0	0	0	0	0
08:00	**17**	0	11	6	0	0	0	0	0	0	0	0	0	0
09:00	**15**	1	8	6	0	0	0	0	0	0	0	0	0	0
10:00	**12**	0	9	3	0	0	0	0	0	0	0	0	0	0
11:00	**11**	0	8	2	0	1	0	0	0	0	0	0	0	0
12:00	**27**	2	20	5	0	0	0	0	0	0	0	0	0	0
13:00	**20**	0	13	7	0	0	0	0	0	0	0	0	0	0
14:00	**23**	0	16	7	0	0	0	0	0	0	0	0	0	0
15:00	**38**	0	34	4	0	0	0	0	0	0	0	0	0	0
16:00	**30**	0	26	4	0	0	0	0	0	0	0	0	0	0
17:00	**23**	0	20	3	0	0	0	0	0	0	0	0	0	0
18:00	**27**	2	20	5	0	0	0	0	0	0	0	0	0	0
19:00	**8**	1	6	1	0	0	0	0	0	0	0	0	0	0
20:00	**11**	1	10	0	0	0	0	0	0	0	0	0	0	0
21:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
22:00	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
23:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**254**	**5**	**191**	**56**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**286**	**7**	**216**	**61**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**298**	**7**	**227**	**62**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**316**	**7**	**234**	**73**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

11485	JULY 2022		CRICKLADE			Site No: 11485001 Channel: Eastbound		Location	The Forty, Cricklade (att to road name sign)					
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 02-Jul-22														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	**8**	0	1	7	0	0	0	0	0	0	0	0	0	0
05:00	**6**	1	5	0	0	0	0	0	0	0	0	0	0	0
06:00	**4**	0	1	3	0	0	0	0	0	0	0	0	0	0
07:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
08:00	**7**	1	5	1	0	0	0	0	0	0	0	0	0	0
09:00	**17**	2	12	3	0	0	0	0	0	0	0	0	0	0
10:00	**16**	0	13	3	0	0	0	0	0	0	0	0	0	0
11:00	**20**	0	13	7	0	0	0	0	0	0	0	0	0	0
12:00	**19**	0	16	3	0	0	0	0	0	0	0	0	0	0
13:00	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
14:00	**14**	0	13	1	0	0	0	0	0	0	0	0	0	0
15:00	**14**	0	11	2	0	0	1	0	0	0	0	0	0	0
16:00	**11**	0	6	5	0	0	0	0	0	0	0	0	0	0
17:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
18:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
19:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
20:00	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
21:00	**5**	1	3	1	0	0	0	0	0	0	0	0	0	0
22:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
23:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**144**	**3**	**112**	**28**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**165**	**4**	**127**	**33**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**168**	**4**	**130**	**33**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**184**	**5**	**138**	**40**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

11485			CRICKLADE			Site No: 11485001		Location	The Forty, Cricklade (att to road name sign)					
	JULY 2022					Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 03-Jul-22														
00:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
06:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
07:00	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0
08:00	**5**	1	4	0	0	0	0	0	0	0	0	0	0	0
09:00	**8**	1	5	2	0	0	0	0	0	0	0	0	0	0
10:00	**13**	2	7	4	0	0	0	0	0	0	0	0	0	0
11:00	**11**	0	8	2	0	0	1	0	0	0	0	0	0	0
12:00	**21**	3	16	2	0	0	0	0	0	0	0	0	0	0
13:00	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
14:00	**16**	1	13	2	0	0	0	0	0	0	0	0	0	0
15:00	**10**	1	7	2	0	0	0	0	0	0	0	0	0	0
16:00	**9**	0	5	4	0	0	0	0	0	0	0	0	0	0
17:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
18:00	**6**	1	5	0	0	0	0	0	0	0	0	0	0	0
19:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
20:00	**5**	0	2	3	0	0	0	0	0	0	0	0	0	0
21:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
22:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**119**	**11**	**88**	**19**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**134**	**11**	**99**	**23**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**134**	**11**	**99**	**23**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**139**	**11**	**103**	**24**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

11485	JULY 2022		CRICKLADE			Site No: 11485001 Channel: Eastbound		Location	The Forty, Cricklade (att to road name sign)					
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 04-Jul-22														
00:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**2**	1	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
04:00	**4**	0	0	4	0	0	0	0	0	0	0	0	0	0
05:00	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
06:00	**7**	1	3	3	0	0	0	0	0	0	0	0	0	0
07:00	**9**	0	6	3	0	0	0	0	0	0	0	0	0	0
08:00	**14**	0	6	8	0	0	0	0	0	0	0	0	0	0
09:00	**23**	2	8	12	0	1	0	0	0	0	0	0	0	0
10:00	**9**	0	5	4	0	0	0	0	0	0	0	0	0	0
11:00	**14**	0	11	3	0	0	0	0	0	0	0	0	0	0
12:00	**24**	1	12	11	0	0	0	0	0	0	0	0	0	0
13:00	**22**	0	19	3	0	0	0	0	0	0	0	0	0	0
14:00	**20**	1	14	4	0	1	0	0	0	0	0	0	0	0
15:00	**44**	4	32	7	0	1	0	0	0	0	0	0	0	0
16:00	**35**	2	29	4	0	0	0	0	0	0	0	0	0	0
17:00	**39**	0	32	6	0	0	0	0	0	0	0	1	0	0
18:00	**27**	3	20	4	0	0	0	0	0	0	0	0	0	0
19:00	**12**	1	9	2	0	0	0	0	0	0	0	0	0	0
20:00	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
21:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
22:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
23:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**280**	**13**	**194**	**69**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
16H,6-22	**315**	**15**	**221**	**75**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
18H,6-24	**325**	**15**	**231**	**75**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
24H,0-24	**345**	**16**	**244**	**81**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**

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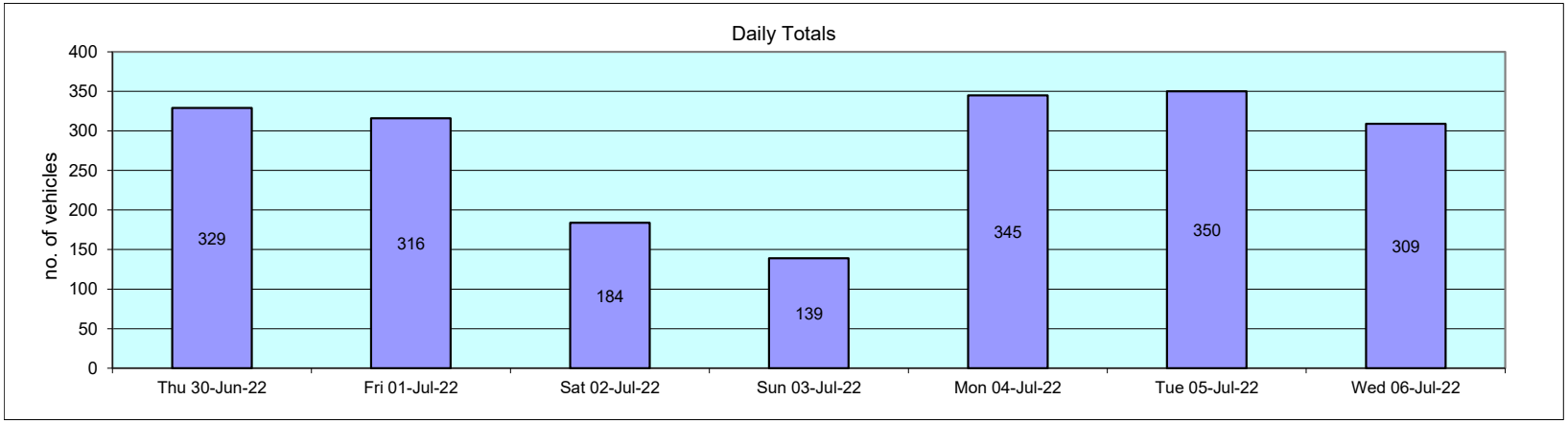
11485			CRICKLADE			Site No: 11485001		Location	The Forty, Cricklade (att to road name sign)					
	JULY 2022					Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 05-Jul-22														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**7**	1	1	5	0	0	0	0	0	0	0	0	0	0
05:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
06:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
07:00	**13**	1	8	4	0	0	0	0	0	0	0	0	0	0
08:00	**19**	0	10	9	0	0	0	0	0	0	0	0	0	0
09:00	**21**	1	14	5	0	1	0	0	0	0	0	0	0	0
10:00	**17**	1	10	4	0	1	1	0	0	0	0	0	0	0
11:00	**19**	3	12	3	0	0	1	0	0	0	0	0	0	0
12:00	**19**	1	15	3	0	0	0	0	0	0	0	0	0	0
13:00	**21**	0	15	6	0	0	0	0	0	0	0	0	0	0
14:00	**22**	1	14	7	0	0	0	0	0	0	0	0	0	0
15:00	**47**	1	40	6	0	0	0	0	0	0	0	0	0	0
16:00	**32**	2	28	2	0	0	0	0	0	0	0	0	0	0
17:00	**34**	0	29	5	0	0	0	0	0	0	0	0	0	0
18:00	**30**	4	25	1	0	0	0	0	0	0	0	0	0	0
19:00	**11**	1	9	1	0	0	0	0	0	0	0	0	0	0
20:00	**7**	1	5	1	0	0	0	0	0	0	0	0	0	0
21:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
22:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
23:00	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**294**	**15**	**220**	**55**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**322**	**17**	**243**	**58**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**339**	**17**	**259**	**59**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**350**	**18**	**264**	**64**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

11485	JULY 2022		CRICKLADE			Site No: 11485001 Channel: Eastbound		Location	The Forty, Cricklade (att to road name sign)					
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 06-Jul-22														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**6**	0	0	6	0	0	0	0	0	0	0	0	0	0
05:00	**7**	1	6	0	0	0	0	0	0	0	0	0	0	0
06:00	**2**	0	1	0	0	1	0	0	0	0	0	0	0	0
07:00	**13**	1	10	2	0	0	0	0	0	0	0	0	0	0
08:00	**16**	0	6	9	0	1	0	0	0	0	0	0	0	0
09:00	**22**	2	16	4	0	0	0	0	0	0	0	0	0	0
10:00	**16**	1	11	4	0	0	0	0	0	0	0	0	0	0
11:00	**26**	0	21	5	0	0	0	0	0	0	0	0	0	0
12:00	**19**	0	12	7	0	0	0	0	0	0	0	0	0	0
13:00	**15**	1	10	3	0	1	0	0	0	0	0	0	0	0
14:00	**16**	2	11	3	0	0	0	0	0	0	0	0	0	0
15:00	**36**	2	31	3	0	0	0	0	0	0	0	0	0	0
16:00	**36**	1	30	5	0	0	0	0	0	0	0	0	0	0
17:00	**35**	2	28	5	0	0	0	0	0	0	0	0	0	0
18:00	**19**	1	16	2	0	0	0	0	0	0	0	0	0	0
19:00	**9**	1	8	0	0	0	0	0	0	0	0	0	0	0
20:00	**7**	1	5	0	0	0	1	0	0	0	0	0	0	0
21:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
22:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
23:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**269**	**13**	**202**	**52**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**289**	**15**	**218**	**52**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**295**	**15**	**224**	**52**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**309**	**16**	**231**	**58**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

11485	JULY 2022		CRICKLADE			Site No: 11485001 Channel: Eastbound		Location	The Forty, Cricklade (att to road name sign)					
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Thu 30-Jun-22	**329**	9	250	69	0	1	0	0	0	0	0	0	0	0
Fri 01-Jul-22	**316**	7	234	73	0	2	0	0	0	0	0	0	0	0
Sat 02-Jul-22	**184**	5	138	40	0	0	1	0	0	0	0	0	0	0
Sun 03-Jul-22	**139**	11	103	24	0	0	1	0	0	0	0	0	0	0
Mon 04-Jul-22	**345**	16	244	81	0	3	0	0	0	0	0	1	0	0
Tue 05-Jul-22	**350**	18	264	64	0	2	2	0	0	0	0	0	0	0
Wed 06-Jul-22	**309**	16	231	58	0	3	1	0	0	0	0	0	0	0
Total Vehicles														
[--]	**1972**	82	1464	409	0	11	5	0	0	0	0	1	0	0



Data produced by
Auto Surveys Ltd

11485		CRICKLADE		Site No: 11485001		Location	The Forty, Cricklade (att to road name sign)			
	JULY 2022			Channel: Eastbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 30-Jun-22											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	**7**	0	0.0	1	14.3	6	85.7	0	0.0	0	0.0
05:00	**7**	1	14.3	3	42.9	2	28.6	1	14.3	0	0.0
06:00	**7**	0	0.0	3	42.9	4	57.1	0	0.0	0	0.0
07:00	**12**	0	0.0	7	58.3	5	41.7	0	0.0	0	0.0
08:00	**16**	2	12.5	9	56.3	5	31.3	0	0.0	0	0.0
09:00	**16**	1	6.3	9	56.3	6	37.5	0	0.0	0	0.0
10:00	**18**	1	5.6	10	55.6	7	38.9	0	0.0	0	0.0
11:00	**20**	1	5.0	15	75.0	4	20.0	0	0.0	0	0.0
12:00	**21**	0	0.0	17	81.0	4	19.1	0	0.0	0	0.0
13:00	**16**	0	0.0	13	81.3	3	18.8	0	0.0	0	0.0
14:00	**14**	0	0.0	7	50.0	7	50.0	0	0.0	0	0.0
15:00	**44**	0	0.0	41	93.2	3	6.8	0	0.0	0	0.0
16:00	**37**	0	0.0	34	91.9	3	8.1	0	0.0	0	0.0
17:00	**38**	1	2.6	33	86.8	4	10.5	0	0.0	0	0.0
18:00	**19**	1	5.3	14	73.7	4	21.1	0	0.0	0	0.0
19:00	**6**	1	16.7	4	66.7	1	16.7	0	0.0	0	0.0
20:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
21:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
22:00	**8**	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
23:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**271**	**7**	**2.6**	**209**	**77.1**	**55**	**20.3**	**0**	**0.0**	**0**	**0.0**
16H,6-22	**293**	**8**	**2.7**	**225**	**76.8**	**60**	**20.5**	**0**	**0.0**	**0**	**0.0**
18H,6-24	**311**	**8**	**2.6**	**242**	**77.8**	**61**	**19.6**	**0**	**0.0**	**0**	**0.0**
24H,0-24	**329**	**9**	**2.7**	**250**	**76.0**	**69**	**21.0**	**1**	**0.3**	**0**	**0.0**

Data produced by
Auto Surveys Ltd

11485	JULY 2022	CRICKLADE		Site No: 11485001 Channel: Eastbound		Location	The Forty, Cricklade (att to road name sign)			
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 01-Jul-22											
00:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	**11**	0	0.0	3	27.3	8	72.7	0	0.0	0	0.0
05:00	**5**	0	0.0	3	60.0	2	40.0	0	0.0	0	0.0
06:00	**8**	0	0.0	4	50.0	4	50.0	0	0.0	0	0.0
07:00	**11**	0	0.0	6	54.6	4	36.4	1	9.1	0	0.0
08:00	**17**	0	0.0	11	64.7	6	35.3	0	0.0	0	0.0
09:00	**15**	1	6.7	8	53.3	6	40.0	0	0.0	0	0.0
10:00	**12**	0	0.0	9	75.0	3	25.0	0	0.0	0	0.0
11:00	**11**	0	0.0	8	72.7	2	18.2	1	9.1	0	0.0
12:00	**27**	2	7.4	20	74.1	5	18.5	0	0.0	0	0.0
13:00	**20**	0	0.0	13	65.0	7	35.0	0	0.0	0	0.0
14:00	**23**	0	0.0	16	69.6	7	30.4	0	0.0	0	0.0
15:00	**38**	0	0.0	34	89.5	4	10.5	0	0.0	0	0.0
16:00	**30**	0	0.0	26	86.7	4	13.3	0	0.0	0	0.0
17:00	**23**	0	0.0	20	87.0	3	13.0	0	0.0	0	0.0
18:00	**27**	2	7.4	20	74.1	5	18.5	0	0.0	0	0.0
19:00	**8**	1	12.5	6	75.0	1	12.5	0	0.0	0	0.0
20:00	**11**	1	9.1	10	90.9	0	0.0	0	0.0	0	0.0
21:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
22:00	**5**	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
23:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**254**	**5**	**2.0**	**191**	**75.2**	**56**	**22.1**	**2**	**0.8**	**0**	**0.0**
16H,6-22	**286**	**7**	**2.5**	**216**	**75.5**	**61**	**21.3**	**2**	**0.7**	**0**	**0.0**
18H,6-24	**298**	**7**	**2.4**	**227**	**76.2**	**62**	**20.8**	**2**	**0.7**	**0**	**0.0**
24H,0-24	**316**	**7**	**2.2**	**234**	**74.1**	**73**	**23.1**	**2**	**0.6**	**0**	**0.0**

Data produced by
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11485	JULY 2022	CRICKLADE		Site No: 11485001 Channel: Eastbound		Location	The Forty, Cricklade (att to road name sign)			
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 02-Jul-22											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	**8**	0	0.0	1	12.5	7	87.5	0	0.0	0	0.0
05:00	**6**	1	16.7	5	83.3	0	0.0	0	0.0	0	0.0
06:00	**4**	0	0.0	1	25.0	3	75.0	0	0.0	0	0.0
07:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
08:00	**7**	1	14.3	5	71.4	1	14.3	0	0.0	0	0.0
09:00	**17**	2	11.8	12	70.6	3	17.7	0	0.0	0	0.0
10:00	**16**	0	0.0	13	81.3	3	18.8	0	0.0	0	0.0
11:00	**20**	0	0.0	13	65.0	7	35.0	0	0.0	0	0.0
12:00	**19**	0	0.0	16	84.2	3	15.8	0	0.0	0	0.0
13:00	**9**	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
14:00	**14**	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
15:00	**14**	0	0.0	11	78.6	2	14.3	1	7.1	0	0.0
16:00	**11**	0	0.0	6	54.6	5	45.5	0	0.0	0	0.0
17:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
18:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
19:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
20:00	**9**	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
21:00	**5**	1	20.0	3	60.0	1	20.0	0	0.0	0	0.0
22:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
23:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**144**	**3**	**2.1**	**112**	**77.8**	**28**	**19.4**	**1**	**0.7**	**0**	**0.0**
16H,6-22	**165**	**4**	**2.4**	**127**	**77.0**	**33**	**20.0**	**1**	**0.6**	**0**	**0.0**
18H,6-24	**168**	**4**	**2.4**	**130**	**77.4**	**33**	**19.6**	**1**	**0.6**	**0**	**0.0**
24H,0-24	**184**	**5**	**2.7**	**138**	**75.0**	**40**	**21.7**	**1**	**0.5**	**0**	**0.0**

Data produced by
Auto Surveys Ltd

11485	JULY 2022	CRICKLADE		Site No: 11485001 Channel: Eastbound		Location	The Forty, Cricklade (att to road name sign)			
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 03-Jul-22											
00:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
06:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
07:00	**1**	1	100.0	0	0.0	0	0.0	0	0.0	0	0.0
08:00	**5**	1	20.0	4	80.0	0	0.0	0	0.0	0	0.0
09:00	**8**	1	12.5	5	62.5	2	25.0	0	0.0	0	0.0
10:00	**13**	2	15.4	7	53.9	4	30.8	0	0.0	0	0.0
11:00	**11**	0	0.0	8	72.7	2	18.2	1	9.1	0	0.0
12:00	**21**	3	14.3	16	76.2	2	9.5	0	0.0	0	0.0
13:00	**13**	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
14:00	**16**	1	6.3	13	81.3	2	12.5	0	0.0	0	0.0
15:00	**10**	1	10.0	7	70.0	2	20.0	0	0.0	0	0.0
16:00	**9**	0	0.0	5	55.6	4	44.4	0	0.0	0	0.0
17:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
18:00	**6**	1	16.7	5	83.3	0	0.0	0	0.0	0	0.0
19:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
20:00	**5**	0	0.0	2	40.0	3	60.0	0	0.0	0	0.0
21:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**119**	**11**	**9.2**	**88**	**74.0**	**19**	**16.0**	**1**	**0.8**	**0**	**0.0**
16H,6-22	**134**	**11**	**8.2**	**99**	**73.9**	**23**	**17.2**	**1**	**0.8**	**0**	**0.0**
18H,6-24	**134**	**11**	**8.2**	**99**	**73.9**	**23**	**17.2**	**1**	**0.8**	**0**	**0.0**
24H,0-24	**139**	**11**	**7.9**	**103**	**74.1**	**24**	**17.3**	**1**	**0.7**	**0**	**0.0**

Data produced by
Auto Surveys Ltd

11485	JULY 2022	CRICKLADE		Site No: 11485001 Channel: Eastbound		Location	The Forty, Cricklade (att to road name sign)			
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 04-Jul-22											
00:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**2**	1	50.0	1	50.0	0	0.0	0	0.0	0	0.0
03:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	**4**	0	0.0	0	0.0	4	100.0	0	0.0	0	0.0
05:00	**9**	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
06:00	**7**	1	14.3	3	42.9	3	42.9	0	0.0	0	0.0
07:00	**9**	0	0.0	6	66.7	3	33.3	0	0.0	0	0.0
08:00	**14**	0	0.0	6	42.9	8	57.1	0	0.0	0	0.0
09:00	**23**	2	8.7	8	34.8	12	52.2	1	4.4	0	0.0
10:00	**9**	0	0.0	5	55.6	4	44.4	0	0.0	0	0.0
11:00	**14**	0	0.0	11	78.6	3	21.4	0	0.0	0	0.0
12:00	**24**	1	4.2	12	50.0	11	45.8	0	0.0	0	0.0
13:00	**22**	0	0.0	19	86.4	3	13.6	0	0.0	0	0.0
14:00	**20**	1	5.0	14	70.0	4	20.0	1	5.0	0	0.0
15:00	**44**	4	9.1	32	72.7	7	15.9	1	2.3	0	0.0
16:00	**35**	2	5.7	29	82.9	4	11.4	0	0.0	0	0.0
17:00	**39**	0	0.0	32	82.1	6	15.4	1	2.6	0	0.0
18:00	**27**	3	11.1	20	74.1	4	14.8	0	0.0	0	0.0
19:00	**12**	1	8.3	9	75.0	2	16.7	0	0.0	0	0.0
20:00	**13**	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
21:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
22:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
23:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**280**	**13**	**4.6**	**194**	**69.3**	**69**	**24.6**	**4**	**1.4**	**0**	**0.0**
16H,6-22	**315**	**15**	**4.8**	**221**	**70.2**	**75**	**23.8**	**4**	**1.3**	**0**	**0.0**
18H,6-24	**325**	**15**	**4.6**	**231**	**71.1**	**75**	**23.1**	**4**	**1.2**	**0**	**0.0**
24H,0-24	**345**	**16**	**4.6**	**244**	**70.7**	**81**	**23.5**	**4**	**1.2**	**0**	**0.0**

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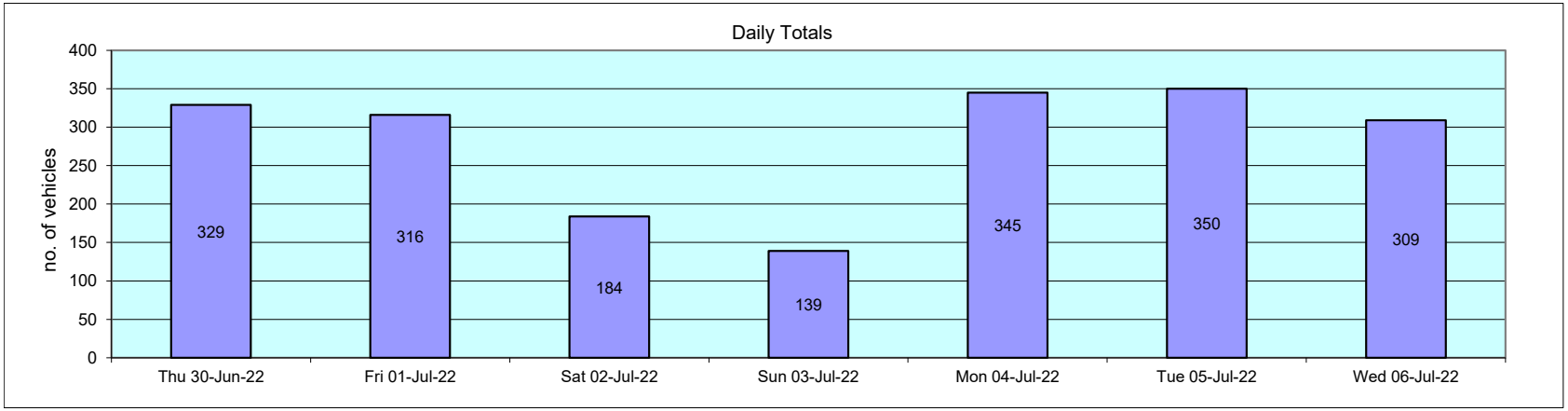
11485	JULY 2022	CRICKLADE		Site No: 11485001 Channel: Eastbound		Location	The Forty, Cricklade (att to road name sign)			
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 05-Jul-22											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**7**	1	14.3	1	14.3	5	71.4	0	0.0	0	0.0
05:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
06:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
07:00	**13**	1	7.7	8	61.5	4	30.8	0	0.0	0	0.0
08:00	**19**	0	0.0	10	52.6	9	47.4	0	0.0	0	0.0
09:00	**21**	1	4.8	14	66.7	5	23.8	1	4.8	0	0.0
10:00	**17**	1	5.9	10	58.8	4	23.5	2	11.8	0	0.0
11:00	**19**	3	15.8	12	63.2	3	15.8	1	5.3	0	0.0
12:00	**19**	1	5.3	15	79.0	3	15.8	0	0.0	0	0.0
13:00	**21**	0	0.0	15	71.4	6	28.6	0	0.0	0	0.0
14:00	**22**	1	4.6	14	63.6	7	31.8	0	0.0	0	0.0
15:00	**47**	1	2.1	40	85.1	6	12.8	0	0.0	0	0.0
16:00	**32**	2	6.3	28	87.5	2	6.3	0	0.0	0	0.0
17:00	**34**	0	0.0	29	85.3	5	14.7	0	0.0	0	0.0
18:00	**30**	4	13.3	25	83.3	1	3.3	0	0.0	0	0.0
19:00	**11**	1	9.1	9	81.8	1	9.1	0	0.0	0	0.0
20:00	**7**	1	14.3	5	71.4	1	14.3	0	0.0	0	0.0
21:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
22:00	**8**	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
23:00	**9**	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**294**	**15**	**5.1**	**220**	**74.8**	**55**	**18.7**	**4**	**1.4**	**0**	**0.0**
16H,6-22	**322**	**17**	**5.3**	**243**	**75.5**	**58**	**18.0**	**4**	**1.2**	**0**	**0.0**
18H,6-24	**339**	**17**	**5.0**	**259**	**76.4**	**59**	**17.4**	**4**	**1.2**	**0**	**0.0**
24H,0-24	**350**	**18**	**5.1**	**264**	**75.4**	**64**	**18.3**	**4**	**1.1**	**0**	**0.0**

Data produced by
Auto Surveys Ltd

11485	JULY 2022	CRICKLADE		Site No: 11485001 Channel: Eastbound		Location	The Forty, Cricklade (att to road name sign)			
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 06-Jul-22											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**6**	0	0.0	0	0.0	6	100.0	0	0.0	0	0.0
05:00	**7**	1	14.3	6	85.7	0	0.0	0	0.0	0	0.0
06:00	**2**	0	0.0	1	50.0	0	0.0	1	50.0	0	0.0
07:00	**13**	1	7.7	10	76.9	2	15.4	0	0.0	0	0.0
08:00	**16**	0	0.0	6	37.5	9	56.3	1	6.3	0	0.0
09:00	**22**	2	9.1	16	72.7	4	18.2	0	0.0	0	0.0
10:00	**16**	1	6.3	11	68.8	4	25.0	0	0.0	0	0.0
11:00	**26**	0	0.0	21	80.8	5	19.2	0	0.0	0	0.0
12:00	**19**	0	0.0	12	63.2	7	36.8	0	0.0	0	0.0
13:00	**15**	1	6.7	10	66.7	3	20.0	1	6.7	0	0.0
14:00	**16**	2	12.5	11	68.8	3	18.8	0	0.0	0	0.0
15:00	**36**	2	5.6	31	86.1	3	8.3	0	0.0	0	0.0
16:00	**36**	1	2.8	30	83.3	5	13.9	0	0.0	0	0.0
17:00	**35**	2	5.7	28	80.0	5	14.3	0	0.0	0	0.0
18:00	**19**	1	5.3	16	84.2	2	10.5	0	0.0	0	0.0
19:00	**9**	1	11.1	8	88.9	0	0.0	0	0.0	0	0.0
20:00	**7**	1	14.3	5	71.4	0	0.0	1	14.3	0	0.0
21:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
22:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
23:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**269**	**13**	**4.8**	**202**	**75.1**	**52**	**19.3**	**2**	**0.7**	**0**	**0.0**
16H,6-22	**289**	**15**	**5.2**	**218**	**75.4**	**52**	**18.0**	**4**	**1.4**	**0**	**0.0**
18H,6-24	**295**	**15**	**5.1**	**224**	**75.9**	**52**	**17.6**	**4**	**1.4**	**0**	**0.0**
24H,0-24	**309**	**16**	**5.2**	**231**	**74.8**	**58**	**18.8**	**4**	**1.3**	**0**	**0.0**

Data produced by
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11485	JULY 2022	CRICKLADE		Site No: 11485001 Channel: Eastbound		Location	The Forty, Cricklade (att to road name sign)				
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Thu 30-Jun-22	**329**	9	2.7	250	76.0	69	21.0	1	0.3	0	0.0
Fri 01-Jul-22	**316**	7	2.2	234	74.1	73	23.1	2	0.6	0	0.0
Sat 02-Jul-22	**184**	5	2.7	138	75.0	40	21.7	1	0.5	0	0.0
Sun 03-Jul-22	**139**	11	7.9	103	74.1	24	17.3	1	0.7	0	0.0
Mon 04-Jul-22	**345**	16	4.6	244	70.7	81	23.5	4	1.2	0	0.0
Tue 05-Jul-22	**350**	18	5.1	264	75.4	64	18.3	4	1.1	0	0.0
Wed 06-Jul-22	**309**	16	5.2	231	74.8	58	18.8	4	1.3	0	0.0
Total Vehicles											
[--]	**1972**	82	4.4	1464	74.3	409	20.5	17	0.8	0	0.0



Data produced by
Auto Surveys Ltd

11485			CRICKLADE				Site No: 11485001				Location	The Forty, Cricklade (att to road name sign)				
	JULY 2022						Channel: Eastbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 30-Jun-22																
00:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
02:00	**1**	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	**2**	-	28.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0
04:00	**7**	-	27.8	2.4	0	0	0	0	1	6	0	0	0	0	0	0
05:00	**7**	-	25.6	5	0	0	0	1	3	2	1	0	0	0	0	0
06:00	**7**	-	29.2	4.7	0	0	0	0	2	2	3	0	0	0	0	0
07:00	**12**	29.9	26.4	4.2	0	0	0	1	4	6	1	0	0	0	0	0
08:00	**16**	30.5	26.6	5.3	0	0	1	1	3	9	2	0	0	0	0	0
09:00	**16**	29.9	26.3	4.3	0	0	0	2	4	9	1	0	0	0	0	0
10:00	**18**	29.6	25.4	4.8	0	0	1	1	7	8	1	0	0	0	0	0
11:00	**20**	30.3	25.3	6.1	0	0	2	3	3	10	2	0	0	0	0	0
12:00	**21**	29.8	26.4	3.7	0	0	0	1	8	11	1	0	0	0	0	0
13:00	**16**	30.4	25.7	5.3	0	0	0	4	3	7	2	0	0	0	0	0
14:00	**14**	32.8	26.4	7.4	0	1	0	2	2	5	4	0	0	0	0	0
15:00	**44**	30.1	25.9	4.6	0	0	0	8	10	23	3	0	0	0	0	0
16:00	**37**	30.4	26.2	4.7	0	0	1	3	12	17	4	0	0	0	0	0
17:00	**38**	32.6	27.7	4.8	0	0	1	1	10	17	9	0	0	0	0	0
18:00	**19**	33.2	26.4	6.9	0	0	2	2	4	5	6	0	0	0	0	0
19:00	**6**	-	26.8	8.3	0	0	1	0	2	0	3	0	0	0	0	0
20:00	**7**	-	25.6	5	0	0	0	1	3	2	1	0	0	0	0	0
21:00	**2**	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
22:00	**8**	-	27.3	6	0	0	0	2	0	4	2	0	0	0	0	0
23:00	**10**	32.7	28.5	4.9	0	0	0	1	1	5	3	0	0	0	0	0
12H,7-19	**271**	**30.8**	**26.3**	**5.1**	**0**	**1**	**8**	**29**	**70**	**127**	**36**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**293**	**30.9**	**26.3**	**5.1**	**0**	**1**	**9**	**30**	**78**	**132**	**43**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**311**	**31.1**	**26.4**	**5.2**	**0**	**1**	**9**	**33**	**79**	**141**	**48**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**329**	**31.1**	**26.5**	**5.1**	**0**	**1**	**9**	**34**	**83**	**151**	**51**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

11485			CRICKLADE				Site No: 11485001				Location	The Forty, Cricklade (att to road name sign)					
	JULY 2022						Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 01-Jul-22																
00:00	**1**	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	**11**	29.8	27.6	2.5	0	0	0	0	2	9	0	0	0	0	0	0
05:00	**5**	-	27.5	5.6	0	0	0	1	0	3	1	0	0	0	0	0
06:00	**8**	-	29.1	5.1	0	0	0	0	3	1	4	0	0	0	0	0
07:00	**11**	30.6	25.8	5.4	0	0	0	2	4	3	2	0	0	0	0	0
08:00	**17**	27.2	22.9	4.5	0	0	1	4	8	4	0	0	0	0	0	0
09:00	**15**	31.6	27.2	5.7	0	0	0	2	4	6	2	1	0	0	0	0
10:00	**12**	30.3	26.4	5.2	0	0	0	2	3	5	2	0	0	0	0	0
11:00	**11**	29.6	25.3	4.8	0	0	0	2	4	4	1	0	0	0	0	0
12:00	**27**	30.7	24.4	6.9	0	1	3	3	7	9	4	0	0	0	0	0
13:00	**20**	32.9	28	5	0	0	0	1	6	8	4	1	0	0	0	0
14:00	**23**	30	25.2	7	0	0	3	2	6	10	1	0	1	0	0	0
15:00	**38**	30.5	26.9	4.1	0	0	0	3	10	21	4	0	0	0	0	0
16:00	**30**	31	26.8	5	0	0	0	3	10	12	4	1	0	0	0	0
17:00	**23**	32.7	27.8	5.3	0	0	1	1	4	11	6	0	0	0	0	0
18:00	**27**	32.2	27.6	5.6	0	1	0	1	5	14	6	0	0	0	0	0
19:00	**8**	-	22.9	6.3	0	0	1	2	3	1	1	0	0	0	0	0
20:00	**11**	30	26.2	5.3	0	0	1	0	3	6	1	0	0	0	0	0
21:00	**5**	-	29.5	4.4	0	0	0	0	1	2	2	0	0	0	0	0
22:00	**5**	-	22.5	2.6	0	0	0	1	4	0	0	0	0	0	0	0
23:00	**7**	-	29.2	7.4	0	0	1	0	0	2	4	0	0	0	0	0
12H,7-19	**254**	**31.2**	**26.3**	**5.5**	**0**	**2**	**8**	**26**	**71**	**107**	**36**	**3**	**1**	**0**	**0**	**0**
16H,6-22	**286**	**31.5**	**26.4**	**5.6**	**0**	**2**	**10**	**28**	**81**	**117**	**44**	**3**	**1**	**0**	**0**	**0**
18H,6-24	**298**	**31.7**	**26.4**	**5.6**	**0**	**2**	**11**	**29**	**85**	**119**	**48**	**3**	**1**	**0**	**0**	**0**
24H,0-24	**316**	**31.5**	**26.4**	**5.5**	**0**	**2**	**11**	**30**	**88**	**132**	**49**	**3**	**1**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

11485			CRICKLADE				Site No: 11485001				Location	The Forty, Cricklade (att to road name sign)					
	JULY 2022						Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 02-Jul-22																	
00:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
03:00	**1**	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	**8**	-	29.8	2.7	0	0	0	0	0	6	2	0	0	0	0	0
05:00	**6**	-	26	6.3	0	0	1	0	0	5	0	0	0	0	0	0
06:00	**4**	-	23.5	10.8	0	1	0	0	1	1	1	0	0	0	0	0
07:00	**4**	-	28.5	4.2	0	0	0	0	1	2	1	0	0	0	0	0
08:00	**7**	-	28.5	5.9	0	0	0	1	1	2	3	0	0	0	0	0
09:00	**17**	29.7	24.1	6.7	0	0	2	3	6	4	1	1	0	0	0	0
10:00	**16**	28.6	25.4	4.6	0	0	0	1	10	4	0	1	0	0	0	0
11:00	**20**	29.8	26.3	5.2	0	0	0	2	9	6	2	1	0	0	0	0
12:00	**19**	32.1	27.2	5.1	0	0	0	1	8	6	3	1	0	0	0	0
13:00	**9**	-	27.9	4.2	0	0	0	0	3	4	2	0	0	0	0	0
14:00	**14**	33.4	28.5	5	0	0	0	1	3	5	5	0	0	0	0	0
15:00	**14**	28.3	23.1	5.9	0	0	2	2	6	3	1	0	0	0	0	0
16:00	**11**	29.5	25.8	4.3	0	0	0	2	2	7	0	0	0	0	0	0
17:00	**7**	-	27.1	4.9	0	0	0	1	1	4	1	0	0	0	0	0
18:00	**6**	-	26	5.4	0	0	0	1	2	2	1	0	0	0	0	0
19:00	**3**	-	28.5	1.7	0	0	0	0	0	3	0	0	0	0	0	0
20:00	**9**	-	27.4	4.3	0	0	0	1	1	6	1	0	0	0	0	0
21:00	**5**	-	29.5	2.6	0	0	0	0	0	4	1	0	0	0	0	0
22:00	**1**	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
23:00	**2**	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
12H,7-19	**144**	**31.5**	**26.2**	**5.4**	**0**	**0**	**4**	**15**	**52**	**49**	**20**	**4**	**0**	**0**	**0**	**0**
16H,6-22	**165**	**31.4**	**26.3**	**5.4**	**0**	**1**	**4**	**16**	**54**	**63**	**23**	**4**	**0**	**0**	**0**	**0**
18H,6-24	**168**	**31.3**	**26.3**	**5.4**	**0**	**1**	**4**	**17**	**55**	**64**	**23**	**4**	**0**	**0**	**0**	**0**
24H,0-24	**184**	**31.4**	**26.5**	**5.5**	**0**	**1**	**5**	**18**	**55**	**75**	**25**	**5**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

11485			CRICKLADE				Site No: 11485001				Location	The Forty, Cricklade (att to road name sign)					
	JULY 2022						Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 03-Jul-22																	
00:00	**1**	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
01:00	**3**	-	25.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**1**	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
06:00	**3**	-	28.5	1.7	0	0	0	0	0	3	0	0	0	0	0	0
07:00	**1**	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
08:00	**5**	-	25.5	4.6	0	0	0	1	1	3	0	0	0	0	0	0
09:00	**8**	-	23.5	4.8	0	0	0	3	2	3	0	0	0	0	0	0
10:00	**13**	26.9	22	5.3	0	0	2	3	5	3	0	0	0	0	0	0
11:00	**11**	25.6	22.1	4.7	0	0	1	3	5	2	0	0	0	0	0	0
12:00	**21**	29.6	24.2	6.3	0	0	2	4	7	6	1	1	0	0	0	0
13:00	**13**	29.2	25	5.7	0	0	0	3	5	4	0	1	0	0	0	0
14:00	**16**	31.2	25.4	6.2	0	0	1	3	4	5	3	0	0	0	0	0
15:00	**10**	30	26	5	0	0	0	2	2	5	1	0	0	0	0	0
16:00	**9**	-	24.1	4.8	0	0	0	2	5	1	1	0	0	0	0	0
17:00	**6**	-	25.2	7.6	0	0	1	1	0	3	1	0	0	0	0	0
18:00	**6**	-	22.7	6	0	0	1	1	2	2	0	0	0	0	0	0
19:00	**5**	-	25.5	5.8	0	0	0	1	2	1	1	0	0	0	0	0
20:00	**5**	-	22.5	6.6	0	0	1	1	1	2	0	0	0	0	0	0
21:00	**2**	-	23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
22:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**119**	**29.7**	**24**	**5.7**	**0**	**0**	**9**	**26**	**38**	**37**	**7**	**2**	**0**	**0**	**0**	**0**
16H,6-22	**134**	**29.8**	**24.1**	**5.7**	**0**	**0**	**10**	**28**	**43**	**43**	**8**	**2**	**0**	**0**	**0**	**0**
18H,6-24	**134**	**29.8**	**24.1**	**5.7**	**0**	**0**	**10**	**28**	**43**	**43**	**8**	**2**	**0**	**0**	**0**	**0**
24H,0-24	**139**	**29.8**	**24.1**	**5.7**	**0**	**0**	**11**	**28**	**45**	**44**	**9**	**2**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

11485			CRICKLADE				Site No: 11485001				Location	The Forty, Cricklade (att to road name sign)					
	JULY 2022						Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 04-Jul-22																	
00:00	**2**	-	23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
01:00	**1**	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	**2**	-	21	10.6	0	0	1	0	0	1	0	0	0	0	0	0
03:00	**2**	-	28.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
04:00	**4**	-	29.8	4.9	0	0	0	0	1	1	2	0	0	0	0	0
05:00	**9**	-	26.3	3	0	0	0	0	4	5	0	0	0	0	0	0
06:00	**7**	-	28.5	4.3	0	0	0	0	2	3	2	0	0	0	0	0
07:00	**9**	-	27.4	6.1	0	0	0	1	3	3	1	1	0	0	0	0
08:00	**14**	27.8	22.8	5.3	0	0	2	2	6	4	0	0	0	0	0	0
09:00	**23**	29.9	25.5	4.7	0	0	0	4	8	9	2	0	0	0	0	0
10:00	**9**	-	26.8	4.5	0	0	0	1	2	5	1	0	0	0	0	0
11:00	**14**	30	24.9	5.2	0	0	0	3	6	3	2	0	0	0	0	0
12:00	**24**	30.8	26.8	5.4	0	0	1	1	8	10	3	1	0	0	0	0
13:00	**22**	32.8	27.6	5.2	0	0	0	3	4	9	6	0	0	0	0	0
14:00	**20**	29.8	24	5.8	0	0	1	6	5	6	2	0	0	0	0	0
15:00	**44**	30.7	25.9	6	0	0	1	8	13	16	4	1	1	0	0	0
16:00	**35**	31.9	26.1	6.8	0	2	1	4	5	16	7	0	0	0	0	0
17:00	**39**	30.6	26.3	4.5	0	0	0	4	14	16	5	0	0	0	0	0
18:00	**27**	29.8	24.8	5.7	0	0	3	2	9	11	2	0	0	0	0	0
19:00	**12**	29.5	24.8	8.1	0	0	1	3	4	2	1	0	1	0	0	0
20:00	**13**	34	28.1	6.4	0	0	0	3	1	3	6	0	0	0	0	0
21:00	**3**	-	23.5	1.7	0	0	0	0	3	0	0	0	0	0	0	0
22:00	**3**	-	30.2	3.1	0	0	0	0	0	2	1	0	0	0	0	0
23:00	**7**	-	28.5	5.2	0	0	0	1	0	4	2	0	0	0	0	0
12H,7-19	**280**	**30.8**	**25.8**	**5.6**	**0**	**2**	**9**	**39**	**83**	**108**	**35**	**3**	**1**	**0**	**0**	**0**
16H,6-22	**315**	**31.1**	**25.9**	**5.7**	**0**	**2**	**10**	**45**	**93**	**116**	**44**	**3**	**2**	**0**	**0**	**0**
18H,6-24	**325**	**31.3**	**26**	**5.7**	**0**	**2**	**10**	**46**	**93**	**122**	**47**	**3**	**2**	**0**	**0**	**0**
24H,0-24	**345**	**31.3**	**26**	**5.6**	**0**	**2**	**11**	**46**	**101**	**130**	**50**	**3**	**2**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

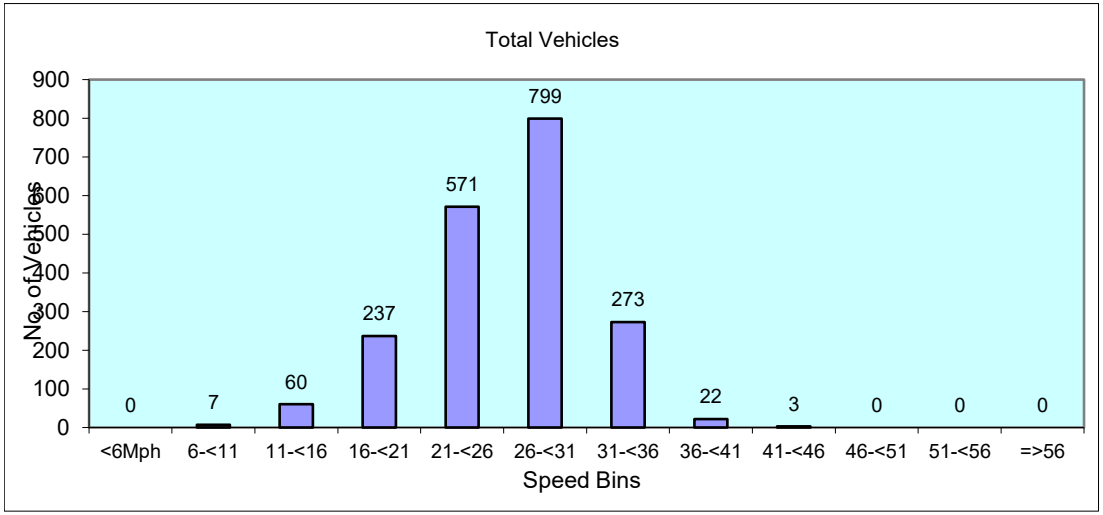
11485			CRICKLADE				Site No: 11485001				Location	The Forty, Cricklade (att to road name sign)					
	JULY 2022						Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 05-Jul-22																	
00:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	**1**	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**7**	-	29.2	8	0	0	1	0	0	3	2	1	0	0	0	0
05:00	**2**	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
06:00	**7**	-	25.6	5	0	0	0	1	3	2	1	0	0	0	0	0
07:00	**13**	28.6	24.7	4.4	0	0	0	2	7	3	1	0	0	0	0	0
08:00	**19**	30.2	26.1	4.4	0	0	0	2	7	8	2	0	0	0	0	0
09:00	**21**	29.1	24.2	4.8	0	0	0	6	7	7	1	0	0	0	0	0
10:00	**17**	30.9	25	6.2	0	0	0	5	6	3	2	1	0	0	0	0
11:00	**19**	31.8	26.4	5.5	0	0	0	4	4	7	4	0	0	0	0	0
12:00	**19**	33.1	28.2	5	0	0	0	1	5	8	4	1	0	0	0	0
13:00	**21**	30.3	26.6	4.3	0	0	0	2	6	11	2	0	0	0	0	0
14:00	**22**	29.9	24.6	5.5	0	0	1	5	6	8	2	0	0	0	0	0
15:00	**47**	31.3	26.7	4.8	0	0	1	3	16	19	8	0	0	0	0	0
16:00	**32**	30	24.9	5.2	0	0	1	6	11	11	3	0	0	0	0	0
17:00	**34**	30.6	27	4.1	0	0	0	2	10	18	4	0	0	0	0	0
18:00	**30**	34.1	28.3	6	0	0	1	2	6	11	8	2	0	0	0	0
19:00	**11**	27.4	22.1	5.2	0	0	1	4	3	3	0	0	0	0	0	0
20:00	**7**	-	27.1	8.1	0	0	1	0	2	2	1	1	0	0	0	0
21:00	**3**	-	25.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
22:00	**8**	-	28.5	4	0	0	0	0	2	4	2	0	0	0	0	0
23:00	**9**	-	30.7	3	0	0	0	0	0	5	4	0	0	0	0	0
12H,7-19	**294**	**31**	**26.2**	**5.1**	**0**	**0**	**4**	**40**	**91**	**114**	**41**	**4**	**0**	**0**	**0**	**0**
16H,6-22	**322**	**31**	**26.1**	**5.2**	**0**	**0**	**6**	**45**	**101**	**122**	**43**	**5**	**0**	**0**	**0**	**0**
18H,6-24	**339**	**31.3**	**26.3**	**5.2**	**0**	**0**	**6**	**45**	**103**	**131**	**49**	**5**	**0**	**0**	**0**	**0**
24H,0-24	**350**	**31.5**	**26.4**	**5.3**	**0**	**0**	**7**	**45**	**104**	**136**	**51**	**7**	**0**	**0**	**0**	**0**

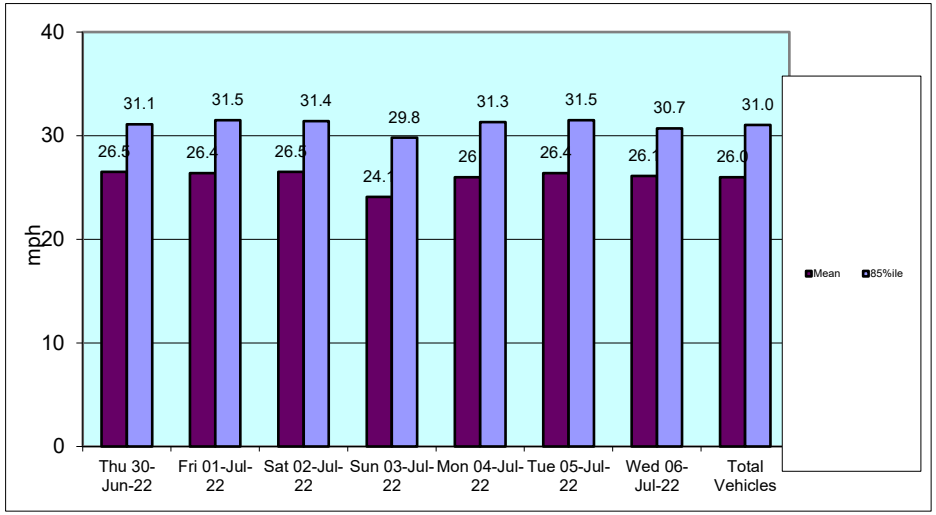
Data produced by
Auto Surveys Ltd

11485			CRICKLADE				Site No: 11485001				Location	The Forty, Cricklade (att to road name sign)					
	JULY 2022						Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 06-Jul-22																	
00:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**6**	-	29.3	2.5	0	0	0	0	0	5	1	0	0	0	0	0
05:00	**7**	-	28.5	7.2	0	0	1	0	0	3	3	0	0	0	0	0
06:00	**2**	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
07:00	**13**	30	26.6	5.4	0	0	0	2	3	7	0	1	0	0	0	0
08:00	**16**	29.2	24.8	4.5	0	0	0	4	4	8	0	0	0	0	0	0
09:00	**22**	29.1	24.4	4.8	0	0	1	4	7	10	0	0	0	0	0	0
10:00	**16**	29.1	25.1	4.2	0	0	0	2	8	5	1	0	0	0	0	0
11:00	**26**	31.6	27.7	4.2	0	0	0	1	7	13	5	0	0	0	0	0
12:00	**19**	30.4	26.4	4.7	0	0	0	2	7	7	3	0	0	0	0	0
13:00	**15**	32.6	27.5	5.6	0	0	1	0	4	6	4	0	0	0	0	0
14:00	**16**	29.4	25.4	4.3	0	0	0	2	7	6	1	0	0	0	0	0
15:00	**36**	30	25.6	4.8	0	0	1	4	13	15	3	0	0	0	0	0
16:00	**36**	29	24.8	3.9	0	0	0	5	18	12	1	0	0	0	0	0
17:00	**35**	32.4	26.8	6.1	0	1	1	3	7	15	8	0	0	0	0	0
18:00	**19**	32.7	27.4	4.8	0	0	0	1	7	6	5	0	0	0	0	0
19:00	**9**	-	25.7	5.2	0	0	0	2	2	4	1	0	0	0	0	0
20:00	**7**	-	24.2	7.4	0	0	1	2	0	3	1	0	0	0	0	0
21:00	**2**	-	23.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
22:00	**2**	-	23.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
23:00	**4**	-	29.8	2.8	0	0	0	0	0	3	1	0	0	0	0	0
12H,7-19	**269**	**30.6**	**26**	**4.9**	**0**	**1**	**4**	**30**	**92**	**110**	**31**	**1**	**0**	**0**	**0**	**0**
16H,6-22	**289**	**30.6**	**25.9**	**4.9**	**0**	**1**	**5**	**35**	**95**	**119**	**33**	**1**	**0**	**0**	**0**	**0**
18H,6-24	**295**	**30.6**	**26**	**4.9**	**0**	**1**	**5**	**36**	**95**	**123**	**34**	**1**	**0**	**0**	**0**	**0**
24H,0-24	**309**	**30.7**	**26.1**	**5**	**0**	**1**	**6**	**36**	**95**	**131**	**38**	**2**	**0**	**0**	**0**	**0**

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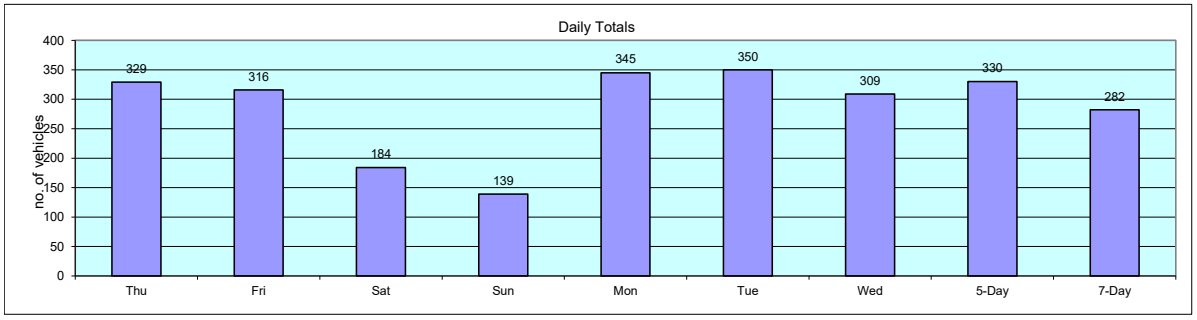
11485		CRICKLADE			Site No: 11485001											
	JULY 2022				Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Daily Totals																
Thu 30-Jun-22	**329**	31.1	26.5	5.1	0	1	9	34	83	151	51	0	0	0	0	0
Fri 01-Jul-22	**316**	31.5	26.4	5.5	0	2	11	30	88	132	49	3	1	0	0	0
Sat 02-Jul-22	**184**	31.4	26.5	5.5	0	1	5	18	55	75	25	5	0	0	0	0
Sun 03-Jul-22	**139**	29.8	24.1	5.7	0	0	11	28	45	44	9	2	0	0	0	0
Mon 04-Jul-22	**345**	31.3	26	5.6	0	2	11	46	101	130	50	3	2	0	0	0
Tue 05-Jul-22	**350**	31.5	26.4	5.3	0	0	7	45	104	136	51	7	0	0	0	0
Wed 06-Jul-22	**309**	30.7	26.1	5	0	1	6	36	95	131	38	2	0	0	0	0
Total Vehicles																
[--]	**1972**	31.0	26.0	5.4	0	7	60	237	571	799	273	22	3	0	0	0





Data produced by
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11485		CRICKLADE		Site No: 11485001		Location	The Forty, Cricklade (att to road name sign)		
	JULY 2022			Channel: Eastbound					
	Thu	Fri	Sat	Sun	Mon	Tue	Wed	5-Day	7-Day
TIME PERIOD	30/06/2022	01/07/2022	02/07/2022	03/07/2022	04/07/2022	05/07/2022	06/07/2022	Av	Av
Week Begin: 30-Jun-22									
00:00	**0**	1	0	1	2	0	0	1	1
01:00	**1**	0	0	3	1	1	0	1	1
02:00	**1**	0	1	0	2	1	1	1	1
03:00	**2**	1	1	0	2	0	0	1	1
04:00	**7**	11	8	0	4	7	6	7	6
05:00	**7**	5	6	1	9	2	7	6	5
06:00	**7**	8	4	3	7	7	2	6	5
07:00	**12**	11	4	1	9	13	13	12	9
08:00	**16**	17	7	5	14	19	16	16	13
09:00	**16**	15	17	8	23	21	22	19	17
10:00	**18**	12	16	13	9	17	16	14	14
11:00	**20**	11	20	11	14	19	26	18	17
12:00	**21**	27	19	21	24	19	19	22	21
13:00	**16**	20	9	13	22	21	15	19	17
14:00	**14**	23	14	16	20	22	16	19	18
15:00	**44**	38	14	10	44	47	36	42	33
16:00	**37**	30	11	9	35	32	36	34	27
17:00	**38**	23	7	6	39	34	35	34	26
18:00	**19**	27	6	6	27	30	19	24	19
19:00	**6**	8	3	5	12	11	9	9	8
20:00	**7**	11	9	5	13	7	7	9	8
21:00	**2**	5	5	2	3	3	2	3	3
22:00	**8**	5	1	0	3	8	2	5	4
23:00	**10**	7	2	0	7	9	4	7	6
12H,7-19	**271**	**254**	**144**	**119**	**280**	**294**	**269**	**274**	**233**
16H,6-22	**293**	**286**	**165**	**134**	**315**	**322**	**289**	**301**	**258**
18H,6-24	**311**	**298**	**168**	**134**	**325**	**339**	**295**	**314**	**267**
24H,0-24	**329**	**316**	**184**	**139**	**345**	**350**	**309**	**330**	**282**
Am	**11:00**	**08:00**	**11:00**	**10:00**	**09:00**	**09:00**	**11:00**		
Peak	**20**	**17**	**20**	**13**	**23**	**21**	**26**		
Pm	**15:00**	**15:00**	**12:00**	**12:00**	**15:00**	**15:00**	**16:00**		
Peak	**44**	**38**	**19**	**21**	**44**	**47**	**36**		



Data produced by
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11485			CRICKLADE			Site No: 11485001			Location	The Forty, Cricklade (att to road name sign)				
	JULY 2022					Channel: Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 30-Jun-22														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
04:00	**5**	0	3	2	0	0	0	0	0	0	0	0	0	0
05:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
06:00	**36**	2	32	2	0	0	0	0	0	0	0	0	0	0
07:00	**42**	2	35	5	0	0	0	0	0	0	0	0	0	0
08:00	**33**	1	22	10	0	0	0	0	0	0	0	0	0	0
09:00	**18**	0	13	5	0	0	0	0	0	0	0	0	0	0
10:00	**11**	0	8	2	0	1	0	0	0	0	0	0	0	0
11:00	**18**	1	10	6	0	1	0	0	0	0	0	0	0	0
12:00	**20**	0	15	5	0	0	0	0	0	0	0	0	0	0
13:00	**16**	0	8	7	0	1	0	0	0	0	0	0	0	0
14:00	**15**	0	11	2	0	2	0	0	0	0	0	0	0	0
15:00	**23**	0	17	6	0	0	0	0	0	0	0	0	0	0
16:00	**16**	0	14	2	0	0	0	0	0	0	0	0	0	0
17:00	**27**	1	17	8	0	0	0	0	1	0	0	0	0	0
18:00	**15**	0	11	3	0	1	0	0	0	0	0	0	0	0
19:00	**8**	0	4	4	0	0	0	0	0	0	0	0	0	0
20:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
21:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
22:00	**3**	0	1	2	0	0	0	0	0	0	0	0	0	0
23:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**254**	**5**	**181**	**61**	**0**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**311**	**7**	**229**	**68**	**0**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**317**	**7**	**233**	**70**	**0**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**335**	**7**	**248**	**73**	**0**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

11485	JULY 2022		CRICKLADE			Site No: 11485001 Channel: Westbound		Location	The Forty, Cricklade (att to road name sign)					
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 01-Jul-22														
00:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
04:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
05:00	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
06:00	**29**	2	25	2	0	0	0	0	0	0	0	0	0	0
07:00	**28**	2	23	3	0	0	0	0	0	0	0	0	0	0
08:00	**24**	0	19	5	0	0	0	0	0	0	0	0	0	0
09:00	**21**	0	17	3	1	0	0	0	0	0	0	0	0	0
10:00	**10**	0	6	4	0	0	0	0	0	0	0	0	0	0
11:00	**17**	0	6	11	0	0	0	0	0	0	0	0	0	0
12:00	**26**	0	15	11	0	0	0	0	0	0	0	0	0	0
13:00	**16**	0	9	7	0	0	0	0	0	0	0	0	0	0
14:00	**20**	1	14	5	0	0	0	0	0	0	0	0	0	0
15:00	**20**	0	17	3	0	0	0	0	0	0	0	0	0	0
16:00	**11**	1	7	2	0	0	0	0	1	0	0	0	0	0
17:00	**12**	0	10	2	0	0	0	0	0	0	0	0	0	0
18:00	**14**	1	10	3	0	0	0	0	0	0	0	0	0	0
19:00	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
20:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
21:00	**2**	0	1	0	0	0	0	0	0	0	0	1	0	0
22:00	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
23:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**219**	**5**	**153**	**59**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**269**	**7**	**197**	**62**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**
18H,6-24	**283**	**7**	**210**	**63**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**
24H,0-24	**305**	**7**	**228**	**67**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**

Data produced by
Auto Surveys Ltd

11485	JULY 2022		CRICKLADE			Site No: 11485001 Channel: Westbound		Location	The Forty, Cricklade (att to road name sign)					
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 02-Jul-22														
00:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
01:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
04:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
06:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
07:00	**9**	1	6	2	0	0	0	0	0	0	0	0	0	0
08:00	**12**	1	9	2	0	0	0	0	0	0	0	0	0	0
09:00	**9**	1	6	2	0	0	0	0	0	0	0	0	0	0
10:00	**13**	1	6	6	0	0	0	0	0	0	0	0	0	0
11:00	**20**	1	9	9	0	1	0	0	0	0	0	0	0	0
12:00	**14**	0	12	2	0	0	0	0	0	0	0	0	0	0
13:00	**15**	0	14	1	0	0	0	0	0	0	0	0	0	0
14:00	**14**	0	13	1	0	0	0	0	0	0	0	0	0	0
15:00	**8**	1	5	2	0	0	0	0	0	0	0	0	0	0
16:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
17:00	**10**	0	8	2	0	0	0	0	0	0	0	0	0	0
18:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
19:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
20:00	**11**	1	9	1	0	0	0	0	0	0	0	0	0	0
21:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
22:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
23:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**135**	**6**	**99**	**29**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**159**	**7**	**119**	**32**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**161**	**7**	**121**	**32**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**174**	**7**	**132**	**34**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

11485			CRICKLADE			Site No: 11485001			Location	The Forty, Cricklade (att to road name sign)				
	JULY 2022					Channel: Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 03-Jul-22														
00:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
06:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
07:00	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0
08:00	**8**	4	4	0	0	0	0	0	0	0	0	0	0	0
09:00	**8**	0	6	2	0	0	0	0	0	0	0	0	0	0
10:00	**10**	1	6	3	0	0	0	0	0	0	0	0	0	0
11:00	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
12:00	**14**	0	11	3	0	0	0	0	0	0	0	0	0	0
13:00	**21**	1	19	1	0	0	0	0	0	0	0	0	0	0
14:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
15:00	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
16:00	**10**	2	4	4	0	0	0	0	0	0	0	0	0	0
17:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
18:00	**20**	1	17	2	0	0	0	0	0	0	0	0	0	0
19:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
20:00	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
21:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
22:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**130**	**10**	**103**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**149**	**10**	**120**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**149**	**10**	**120**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**154**	**10**	**124**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

11485	JULY 2022		CRICKLADE			Site No: 11485001 Channel: Westbound		Location	The Forty, Cricklade (att to road name sign)					
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 04-Jul-22														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
04:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
05:00	**11**	0	10	0	0	1	0	0	0	0	0	0	0	0
06:00	**31**	2	26	3	0	0	0	0	0	0	0	0	0	0
07:00	**42**	2	36	4	0	0	0	0	0	0	0	0	0	0
08:00	**39**	0	30	9	0	0	0	0	0	0	0	0	0	0
09:00	**17**	0	11	6	0	0	0	0	0	0	0	0	0	0
10:00	**9**	0	4	5	0	0	0	0	0	0	0	0	0	0
11:00	**12**	0	7	5	0	0	0	0	0	0	0	0	0	0
12:00	**16**	0	14	2	0	0	0	0	0	0	0	0	0	0
13:00	**19**	0	15	4	0	0	0	0	0	0	0	0	0	0
14:00	**14**	0	8	4	0	2	0	0	0	0	0	0	0	0
15:00	**24**	0	23	1	0	0	0	0	0	0	0	0	0	0
16:00	**17**	2	10	5	0	0	0	0	0	0	0	0	0	0
17:00	**17**	2	13	2	0	0	0	0	0	0	0	0	0	0
18:00	**17**	0	15	2	0	0	0	0	0	0	0	0	0	0
19:00	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
20:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
21:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
22:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
23:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**243**	**6**	**186**	**49**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**297**	**8**	**232**	**55**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**300**	**8**	**235**	**55**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**322**	**8**	**254**	**57**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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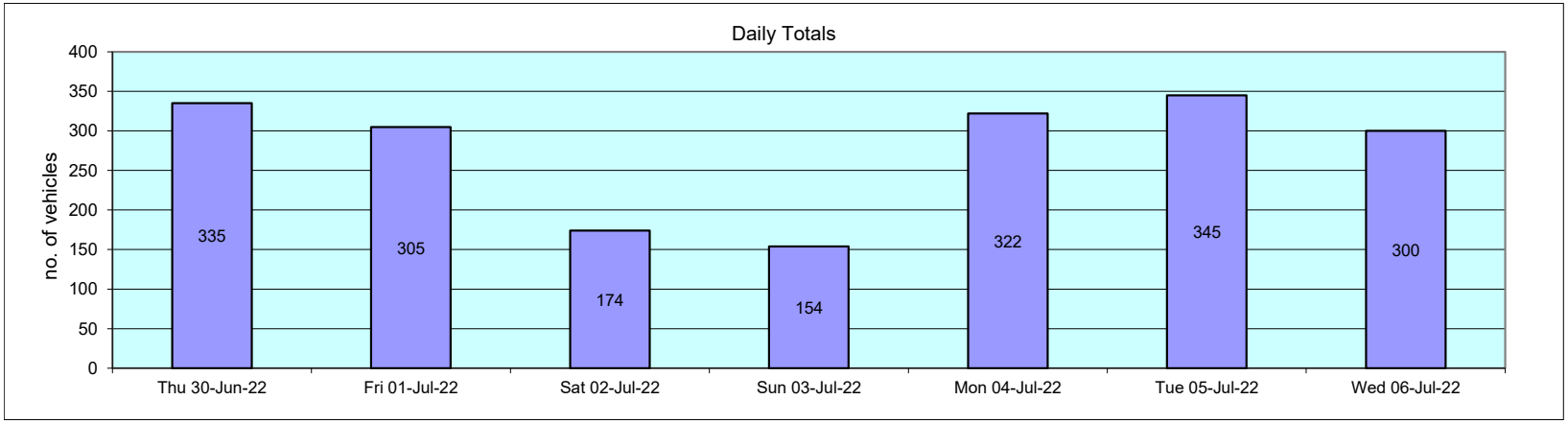
11485	JULY 2022		CRICKLADE			Site No: 11485001 Channel: Westbound		Location	The Forty, Cricklade (att to road name sign)					
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 05-Jul-22														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
04:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
05:00	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
06:00	**28**	2	24	2	0	0	0	0	0	0	0	0	0	0
07:00	**39**	1	31	7	0	0	0	0	0	0	0	0	0	0
08:00	**39**	1	29	8	0	1	0	0	0	0	0	0	0	0
09:00	**20**	1	13	5	0	1	0	0	0	0	0	0	0	0
10:00	**19**	1	11	5	0	1	0	0	1	0	0	0	0	0
11:00	**17**	0	11	4	0	1	1	0	0	0	0	0	0	0
12:00	**18**	0	9	9	0	0	0	0	0	0	0	0	0	0
13:00	**24**	2	14	6	0	1	0	0	1	0	0	0	0	0
14:00	**18**	1	15	2	0	0	0	0	0	0	0	0	0	0
15:00	**15**	1	12	2	0	0	0	0	0	0	0	0	0	0
16:00	**18**	0	13	5	0	0	0	0	0	0	0	0	0	0
17:00	**21**	2	13	6	0	0	0	0	0	0	0	0	0	0
18:00	**16**	2	12	2	0	0	0	0	0	0	0	0	0	0
19:00	**13**	0	11	1	0	0	0	0	0	0	1	0	0	0
20:00	**11**	1	7	2	0	1	0	0	0	0	0	0	0	0
21:00	**7**	0	4	3	0	0	0	0	0	0	0	0	0	0
22:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
23:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**264**	**12**	**183**	**61**	**0**	**5**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**323**	**15**	**229**	**69**	**0**	**6**	**1**	**0**	**2**	**0**	**1**	**0**	**0**	**0**
18H,6-24	**329**	**15**	**235**	**69**	**0**	**6**	**1**	**0**	**2**	**0**	**1**	**0**	**0**	**0**
24H,0-24	**345**	**15**	**250**	**70**	**0**	**6**	**1**	**0**	**2**	**0**	**1**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

11485	JULY 2022		CRICKLADE			Site No: 11485001 Channel: Westbound		Location	The Forty, Cricklade (att to road name sign)					
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 06-Jul-22														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
03:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
04:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
05:00	**12**	1	11	0	0	0	0	0	0	0	0	0	0	0
06:00	**30**	1	27	2	0	0	0	0	0	0	0	0	0	0
07:00	**36**	2	28	6	0	0	0	0	0	0	0	0	0	0
08:00	**27**	0	23	4	0	0	0	0	0	0	0	0	0	0
09:00	**15**	0	11	4	0	0	0	0	0	0	0	0	0	0
10:00	**23**	0	16	7	0	0	0	0	0	0	0	0	0	0
11:00	**13**	0	9	3	0	0	1	0	0	0	0	0	0	0
12:00	**23**	1	14	8	0	0	0	0	0	0	0	0	0	0
13:00	**19**	0	12	7	0	0	0	0	0	0	0	0	0	0
14:00	**17**	1	11	5	0	0	0	0	0	0	0	0	0	0
15:00	**21**	0	17	3	0	1	0	0	0	0	0	0	0	0
16:00	**16**	0	12	4	0	0	0	0	0	0	0	0	0	0
17:00	**10**	0	7	3	0	0	0	0	0	0	0	0	0	0
18:00	**13**	2	6	5	0	0	0	0	0	0	0	0	0	0
19:00	**12**	0	10	2	0	0	0	0	0	0	0	0	0	0
20:00	**3**	1	2	0	0	0	0	0	0	0	0	0	0	0
21:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
22:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
23:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**233**	**6**	**166**	**59**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**280**	**8**	**206**	**64**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**282**	**8**	**207**	**65**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**300**	**9**	**222**	**67**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

11485		CRICKLADE				Site No: 11485001		Location	The Forty, Cricklade (att to road name sign)					
	JULY 2022					Channel: Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Thu 30-Jun-22	**335**	7	248	73	0	6	0	0	1	0	0	0	0	0
Fri 01-Jul-22	**305**	7	228	67	1	0	0	0	1	0	0	1	0	0
Sat 02-Jul-22	**174**	7	132	34	0	1	0	0	0	0	0	0	0	0
Sun 03-Jul-22	**154**	10	124	20	0	0	0	0	0	0	0	0	0	0
Mon 04-Jul-22	**322**	8	254	57	0	3	0	0	0	0	0	0	0	0
Tue 05-Jul-22	**345**	15	250	70	0	6	1	0	2	0	1	0	0	0
Wed 06-Jul-22	**300**	9	222	67	0	1	1	0	0	0	0	0	0	0
Total Vehicles														
[--]	**1935**	63	1458	388	1	17	2	0	4	0	1	1	0	0



Data produced by
Auto Surveys Ltd

11485	JULY 2022	CRICKLADE		Site No: 11485001 Channel: Westbound		Location	The Forty, Cricklade (att to road name sign)			
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 30-Jun-22											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
04:00	**5**	0	0.0	3	60.0	2	40.0	0	0.0	0	0.0
05:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
06:00	**36**	2	5.6	32	88.9	2	5.6	0	0.0	0	0.0
07:00	**42**	2	4.8	35	83.3	5	11.9	0	0.0	0	0.0
08:00	**33**	1	3.0	22	66.7	10	30.3	0	0.0	0	0.0
09:00	**18**	0	0.0	13	72.2	5	27.8	0	0.0	0	0.0
10:00	**11**	0	0.0	8	72.7	2	18.2	1	9.1	0	0.0
11:00	**18**	1	5.6	10	55.6	6	33.3	1	5.6	0	0.0
12:00	**20**	0	0.0	15	75.0	5	25.0	0	0.0	0	0.0
13:00	**16**	0	0.0	8	50.0	7	43.8	1	6.3	0	0.0
14:00	**15**	0	0.0	11	73.3	2	13.3	2	13.3	0	0.0
15:00	**23**	0	0.0	17	73.9	6	26.1	0	0.0	0	0.0
16:00	**16**	0	0.0	14	87.5	2	12.5	0	0.0	0	0.0
17:00	**27**	1	3.7	17	63.0	8	29.6	1	3.7	0	0.0
18:00	**15**	0	0.0	11	73.3	3	20.0	1	6.7	0	0.0
19:00	**8**	0	0.0	4	50.0	4	50.0	0	0.0	0	0.0
20:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
21:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
22:00	**3**	0	0.0	1	33.3	2	66.7	0	0.0	0	0.0
23:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**254**	**5**	**2.0**	**181**	**71.3**	**61**	**24.0**	**7**	**2.8**	**0**	**0.0**
16H,6-22	**311**	**7**	**2.3**	**229**	**73.6**	**68**	**21.9**	**7**	**2.3**	**0**	**0.0**
18H,6-24	**317**	**7**	**2.2**	**233**	**73.5**	**70**	**22.1**	**7**	**2.2**	**0**	**0.0**
24H,0-24	**335**	**7**	**2.1**	**248**	**74.0**	**73**	**21.8**	**7**	**2.1**	**0**	**0.0**

Data produced by
Auto Surveys Ltd

11485		CRICKLADE		Site No: 11485001		Location	The Forty, Cricklade (att to road name sign)			
	JULY 2022			Channel: Westbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 01-Jul-22											
00:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
04:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
05:00	**10**	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
06:00	**29**	2	6.9	25	86.2	2	6.9	0	0.0	0	0.0
07:00	**28**	2	7.1	23	82.1	3	10.7	0	0.0	0	0.0
08:00	**24**	0	0.0	19	79.2	5	20.8	0	0.0	0	0.0
09:00	**21**	0	0.0	17	81.0	3	14.3	0	0.0	1	4.8
10:00	**10**	0	0.0	6	60.0	4	40.0	0	0.0	0	0.0
11:00	**17**	0	0.0	6	35.3	11	64.7	0	0.0	0	0.0
12:00	**26**	0	0.0	15	57.7	11	42.3	0	0.0	0	0.0
13:00	**16**	0	0.0	9	56.3	7	43.8	0	0.0	0	0.0
14:00	**20**	1	5.0	14	70.0	5	25.0	0	0.0	0	0.0
15:00	**20**	0	0.0	17	85.0	3	15.0	0	0.0	0	0.0
16:00	**11**	1	9.1	7	63.6	2	18.2	1	9.1	0	0.0
17:00	**12**	0	0.0	10	83.3	2	16.7	0	0.0	0	0.0
18:00	**14**	1	7.1	10	71.4	3	21.4	0	0.0	0	0.0
19:00	**13**	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
20:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
21:00	**2**	0	0.0	1	50.0	0	0.0	1	50.0	0	0.0
22:00	**10**	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
23:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**219**	**5**	**2.3**	**153**	**69.9**	**59**	**26.9**	**1**	**0.5**	**1**	**0.5**
16H,6-22	**269**	**7**	**2.6**	**197**	**73.2**	**62**	**23.1**	**2**	**0.7**	**1**	**0.4**
18H,6-24	**283**	**7**	**2.5**	**210**	**74.2**	**63**	**22.3**	**2**	**0.7**	**1**	**0.4**
24H,0-24	**305**	**7**	**2.3**	**228**	**74.8**	**67**	**22.0**	**2**	**0.7**	**1**	**0.3**

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11485	JULY 2022	CRICKLADE		Site No: 11485001 Channel: Westbound		Location	The Forty, Cricklade (att to road name sign)			
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 02-Jul-22											
00:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
04:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
06:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
07:00	**9**	1	11.1	6	66.7	2	22.2	0	0.0	0	0.0
08:00	**12**	1	8.3	9	75.0	2	16.7	0	0.0	0	0.0
09:00	**9**	1	11.1	6	66.7	2	22.2	0	0.0	0	0.0
10:00	**13**	1	7.7	6	46.2	6	46.2	0	0.0	0	0.0
11:00	**20**	1	5.0	9	45.0	9	45.0	1	5.0	0	0.0
12:00	**14**	0	0.0	12	85.7	2	14.3	0	0.0	0	0.0
13:00	**15**	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0
14:00	**14**	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
15:00	**8**	1	12.5	5	62.5	2	25.0	0	0.0	0	0.0
16:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
17:00	**10**	0	0.0	8	80.0	2	20.0	0	0.0	0	0.0
18:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
19:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
20:00	**11**	1	9.1	9	81.8	1	9.1	0	0.0	0	0.0
21:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
22:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**135**	**6**	**4.4**	**99**	**73.3**	**29**	**21.5**	**1**	**0.7**	**0**	**0.0**
16H,6-22	**159**	**7**	**4.4**	**119**	**74.8**	**32**	**20.1**	**1**	**0.6**	**0**	**0.0**
18H,6-24	**161**	**7**	**4.4**	**121**	**75.2**	**32**	**19.9**	**1**	**0.6**	**0**	**0.0**
24H,0-24	**174**	**7**	**4.0**	**132**	**75.9**	**34**	**19.5**	**1**	**0.6**	**0**	**0.0**

Data produced by
Auto Surveys Ltd

11485	JULY 2022	CRICKLADE		Site No: 11485001 Channel: Westbound		Location	The Forty, Cricklade (att to road name sign)			
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 03-Jul-22											
00:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
06:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
07:00	**1**	1	100.0	0	0.0	0	0.0	0	0.0	0	0.0
08:00	**8**	4	50.0	4	50.0	0	0.0	0	0.0	0	0.0
09:00	**8**	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
10:00	**10**	1	10.0	6	60.0	3	30.0	0	0.0	0	0.0
11:00	**13**	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
12:00	**14**	0	0.0	11	78.6	3	21.4	0	0.0	0	0.0
13:00	**21**	1	4.8	19	90.5	1	4.8	0	0.0	0	0.0
14:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
15:00	**11**	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
16:00	**10**	2	20.0	4	40.0	4	40.0	0	0.0	0	0.0
17:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
18:00	**20**	1	5.0	17	85.0	2	10.0	0	0.0	0	0.0
19:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
20:00	**10**	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
21:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**130**	**10**	**7.7**	**103**	**79.2**	**17**	**13.1**	**0**	**0.0**	**0**	**0.0**
16H,6-22	**149**	**10**	**6.7**	**120**	**80.5**	**19**	**12.8**	**0**	**0.0**	**0**	**0.0**
18H,6-24	**149**	**10**	**6.7**	**120**	**80.5**	**19**	**12.8**	**0**	**0.0**	**0**	**0.0**
24H,0-24	**154**	**10**	**6.5**	**124**	**80.5**	**20**	**13.0**	**0**	**0.0**	**0**	**0.0**

Data produced by
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11485	JULY 2022	CRICKLADE		Site No: 11485001 Channel: Westbound		Location	The Forty, Cricklade (att to road name sign)			
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 04-Jul-22											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
04:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
05:00	**11**	0	0.0	10	90.9	0	0.0	1	9.1	0	0.0
06:00	**31**	2	6.5	26	83.9	3	9.7	0	0.0	0	0.0
07:00	**42**	2	4.8	36	85.7	4	9.5	0	0.0	0	0.0
08:00	**39**	0	0.0	30	76.9	9	23.1	0	0.0	0	0.0
09:00	**17**	0	0.0	11	64.7	6	35.3	0	0.0	0	0.0
10:00	**9**	0	0.0	4	44.4	5	55.6	0	0.0	0	0.0
11:00	**12**	0	0.0	7	58.3	5	41.7	0	0.0	0	0.0
12:00	**16**	0	0.0	14	87.5	2	12.5	0	0.0	0	0.0
13:00	**19**	0	0.0	15	79.0	4	21.1	0	0.0	0	0.0
14:00	**14**	0	0.0	8	57.1	4	28.6	2	14.3	0	0.0
15:00	**24**	0	0.0	23	95.8	1	4.2	0	0.0	0	0.0
16:00	**17**	2	11.8	10	58.8	5	29.4	0	0.0	0	0.0
17:00	**17**	2	11.8	13	76.5	2	11.8	0	0.0	0	0.0
18:00	**17**	0	0.0	15	88.2	2	11.8	0	0.0	0	0.0
19:00	**9**	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
20:00	**8**	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
21:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
22:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
23:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**243**	**6**	**2.5**	**186**	**76.5**	**49**	**20.2**	**2**	**0.8**	**0**	**0.0**
16H,6-22	**297**	**8**	**2.7**	**232**	**78.1**	**55**	**18.5**	**2**	**0.7**	**0**	**0.0**
18H,6-24	**300**	**8**	**2.7**	**235**	**78.3**	**55**	**18.3**	**2**	**0.7**	**0**	**0.0**
24H,0-24	**322**	**8**	**2.5**	**254**	**78.9**	**57**	**17.7**	**3**	**0.9**	**0**	**0.0**

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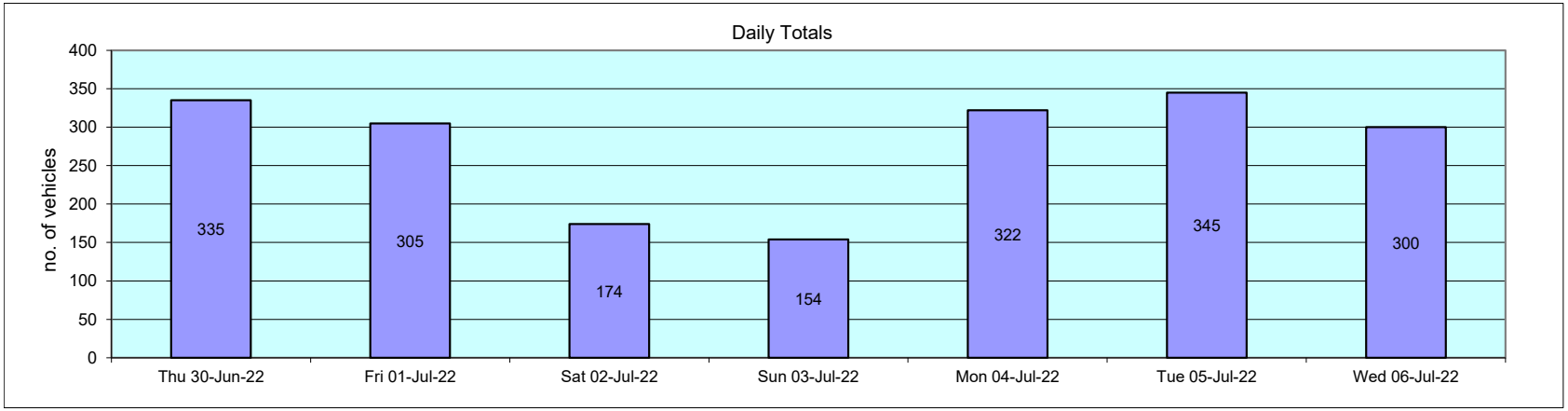
11485	JULY 2022	CRICKLADE		Site No: 11485001 Channel: Westbound		Location	The Forty, Cricklade (att to road name sign)			
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 05-Jul-22											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
06:00	**28**	2	7.1	24	85.7	2	7.1	0	0.0	0	0.0
07:00	**39**	1	2.6	31	79.5	7	18.0	0	0.0	0	0.0
08:00	**39**	1	2.6	29	74.4	8	20.5	1	2.6	0	0.0
09:00	**20**	1	5.0	13	65.0	5	25.0	1	5.0	0	0.0
10:00	**19**	1	5.3	11	57.9	5	26.3	2	10.5	0	0.0
11:00	**17**	0	0.0	11	64.7	4	23.5	2	11.8	0	0.0
12:00	**18**	0	0.0	9	50.0	9	50.0	0	0.0	0	0.0
13:00	**24**	2	8.3	14	58.3	6	25.0	2	8.3	0	0.0
14:00	**18**	1	5.6	15	83.3	2	11.1	0	0.0	0	0.0
15:00	**15**	1	6.7	12	80.0	2	13.3	0	0.0	0	0.0
16:00	**18**	0	0.0	13	72.2	5	27.8	0	0.0	0	0.0
17:00	**21**	2	9.5	13	61.9	6	28.6	0	0.0	0	0.0
18:00	**16**	2	12.5	12	75.0	2	12.5	0	0.0	0	0.0
19:00	**13**	0	0.0	11	84.6	1	7.7	1	7.7	0	0.0
20:00	**11**	1	9.1	7	63.6	2	18.2	1	9.1	0	0.0
21:00	**7**	0	0.0	4	57.1	3	42.9	0	0.0	0	0.0
22:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
23:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**264**	**12**	**4.6**	**183**	**69.3**	**61**	**23.1**	**8**	**3.0**	**0**	**0.0**
16H,6-22	**323**	**15**	**4.6**	**229**	**70.9**	**69**	**21.4**	**10**	**3.1**	**0**	**0.0**
18H,6-24	**329**	**15**	**4.6**	**235**	**71.4**	**69**	**21.0**	**10**	**3.0**	**0**	**0.0**
24H,0-24	**345**	**15**	**4.4**	**250**	**72.5**	**70**	**20.3**	**10**	**2.9**	**0**	**0.0**

Data produced by
Auto Surveys Ltd

11485	JULY 2022	CRICKLADE		Site No: 11485001 Channel: Westbound		Location	The Forty, Cricklade (att to road name sign)			
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 06-Jul-22											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
03:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
05:00	**12**	1	8.3	11	91.7	0	0.0	0	0.0	0	0.0
06:00	**30**	1	3.3	27	90.0	2	6.7	0	0.0	0	0.0
07:00	**36**	2	5.6	28	77.8	6	16.7	0	0.0	0	0.0
08:00	**27**	0	0.0	23	85.2	4	14.8	0	0.0	0	0.0
09:00	**15**	0	0.0	11	73.3	4	26.7	0	0.0	0	0.0
10:00	**23**	0	0.0	16	69.6	7	30.4	0	0.0	0	0.0
11:00	**13**	0	0.0	9	69.2	3	23.1	1	7.7	0	0.0
12:00	**23**	1	4.4	14	60.9	8	34.8	0	0.0	0	0.0
13:00	**19**	0	0.0	12	63.2	7	36.8	0	0.0	0	0.0
14:00	**17**	1	5.9	11	64.7	5	29.4	0	0.0	0	0.0
15:00	**21**	0	0.0	17	81.0	3	14.3	1	4.8	0	0.0
16:00	**16**	0	0.0	12	75.0	4	25.0	0	0.0	0	0.0
17:00	**10**	0	0.0	7	70.0	3	30.0	0	0.0	0	0.0
18:00	**13**	2	15.4	6	46.2	5	38.5	0	0.0	0	0.0
19:00	**12**	0	0.0	10	83.3	2	16.7	0	0.0	0	0.0
20:00	**3**	1	33.3	2	66.7	0	0.0	0	0.0	0	0.0
21:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
22:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
23:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
12H,7-19	**233**	**6**	**2.6**	**166**	**71.2**	**59**	**25.3**	**2**	**0.9**	**0**	**0.0**
16H,6-22	**280**	**8**	**2.9**	**206**	**73.6**	**64**	**22.9**	**2**	**0.7**	**0**	**0.0**
18H,6-24	**282**	**8**	**2.8**	**207**	**73.4**	**65**	**23.1**	**2**	**0.7**	**0**	**0.0**
24H,0-24	**300**	**9**	**3.0**	**222**	**74.0**	**67**	**22.3**	**2**	**0.7**	**0**	**0.0**

Data produced by
Auto Surveys Ltd

11485	JULY 2022	CRICKLADE		Site No: 11485001 Channel: Westbound		Location	The Forty, Cricklade (att to road name sign)				
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Thu 30-Jun-22	**335**	7	2.1	248	74.0	73	21.8	7	2.1	0	0.0
Fri 01-Jul-22	**305**	7	2.3	228	74.8	67	22.0	2	0.7	1	0.3
Sat 02-Jul-22	**174**	7	4.0	132	75.9	34	19.5	1	0.6	0	0.0
Sun 03-Jul-22	**154**	10	6.5	124	80.5	20	13.0	0	0.0	0	0.0
Mon 04-Jul-22	**322**	8	2.5	254	78.9	57	17.7	3	0.9	0	0.0
Tue 05-Jul-22	**345**	15	4.4	250	72.5	70	20.3	10	2.9	0	0.0
Wed 06-Jul-22	**300**	9	3.0	222	74.0	67	22.3	2	0.7	0	0.0
Total Vehicles											
[--]	**1935**	63	3.5	1458	75.8	388	19.5	25	1.1	1	0.0



Data produced by
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11485			CRICKLADE				Site No: 11485001				Location	The Forty, Cricklade (att to road name sign)					
	JULY 2022						Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 30-Jun-22																	
00:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**3**	-	35.2	3.1	0	0	0	0	0	0	2	1	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**4**	-	31	6.5	0	0	0	0	1	1	1	1	0	0	0	0
04:00	**5**	-	28.5	3.7	0	0	0	0	1	3	1	0	0	0	0	0
05:00	**6**	-	31	3.1	0	0	0	0	0	3	3	0	0	0	0	0
06:00	**36**	35.7	31.1	5.2	0	0	0	0	6	11	14	4	1	0	0	0
07:00	**42**	33	27.5	6.2	0	2	0	1	10	19	8	2	0	0	0	0
08:00	**33**	33.6	28	6.2	0	1	0	2	6	16	5	3	0	0	0	0
09:00	**18**	33.3	28.8	5.2	0	0	0	2	1	10	4	1	0	0	0	0
10:00	**11**	29.6	25.3	4.8	0	0	0	2	4	4	1	0	0	0	0	0
11:00	**18**	30.5	25.5	7.8	1	0	1	1	5	7	2	1	0	0	0	0
12:00	**20**	34.8	30	5.8	0	0	0	1	2	11	3	2	1	0	0	0
13:00	**16**	32.8	26.9	6.4	0	0	1	1	5	5	3	1	0	0	0	0
14:00	**15**	30.3	25.2	5.7	0	0	1	2	5	5	2	0	0	0	0	0
15:00	**23**	31.1	26.8	4.9	0	0	0	3	6	10	4	0	0	0	0	0
16:00	**16**	34.5	28.8	6.3	0	0	1	0	3	7	3	2	0	0	0	0
17:00	**27**	34.2	28.7	6.7	0	1	0	1	5	11	7	1	1	0	0	0
18:00	**15**	33.1	26.2	6.9	0	0	1	2	5	3	3	1	0	0	0	0
19:00	**8**	-	27.9	5.1	0	0	0	0	4	1	3	0	0	0	0	0
20:00	**7**	-	24.2	3.7	0	0	0	1	4	2	0	0	0	0	0	0
21:00	**6**	-	30.2	4.3	0	0	0	0	0	5	0	1	0	0	0	0
22:00	**3**	-	20.2	7.6	0	0	1	1	0	1	0	0	0	0	0	0
23:00	**3**	-	25.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
12H,7-19	**254**	**33.5**	**27.5**	**6.2**	**1**	**4**	**5**	**18**	**57**	**108**	**45**	**14**	**2**	**0**	**0**	**0**
16H,6-22	**311**	**34**	**27.9**	**6.1**	**1**	**4**	**5**	**19**	**71**	**127**	**62**	**19**	**3**	**0**	**0**	**0**
18H,6-24	**317**	**33.9**	**27.8**	**6.2**	**1**	**4**	**6**	**20**	**73**	**129**	**62**	**19**	**3**	**0**	**0**	**0**
24H,0-24	**335**	**34.1**	**28**	**6.1**	**1**	**4**	**6**	**20**	**75**	**136**	**69**	**21**	**3**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

11485			CRICKLADE				Site No: 11485001				Location	The Forty, Cricklade (att to road name sign)				
	JULY 2022						Channel: Westbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 01-Jul-22																
00:00	**3**	-	30.2	7.6	0	0	0	0	1	1	0	1	0	0	0	0
01:00	**1**	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	**1**	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
03:00	**3**	-	28.5	1.7	0	0	0	0	0	3	0	0	0	0	0	0
04:00	**4**	-	28.5	4.2	0	0	0	0	1	2	1	0	0	0	0	0
05:00	**10**	41	36	6.5	0	0	0	0	0	2	4	2	1	1	0	0
06:00	**29**	35.3	31.1	5.1	0	0	0	2	1	9	14	3	0	0	0	0
07:00	**28**	35.3	30.5	6.7	0	1	0	1	2	9	12	2	1	0	0	0
08:00	**24**	30.8	26.6	5.8	0	0	2	0	8	10	3	1	0	0	0	0
09:00	**21**	33.4	27.3	6.3	0	0	1	2	5	7	5	1	0	0	0	0
10:00	**10**	30	26	5.6	0	0	1	0	3	5	1	0	0	0	0	0
11:00	**17**	32.6	29.7	4.7	0	0	0	0	2	11	3	0	1	0	0	0
12:00	**26**	31.8	26.4	6.2	0	0	1	5	4	11	4	1	0	0	0	0
13:00	**16**	33.1	27.3	6.1	0	0	1	1	4	5	5	0	0	0	0	0
14:00	**20**	30.2	25.3	6.1	0	1	0	3	5	9	2	0	0	0	0	0
15:00	**20**	30.2	25.8	5.2	0	0	0	4	6	7	3	0	0	0	0	0
16:00	**11**	35.6	27.6	7.1	0	0	1	0	3	5	0	2	0	0	0	0
17:00	**12**	30.3	27.3	5	0	0	0	2	1	7	2	0	0	0	0	0
18:00	**14**	33.8	29.2	5.7	0	0	1	0	1	6	6	0	0	0	0	0
19:00	**13**	31.9	27	4.9	0	0	0	1	5	4	3	0	0	0	0	0
20:00	**6**	-	28.5	7.9	0	0	0	0	3	2	0	0	1	0	0	0
21:00	**2**	-	31	3.5	0	0	0	0	0	1	1	0	0	0	0	0
22:00	**10**	28.5	25	4.3	0	0	0	1	6	2	1	0	0	0	0	0
23:00	**4**	-	28.5	10.8	0	0	0	1	1	1	0	0	1	0	0	0
12H,7-19	**219**	**33.4**	**27.4**	**6.1**	**0**	**2**	**8**	**18**	**44**	**92**	**46**	**7**	**2**	**0**	**0**	**0**
16H,6-22	**269**	**33.8**	**27.9**	**6**	**0**	**2**	**8**	**21**	**53**	**108**	**64**	**10**	**3**	**0**	**0**	**0**
18H,6-24	**283**	**33.8**	**27.8**	**6.1**	**0**	**2**	**8**	**23**	**60**	**111**	**65**	**10**	**4**	**0**	**0**	**0**
24H,0-24	**305**	**34.1**	**28.1**	**6.2**	**0**	**2**	**8**	**23**	**62**	**120**	**70**	**14**	**5**	**1**	**0**	**0**

Data produced by
Auto Surveys Ltd

11485			CRICKLADE				Site No: 11485001				Location	The Forty, Cricklade (att to road name sign)					
	JULY 2022						Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 02-Jul-22																
00:00	**2**	-	23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
01:00	**2**	-	23.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
02:00	**1**	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
03:00	**4**	-	23.5	9.1	0	0	1	1	0	1	1	0	0	0	0	0
04:00	**1**	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
05:00	**3**	-	31.8	3.1	0	0	0	0	0	1	2	0	0	0	0	0
06:00	**3**	-	35.2	3.1	0	0	0	0	0	0	2	1	0	0	0	0
07:00	**9**	-	27.9	6.5	0	0	0	2	0	5	1	1	0	0	0	0
08:00	**12**	33.1	26.4	7.4	0	0	2	0	3	3	4	0	0	0	0	0
09:00	**9**	-	26.3	5.8	0	0	0	2	2	3	2	0	0	0	0	0
10:00	**13**	38.6	29.7	8.3	0	0	0	2	3	3	1	3	1	0	0	0
11:00	**20**	32.9	27.5	6.1	0	0	1	2	3	9	4	1	0	0	0	0
12:00	**14**	30.6	27.4	6.4	0	0	0	2	3	7	1	0	1	0	0	0
13:00	**15**	32.6	27.2	4.7	0	0	0	0	8	3	4	0	0	0	0	0
14:00	**14**	30	26.7	4	0	0	0	1	4	8	1	0	0	0	0	0
15:00	**8**	-	24.8	7.5	0	0	2	0	1	4	1	0	0	0	0	0
16:00	**7**	-	24.9	8.1	0	1	0	0	2	3	1	0	0	0	0	0
17:00	**10**	33.5	26.5	8.3	0	0	0	3	3	1	2	0	1	0	0	0
18:00	**4**	-	24.8	4.9	0	0	0	1	1	2	0	0	0	0	0	0
19:00	**4**	-	29.8	2.8	0	0	0	0	0	3	1	0	0	0	0	0
20:00	**11**	33.1	28.5	5.2	0	0	0	0	4	4	2	1	0	0	0	0
21:00	**6**	-	30.2	4.3	0	0	0	0	0	5	0	1	0	0	0	0
22:00	**2**	-	28.5	14.1	0	0	0	1	0	0	0	1	0	0	0	0
23:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**135**	**33.1**	**27**	**6.4**	**0**	**1**	**5**	**15**	**33**	**51**	**22**	**5**	**3**	**0**	**0**	**0**
16H,6-22	**159**	**33.5**	**27.4**	**6.3**	**0**	**1**	**5**	**15**	**37**	**63**	**27**	**8**	**3**	**0**	**0**	**0**
18H,6-24	**161**	**33.7**	**27.4**	**6.4**	**0**	**1**	**5**	**16**	**37**	**63**	**27**	**9**	**3**	**0**	**0**	**0**
24H,0-24	**174**	**33.8**	**27.4**	**6.4**	**0**	**1**	**6**	**18**	**39**	**66**	**31**	**10**	**3**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

11485			CRICKLADE				Site No: 11485001				Location	The Forty, Cricklade (att to road name sign)					
	JULY 2022						Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 03-Jul-22																	
00:00	**1**	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
01:00	**1**	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	**1**	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	**1**	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**1**	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
06:00	**1**	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
07:00	**1**	-	8.5	-	0	1	0	0	0	0	0	0	0	0	0	0
08:00	**8**	-	21	6.1	0	0	2	2	2	2	0	0	0	0	0	0
09:00	**8**	-	26.6	7.1	0	0	0	2	2	2	1	1	0	0	0	0
10:00	**10**	31	23.5	7.6	0	0	2	2	2	2	2	0	0	0	0	0
11:00	**13**	30	26.2	4.6	0	0	0	2	3	7	1	0	0	0	0	0
12:00	**14**	30.6	27.4	3.8	0	0	0	0	5	7	2	0	0	0	0	0
13:00	**21**	31.4	26.1	5.3	0	0	1	1	9	6	4	0	0	0	0	0
14:00	**7**	-	27.8	3.7	0	0	0	0	2	4	1	0	0	0	0	0
15:00	**11**	29.9	24.9	6.9	0	1	0	1	3	5	1	0	0	0	0	0
16:00	**10**	31	23.5	8.2	0	1	1	1	3	2	2	0	0	0	0	0
17:00	**7**	-	28.5	4.3	0	0	0	0	2	3	2	0	0	0	0	0
18:00	**20**	31.8	27.8	6.3	0	0	1	1	4	10	3	0	1	0	0	0
19:00	**7**	-	27.1	4	0	0	0	0	3	3	1	0	0	0	0	0
20:00	**10**	33.5	27.5	6.7	0	0	0	2	2	3	2	1	0	0	0	0
21:00	**1**	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
22:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**130**	**31.3**	**25.8**	**6.2**	**0**	**3**	**7**	**12**	**37**	**50**	**19**	**1**	**1**	**0**	**0**	**0**
16H,6-22	**149**	**31.7**	**26.1**	**6.2**	**0**	**3**	**7**	**14**	**42**	**57**	**23**	**2**	**1**	**0**	**0**	**0**
18H,6-24	**149**	**31.7**	**26.1**	**6.2**	**0**	**3**	**7**	**14**	**42**	**57**	**23**	**2**	**1**	**0**	**0**	**0**
24H,0-24	**154**	**32.1**	**26.3**	**6.2**	**0**	**3**	**7**	**14**	**42**	**59**	**25**	**3**	**1**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

11485			CRICKLADE			Site No: 11485001					Location	The Forty, Cricklade (att to road name sign)					
	JULY 2022					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 04-Jul-22																
00:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**3**	-	31.8	3.1	0	0	0	0	0	1	2	0	0	0	0	0
04:00	**7**	-	30.6	5	0	0	0	0	1	3	2	1	0	0	0	0
05:00	**11**	33.9	30.8	3	0	0	0	0	0	6	5	0	0	0	0	0
06:00	**31**	35.2	30.9	4.7	0	0	0	1	2	12	13	3	0	0	0	0
07:00	**42**	33.6	28.9	5.2	0	1	0	1	5	22	12	1	0	0	0	0
08:00	**39**	30.6	26.7	5.5	0	0	1	4	11	17	4	2	0	0	0	0
09:00	**17**	30.2	27.9	2.8	0	0	0	0	3	13	1	0	0	0	0	0
10:00	**9**	-	29.1	3.3	0	0	0	0	1	6	2	0	0	0	0	0
11:00	**12**	29.7	25.2	5.1	0	0	0	3	3	5	1	0	0	0	0	0
12:00	**16**	29.4	24.8	5.2	0	0	1	2	6	6	1	0	0	0	0	0
13:00	**19**	30.3	26.9	4	0	0	0	1	6	10	2	0	0	0	0	0
14:00	**14**	30.4	26.4	5.6	0	0	0	2	5	5	1	1	0	0	0	0
15:00	**24**	30.3	25.4	6.2	0	1	0	3	9	8	2	1	0	0	0	0
16:00	**17**	30.8	27.3	7.1	0	0	1	1	5	7	1	1	1	0	0	0
17:00	**17**	30.9	23.8	7.1	0	0	3	3	4	4	3	0	0	0	0	0
18:00	**17**	30.9	25.3	5.7	0	0	0	3	9	2	2	1	0	0	0	0
19:00	**9**	-	26.8	3.8	0	0	0	1	1	7	0	0	0	0	0	0
20:00	**8**	-	33.5	4.8	0	0	0	0	0	3	2	3	0	0	0	0
21:00	**6**	-	28.5	7.1	0	0	0	1	1	2	1	1	0	0	0	0
22:00	**2**	-	33.5	14.1	0	0	0	0	1	0	0	0	1	0	0	0
23:00	**1**	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
12H,7-19	**243**	**31.5**	**26.6**	**5.6**	**0**	**2**	**6**	**23**	**67**	**105**	**32**	**7**	**1**	**0**	**0**	**0**
16H,6-22	**297**	**32.9**	**27.3**	**5.7**	**0**	**2**	**6**	**26**	**71**	**129**	**48**	**14**	**1**	**0**	**0**	**0**
18H,6-24	**300**	**32.9**	**27.4**	**5.7**	**0**	**2**	**6**	**26**	**72**	**130**	**48**	**14**	**2**	**0**	**0**	**0**
24H,0-24	**322**	**33.3**	**27.6**	**5.7**	**0**	**2**	**6**	**26**	**73**	**140**	**58**	**15**	**2**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

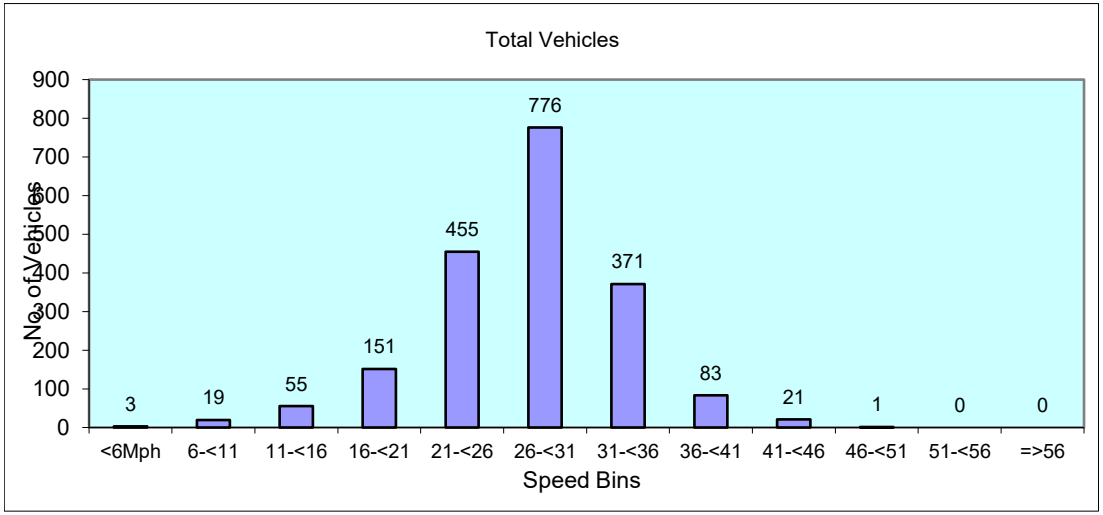
11485			CRICKLADE				Site No: 11485001				Location	The Forty, Cricklade (att to road name sign)					
	JULY 2022						Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 05-Jul-22																	
00:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
02:00	**1**	-	43.5	-	0	0	0	0	0	0	0	0	1	0	0	0
03:00	**2**	-	31	3.5	0	0	0	0	0	1	1	0	0	0	0	0
04:00	**2**	-	36	3.5	0	0	0	0	0	0	1	1	0	0	0	0
05:00	**10**	33.5	29.5	4.2	0	0	0	0	2	4	4	0	0	0	0	0
06:00	**28**	33.9	29.4	4.5	0	0	0	1	4	13	9	1	0	0	0	0
07:00	**39**	34.1	28.9	5.7	0	1	0	1	6	19	9	3	0	0	0	0
08:00	**39**	30.7	26.2	5.3	0	0	2	3	12	16	6	0	0	0	0	0
09:00	**20**	29.2	24.3	5.4	0	0	2	2	8	7	1	0	0	0	0	0
10:00	**19**	29.3	24	5.7	0	0	2	3	6	7	1	0	0	0	0	0
11:00	**17**	33.4	27.6	8.1	0	1	1	0	3	7	4	0	1	0	0	0
12:00	**18**	30.7	27.4	4.6	0	0	0	2	3	10	3	0	0	0	0	0
13:00	**24**	29.7	24.5	6.6	0	1	2	1	10	8	1	1	0	0	0	0
14:00	**18**	30.7	26.1	6.8	1	0	0	1	5	8	3	0	0	0	0	0
15:00	**15**	30.3	25.2	5.7	0	0	1	2	5	5	2	0	0	0	0	0
16:00	**18**	30.5	27.4	3.9	0	0	0	1	4	11	2	0	0	0	0	0
17:00	**21**	33.3	25.9	8.3	0	1	2	3	2	8	3	2	0	0	0	0
18:00	**16**	31.2	26	6.5	0	0	2	1	3	7	3	0	0	0	0	0
19:00	**13**	29.5	25.4	5	0	0	1	1	3	8	0	0	0	0	0	0
20:00	**11**	32.4	24.9	7.9	0	1	0	2	3	2	3	0	0	0	0	0
21:00	**7**	-	24.2	4.7	0	0	0	2	2	3	0	0	0	0	0	0
22:00	**4**	-	29.8	9.5	0	0	0	0	2	1	0	0	1	0	0	0
23:00	**2**	-	36	10.6	0	0	0	0	0	1	0	0	1	0	0	0
12H,7-19	**264**	**31.6**	**26.3**	**6.2**	**1**	**4**	**14**	**20**	**67**	**113**	**38**	**6**	**1**	**0**	**0**	**0**
16H,6-22	**323**	**31.9**	**26.4**	**6.1**	**1**	**5**	**15**	**26**	**79**	**139**	**50**	**7**	**1**	**0**	**0**	**0**
18H,6-24	**329**	**32**	**26.5**	**6.2**	**1**	**5**	**15**	**26**	**81**	**141**	**50**	**7**	**3**	**0**	**0**	**0**
24H,0-24	**345**	**32.5**	**26.8**	**6.2**	**1**	**5**	**15**	**26**	**83**	**146**	**57**	**8**	**4**	**0**	**0**	**0**

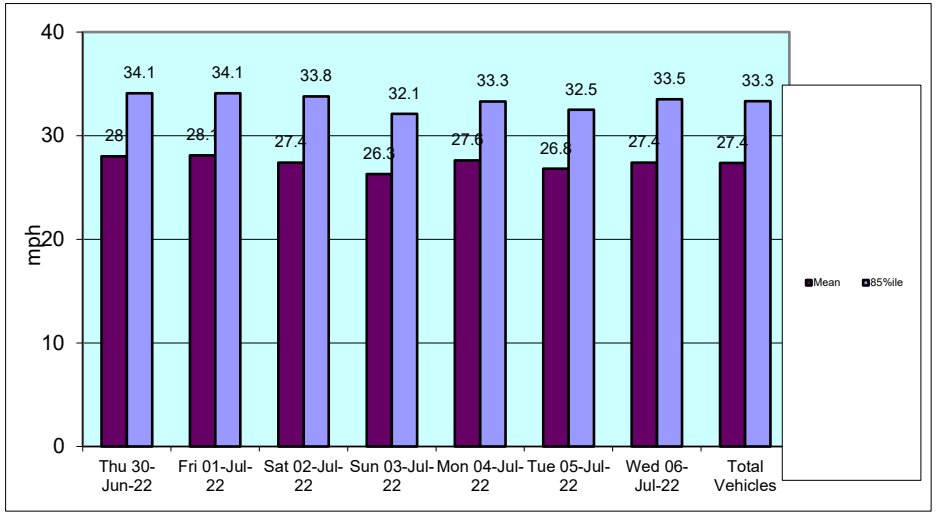
Data produced by
Auto Surveys Ltd

11485			CRICKLADE		Site No: 11485001					Location	The Forty, Cricklade (att to road name sign)					
	JULY 2022				Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 06-Jul-22																
00:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**2**	-	36	3.5	0	0	0	0	0	0	1	1	0	0	0	0
03:00	**2**	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
04:00	**2**	-	33.5	1.8	0	0	0	0	0	0	2	0	0	0	0	0
05:00	**12**	35.3	31.4	6	0	0	0	1	1	2	6	2	0	0	0	0
06:00	**30**	36	29.7	5.5	0	0	0	0	7	15	3	4	1	0	0	0
07:00	**36**	34.2	29.5	5	0	0	1	0	5	17	11	2	0	0	0	0
08:00	**27**	33.5	28.1	5.5	0	0	0	1	10	8	7	0	1	0	0	0
09:00	**15**	30.4	25.8	5.2	0	0	0	3	4	6	2	0	0	0	0	0
10:00	**23**	32.1	26.5	6.3	0	1	0	3	4	10	5	0	0	0	0	0
11:00	**13**	32.9	25.4	7.6	0	0	2	2	2	3	4	0	0	0	0	0
12:00	**23**	31.1	27.6	4.1	0	0	0	1	6	12	4	0	0	0	0	0
13:00	**19**	31.8	26.7	5	0	0	0	2	7	6	4	0	0	0	0	0
14:00	**17**	28.4	24.1	5.4	0	1	0	1	10	4	1	0	0	0	0	0
15:00	**21**	28.4	23.3	5.1	0	0	1	6	8	5	1	0	0	0	0	0
16:00	**16**	30.4	25.7	5.6	0	0	1	2	4	7	2	0	0	0	0	0
17:00	**10**	36	29	6.1	0	0	0	0	4	3	1	2	0	0	0	0
18:00	**13**	32.4	26.2	7.4	0	0	2	0	4	4	2	1	0	0	0	0
19:00	**12**	32.2	27.7	4.9	0	0	0	1	3	5	3	0	0	0	0	0
20:00	**3**	-	27.3	20.1	1	0	0	0	0	0	1	0	1	0	0	0
21:00	**2**	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
22:00	**1**	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
23:00	**1**	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
12H,7-19	**233**	**32.7**	**26.7**	**5.8**	**0**	**2**	**7**	**21**	**68**	**85**	**44**	**5**	**1**	**0**	**0**	**0**
16H,6-22	**280**	**33**	**27.1**	**6**	**1**	**2**	**7**	**22**	**79**	**106**	**51**	**9**	**3**	**0**	**0**	**0**
18H,6-24	**282**	**33**	**27.1**	**6**	**1**	**2**	**7**	**23**	**79**	**106**	**52**	**9**	**3**	**0**	**0**	**0**
24H,0-24	**300**	**33.5**	**27.4**	**6.1**	**1**	**2**	**7**	**24**	**81**	**109**	**61**	**12**	**3**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

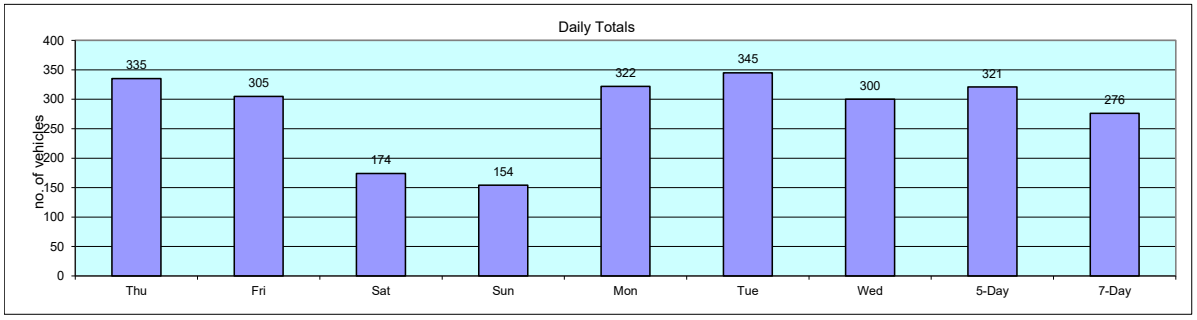
11485		CRICKLADE			Site No: 11485001			Location The Forty, Cricklade (att to road name sign)								
	JULY 2022				Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Daily Totals																
Thu 30-Jun-22	**335**	34.1	28	6.1	1	4	6	20	75	136	69	21	3	0	0	0
Fri 01-Jul-22	**305**	34.1	28.1	6.2	0	2	8	23	62	120	70	14	5	1	0	0
Sat 02-Jul-22	**174**	33.8	27.4	6.4	0	1	6	18	39	66	31	10	3	0	0	0
Sun 03-Jul-22	**154**	32.1	26.3	6.2	0	3	7	14	42	59	25	3	1	0	0	0
Mon 04-Jul-22	**322**	33.3	27.6	5.7	0	2	6	26	73	140	58	15	2	0	0	0
Tue 05-Jul-22	**345**	32.5	26.8	6.2	1	5	15	26	83	146	57	8	4	0	0	0
Wed 06-Jul-22	**300**	33.5	27.4	6.1	1	2	7	24	81	109	61	12	3	0	0	0
Total Vehicles																
[--]	**1935**	33.3	27.4	6.1	3	19	55	151	455	776	371	83	21	1	0	0





Data produced by
Auto Surveys Ltd

11485		CRICKLADE		Site No: 11485001		Location	The Forty, Cricklade (att to road name sign)		
	JULY 2022			Channel: Westbound					
	Thu	Fri	Sat	Sun	Mon	Tue	Wed	5-Day	7-Day
TIME PERIOD	30/06/2022	01/07/2022	02/07/2022	03/07/2022	04/07/2022	05/07/2022	06/07/2022	Av	Av
Week Begin: 30-Jun-22									
00:00	**0**	3	2	1	0	0	0	1	1
01:00	**3**	1	2	1	1	1	0	1	1
02:00	**0**	1	1	1	0	1	2	1	1
03:00	**4**	3	4	1	3	2	2	3	3
04:00	**5**	4	1	0	7	2	2	4	3
05:00	**6**	10	3	1	11	10	12	10	8
06:00	**36**	29	3	1	31	28	30	31	23
07:00	**42**	28	9	1	42	39	36	37	28
08:00	**33**	24	12	8	39	39	27	32	26
09:00	**18**	21	9	8	17	20	15	18	15
10:00	**11**	10	13	10	9	19	23	14	14
11:00	**18**	17	20	13	12	17	13	15	16
12:00	**20**	26	14	14	16	18	23	21	19
13:00	**16**	16	15	21	19	24	19	19	19
14:00	**15**	20	14	7	14	18	17	17	15
15:00	**23**	20	8	11	24	15	21	21	17
16:00	**16**	11	7	10	17	18	16	16	14
17:00	**27**	12	10	7	17	21	10	17	15
18:00	**15**	14	4	20	17	16	13	15	14
19:00	**8**	13	4	7	9	13	12	11	9
20:00	**7**	6	11	10	8	11	3	7	8
21:00	**6**	2	6	1	6	7	2	5	4
22:00	**3**	10	2	0	2	4	1	4	3
23:00	**3**	4	0	0	1	2	1	2	2
12H,7-19	**254**	**219**	**135**	**130**	**243**	**264**	**233**	**243**	**211**
16H,6-22	**311**	**269**	**159**	**149**	**297**	**323**	**280**	**296**	**255**
18H,6-24	**317**	**283**	**161**	**149**	**300**	**329**	**282**	**302**	**260**
24H,0-24	**335**	**305**	**174**	**154**	**322**	**345**	**300**	**321**	**276**
Am	**07:00**	**06:00**	**11:00**	**11:00**	**07:00**	**08:00**	**07:00**		
Peak	**42**	**29**	**20**	**13**	**42**	**39**	**36**		
Pm	**17:00**	**12:00**	**13:00**	**13:00**	**15:00**	**13:00**	**12:00**		
Peak	**27**	**26**	**15**	**21**	**24**	**24**	**23**		



Data produced by
Auto Surveys Ltd

Appendix C – MCC Outputs

SITE:		DATE:
1	AUTO SURVEYS LTD	19/07/2023
LOCATION:		**DAY:**
B4553 HIGH STREET (N) / B4553 HIGH STREET (S) / B4040		WEDNESDAY



JOB TITLE:		JOB NUMBER:
CRICKLADE		12568

SITE:		DATE:
2	AUTO SURVEYS LTD	19/07/2023
LOCATION: B4040 HIGH STREET (N) / CALCUTT STREET / B4040 HIGH STREET (S)		DAY: WEDNESDAY



JOB TITLE:		JOB NUMBER:
CRICKLADE		12568

SITE:		DATE:
3	AUTO SURVEYS LTD	19/07/2023
LOCATION:		**DAY:**
B4553 HIGH STREET (S) / THE FORTY / B4553 HIGH STREET (N)		WEDNESDAY



JOB TITLE:		JOB NUMBER:
CRICKLADE		12568

MANUAL CLASSIFIED COUNTS

JOB REF: 12568

JOB NAME: CRICKLADE

SITE: 1 **DATE:** 19/07/2023

LOCATION: B4553 HIGH STREET (N) / B4553 HIGH STREET (S) / B4040 **DAY:** WEDNESDAY

TIME	A TO A FROM B4553 HIGH STREET (N) TO B4553 HIGH STREET (N)								A TO B FROM B4553 HIGH STREET (N) TO B4553 HIGH STREET (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	1	0	0	1	16	9	3	2	0	0	0	30
07:15	1	0	0	0	0	0	0	1	25	8	5	1	0	1	0	40
07:30	0	0	0	0	1	0	0	1	51	11	3	0	0	0	0	65
07:45	0	0	0	0	0	0	0	0	52	8	3	1	0	0	0	64
H/TOT	1	0	0	0	2	0	0	3	144	36	14	4	0	1	0	199
08:00	0	0	0	0	1	0	0	1	48	10	2	2	0	0	1	63
08:15	0	0	0	0	0	0	0	0	53	8	5	1	0	0	0	67
08:30	0	0	0	0	0	0	0	0	48	14	3	0	0	0	0	65
08:45	0	0	1	0	0	0	0	1	30	4	2	1	0	0	0	37
H/TOT	0	0	1	0	1	0	0	2	179	36	12	4	0	0	1	232
09:00	0	0	0	0	0	0	0	0	27	7	3	1	0	0	0	38
09:15	0	0	0	0	0	0	0	0	32	6	0	0	0	0	0	38
09:30	0	0	0	0	1	0	0	1	21	6	7	3	0	0	1	38
09:45	0	0	0	0	1	0	0	1	17	7	4	1	0	0	1	30
H/TOT	0	0	0	0	2	0	0	2	97	26	14	5	0	0	2	144
10:00	0	1	0	0	0	0	0	1	13	12	2	0	0	0	0	27
10:15	0	0	0	0	0	0	0	0	25	14	5	2	0	0	1	47
10:30	1	0	0	0	1	0	0	2	25	3	6	1	0	0	1	36
10:45	0	0	0	0	1	0	0	1	19	8	2	1	0	0	0	30
H/TOT	1	1	0	0	2	0	0	4	82	37	15	4	0	0	2	140
11:00	0	0	0	0	0	0	0	0	24	6	3	1	0	0	2	36
11:15	1	0	0	0	0	0	0	1	25	7	1	2	0	0	1	36
11:30	0	0	0	0	1	0	0	1	24	7	5	1	0	0	0	37
11:45	0	1	0	0	1	0	0	2	29	8	2	6	0	0	0	45
H/TOT	1	1	0	0	2	0	0	4	102	28	11	10	0	0	3	154
12:00	0	0	0	0	0	0	0	0	21	1	2	0	0	0	3	27
12:15	0	0	0	0	0	0	0	0	26	5	4	2	0	0	6	43
12:30	1	0	0	0	1	0	0	2	22	5	2	0	0	0	1	30
12:45	1	1	0	0	1	0	0	3	22	5	2	3	0	0	4	36
H/TOT	2	1	0	0	2	0	0	5	91	16	10	5	0	0	14	136
13:00	0	0	0	0	0	0	0	0	38	7	3	4	0	1	0	53
13:15	0	0	0	0	0	0	0	0	39	4	6	2	0	0	1	52
13:30	0	0	0	0	1	0	0	1	31	6	2	2	0	0	0	41
13:45	0	0	0	0	0	0	0	0	25	9	1	0	0	1	2	38
H/TOT	0	0	0	0	1	0	0	1	133	26	12	8	0	2	3	184
14:00	0	0	0	0	0	0	0	0	27	8	5	2	0	0	0	42
14:15	0	0	0	0	0	0	0	0	34	10	2	0	0	0	1	47
14:30	0	1	0	0	1	0	0	2	39	9	1	2	0	0	1	52
14:45	0	0	0	0	1	0	0	1	32	6	3	4	0	0	1	46
H/TOT	0	1	0	0	2	0	0	3	132	33	11	8	0	0	3	187
15:00	1	0	0	0	0	0	0	1	45	11	3	3	0	0	2	64
15:15	0	0	0	0	0	0	0	0	29	7	2	0	0	1	0	39
15:30	0	0	0	0	1	0	0	1	51	14	2	1	0	0	1	69
15:45	0	0	0	0	2	0	0	2	33	7	3	3	0	0	0	46
H/TOT	1	0	0	0	3	0	0	4	158	39	10	7	0	1	3	218
16:00	0	0	0	0	0	0	0	0	46	9	10	5	0	0	0	70
16:15	0	0	0	0	0	0	0	0	55	11	5	2	0	2	0	75
16:30	0	0	0	0	0	0	0	0	50	20	5	1	0	0	0	76
16:45	0	0	0	0	0	0	0	0	79	10	1	1	0	1	0	92
H/TOT	0	0	0	0	0	0	0	0	230	50	21	9	0	3	0	313
17:00	0	0	0	0	1	0	0	1	68	11	3	2	0	2	1	87
17:15	0	0	0	0	0	0	0	0	60	15	1	0	0	1	1	78
17:30	0	0	0	0	0	0	0	0	67	13	0	1	0	1	0	82
17:45	0	0	0	0	1	0	0	1	53	10	1	0	0	0	2	66
H/TOT	0	0	0	0	2	0	0	2	248	49	5	3	0	4	4	313
18:00	1	0	0	0	1	0	0	2	43	4	1	0	0	0	0	48
18:15	0	0	0	0	0	0	0	0	54	10	0	1	0	0	1	66
18:30	1	0	0	0	0	0	0	1	35	3	2	1	0	0	0	41
18:45	0	0	0	0	1	0	0	1	33	4	1	2	0	0	1	41
H/TOT	2	0	0	0	2	0	0	4	165	21	4	4	0	0	2	196
P/TOT	8	4	1	0	21	0	0	34	1761	397	139	71	0	11	37	2416

MANUAL CLASSIFIED COUNTS

JOB REF: 12568

JOB NAME: CRICKLADE

SITE: 1 **DATE:** 19/07/2023

LOCATION: B4553 HIGH STREET (N) / B4553 HIGH STREET (S) / B4040 **DAY:** WEDNESDAY

TIME	A TO C FROM B4553 HIGH STREET (N) TO B4040								B TO A FROM B4553 HIGH STREET (S) TO B4553 HIGH STREET (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	30	5	1	1	0	0	0	37	52	20	1	1	0	0	0	74
07:15	24	6	1	0	2	0	0	33	49	17	1	2	0	0	0	69
07:30	31	8	3	1	0	0	0	43	63	12	2	2	1	0	0	80
07:45	30	12	4	2	0	0	0	48	69	11	3	1	0	0	0	84
H/TOT	115	31	9	4	2	0	0	161	233	60	7	6	1	0	0	307
08:00	33	8	3	0	1	0	0	45	64	20	5	2	0	0	0	91
08:15	35	2	3	0	0	0	0	40	74	6	1	0	0	0	2	83
08:30	42	8	3	0	0	0	0	53	47	12	4	1	0	2	0	66
08:45	44	7	3	1	0	0	0	55	39	7	5	1	0	0	1	53
H/TOT	154	25	12	1	1	0	0	193	224	45	15	4	0	2	3	293
09:00	28	9	1	0	1	0	0	39	31	9	6	1	0	0	0	47
09:15	26	12	2	1	1	0	0	42	26	8	0	1	0	0	2	37
09:30	22	8	0	2	0	0	0	32	45	8	4	0	0	0	0	57
09:45	34	5	0	1	0	0	0	40	29	6	0	2	0	1	8	46
H/TOT	110	34	3	4	2	0	0	153	131	31	10	4	0	1	10	187
10:00	29	7	6	0	0	0	0	42	27	6	5	1	0	1	0	40
10:15	28	6	5	0	0	1	0	40	32	10	4	3	0	0	2	51
10:30	35	6	6	0	0	0	0	47	22	6	2	0	0	0	1	31
10:45	28	9	3	0	0	0	0	40	25	8	8	2	0	0	1	44
H/TOT	120	28	20	0	0	1	0	169	106	30	19	6	0	1	4	166
11:00	20	9	6	1	0	0	0	36	24	1	3	2	0	1	0	31
11:15	33	4	4	1	0	0	0	42	29	7	2	1	0	0	0	39
11:30	34	6	3	1	1	0	0	45	26	7	2	0	0	0	2	37
11:45	27	4	5	1	0	0	0	37	24	5	3	1	0	1	0	34
H/TOT	114	23	18	4	1	0	0	160	103	20	10	4	0	2	2	141
12:00	40	4	2	1	0	0	3	50	21	7	5	1	0	0	0	34
12:15	26	8	1	1	0	0	1	37	26	8	2	3	0	0	0	39
12:30	29	11	0	1	0	0	0	41	19	8	4	1	0	0	2	34
12:45	39	8	2	1	0	1	0	51	36	9	3	2	0	0	7	57
H/TOT	134	31	5	4	0	1	4	179	102	32	14	7	0	0	9	164
13:00	45	7	5	0	0	0	0	57	25	11	2	2	0	0	0	40
13:15	29	8	1	1	0	0	1	40	32	7	1	2	0	0	0	42
13:30	37	10	5	1	0	0	0	53	28	4	5	3	0	1	0	41
13:45	43	5	1	0	0	0	0	49	22	5	1	3	0	0	1	32
H/TOT	154	30	12	2	0	0	1	199	107	27	9	10	0	1	1	155
14:00	36	6	4	2	1	1	0	50	38	5	2	2	0	0	0	47
14:15	37	3	1	1	0	0	0	42	32	6	1	0	0	0	3	42
14:30	48	8	3	0	0	0	0	59	32	7	4	0	0	0	0	43
14:45	53	12	2	2	0	0	1	70	31	8	2	0	0	0	0	41
H/TOT	174	29	10	5	1	1	1	221	133	26	9	2	0	0	3	173
15:00	40	7	3	0	0	0	0	50	24	3	3	2	0	1	0	33
15:15	38	7	1	3	1	0	0	50	40	8	1	1	0	0	0	50
15:30	43	6	0	2	0	0	0	51	47	8	3	1	0	0	0	59
15:45	53	7	1	2	0	2	0	65	40	10	1	0	0	0	0	51
H/TOT	174	27	5	7	1	2	0	216	151	29	8	4	0	1	0	193
16:00	63	12	1	3	1	2	0	82	59	8	3	1	0	0	3	74
16:15	69	9	1	1	1	3	0	84	47	6	1	0	0	0	0	54
16:30	64	11	0	2	1	2	0	80	42	10	1	2	0	1	0	56
16:45	72	6	1	0	0	0	0	79	65	9	2	0	0	0	0	76
H/TOT	268	38	3	6	3	7	0	325	213	33	7	3	0	1	3	260
17:00	52	16	4	0	1	0	0	73	65	5	1	0	0	1	1	73
17:15	59	10	1	0	0	1	0	71	62	7	1	2	0	0	2	74
17:30	72	9	1	0	0	1	0	83	47	3	1	0	0	0	1	52
17:45	63	4	2	0	0	2	0	71	48	8	2	2	0	0	2	62
H/TOT	246	39	8	0	1	4	0	298	222	23	5	4	0	1	6	261
18:00	42	7	1	0	0	0	0	50	51	4	0	0	0	1	0	56
18:15	48	8	3	0	0	0	0	59	29	3	1	1	0	1	0	35
18:30	40	8	1	0	0	1	0	50	35	2	2	0	0	1	3	43
18:45	43	8	0	0	0	1	0	52	33	7	0	1	0	0	1	42
H/TOT	173	31	5	0	0	2	0	211	148	16	3	2	0	3	4	176
P/TOT	1936	366	110	37	12	18	6	2485	1873	372	116	56	1	13	45	2476

MANUAL CLASSIFIED COUNTS

JOB REF: 12568

JOB NAME: CRICKLADE

SITE: 1 **DATE:** 19/07/2023

LOCATION: B4553 HIGH STREET (N) / B4553 HIGH STREET (S) / B4040 **DAY:** WEDNESDAY

TIME	B TO B FROM B4553 HIGH STREET (S) TO B4553 HIGH STREET (S)								B TO C FROM B4553 HIGH STREET (S) TO B4040							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	5	1	0	0	0	0	0	6
07:15	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13
07:30	1	0	0	0	0	0	0	1	6	1	0	0	0	0	0	7
07:45	0	0	0	0	0	0	0	0	6	2	1	0	0	0	1	10
H/TOT	2	0	0	0	0	0	0	2	28	6	1	0	0	0	1	36
08:00	1	0	0	0	0	0	0	1	12	6	0	0	0	0	0	18
08:15	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
08:30	0	0	0	0	0	0	0	0	18	1	0	0	0	0	0	19
08:45	0	0	0	0	0	0	0	0	17	1	0	0	0	0	0	18
H/TOT	1	0	0	0	0	0	0	1	57	9	0	0	0	0	0	66
09:00	0	0	0	0	0	0	0	0	9	1	3	0	0	0	1	14
09:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
09:30	0	0	0	0	0	0	0	0	9	4	0	0	0	0	0	13
09:45	0	0	0	0	0	0	0	0	8	5	0	0	0	0	0	13
H/TOT	0	0	0	0	0	0	0	0	30	10	3	0	0	0	1	44
10:00	0	0	0	0	0	0	0	0	6	3	1	0	0	0	0	10
10:15	0	0	0	0	0	0	0	0	7	3	1	0	0	0	0	11
10:30	0	0	1	0	0	0	0	1	4	1	2	0	1	0	1	9
10:45	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
H/TOT	0	0	1	0	0	0	0	1	25	8	4	0	1	0	1	39
11:00	0	0	0	0	0	0	0	0	4	1	0	1	0	0	0	6
11:15	0	0	0	0	0	0	0	0	11	2	1	0	0	0	0	14
11:30	0	0	0	0	0	0	0	0	12	2	1	0	0	0	0	15
11:45	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13
H/TOT	0	0	0	0	0	0	0	0	38	7	2	1	0	0	0	48
12:00	0	0	0	0	0	0	0	0	9	0	1	0	1	0	0	11
12:15	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
12:30	0	0	0	0	0	0	0	0	8	0	2	0	0	0	0	10
12:45	1	0	1	0	0	0	0	2	17	2	1	0	0	0	0	20
H/TOT	1	0	1	0	0	0	0	2	45	3	4	0	1	0	0	53
13:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
13:15	0	0	0	0	0	0	0	0	8	4	1	0	0	0	0	13
13:30	0	0	0	0	0	0	0	0	5	2	0	0	1	0	0	8
13:45	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14
H/TOT	0	0	0	0	0	0	0	0	30	6	1	0	1	0	0	38
14:00	0	0	0	0	0	0	0	0	9	6	0	0	0	0	0	15
14:15	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
14:30	0	0	0	0	0	0	0	0	15	3	1	0	0	0	0	19
14:45	1	0	0	0	0	0	0	1	17	3	0	0	0	0	0	20
H/TOT	1	0	0	0	0	0	0	1	48	13	1	0	0	0	0	62
15:00	0	0	0	0	1	0	0	1	9	0	1	0	0	0	1	11
15:15	0	0	0	0	0	0	0	0	20	4	0	0	0	1	0	25
15:30	0	0	0	0	0	0	0	0	13	3	0	0	0	0	1	17
15:45	0	0	0	0	0	0	0	0	20	1	1	0	1	0	0	23
H/TOT	0	0	0	0	1	0	0	1	62	8	2	0	1	1	2	76
16:00	1	0	0	0	0	0	0	1	15	4	0	0	0	0	0	19
16:15	0	0	0	0	0	0	0	0	15	0	1	0	0	0	0	16
16:30	0	0	0	0	0	0	0	0	10	0	1	0	0	0	0	11
16:45	0	0	0	0	0	0	0	0	20	3	1	0	0	0	0	24
H/TOT	1	0	0	0	0	0	0	1	60	7	3	0	0	0	0	70
17:00	0	0	0	0	0	0	0	0	12	2	2	0	0	0	0	16
17:15	0	0	0	0	0	0	0	0	14	2	0	0	1	1	1	19
17:30	0	0	0	0	0	0	0	0	13	2	0	1	0	0	0	16
17:45	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13
H/TOT	0	0	0	0	0	0	0	0	50	8	2	1	1	1	1	64
18:00	0	0	0	0	0	0	0	0	20	4	0	0	0	1	0	25
18:15	0	0	0	0	0	0	0	0	15	0	0	0	1	0	0	16
18:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
18:45	0	0	0	0	0	0	0	0	9	1	1	0	0	1	1	13
H/TOT	0	0	0	0	0	0	0	0	48	5	1	0	1	2	1	58
P/TOT	6	0	2	0	1	0	0	9	521	90	24	2	6	4	7	654

MANUAL CLASSIFIED COUNTS

JOB REF: 12568

JOB NAME: CRICKLADE

SITE: 1 **DATE:** 19/07/2023

LOCATION: B4553 HIGH STREET (N) / B4553 HIGH STREET (S) / B4040 **DAY:** WEDNESDAY

TIME	C TO A FROM B4040 TO B4553 HIGH STREET (N)								C TO B FROM B4040 TO B4553 HIGH STREET (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	30	10	2	2	0	0	0	44	8	1	0	0	0	0	0	9
07:15	38	8	1	4	0	0	0	51	10	3	0	0	0	0	0	13
07:30	47	12	7	0	2	0	0	68	12	1	0	0	0	0	1	14
07:45	43	7	4	0	0	0	0	54	12	4	1	0	0	0	0	17
H/TOT	158	37	14	6	2	0	0	217	42	9	1	0	0	0	1	53
08:00	70	12	1	0	1	0	0	84	13	0	0	0	0	1	0	14
08:15	61	11	3	1	1	0	0	77	16	3	0	0	0	0	0	19
08:30	57	11	2	3	0	0	1	74	13	1	1	1	0	0	0	16
08:45	50	15	7	1	0	0	1	74	16	0	1	0	0	0	0	17
H/TOT	238	49	13	5	2	0	2	309	58	4	2	1	0	1	0	66
09:00	52	7	2	2	0	1	1	65	18	2	0	0	0	1	0	21
09:15	46	11	3	1	0	0	0	61	4	0	1	0	0	0	0	5
09:30	51	10	1	0	0	1	0	63	5	2	1	0	0	0	0	8
09:45	36	6	3	2	0	0	0	47	10	3	2	0	0	0	0	15
H/TOT	185	34	9	5	0	2	1	236	37	7	4	0	0	1	0	49
10:00	37	6	4	1	0	0	0	48	8	1	0	0	0	0	0	9
10:15	38	7	3	0	0	0	0	48	13	1	1	0	0	0	0	15
10:30	28	6	3	1	1	0	0	39	13	1	1	0	1	0	0	16
10:45	37	9	2	1	0	0	1	50	14	4	3	0	0	0	1	22
H/TOT	140	28	12	3	1	0	1	185	48	7	5	0	1	0	1	62
11:00	30	11	3	3	0	0	1	48	11	2	0	0	0	0	0	13
11:15	27	4	2	0	0	0	0	33	4	2	1	0	0	0	0	7
11:30	23	7	3	0	0	1	0	34	13	0	2	0	0	0	0	15
11:45	40	6	3	1	0	0	0	50	9	1	0	0	0	0	1	11
H/TOT	120	28	11	4	0	1	1	165	37	5	3	0	0	0	1	46
12:00	40	5	3	0	0	1	0	49	8	2	1	0	1	0	0	12
12:15	32	6	2	0	0	0	0	40	13	1	0	0	0	0	0	14
12:30	39	8	0	1	0	0	0	48	11	1	0	0	0	0	0	12
12:45	35	7	5	0	0	0	0	47	4	1	0	0	0	0	0	5
H/TOT	146	26	10	1	0	1	0	184	36	5	1	0	1	0	0	43
13:00	27	7	3	1	0	1	0	39	9	2	1	0	0	0	0	12
13:15	36	11	0	2	0	0	0	49	5	0	0	0	0	0	1	6
13:30	30	9	1	0	0	0	0	40	11	2	1	0	0	1	0	15
13:45	37	3	1	0	0	1	0	42	11	3	0	0	0	0	0	14
H/TOT	130	30	5	3	0	2	0	170	36	7	2	0	0	1	1	47
14:00	38	6	2	0	0	0	0	46	15	1	0	0	0	0	0	16
14:15	42	9	2	0	1	1	0	55	11	2	0	0	0	0	0	13
14:30	38	2	2	1	1	0	0	44	18	2	1	0	0	0	0	21
14:45	40	7	1	0	0	0	0	48	10	1	1	0	0	0	0	12
H/TOT	158	24	7	1	2	1	0	193	54	6	2	0	0	0	0	62
15:00	28	5	1	0	1	1	1	37	10	2	0	0	1	0	0	13
15:15	37	5	3	0	0	0	0	45	15	5	0	0	0	1	0	21
15:30	32	7	4	2	1	0	0	46	9	3	0	0	0	0	0	12
15:45	48	10	2	0	0	1	0	61	7	1	0	0	0	0	0	8
H/TOT	145	27	10	2	2	2	1	189	41	11	0	0	1	1	0	54
16:00	56	10	2	1	0	1	0	70	11	1	1	0	0	0	1	14
16:15	48	13	2	0	0	1	0	64	13	6	1	0	0	0	0	20
16:30	53	9	2	1	1	2	3	71	6	0	1	0	0	0	0	7
16:45	43	7	2	1	0	0	0	53	17	1	0	0	0	0	0	18
H/TOT	200	39	8	3	1	4	3	258	47	8	3	0	0	0	1	59
17:00	57	7	3	2	0	0	3	72	18	5	0	0	0	0	0	23
17:15	49	9	2	0	1	0	0	61	13	1	0	0	0	0	0	14
17:30	48	11	1	1	1	0	0	62	15	2	0	0	0	0	0	17
17:45	39	6	0	0	0	1	0	46	7	2	0	0	0	0	0	9
H/TOT	193	33	6	3	2	1	3	241	53	10	0	0	0	0	0	63
18:00	57	7	3	0	0	3	0	70	14	3	0	0	0	0	0	17
18:15	62	2	0	0	0	1	0	65	19	1	0	0	0	0	1	21
18:30	34	1	0	1	1	0	0	37	16	2	0	0	0	0	0	18
18:45	37	3	0	0	0	0	0	40	9	0	0	0	0	0	0	9
H/TOT	190	13	3	1	1	4	0	212	58	6	0	0	0	0	1	65
P/TOT	2003	368	108	37	13	18	12	2559	547	85	23	1	3	4	6	669

MANUAL CLASSIFIED COUNTS

JOB REF: 12568

JOB NAME: CRICKLADE

SITE: 1 **DATE:** 19/07/2023

LOCATION: B4553 HIGH STREET (N) / B4553 HIGH STREET (S) / B4040 **DAY:** WEDNESDAY

TIME	C TO C FROM B4040 TO B4040							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	1	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
12:00	1	0	0	0	0	0	0	1
12:15	1	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2
13:00	0	0	1	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	1	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	1	0	0	1
H/TOT	0	0	0	0	1	0	0	1
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
P/TOT	7	0	1	0	1	0	0	9

MANUAL CLASSIFIED COUNTS

JOB REF: 12568

JOB NAME: CRICKLADE

SITE: 1 **DATE:** 19/07/2023

LOCATION: B4553 HIGH STREET (N) / B4553 HIGH STREET (S) / B4040 **DAY:** WEDNESDAY

TIME	TO ARM A B4553 HIGH STREET (N)								FROM ARM A B4553 HIGH STREET (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	82	30	3	3	1	0	0	119	46	14	4	3	1	0	0	68
07:15	88	25	2	6	0	0	0	121	50	14	6	1	2	1	0	74
07:30	110	24	9	2	4	0	0	149	82	19	6	1	1	0	0	109
07:45	112	18	7	1	0	0	0	138	82	20	7	3	0	0	0	112
H/TOT	392	97	21	12	5	0	0	527	260	67	23	8	4	1	0	363
08:00	134	32	6	2	2	0	0	176	81	18	5	2	2	0	1	109
08:15	135	17	4	1	1	0	2	160	88	10	8	1	0	0	0	107
08:30	104	23	6	4	0	2	1	140	90	22	6	0	0	0	0	118
08:45	89	22	13	2	0	0	2	128	74	11	6	2	0	0	0	93
H/TOT	462	94	29	9	3	2	5	604	333	61	25	5	2	0	1	427
09:00	83	16	8	3	0	1	1	112	55	16	4	1	1	0	0	77
09:15	72	19	3	2	0	0	2	98	58	18	2	1	1	0	0	80
09:30	96	18	5	0	1	1	0	121	43	14	7	5	1	0	1	71
09:45	65	12	3	4	1	1	8	94	51	12	4	2	1	0	1	71
H/TOT	316	65	19	9	2	3	11	425	207	60	17	9	4	0	2	299
10:00	64	13	9	2	0	1	0	89	42	20	8	0	0	0	0	70
10:15	70	17	7	3	0	0	2	99	53	20	10	2	0	1	1	87
10:30	51	12	5	1	2	0	1	72	61	9	12	1	1	0	1	85
10:45	62	17	10	3	1	0	2	95	47	17	5	1	1	0	0	71
H/TOT	247	59	31	9	3	1	5	355	203	66	35	4	2	1	2	313
11:00	54	12	6	5	0	1	1	79	44	15	9	2	0	0	2	72
11:15	57	11	4	1	0	0	0	73	59	11	5	3	0	0	1	79
11:30	49	14	5	0	1	1	2	72	58	13	8	2	2	0	0	83
11:45	64	12	6	2	1	1	0	86	56	13	7	7	1	0	0	84
H/TOT	224	49	21	8	2	3	3	310	217	52	29	14	3	0	3	318
12:00	61	12	8	1	0	1	0	83	61	5	4	1	0	0	6	77
12:15	58	14	4	3	0	0	0	79	52	13	5	3	0	0	7	80
12:30	59	16	4	2	1	0	2	84	52	16	2	1	1	0	1	73
12:45	72	17	8	2	1	0	7	107	62	14	4	4	1	1	4	90
H/TOT	250	59	24	8	2	1	9	353	227	48	15	9	2	1	18	320
13:00	52	18	5	3	0	1	0	79	83	14	8	4	0	1	0	110
13:15	68	18	1	4	0	0	0	91	68	12	7	3	0	0	2	92
13:30	58	13	6	3	1	1	0	82	68	16	7	3	1	0	0	95
13:45	59	8	2	3	0	1	1	74	68	14	2	0	0	1	2	87
H/TOT	237	57	14	13	1	3	1	326	287	56	24	10	1	2	4	384
14:00	76	11	4	2	0	0	0	93	63	14	9	4	1	1	0	92
14:15	74	15	3	0	1	1	3	97	71	13	3	1	0	0	1	89
14:30	70	10	6	1	2	0	0	89	87	18	4	2	1	0	1	113
14:45	71	15	3	0	1	0	0	90	85	18	5	6	1	0	2	117
H/TOT	291	51	16	3	4	1	3	369	306	63	21	13	3	1	4	411
15:00	53	8	4	2	1	2	1	71	86	18	6	3	0	0	2	115
15:15	77	13	4	1	0	0	0	95	67	14	3	3	1	1	0	89
15:30	79	15	7	3	2	0	0	106	94	20	2	3	1	0	1	121
15:45	88	20	3	0	2	1	0	114	86	14	4	5	2	2	0	113
H/TOT	297	56	18	6	5	3	1	386	333	66	15	14	4	3	3	438
16:00	115	18	5	2	0	1	3	144	109	21	11	8	1	2	0	152
16:15	95	19	3	0	0	1	0	118	124	20	6	3	1	5	0	159
16:30	95	19	3	3	1	3	3	127	114	31	5	3	1	2	0	156
16:45	108	16	4	1	0	0	0	129	151	16	2	1	0	1	0	171
H/TOT	413	72	15	6	1	5	6	518	498	88	24	15	3	10	0	638
17:00	122	12	4	2	1	1	4	146	120	27	7	2	2	2	1	161
17:15	111	16	3	2	1	0	2	135	119	25	2	0	0	2	1	149
17:30	95	14	2	1	1	0	1	114	139	22	1	1	0	2	0	165
17:45	87	14	2	2	1	1	2	109	116	14	3	0	1	2	2	138
H/TOT	415	56	11	7	4	2	9	504	494	88	13	3	3	8	4	613
18:00	109	11	3	0	1	4	0	128	86	11	2	0	1	0	0	100
18:15	91	5	1	1	0	2	0	100	102	18	3	1	0	0	1	125
18:30	70	3	2	1	1	1	3	81	76	11	3	1	0	1	0	92
18:45	70	10	0	1	1	0	1	83	76	12	1	2	1	1	1	94
H/TOT	340	29	6	3	3	7	4	392	340	52	9	4	2	2	2	411
P/TOT	3884	744	225	93	35	31	57	5069	3705	767	250	108	33	29	43	4935

MANUAL CLASSIFIED COUNTS

JOB REF: 12568

JOB NAME: CRICKLADE

SITE: 1 **DATE:** 19/07/2023

LOCATION: B4553 HIGH STREET (N) / B4553 HIGH STREET (S) / B4040 **DAY:** WEDNESDAY

TIME	TO ARM B B4553 HIGH STREET (S)								FROM ARM B B4553 HIGH STREET (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	25	10	3	2	0	0	0	40	58	21	1	1	0	0	0	81
07:15	35	11	5	1	0	1	0	53	60	19	1	2	0	0	0	82
07:30	64	12	3	0	0	0	1	80	70	13	2	2	1	0	0	88
07:45	64	12	4	1	0	0	0	81	75	13	4	1	0	0	1	94
H/TOT	188	45	15	4	0	1	1	254	263	66	8	6	1	0	1	345
08:00	62	10	2	2	0	1	1	78	77	26	5	2	0	0	0	110
08:15	69	11	5	1	0	0	0	86	84	7	1	0	0	0	2	94
08:30	61	15	4	1	0	0	0	81	65	13	4	1	0	2	0	85
08:45	46	4	3	1	0	0	0	54	56	8	5	1	0	0	1	71
H/TOT	238	40	14	5	0	1	1	299	282	54	15	4	0	2	3	360
09:00	45	9	3	1	0	1	0	59	40	10	9	1	0	0	1	61
09:15	36	6	1	0	0	0	0	43	30	8	0	1	0	0	2	41
09:30	26	8	8	3	0	0	1	46	54	12	4	0	0	0	0	70
09:45	27	10	6	1	0	0	1	45	37	11	0	2	0	1	8	59
H/TOT	134	33	18	5	0	1	2	193	161	41	13	4	0	1	11	231
10:00	21	13	2	0	0	0	0	36	33	9	6	1	0	1	0	50
10:15	38	15	6	2	0	0	1	62	39	13	5	3	0	0	2	62
10:30	38	4	8	1	1	0	1	53	26	7	5	0	1	0	2	41
10:45	33	12	5	1	0	0	1	52	33	9	8	2	0	0	1	53
H/TOT	130	44	21	4	1	0	3	203	131	38	24	6	1	1	5	206
11:00	35	8	3	1	0	0	2	49	28	2	3	3	0	1	0	37
11:15	29	9	2	2	0	0	1	43	40	9	3	1	0	0	0	53
11:30	37	7	7	1	0	0	0	52	38	9	3	0	0	0	2	52
11:45	38	9	2	6	0	0	1	56	35	7	3	1	0	1	0	47
H/TOT	139	33	14	10	0	0	4	200	141	27	12	5	0	2	2	189
12:00	29	3	3	0	1	0	3	39	30	7	6	1	1	0	0	45
12:15	39	6	4	2	0	0	6	57	37	9	2	3	0	0	0	51
12:30	33	6	2	0	0	0	1	42	27	8	6	1	0	0	2	44
12:45	27	6	3	3	0	0	4	43	54	11	5	2	0	0	7	79
H/TOT	128	21	12	5	1	0	14	181	148	35	19	7	1	0	9	219
13:00	47	9	4	4	0	1	0	65	28	11	2	2	0	0	0	43
13:15	44	4	6	2	0	0	2	58	40	11	2	2	0	0	0	55
13:30	42	8	3	2	0	1	0	56	33	6	5	3	1	1	0	49
13:45	36	12	1	0	0	1	2	52	36	5	1	3	0	0	1	46
H/TOT	169	33	14	8	0	3	4	231	137	33	10	10	1	1	1	193
14:00	42	9	5	2	0	0	0	58	47	11	2	2	0	0	0	62
14:15	45	12	2	0	0	0	1	60	39	7	1	0	0	0	3	50
14:30	57	11	2	2	0	0	1	73	47	10	5	0	0	0	0	62
14:45	43	7	4	4	0	0	1	59	49	11	2	0	0	0	0	62
H/TOT	187	39	13	8	0	0	3	250	182	39	10	2	0	0	3	236
15:00	55	13	3	3	2	0	2	78	33	3	4	2	1	1	1	45
15:15	44	12	2	0	0	2	0	60	60	12	1	1	0	1	0	75
15:30	60	17	2	1	0	0	1	81	60	11	3	1	0	0	1	76
15:45	40	8	3	3	0	0	0	54	60	11	2	0	1	0	0	74
H/TOT	199	50	10	7	2	2	3	273	213	37	10	4	2	2	2	270
16:00	58	10	11	5	0	0	1	85	75	12	3	1	0	0	3	94
16:15	68	17	6	2	0	2	0	95	62	6	2	0	0	0	0	70
16:30	56	20	6	1	0	0	0	83	52	10	2	2	0	1	0	67
16:45	96	11	1	1	0	1	0	110	85	12	3	0	0	0	0	100
H/TOT	278	58	24	9	0	3	1	373	274	40	10	3	0	1	3	331
17:00	86	16	3	2	0	2	1	110	77	7	3	0	0	1	1	89
17:15	73	16	1	0	0	1	1	92	76	9	1	2	1	1	3	93
17:30	82	15	0	1	0	1	0	99	60	5	1	1	0	0	1	68
17:45	60	12	1	0	0	0	2	75	59	10	2	2	0	0	2	75
H/TOT	301	59	5	3	0	4	4	376	272	31	7	5	1	2	7	325
18:00	57	7	1	0	0	0	0	65	71	8	0	0	0	2	0	81
18:15	73	11	0	1	0	0	2	87	44	3	1	1	1	1	0	51
18:30	51	5	2	1	0	0	0	59	39	2	2	0	0	1	3	47
18:45	42	4	1	2	0	0	1	50	42	8	1	1	0	1	2	55
H/TOT	223	27	4	4	0	0	3	261	196	21	4	2	1	5	5	234
P/TOT	2314	482	164	72	4	15	43	3094	2400	462	142	58	8	17	52	3139

MANUAL CLASSIFIED COUNTS

JOB REF: 12568

JOB NAME: CRICKLADE

SITE: 1 **DATE:** 19/07/2023

LOCATION: B4553 HIGH STREET (N) / B4553 HIGH STREET (S) / B4040 **DAY:** WEDNESDAY

TIME	TO ARM C B4040								FROM ARM C B4040							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	35	6	1	1	0	0	0	43	38	11	2	2	0	0	0	53
07:15	36	8	1	0	2	0	0	47	49	11	1	4	0	0	0	65
07:30	37	9	3	1	0	0	0	50	59	13	7	0	2	0	1	82
07:45	36	14	5	2	0	0	1	58	55	11	5	0	0	0	0	71
H/TOT	144	37	10	4	2	0	1	198	201	46	15	6	2	0	1	271
08:00	45	14	3	0	1	0	0	63	83	12	1	0	1	1	0	98
08:15	45	3	3	0	0	0	0	51	77	14	3	1	1	0	0	96
08:30	60	9	3	0	0	0	0	72	70	12	3	4	0	0	1	90
08:45	61	8	3	1	0	0	0	73	66	15	8	1	0	0	1	91
H/TOT	211	34	12	1	1	0	0	259	296	53	15	6	2	1	2	375
09:00	37	10	4	0	1	0	1	53	70	9	2	2	0	2	1	86
09:15	30	12	2	1	1	0	0	46	50	11	4	1	0	0	0	66
09:30	31	12	0	2	0	0	0	45	56	12	2	0	0	1	0	71
09:45	42	10	0	1	0	0	0	53	46	9	5	2	0	0	0	62
H/TOT	140	44	6	4	2	0	1	197	222	41	13	5	0	3	1	285
10:00	35	10	7	0	0	0	0	52	45	7	4	1	0	0	0	57
10:15	35	9	6	0	0	1	0	51	51	8	4	0	0	0	0	63
10:30	39	7	8	0	1	0	1	56	41	7	4	1	2	0	0	55
10:45	36	10	3	0	0	0	0	49	51	13	5	1	0	0	2	72
H/TOT	145	36	24	0	1	1	1	208	188	35	17	3	2	0	2	247
11:00	24	10	6	2	0	0	0	42	41	13	3	3	0	0	1	61
11:15	44	6	5	1	0	0	0	56	31	6	3	0	0	0	0	40
11:30	47	8	4	1	1	0	0	61	37	7	5	0	0	1	0	50
11:45	38	6	5	1	0	0	0	50	49	7	3	1	0	0	1	61
H/TOT	153	30	20	5	1	0	0	209	158	33	14	4	0	1	2	212
12:00	50	4	3	1	1	0	3	62	49	7	4	0	1	1	0	62
12:15	38	9	1	1	0	0	1	50	46	7	2	0	0	0	0	55
12:30	37	11	2	1	0	0	0	51	50	9	0	1	0	0	0	60
12:45	56	10	3	1	0	1	0	71	39	8	5	0	0	0	0	52
H/TOT	181	34	9	4	1	1	4	234	184	31	11	1	1	1	0	229
13:00	48	7	6	0	0	0	0	61	36	9	5	1	0	1	0	52
13:15	37	12	2	1	0	0	1	53	41	11	0	2	0	0	1	55
13:30	42	12	5	1	1	0	0	61	41	11	2	0	0	1	0	55
13:45	57	5	1	0	0	0	0	63	48	6	1	0	0	1	0	56
H/TOT	184	36	14	2	1	0	1	238	166	37	8	3	0	3	1	218
14:00	45	12	4	2	1	1	0	65	53	7	2	0	0	0	0	62
14:15	44	4	1	1	0	0	0	50	53	11	2	0	1	1	0	68
14:30	64	11	4	0	0	0	0	79	57	4	3	1	1	0	0	66
14:45	70	15	2	2	0	0	1	90	50	8	2	0	0	0	0	60
H/TOT	223	42	11	5	1	1	1	284	213	30	9	1	2	1	0	256
15:00	49	7	4	0	0	0	1	61	38	7	1	0	2	1	1	50
15:15	58	11	1	3	1	1	0	75	52	10	3	0	0	1	0	66
15:30	56	9	0	2	0	0	1	68	41	10	4	2	1	0	0	58
15:45	73	8	2	2	2	2	0	89	55	11	2	0	1	1	0	70
H/TOT	236	35	7	7	3	3	2	293	186	38	10	2	4	3	1	244
16:00	78	16	1	3	1	2	0	101	67	11	3	1	0	1	1	84
16:15	84	9	2	1	1	3	0	100	61	19	3	0	0	1	0	84
16:30	74	11	1	2	1	2	0	91	59	9	3	1	1	2	3	78
16:45	93	9	2	0	0	0	0	104	61	8	2	1	0	0	0	72
H/TOT	329	45	6	6	3	7	0	396	248	47	11	3	1	4	4	318
17:00	64	18	6	0	1	0	0	89	75	12	3	2	0	0	3	95
17:15	73	12	1	0	1	2	1	90	62	10	2	0	1	0	0	75
17:30	85	11	1	1	0	1	0	99	63	13	1	1	1	0	0	79
17:45	74	6	2	0	0	2	0	84	46	8	0	0	0	1	0	55
H/TOT	296	47	10	1	2	5	1	362	246	43	6	3	2	1	3	304
18:00	63	11	1	0	0	1	0	76	72	10	3	0	0	3	0	88
18:15	63	8	3	0	1	0	0	75	81	3	0	0	0	1	1	86
18:30	44	8	1	0	0	1	0	54	50	3	0	1	1	0	0	55
18:45	52	9	1	0	0	2	1	65	46	3	0	0	0	0	0	49
H/TOT	222	36	6	0	1	4	1	270	249	19	3	1	1	4	1	278
P/TOT	2464	456	135	39	19	22	13	3148	2557	453	132	38	17	22	18	3237

MANUAL CLASSIFIED COUNTS

JOB REF: 12568

JOB NAME: CRICKLADE

SITE: 2 **DATE:** 19/07/2023

LOCATION: B4040 HIGH STREET (N) / CALCUTT STREET / B4040 HIGH STREET (S) **DAY:** WEDNESDAY

TIME	A TO A FROM B4040 HIGH STREET (N) TO B4040 HIGH STREET (N)								A TO B FROM B4040 HIGH STREET (N) TO CALCUTT STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4
07:15	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6
07:30	0	0	0	0	0	0	0	0	5	2	0	1	0	0	0	8
07:45	0	0	0	0	0	0	0	0	6	2	0	1	0	0	0	9
H/TOT	0	0	0	0	0	0	0	0	18	6	1	2	0	0	0	27
08:00	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
08:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
08:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
08:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	1	7
H/TOT	0	0	0	0	0	0	0	0	23	1	0	0	0	0	1	25
09:00	1	0	0	0	0	0	0	1	4	1	2	0	0	0	0	7
09:15	0	0	0	0	0	0	0	0	12	3	0	0	0	1	0	16
09:30	0	0	0	0	0	0	0	0	5	1	0	1	0	0	0	7
09:45	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
H/TOT	1	0	0	0	0	0	0	1	24	7	2	1	0	1	0	35
10:00	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3
10:15	0	0	0	0	0	0	0	0	5	2	1	0	0	0	0	8
10:30	0	0	0	0	0	0	0	0	44	0	0	0	0	0	0	44
10:45	1	1	0	0	0	0	0	2	6	3	0	0	0	0	0	9
H/TOT	1	1	0	0	0	0	0	2	56	5	3	0	0	0	0	64
11:00	1	0	0	0	0	0	0	1	4	2	0	0	0	0	0	6
11:15	0	0	0	0	0	0	0	0	6	0	1	0	0	0	0	7
11:30	0	0	0	0	0	0	0	0	11	3	0	0	0	0	0	14
11:45	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13
H/TOT	1	0	0	0	0	0	0	1	32	7	1	0	0	0	0	40
12:00	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
12:15	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	4
12:30	0	0	0	0	0	0	0	0	9	1	1	0	0	0	0	11
12:45	0	0	0	0	0	0	0	0	6	0	2	0	0	0	0	8
H/TOT	0	0	0	0	0	0	0	0	26	1	3	0	0	1	0	31
13:00	0	0	0	0	0	0	0	0	10	1	1	0	0	0	0	12
13:15	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
13:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
13:45	1	0	0	0	0	0	0	1	8	0	0	0	0	0	0	8
H/TOT	1	0	0	0	0	0	0	1	26	3	1	0	0	0	0	30
14:00	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
14:15	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	11
14:30	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14
14:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	27	5	1	0	0	0	0	33
15:00	0	0	0	0	0	0	0	0	5	1	1	0	0	1	0	8
15:15	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	6
15:30	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
15:45	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10
H/TOT	0	0	0	0	0	0	0	0	27	4	2	0	0	1	0	34
16:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
16:15	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
16:30	0	0	0	0	0	0	0	0	6	3	1	0	0	0	0	10
16:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	1	7
H/TOT	0	0	0	0	0	0	0	0	27	5	1	0	0	0	1	34
17:00	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
17:15	0	0	1	0	0	0	0	1	3	1	0	0	0	0	0	4
17:30	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13
17:45	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
H/TOT	0	0	1	0	0	0	0	1	27	5	0	0	0	0	0	32
18:00	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
18:15	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6
18:30	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	11
18:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	26	4	0	0	0	0	0	30
P/TOT	4	1	1	0	0	0	0	6	339	53	15	3	0	3	2	415

MANUAL CLASSIFIED COUNTS

JOB REF: 12568

JOB NAME: CRICKLADE

SITE: 2 **DATE:** 19/07/2023

LOCATION: B4040 HIGH STREET (N) / CALCUTT STREET / B4040 HIGH STREET (S) **DAY:** WEDNESDAY

TIME	A TO C FROM B4040 HIGH STREET (N) TO B4040 HIGH STREET (S)								B TO A FROM CALCUTT STREET TO B4040 HIGH STREET (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	1	1	0	1	0	0	7	1	2	0	0	0	0	0	3
07:15	8	0	0	0	0	0	0	8	5	1	0	0	0	0	0	6
07:30	10	1	0	0	0	0	0	11	6	2	0	0	0	0	0	8
07:45	5	1	1	0	0	0	0	7	4	1	0	0	0	0	0	5
H/TOT	27	3	2	0	1	0	0	33	16	6	0	0	0	0	0	22
08:00	9	0	1	0	0	0	1	11	7	0	0	1	0	0	0	8
08:15	4	1	0	0	0	0	1	6	5	2	0	0	0	0	0	7
08:30	10	1	0	0	0	0	0	11	5	0	1	0	0	0	0	6
08:45	1	1	1	0	0	0	0	3	10	4	0	0	0	0	0	14
H/TOT	24	3	2	0	0	0	2	31	27	6	1	1	0	0	0	35
09:00	10	2	0	0	0	0	1	13	6	2	0	0	0	0	0	8
09:15	9	2	1	0	0	0	0	12	9	0	0	0	0	0	0	9
09:30	15	2	1	0	0	0	1	19	9	1	1	0	0	0	0	11
09:45	7	3	1	0	0	0	1	12	5	2	1	0	0	0	0	8
H/TOT	41	9	3	0	0	0	3	56	29	5	2	0	0	0	0	36
10:00	12	1	0	0	0	0	0	13	8	1	0	0	0	0	0	9
10:15	10	4	1	0	0	0	1	16	11	1	0	0	0	0	0	12
10:30	10	1	1	0	0	0	0	12	7	2	0	0	0	0	0	9
10:45	11	5	1	0	0	0	1	18	8	6	0	0	0	0	0	14
H/TOT	43	11	3	0	0	0	2	59	34	10	0	0	0	0	0	44
11:00	10	2	0	0	0	0	1	13	8	0	1	0	0	0	0	9
11:15	13	1	2	0	0	0	1	17	8	1	0	0	0	0	0	9
11:30	13	1	0	0	0	0	0	14	5	1	0	0	0	0	0	6
11:45	14	0	1	0	0	0	3	18	9	1	1	0	0	0	0	11
H/TOT	50	4	3	0	0	0	5	62	30	3	2	0	0	0	0	35
12:00	16	0	0	0	0	0	0	16	8	2	1	0	0	0	0	11
12:15	13	2	0	0	0	0	6	21	9	1	0	0	0	0	0	10
12:30	8	3	0	0	0	0	1	12	8	1	2	0	0	0	0	11
12:45	20	3	0	0	0	1	3	27	19	1	1	0	0	0	0	21
H/TOT	57	8	0	0	0	1	10	76	44	5	4	0	0	0	0	53
13:00	17	2	1	0	0	0	0	20	12	1	1	0	0	1	0	15
13:15	18	1	0	0	0	0	2	21	8	1	1	0	0	0	0	10
13:30	8	5	0	0	0	0	0	13	5	2	2	0	0	0	0	9
13:45	17	3	1	0	0	0	1	22	11	2	1	0	0	0	0	14
H/TOT	60	11	2	0	0	0	3	76	36	6	5	0	0	1	0	48
14:00	9	3	0	0	0	0	2	14	13	3	2	0	0	0	0	18
14:15	13	2	0	0	0	0	1	16	13	1	0	0	0	0	0	14
14:30	22	2	0	0	0	0	2	26	8	2	0	0	0	0	0	10
14:45	19	2	0	0	0	0	1	22	11	2	0	0	0	0	0	13
H/TOT	63	9	0	0	0	0	6	78	45	8	2	0	0	0	0	55
15:00	15	1	0	0	0	0	2	18	9	1	1	0	0	0	0	11
15:15	7	0	0	0	0	0	1	8	11	1	0	0	0	0	0	12
15:30	12	3	0	0	0	0	1	16	9	4	1	0	0	0	0	14
15:45	16	0	1	0	0	1	1	19	4	2	0	0	0	0	0	6
H/TOT	50	4	1	0	0	1	5	61	33	8	2	0	0	0	0	43
16:00	10	2	0	0	0	1	2	15	14	3	0	0	0	0	0	17
16:15	17	0	1	0	0	1	0	19	6	3	0	0	0	0	0	9
16:30	17	3	0	0	0	0	0	20	9	2	0	0	0	0	0	11
16:45	18	1	0	0	0	0	0	19	10	4	0	0	0	0	0	14
H/TOT	62	6	1	0	0	2	2	73	39	12	0	0	0	0	0	51
17:00	14	5	1	0	0	0	1	21	7	1	1	0	0	0	0	9
17:15	10	4	0	0	0	0	2	16	11	4	2	0	0	0	0	17
17:30	19	3	1	0	0	0	0	23	16	3	1	0	0	0	0	20
17:45	13	0	0	0	0	0	2	15	8	0	0	0	0	0	0	8
H/TOT	56	12	2	0	0	0	5	75	42	8	4	0	0	0	0	54
18:00	18	0	0	0	0	0	0	18	11	1	1	0	0	0	0	13
18:15	17	3	1	0	0	0	3	24	10	2	0	0	0	1	0	13
18:30	14	0	0	0	0	1	0	15	15	1	0	0	0	0	0	16
18:45	13	4	0	0	0	1	1	19	8	2	0	0	0	0	0	10
H/TOT	62	7	1	0	0	2	4	76	44	6	1	0	0	1	0	52
P/TOT	595	87	20	0	1	6	47	756	419	83	23	1	0	2	0	528

MANUAL CLASSIFIED COUNTS

JOB REF: 12568

JOB NAME: CRICKLADE

SITE: 2 **DATE:** 19/07/2023

LOCATION: B4040 HIGH STREET (N) / CALCUTT STREET / B4040 HIGH STREET (S) **DAY:** WEDNESDAY

TIME	B TO B FROM CALCUTT STREET TO CALCUTT STREET								B TO C FROM CALCUTT STREET TO B4040 HIGH STREET (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	1	0	0	0	0	0	1	34	12	2	2	1	0	0	51
07:15	0	0	0	0	0	0	0	0	43	15	6	1	2	1	0	68
07:30	0	0	0	0	0	0	0	0	74	13	7	1	1	0	0	96
07:45	0	0	0	0	0	0	0	0	76	18	4	3	0	0	0	101
H/TOT	0	1	0	0	0	0	0	1	227	58	19	7	4	1	0	316
08:00	0	0	0	0	0	0	0	0	71	19	5	2	2	0	0	99
08:15	0	0	0	0	0	0	0	0	85	8	6	1	0	0	0	100
08:30	0	0	0	0	0	0	0	0	74	25	5	0	0	0	0	104
08:45	0	0	0	0	0	0	0	0	74	13	5	2	0	0	0	94
H/TOT	0	0	0	0	0	0	0	0	304	65	21	5	2	0	0	397
09:00	0	0	0	0	0	0	0	0	49	14	2	2	1	0	0	68
09:15	0	0	0	0	0	0	0	0	44	17	1	0	2	0	0	64
09:30	0	0	0	0	0	0	0	0	35	11	6	5	1	0	0	58
09:45	0	0	0	0	0	0	0	0	41	11	3	2	1	0	0	58
H/TOT	0	0	0	0	0	0	0	0	169	53	12	9	5	0	0	248
10:00	0	0	0	0	0	0	0	0	36	17	7	0	0	0	0	60
10:15	0	0	0	0	0	0	0	0	43	18	10	3	0	1	0	75
10:30	0	0	0	0	0	0	0	0	52	17	7	2	1	0	0	79
10:45	0	0	0	0	0	0	0	0	36	12	5	0	1	0	0	54
H/TOT	0	0	0	0	0	0	0	0	167	64	29	5	2	1	0	268
11:00	0	0	0	0	0	0	0	0	37	12	7	2	0	0	0	58
11:15	0	0	0	0	0	0	0	0	40	12	3	3	0	0	0	58
11:30	0	1	0	0	0	0	0	1	42	12	8	2	2	0	0	66
11:45	0	0	0	0	0	0	0	0	41	14	6	8	1	0	0	70
H/TOT	0	1	0	0	0	0	0	1	160	50	24	15	3	0	0	252
12:00	0	0	0	0	0	0	0	0	50	2	5	0	0	0	0	57
12:15	0	0	1	0	0	0	0	1	38	9	4	4	0	0	1	56
12:30	0	0	0	0	0	0	0	0	44	12	1	0	1	0	0	58
12:45	0	0	0	0	0	0	0	0	43	9	5	4	1	0	0	62
H/TOT	0	0	1	0	0	0	0	1	175	32	15	8	2	0	1	233
13:00	0	0	0	0	0	0	0	0	60	15	7	4	0	1	0	87
13:15	0	0	0	0	0	0	0	0	50	11	6	3	0	0	0	70
13:30	0	0	0	0	0	0	0	0	60	9	6	3	1	0	0	79
13:45	0	0	1	0	0	0	0	1	51	11	2	0	1	2	0	67
H/TOT	0	0	1	0	0	0	0	1	221	46	21	10	2	3	0	303
14:00	0	0	0	0	0	0	0	0	58	10	9	4	1	1	0	83
14:15	0	0	0	0	0	0	0	0	61	10	2	2	0	1	0	76
14:30	0	0	0	0	0	0	0	0	66	13	3	1	1	0	0	84
14:45	0	0	0	0	0	0	0	0	70	16	4	6	1	0	0	97
H/TOT	0	0	0	0	0	0	0	0	255	49	18	13	3	2	0	340
15:00	0	0	0	0	0	0	0	0	69	16	4	4	0	0	0	93
15:15	0	0	0	0	0	0	0	0	55	14	3	3	1	1	0	77
15:30	0	0	0	0	0	0	0	0	92	19	2	4	1	0	1	119
15:45	0	1	0	0	0	0	0	1	68	13	4	5	2	2	0	94
H/TOT	0	1	0	0	0	0	0	1	284	62	13	16	4	3	1	383
16:00	0	0	0	0	0	0	0	0	91	20	11	8	1	1	0	132
16:15	0	0	0	0	0	0	0	0	110	21	5	2	1	4	0	143
16:30	1	0	0	0	0	0	0	1	99	31	5	4	2	0	0	141
16:45	0	0	0	0	0	0	0	0	135	15	2	0	1	1	0	154
H/TOT	1	0	0	0	0	0	0	1	435	87	23	14	5	6	0	570
17:00	0	0	0	0	0	0	0	0	102	22	6	2	1	2	0	135
17:15	0	0	0	0	0	0	0	0	107	22	2	0	0	2	0	133
17:30	1	0	0	0	0	0	0	1	121	20	0	1	0	2	0	144
17:45	0	0	0	0	0	0	0	0	113	13	3	0	1	2	0	132
H/TOT	1	0	0	0	0	0	0	1	443	77	11	3	2	8	0	544
18:00	0	0	0	0	0	0	0	0	77	11	2	0	1	0	0	91
18:15	0	0	0	0	0	0	0	0	79	16	2	1	0	0	1	99
18:30	0	0	0	0	0	0	0	0	60	10	1	3	0	1	0	75
18:45	0	0	0	0	0	0	0	0	68	10	1	2	1	0	0	82
H/TOT	0	0	0	0	0	0	0	0	284	47	6	6	2	1	1	347
P/TOT	2	3	2	0	0	0	0	7	3124	690	212	111	36	25	3	4201

MANUAL CLASSIFIED COUNTS

JOB REF: 12568

JOB NAME: CRICKLADE

SITE: 2 **DATE:** 19/07/2023

LOCATION: B4040 HIGH STREET (N) / CALCUTT STREET / B4040 HIGH STREET (S) **DAY:** WEDNESDAY

TIME	C TO A FROM B4040 HIGH STREET (S) TO B4040 HIGH STREET (N)								C TO B FROM B4040 HIGH STREET (S) TO CALCUTT STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	44	18	1	3	0	0	0	66	43	8	2	0	1	0	0	0
07:15	43	11	0	0	0	0	1	55	48	15	2	6	0	0	0	0
07:30	56	11	3	0	0	0	0	70	57	11	4	1	4	1	0	0
07:45	57	14	1	1	0	0	0	73	59	5	5	1	0	0	0	0
H/TOT	200	54	5	4	0	0	1	264	207	39	13	8	5	1	0	273
08:00	87	16	4	1	0	0	0	108	54	15	3	1	0	0	0	0
08:15	78	6	1	0	0	0	2	87	51	9	2	1	2	0	0	0
08:30	66	10	2	0	0	1	2	81	57	13	3	4	0	1	0	0
08:45	40	10	2	1	0	0	2	55	47	15	8	1	0	0	0	0
H/TOT	271	42	9	2	0	1	6	331	209	52	16	7	2	1	0	287
09:00	41	3	2	0	0	1	0	47	46	11	4	4	0	0	0	0
09:15	41	6	0	0	0	0	1	48	29	11	3	2	1	0	0	0
09:30	54	8	3	0	0	0	2	67	35	10	3	0	1	1	0	0
09:45	44	3	1	0	0	1	8	57	24	6	2	2	1	0	0	0
H/TOT	180	20	6	0	0	2	11	219	134	38	12	8	3	1	0	196
10:00	35	7	2	0	0	1	0	45	31	5	6	4	0	0	0	0
10:15	33	7	1	0	0	0	2	43	38	8	7	3	0	0	0	0
10:30	33	6	1	0	0	0	0	40	19	7	2	1	1	0	0	0
10:45	26	7	6	1	0	0	2	42	33	8	2	2	1	0	0	0
H/TOT	127	27	10	1	0	1	4	170	121	28	17	10	2	0	0	178
11:00	26	2	6	0	0	1	2	37	29	10	2	5	0	0	0	0
11:15	30	6	2	0	0	0	0	38	26	5	3	1	0	0	0	0
11:30	38	6	1	0	0	0	2	47	20	7	4	0	1	1	0	0
11:45	31	3	4	0	0	1	0	39	32	6	3	2	1	0	0	0
H/TOT	125	17	13	0	0	2	4	161	107	28	12	8	2	1	0	158
12:00	37	7	2	0	0	1	0	47	29	7	5	1	0	0	0	0
12:15	33	5	0	1	0	1	0	40	27	8	4	2	0	0	0	0
12:30	27	6	0	0	0	0	0	33	36	8	3	2	1	0	2	0
12:45	41	5	2	1	0	0	5	54	36	12	3	1	1	0	0	0
H/TOT	138	23	4	2	0	2	5	174	128	35	15	6	2	0	2	188
13:00	32	4	4	0	0	0	0	40	17	11	2	3	0	1	0	0
13:15	35	10	0	0	0	0	4	49	32	7	1	4	0	0	0	0
13:30	27	6	3	1	0	0	1	38	30	5	3	2	1	0	0	0
13:45	29	6	0	0	0	0	1	36	27	3	1	4	1	1	0	0
H/TOT	123	26	7	1	0	0	6	163	106	26	7	13	2	2	0	156
14:00	39	5	3	0	0	0	0	47	40	7	0	1	0	0	0	0
14:15	35	6	1	0	0	0	3	45	39	9	3	1	1	1	1	0
14:30	27	6	2	0	0	0	0	35	34	3	4	1	2	0	1	0
14:45	30	6	1	0	0	0	0	37	35	5	2	0	1	0	0	0
H/TOT	131	23	7	0	0	0	3	164	148	24	9	3	4	1	2	191
15:00	24	8	3	0	0	2	2	39	32	3	1	1	1	0	0	0
15:15	33	4	1	2	0	0	0	40	43	9	1	1	0	0	0	0
15:30	37	9	3	0	0	0	1	50	41	5	6	2	2	0	0	0
15:45	33	6	0	0	0	1	0	40	52	15	3	0	2	0	0	0
H/TOT	127	27	7	2	0	3	3	169	168	32	11	4	5	0	0	220
16:00	50	1	1	0	0	0	1	53	58	12	4	2	0	1	1	0
16:15	37	7	3	0	0	0	0	47	58	11	0	0	0	2	0	0
16:30	48	5	1	0	0	1	1	56	45	10	2	3	2	1	0	0
16:45	46	7	1	0	0	0	0	54	56	10	2	1	0	0	0	0
H/TOT	181	20	6	0	0	1	2	210	217	43	8	6	2	4	1	281
17:00	54	3	1	0	0	0	6	64	77	7	2	2	1	1	0	0
17:15	55	7	1	0	0	0	1	64	53	7	2	2	1	0	1	0
17:30	36	2	0	0	0	0	1	39	59	13	2	1	1	0	0	0
17:45	41	9	0	0	0	0	1	51	43	7	2	2	1	1	0	0
H/TOT	186	21	2	0	0	0	9	218	232	34	8	7	4	2	1	288
18:00	67	2	0	0	0	4	0	73	45	7	3	0	1	0	0	0
18:15	41	2	0	0	0	1	0	44	48	3	1	1	0	1	0	0
18:30	36	1	1	1	0	1	4	44	30	2	1	0	1	0	0	0
18:45	32	7	0	0	0	0	1	40	43	3	0	0	1	0	0	0
H/TOT	176	12	1	1	0	6	5	201	166	15	5	1	3	1	0	191
P/TOT	1965	312	77	13	0	18	59	2444	1943	394	133	81	36	14	6	2607

MANUAL CLASSIFIED COUNTS

JOB REF: 12568

JOB NAME: CRICKLADE

SITE: 2 **DATE:** 19/07/2023

LOCATION: B4040 HIGH STREET (N) / CALCUTT STREET / B4040 HIGH STREET (S) **DAY:** WEDNESDAY

TIME	C TO C FROM B4040 HIGH STREET (S) TO B4040 HIGH STREET (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1
08:30	1	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0
10:15	0	1	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0
10:45	0	1	0	0	0	0	0	1
H/TOT	0	2	0	0	0	0	0	2
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	2	0	0	0	0	0	0	2
H/TOT	2	0	0	0	0	0	0	2
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
13:00	1	1	0	0	0	0	0	2
13:15	2	0	0	0	0	0	0	2
13:30	1	0	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0
H/TOT	4	1	0	0	0	0	0	5
14:00	0	0	0	0	0	0	0	0
14:15	2	0	0	0	0	0	0	2
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
16:00	1	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0
17:15	1	1	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	0	0	2
18:00	1	0	0	0	0	0	0	1
18:15	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1
H/TOT	3	0	0	0	0	0	0	3
P/TOT	18	4	0	0	0	0	0	22

MANUAL CLASSIFIED COUNTS

JOB REF: 12568

JOB NAME: CRICKLADE

SITE: 2 **DATE:** 19/07/2023

LOCATION: B4040 HIGH STREET (N) / CALCUTT STREET / B4040 HIGH STREET (S) **DAY:** WEDNESDAY

TIME	TO ARM A B4040 HIGH STREET (N)								FROM ARM A B4040 HIGH STREET (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	45	20	1	3	0	0	0	69	7	1	2	0	1	0	0	11
07:15	48	12	0	0	0	0	1	61	12	2	0	0	0	0	0	14
07:30	62	13	3	0	0	0	0	78	15	3	0	1	0	0	0	19
07:45	61	15	1	1	0	0	0	78	11	3	1	1	0	0	0	16
H/TOT	216	60	5	4	0	0	1	286	45	9	3	2	1	0	0	60
08:00	94	16	4	2	0	0	0	116	17	1	1	0	0	0	1	20
08:15	83	8	1	0	0	0	2	94	8	1	0	0	0	0	1	10
08:30	71	10	3	0	0	1	2	87	15	1	0	0	0	0	0	16
08:45	50	14	2	1	0	0	2	69	7	1	1	0	0	0	1	10
H/TOT	298	48	10	3	0	1	6	366	47	4	2	0	0	0	3	56
09:00	48	5	2	0	0	1	0	56	15	3	2	0	0	0	1	21
09:15	50	6	0	0	0	0	1	57	21	5	1	0	0	1	0	28
09:30	63	9	4	0	0	0	2	78	20	3	1	1	0	0	1	26
09:45	49	5	2	0	0	1	8	65	10	5	1	0	0	0	1	17
H/TOT	210	25	8	0	0	2	11	256	66	16	5	1	0	1	3	92
10:00	43	8	2	0	0	1	0	54	13	1	2	0	0	0	0	16
10:15	44	8	1	0	0	0	2	55	15	6	2	0	0	0	1	24
10:30	40	8	1	0	0	0	0	49	54	1	1	0	0	0	0	56
10:45	35	14	6	1	0	0	2	58	18	9	1	0	0	0	1	29
H/TOT	162	38	10	1	0	1	4	216	100	17	6	0	0	0	2	125
11:00	35	2	7	0	0	1	2	47	15	4	0	0	0	0	1	20
11:15	38	7	2	0	0	0	0	47	19	1	3	0	0	0	1	24
11:30	43	7	1	0	0	0	2	53	24	4	0	0	0	0	0	28
11:45	40	4	5	0	0	1	0	50	25	2	1	0	0	0	3	31
H/TOT	156	20	15	0	0	2	4	197	83	11	4	0	0	0	5	103
12:00	45	9	3	0	0	1	0	58	24	0	0	0	0	0	0	24
12:15	42	6	0	1	0	1	0	50	16	2	0	0	0	1	6	25
12:30	35	7	2	0	0	0	0	44	17	4	1	0	0	0	1	23
12:45	60	6	3	1	0	0	5	75	26	3	2	0	0	1	3	35
H/TOT	182	28	8	2	0	2	5	227	83	9	3	0	0	2	10	107
13:00	44	5	5	0	0	1	0	55	27	3	2	0	0	0	0	32
13:15	43	11	1	0	0	0	4	59	21	3	0	0	0	0	2	26
13:30	32	8	5	1	0	0	1	47	13	5	0	0	0	0	0	18
13:45	41	8	1	0	0	0	1	51	26	3	1	0	0	0	1	31
H/TOT	160	32	12	1	0	1	6	212	87	14	3	0	0	0	3	107
14:00	52	8	5	0	0	0	0	65	10	4	1	0	0	0	2	17
14:15	48	7	1	0	0	0	3	59	22	4	0	0	0	0	1	27
14:30	35	8	2	0	0	0	0	45	34	4	0	0	0	0	2	40
14:45	41	8	1	0	0	0	0	50	24	2	0	0	0	0	1	27
H/TOT	176	31	9	0	0	0	3	219	90	14	1	0	0	0	6	111
15:00	33	9	4	0	0	2	2	50	20	2	1	0	0	1	2	26
15:15	44	5	1	2	0	0	0	52	12	0	1	0	0	0	1	14
15:30	46	13	4	0	0	0	1	64	21	4	0	0	0	0	1	26
15:45	37	8	0	0	0	1	0	46	24	2	1	0	0	1	1	29
H/TOT	160	35	9	2	0	3	3	212	77	8	3	0	0	2	5	95
16:00	64	4	1	0	0	0	1	70	14	3	0	0	0	1	2	20
16:15	43	10	3	0	0	0	0	56	28	1	1	0	0	1	0	31
16:30	57	7	1	0	0	1	1	67	23	6	1	0	0	0	0	30
16:45	56	11	1	0	0	0	0	68	24	1	0	0	0	0	1	26
H/TOT	220	32	6	0	0	1	2	261	89	11	2	0	0	2	3	107
17:00	61	4	2	0	0	0	6	73	23	6	1	0	0	0	1	31
17:15	66	11	4	0	0	0	1	82	13	5	1	0	0	0	2	21
17:30	52	5	1	0	0	0	1	59	31	4	1	0	0	0	0	36
17:45	49	9	0	0	0	0	1	59	16	2	0	0	0	0	2	20
H/TOT	228	29	7	0	0	0	9	273	83	17	3	0	0	0	5	108
18:00	78	3	1	0	0	4	0	86	26	0	0	0	0	0	0	26
18:15	51	4	0	0	0	2	0	57	21	5	1	0	0	0	3	30
18:30	51	2	1	1	0	1	4	60	23	2	0	0	0	1	0	26
18:45	40	9	0	0	0	0	1	50	18	4	0	0	0	1	1	24
H/TOT	220	18	2	1	0	7	5	253	88	11	1	0	0	2	4	106
P/TOT	2388	396	101	14	0	20	59	2978	938	141	36	3	1	9	49	1177

MANUAL CLASSIFIED COUNTS

JOB REF: 12568

JOB NAME: CRICKLADE

SITE: 2 **DATE:** 19/07/2023

LOCATION: B4040 HIGH STREET (N) / CALCUTT STREET / B4040 HIGH STREET (S) **DAY:** WEDNESDAY

TIME	TO ARM B CALCUTT STREET								FROM ARM B CALCUTT STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	46	9	3	0	1	0	0	59	35	15	2	2	1	0	0	55
07:15	52	17	2	6	0	0	0	77	48	16	6	1	2	1	0	74
07:30	62	13	4	2	4	1	0	86	80	15	7	1	1	0	0	104
07:45	65	7	5	2	0	0	0	79	80	19	4	3	0	0	0	106
H/TOT	225	46	14	10	5	1	0	301	243	65	19	7	4	1	0	339
08:00	62	16	3	1	0	0	0	82	78	19	5	3	2	0	0	107
08:15	55	9	2	1	2	0	0	69	90	10	6	1	0	0	0	107
08:30	62	13	3	4	0	1	0	83	79	25	6	0	0	0	0	110
08:45	53	15	8	1	0	0	1	78	84	17	5	2	0	0	0	108
H/TOT	232	53	16	7	2	1	1	312	331	71	22	6	2	0	0	432
09:00	50	12	6	4	0	0	0	72	55	16	2	2	1	0	0	76
09:15	41	14	3	2	1	1	0	62	53	17	1	0	2	0	0	73
09:30	40	11	3	1	1	1	0	57	44	12	7	5	1	0	0	69
09:45	27	8	2	2	1	0	0	40	46	13	4	2	1	0	0	66
H/TOT	158	45	14	9	3	2	0	231	198	58	14	9	5	0	0	284
10:00	32	5	8	4	0	0	0	49	44	18	7	0	0	0	0	69
10:15	43	10	8	3	0	0	0	64	54	19	10	3	0	1	0	87
10:30	63	7	2	1	1	0	0	74	59	19	7	2	1	0	0	88
10:45	39	11	2	2	1	0	0	55	44	18	5	0	1	0	0	68
H/TOT	177	33	20	10	2	0	0	242	201	74	29	5	2	1	0	312
11:00	33	12	2	5	0	0	0	52	45	12	8	2	0	0	0	67
11:15	32	5	4	1	0	0	0	42	48	13	3	3	0	0	0	67
11:30	31	11	4	0	1	1	0	48	47	14	8	2	2	0	0	73
11:45	43	8	3	2	1	0	0	57	50	15	7	8	1	0	0	81
H/TOT	139	36	13	8	2	1	0	199	190	54	26	15	3	0	0	288
12:00	37	7	5	1	0	0	0	50	58	4	6	0	0	0	0	68
12:15	30	8	5	2	0	1	0	46	47	10	5	4	0	0	1	67
12:30	45	9	4	2	1	0	2	63	52	13	3	0	1	0	0	69
12:45	42	12	5	1	1	0	0	61	62	10	6	4	1	0	0	83
H/TOT	154	36	19	6	2	1	2	220	219	37	20	8	2	0	1	287
13:00	27	12	3	3	0	1	0	46	72	16	8	4	0	2	0	102
13:15	35	9	1	4	0	0	0	49	58	12	7	3	0	0	0	80
13:30	35	5	3	2	1	0	0	46	65	11	8	3	1	0	0	88
13:45	35	3	2	4	1	1	0	46	62	13	4	0	1	2	0	82
H/TOT	132	29	9	13	2	2	0	187	257	52	27	10	2	4	0	352
14:00	41	8	1	1	0	0	0	51	71	13	11	4	1	1	0	101
14:15	48	11	3	1	1	1	1	66	74	11	2	2	0	1	0	90
14:30	46	5	4	1	2	0	1	59	74	15	3	1	1	0	0	94
14:45	40	5	2	0	1	0	0	48	81	18	4	6	1	0	0	110
H/TOT	175	29	10	3	4	1	2	224	300	57	20	13	3	2	0	395
15:00	37	4	2	1	1	1	0	46	78	17	5	4	0	0	0	104
15:15	48	9	2	1	0	0	0	60	66	15	3	3	1	1	0	89
15:30	50	6	6	2	2	0	0	66	101	23	3	4	1	0	1	133
15:45	60	18	3	0	2	0	0	83	72	16	4	5	2	2	0	101
H/TOT	195	37	13	4	5	1	0	255	317	71	15	16	4	3	1	427
16:00	62	13	4	2	0	1	1	83	105	23	11	8	1	1	0	149
16:15	69	12	0	0	0	2	0	83	116	24	5	2	1	4	0	152
16:30	52	13	3	3	2	1	0	74	109	33	5	4	2	0	0	153
16:45	62	10	2	1	0	0	1	76	145	19	2	0	1	1	0	168
H/TOT	245	48	9	6	2	4	2	316	475	99	23	14	5	6	0	622
17:00	86	8	2	2	1	1	0	100	109	23	7	2	1	2	0	144
17:15	56	8	2	2	1	0	1	70	118	26	4	0	0	2	0	150
17:30	72	14	2	1	1	0	0	90	138	23	1	1	0	2	0	165
17:45	46	9	2	2	1	1	0	61	121	13	3	0	1	2	0	140
H/TOT	260	39	8	7	4	2	1	321	486	85	15	3	2	8	0	599
18:00	53	7	3	0	1	0	0	64	88	12	3	0	1	0	0	104
18:15	52	5	1	1	0	1	0	60	89	18	2	1	0	1	1	112
18:30	39	4	1	0	1	0	0	45	75	11	1	3	0	1	0	91
18:45	48	3	0	0	1	0	0	52	76	12	1	2	1	0	0	92
H/TOT	192	19	5	1	3	1	0	221	328	53	7	6	2	2	1	399
P/TOT	2284	450	150	84	36	17	8	3029	3545	776	237	112	36	27	3	4736

MANUAL CLASSIFIED COUNTS

JOB REF: 12568

JOB NAME: CRICKLADE

SITE: 2 **DATE:** 19/07/2023

LOCATION: B4040 HIGH STREET (N) / CALCUTT STREET / B4040 HIGH STREET (S) **DAY:** WEDNESDAY

TIME	TO ARM C B4040 HIGH STREET (S)								FROM ARM C B4040 HIGH STREET (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	38	13	3	2	2	0	0	58	87	26	3	3	1	0	0	120
07:15	51	15	6	1	2	1	0	76	91	26	2	6	0	0	1	126
07:30	84	14	7	1	1	0	0	107	113	22	7	1	4	1	0	148
07:45	82	19	5	3	0	0	0	109	117	19	6	2	0	0	0	144
H/TOT	255	61	21	7	5	1	0	350	408	93	18	12	5	1	1	538
08:00	80	19	6	2	2	0	1	110	141	31	7	2	0	0	0	181
08:15	90	9	6	1	0	0	1	107	130	15	3	1	2	0	2	153
08:30	85	26	5	0	0	0	0	116	124	23	5	4	0	2	2	160
08:45	75	14	6	2	0	0	0	97	87	25	10	2	0	0	2	126
H/TOT	330	68	23	5	2	0	2	430	482	94	25	9	2	2	6	620
09:00	59	16	2	2	1	0	1	81	87	14	6	4	0	1	0	112
09:15	54	19	2	0	2	0	0	77	71	17	3	2	1	0	1	95
09:30	50	13	7	5	1	0	1	77	89	18	6	0	1	1	2	117
09:45	48	14	4	2	1	0	1	70	68	9	3	2	1	1	8	92
H/TOT	211	62	15	9	5	0	3	305	315	58	18	8	3	3	11	416
10:00	48	18	7	0	0	0	0	73	66	12	8	4	0	1	0	91
10:15	53	23	11	3	0	1	1	92	71	16	8	3	0	0	2	100
10:30	62	18	8	2	1	0	0	91	52	13	3	1	1	0	0	70
10:45	47	18	6	0	1	0	1	73	59	16	8	3	1	0	2	89
H/TOT	210	77	32	5	2	1	2	329	248	57	27	11	2	1	4	350
11:00	47	14	7	2	0	0	1	71	55	12	8	5	0	1	2	83
11:15	53	13	5	3	0	0	1	75	56	11	5	1	0	0	0	73
11:30	55	13	8	2	2	0	0	80	58	13	5	0	1	1	2	80
11:45	57	14	7	8	1	0	3	90	65	9	7	2	1	1	0	85
H/TOT	212	54	27	15	3	0	5	316	234	45	25	8	2	3	4	321
12:00	66	2	5	0	0	0	0	73	66	14	7	1	0	1	0	89
12:15	51	11	4	4	0	0	7	77	60	13	4	3	0	1	0	81
12:30	52	15	1	0	1	0	1	70	63	14	3	2	1	0	2	85
12:45	63	12	5	4	1	1	3	89	77	17	5	2	1	0	5	107
H/TOT	232	40	15	8	2	1	11	309	266	58	19	8	2	2	7	362
13:00	78	18	8	4	0	1	0	109	50	16	6	3	0	1	0	76
13:15	70	12	6	3	0	0	2	93	69	17	1	4	0	0	4	95
13:30	69	14	6	3	1	0	0	93	58	11	6	3	1	0	1	80
13:45	68	14	3	0	1	2	1	89	56	9	1	4	1	1	1	73
H/TOT	285	58	23	10	2	3	3	384	233	53	14	14	2	2	6	324
14:00	67	13	9	4	1	1	2	97	79	12	3	1	0	0	0	95
14:15	76	12	2	2	0	1	1	94	76	15	4	1	1	1	4	102
14:30	88	15	3	1	1	0	2	110	61	9	6	1	2	0	1	80
14:45	89	18	4	6	1	0	1	119	65	11	3	0	1	0	0	80
H/TOT	320	58	18	13	3	2	6	420	281	47	16	3	4	1	5	357
15:00	84	17	4	4	0	0	2	111	56	11	4	1	1	2	2	77
15:15	62	14	3	3	1	1	1	85	76	13	2	3	0	0	0	94
15:30	104	22	2	4	1	0	2	135	78	14	9	2	2	0	1	106
15:45	84	13	5	5	2	3	1	113	85	21	3	0	2	1	0	112
H/TOT	334	66	14	16	4	4	6	444	295	59	18	6	5	3	3	389
16:00	102	22	11	8	1	2	2	148	109	13	5	2	0	1	2	132
16:15	127	21	6	2	1	5	0	162	95	18	3	0	0	2	0	118
16:30	116	34	5	4	2	0	0	161	93	15	3	3	2	2	1	119
16:45	154	16	2	0	1	1	0	174	103	17	3	1	0	0	0	124
H/TOT	499	93	24	14	5	8	2	645	400	63	14	6	2	5	3	493
17:00	116	27	7	2	1	2	1	156	131	10	3	2	1	1	6	154
17:15	118	27	2	0	0	2	2	151	109	15	3	2	1	0	2	132
17:30	140	23	1	1	0	2	0	167	95	15	2	1	1	0	1	115
17:45	126	13	3	0	1	2	2	147	84	16	2	2	1	1	1	107
H/TOT	500	90	13	3	2	8	5	621	419	56	10	7	4	2	10	508
18:00	96	11	2	0	1	0	0	110	113	9	3	0	1	4	0	130
18:15	97	19	3	1	0	0	4	124	90	5	1	1	0	2	0	99
18:30	74	10	1	3	0	2	0	90	66	3	2	1	1	1	4	78
18:45	82	14	1	2	1	1	1	102	76	10	0	0	1	0	1	88
H/TOT	349	54	7	6	2	3	5	426	345	27	6	2	3	7	5	395
P/TOT	3737	781	232	111	37	31	50	4979	3926	710	210	94	36	32	65	5073

MANUAL CLASSIFIED COUNTS

JOB REF: 12568

JOB NAME: CRICKLADE

SITE: 3 **DATE:** 19/07/2023

LOCATION: B4553 HIGH STREET (S) / THE FORTY / B4553 HIGH STREET (N) **DAY:** WEDNESDAY

TIME	A TO B FROM B4553 HIGH STREET (S) TO THE FORTY								A TO C FROM B4553 HIGH STREET (S) TO B4553 HIGH STREET (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	55	21	1	1	0	0	0	78
07:15	0	0	0	0	0	0	0	0	56	19	1	2	0	0	0	78
07:30	0	0	0	0	0	0	0	0	67	13	2	2	1	0	0	85
07:45	0	1	0	0	0	0	0	1	67	14	4	1	0	0	1	87
H/TOT	0	1	0	0	0	0	0	1	245	67	8	6	1	0	1	328
08:00	1	1	0	0	0	0	0	2	74	20	3	2	0	0	0	99
08:15	0	1	0	0	0	0	0	1	75	6	1	0	0	0	2	84
08:30	0	0	0	0	0	0	0	0	59	11	2	1	0	2	0	75
08:45	0	0	0	0	0	0	0	0	54	7	5	1	0	0	1	68
H/TOT	1	2	0	0	0	0	0	3	262	44	11	4	0	2	3	326
09:00	0	0	0	0	0	0	0	0	37	8	9	0	0	0	1	55
09:15	0	0	0	0	0	0	0	0	28	8	1	1	0	0	2	40
09:30	0	0	0	0	0	0	0	0	43	7	3	0	0	0	0	53
09:45	0	1	0	0	0	0	0	1	31	9	0	2	0	1	8	51
H/TOT	0	1	0	0	0	0	0	1	139	32	13	3	0	1	11	199
10:00	1	1	0	0	0	0	0	2	29	9	5	1	0	1	0	45
10:15	0	0	0	0	0	0	0	0	38	13	4	3	0	0	2	60
10:30	0	0	0	0	0	0	0	0	25	7	4	0	1	0	2	39
10:45	1	1	0	0	0	0	0	2	30	9	7	2	0	0	1	49
H/TOT	2	2	0	0	0	0	0	4	122	38	20	6	1	1	5	193
11:00	2	0	0	0	0	0	0	2	20	1	3	3	0	1	2	30
11:15	0	0	0	0	0	0	0	0	39	8	3	1	0	0	0	51
11:30	1	0	0	0	0	0	0	1	35	6	3	0	0	0	2	46
11:45	1	0	0	0	0	0	0	1	30	4	3	1	0	1	1	40
H/TOT	4	0	0	0	0	0	0	4	124	19	12	5	0	2	5	167
12:00	0	0	0	0	0	0	0	0	27	7	4	2	1	0	0	41
12:15	0	0	0	0	0	0	0	0	31	7	2	2	0	0	0	42
12:30	0	0	0	0	0	0	0	0	25	6	6	1	0	0	0	38
12:45	1	1	0	0	0	0	0	2	45	11	5	2	0	0	8	71
H/TOT	1	1	0	0	0	0	0	2	128	31	17	7	1	0	8	192
13:00	0	0	0	0	0	0	0	0	24	5	1	2	0	0	0	32
13:15	1	0	0	0	0	0	0	1	39	10	2	2	0	0	0	53
13:30	0	0	0	0	0	0	0	0	31	4	5	3	1	1	0	45
13:45	0	0	0	0	0	0	0	0	32	5	0	3	0	0	1	41
H/TOT	1	0	0	0	0	0	0	1	126	24	8	10	1	1	1	171
14:00	0	1	0	0	0	0	0	1	40	6	1	2	0	0	0	49
14:15	0	0	0	0	0	0	0	0	38	6	1	0	0	0	3	48
14:30	0	0	0	0	0	0	0	0	43	9	5	0	0	0	1	58
14:45	0	0	0	0	0	0	0	0	45	10	2	0	0	0	0	57
H/TOT	0	1	0	0	0	0	0	1	166	31	9	2	0	0	4	212
15:00	0	0	0	0	0	0	0	0	20	2	4	2	1	1	1	31
15:15	0	0	0	0	0	0	0	0	54	10	1	1	0	1	0	67
15:30	2	1	0	0	0	0	0	3	53	10	3	1	0	0	0	67
15:45	1	0	0	0	0	0	0	1	52	8	2	0	1	0	0	63
H/TOT	3	1	0	0	0	0	0	4	179	30	10	4	2	2	1	228
16:00	1	0	0	0	0	0	0	1	64	10	2	1	0	0	2	79
16:15	1	0	0	0	0	0	0	1	57	5	2	0	0	0	0	64
16:30	0	0	0	0	0	0	0	0	41	7	2	2	0	1	0	53
16:45	2	0	0	0	0	0	0	2	77	9	3	0	0	0	0	89
H/TOT	4	0	0	0	0	0	0	4	239	31	9	3	0	1	2	285
17:00	1	0	0	0	0	0	0	1	66	6	3	0	0	0	1	76
17:15	0	0	0	0	0	0	0	0	69	8	0	2	1	1	2	83
17:30	0	0	0	0	0	1	0	1	52	4	1	1	0	0	1	59
17:45	1	0	0	0	0	0	0	1	57	12	2	2	0	0	2	75
H/TOT	2	0	0	0	0	1	0	3	244	30	6	5	1	1	6	293
18:00	0	0	0	0	0	0	0	0	61	4	0	0	0	2	0	67
18:15	0	0	0	0	0	0	0	0	42	2	1	1	1	1	0	48
18:30	0	0	0	0	0	0	0	0	35	2	2	0	0	1	1	41
18:45	1	0	0	0	0	0	0	1	38	8	1	1	0	1	2	51
H/TOT	1	0	0	0	0	0	0	1	176	16	4	2	1	5	3	207
P/TOT	19	9	0	0	0	1	0	29	2150	393	127	57	8	16	50	2801

MANUAL CLASSIFIED COUNTS

JOB REF: 12568

JOB NAME: CRICKLADE

SITE: 3 **DATE:** 19/07/2023

LOCATION: B4553 HIGH STREET (S) / THE FORTY / B4553 HIGH STREET (N) **DAY:** WEDNESDAY

TIME	B TO A FROM THE FORTY TO B4553 HIGH STREET (S)								B TO C FROM THE FORTY TO B4553 HIGH STREET (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
07:45	1	1	0	0	0	0	0	2	5	1	0	0	0	0	0	6
H/TOT	2	1	0	0	0	0	0	3	9	1	0	0	0	0	0	10
08:00	0	0	0	0	0	0	0	0	6	3	2	0	0	0	0	11
08:15	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8
08:30	0	0	0	0	0	0	0	0	2	3	2	0	0	0	0	7
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	15	8	4	0	0	0	0	27
09:00	1	0	0	0	0	0	0	1	3	2	0	1	0	0	0	6
09:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0	8	5	0	0	0	0	0	13
09:45	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7
H/TOT	1	0	0	0	0	0	0	1	18	9	0	1	0	0	0	28
10:00	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5
10:15	2	1	0	0	0	0	0	3	1	0	1	0	0	0	0	2
10:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4
H/TOT	2	1	0	0	0	0	0	3	8	0	4	0	0	0	0	12
11:00	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
11:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
11:30	1	0	0	0	0	0	1	2	2	3	0	0	0	0	0	5
11:45	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	7
H/TOT	1	0	0	0	0	0	1	2	15	8	0	0	0	0	0	23
12:00	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	5
12:15	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
12:30	0	0	0	0	0	0	0	0	3	2	0	0	0	0	2	7
12:45	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
H/TOT	0	0	0	0	0	0	0	0	16	5	2	0	0	0	2	25
13:00	0	0	0	0	0	0	0	0	5	5	1	0	0	0	0	11
13:15	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6
13:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
13:45	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	14	9	2	0	0	0	0	25
14:00	0	0	0	0	0	0	0	0	8	4	1	0	0	0	0	13
14:15	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	2
14:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
14:45	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
H/TOT	0	0	0	0	0	0	1	1	16	7	1	0	0	0	0	24
15:00	1	0	0	0	0	0	0	1	12	1	0	0	0	0	0	13
15:15	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8
15:30	0	0	0	0	0	0	1	1	10	1	0	0	0	0	1	12
15:45	1	0	0	0	0	1	0	2	5	3	0	0	0	0	0	8
H/TOT	2	0	0	0	0	1	1	4	33	7	0	0	0	0	1	41
16:00	2	0	0	0	0	0	0	2	11	2	1	0	0	0	0	14
16:15	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6
16:30	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13
16:45	0	0	0	0	0	0	0	0	8	3	0	0	0	0	0	11
H/TOT	2	0	0	0	0	0	0	2	34	9	1	0	0	0	0	44
17:00	1	0	0	0	0	0	0	1	13	1	0	0	0	0	1	15
17:15	0	0	0	0	0	0	0	0	6	1	1	0	0	0	1	9
17:30	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
17:45	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	4
H/TOT	1	0	0	0	0	0	1	2	30	3	1	0	0	0	2	36
18:00	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10
18:15	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	2
18:30	1	0	0	0	0	0	0	1	4	0	0	0	0	0	1	5
18:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
H/TOT	1	0	0	0	0	0	1	2	16	3	0	0	0	0	1	20
P/TOT	12	2	0	0	0	1	5	20	224	69	15	1	0	0	6	315

MANUAL CLASSIFIED COUNTS

JOB REF: 12568

JOB NAME: CRICKLADE

SITE: 3 **DATE:** 19/07/2023

LOCATION: B4553 HIGH STREET (S) / THE FORTY / B4553 HIGH STREET (N) **DAY:** WEDNESDAY

TIME	C TO A FROM B4553 HIGH STREET (N) TO B4553 HIGH STREET (S)								C TO B FROM B4553 HIGH STREET (N) TO THE FORTY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	20	8	3	3	0	0	0	34	3	2	0	0	0	0	0	5
07:15	26	9	5	0	0	0	0	40	10	1	0	0	0	1	0	12
07:30	57	11	2	1	0	0	1	72	6	2	1	0	0	0	0	9
07:45	50	7	4	1	0	0	0	62	11	4	0	0	0	0	0	15
H/TOT	153	35	14	5	0	0	1	208	30	9	1	0	0	1	0	41
08:00	60	7	2	2	0	1	1	73	2	4	0	0	0	0	0	6
08:15	57	11	4	1	0	0	0	73	7	0	1	0	0	0	0	8
08:30	53	13	4	0	0	0	0	70	8	2	0	1	0	0	0	11
08:45	45	4	3	1	0	0	0	53	4	0	0	0	0	0	0	4
H/TOT	215	35	13	4	0	1	1	269	21	6	1	1	0	0	0	29
09:00	40	9	3	1	0	1	0	54	6	0	0	0	0	0	0	6
09:15	35	4	0	0	0	0	0	39	2	2	1	0	0	0	0	5
09:30	26	6	7	3	0	0	1	43	0	2	1	0	0	0	0	3
09:45	26	9	5	1	0	0	1	42	1	1	1	0	0	0	0	3
H/TOT	127	28	15	5	0	1	2	178	9	5	3	0	0	0	0	17
10:00	21	11	2	0	0	0	0	34	0	1	0	0	0	0	0	1
10:15	36	10	6	1	0	0	0	53	3	6	0	0	0	0	0	9
10:30	36	5	8	2	1	0	1	53	0	1	0	0	0	0	0	1
10:45	31	7	5	1	0	0	2	46	4	3	0	0	0	0	0	7
H/TOT	124	33	21	4	1	0	3	186	7	11	0	0	0	0	0	18
11:00	35	7	3	1	0	0	2	48	1	1	0	0	0	0	0	2
11:15	28	7	2	2	0	0	1	40	1	2	0	0	0	0	0	3
11:30	33	4	6	1	0	0	0	44	4	3	1	0	0	0	0	8
11:45	36	9	2	6	0	0	0	53	2	0	0	0	0	0	1	3
H/TOT	132	27	13	10	0	0	3	185	8	6	1	0	0	0	1	16
12:00	25	2	3	0	1	0	3	34	3	1	0	0	0	0	0	4
12:15	35	4	4	2	0	0	6	51	4	2	0	0	0	0	0	6
12:30	29	5	2	0	0	0	1	37	4	1	0	0	0	0	0	5
12:45	23	3	3	3	0	0	3	35	3	3	0	0	0	0	0	6
H/TOT	112	14	12	5	1	0	13	157	14	7	0	0	0	0	0	21
13:00	43	7	3	4	0	1	0	58	5	2	1	0	0	0	0	8
13:15	43	3	6	1	0	1	0	54	3	2	0	0	0	0	1	6
13:30	37	5	3	3	0	0	0	48	4	2	0	0	0	0	0	6
13:45	34	10	1	0	0	2	0	47	3	2	0	0	0	0	1	6
H/TOT	157	25	13	8	0	4	0	207	15	8	1	0	0	0	2	26
14:00	37	5	5	2	0	0	0	49	2	4	0	0	0	0	0	6
14:15	43	11	2	0	0	0	1	57	1	1	0	0	0	0	0	2
14:30	54	8	2	2	0	0	1	67	2	2	0	0	0	0	0	4
14:45	40	4	4	4	0	0	1	53	4	6	0	0	0	0	0	10
H/TOT	174	28	13	8	0	0	3	226	9	13	0	0	0	0	0	22
15:00	51	8	3	3	2	0	0	67	7	2	0	0	0	0	0	9
15:15	38	11	1	0	0	2	0	52	3	1	1	0	0	0	0	5
15:30	56	13	2	1	0	0	0	72	3	4	0	0	0	0	0	7
15:45	38	6	3	3	0	0	0	50	4	2	0	0	0	0	0	6
H/TOT	183	38	9	7	2	2	0	241	17	9	1	0	0	0	0	27
16:00	58	8	9	5	0	0	1	81	0	2	2	0	0	0	0	4
16:15	63	17	5	2	0	2	0	89	3	1	1	0	0	0	0	5
16:30	49	17	6	1	0	0	0	73	7	2	0	0	0	0	0	9
16:45	91	11	1	1	0	1	0	105	4	1	0	0	0	0	0	5
H/TOT	261	53	21	9	0	3	1	348	14	6	3	0	0	0	0	23
17:00	84	15	3	2	0	2	0	106	3	0	0	0	0	0	0	3
17:15	69	15	1	0	0	1	1	87	4	1	0	0	0	0	0	5
17:30	79	14	0	1	0	1	0	95	3	1	0	0	0	0	0	4
17:45	57	12	1	0	0	0	2	72	4	0	0	0	0	0	0	4
H/TOT	289	56	5	3	0	4	3	360	14	2	0	0	0	0	0	16
18:00	53	7	1	0	0	0	0	61	2	0	0	0	0	0	0	2
18:15	70	12	0	1	0	0	3	86	4	0	0	0	0	0	0	4
18:30	47	4	2	1	0	0	0	54	4	0	0	0	0	0	0	4
18:45	39	4	1	2	0	0	0	46	2	0	0	0	0	0	0	2
H/TOT	209	27	4	4	0	0	3	247	12	0	0	0	0	0	0	12
P/TOT	2136	399	153	72	4	15	33	2812	170	82	11	1	0	1	3	268

MANUAL CLASSIFIED COUNTS

JOB REF: 12568

JOB NAME: CRICKLADE

SITE: 3 **DATE:** 19/07/2023

LOCATION: B4553 HIGH STREET (S) / THE FORTY / B4553 HIGH STREET (N) **DAY:** WEDNESDAY

TIME	TO ARM A B4553 HIGH STREET (S)								FROM ARM A B4553 HIGH STREET (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	20	8	3	3	0	0	0	34	55	21	1	1	0	0	0	78
07:15	26	9	5	0	0	0	0	40	56	19	1	2	0	0	0	78
07:30	58	11	2	1	0	0	1	73	67	13	2	2	1	0	0	85
07:45	51	8	4	1	0	0	0	64	67	15	4	1	0	0	1	88
H/TOT	155	36	14	5	0	0	1	211	245	68	8	6	1	0	1	329
08:00	60	7	2	2	0	1	1	73	75	21	3	2	0	0	0	101
08:15	57	11	4	1	0	0	0	73	75	7	1	0	0	0	2	85
08:30	53	13	4	0	0	0	0	70	59	11	2	1	0	2	0	75
08:45	45	4	3	1	0	0	0	53	54	7	5	1	0	0	1	68
H/TOT	215	35	13	4	0	1	1	269	263	46	11	4	0	2	3	329
09:00	41	9	3	1	0	1	0	55	37	8	9	0	0	0	1	55
09:15	35	4	0	0	0	0	0	39	28	8	1	1	0	0	2	40
09:30	26	6	7	3	0	0	1	43	43	7	3	0	0	0	0	53
09:45	26	9	5	1	0	0	1	42	31	10	0	2	0	1	8	52
H/TOT	128	28	15	5	0	1	2	179	139	33	13	3	0	1	11	200
10:00	21	11	2	0	0	0	0	34	30	10	5	1	0	1	0	47
10:15	38	11	6	1	0	0	0	56	38	13	4	3	0	0	2	60
10:30	36	5	8	2	1	0	1	53	25	7	4	0	1	0	2	39
10:45	31	7	5	1	0	0	2	46	31	10	7	2	0	0	1	51
H/TOT	126	34	21	4	1	0	3	189	124	40	20	6	1	1	5	197
11:00	35	7	3	1	0	0	2	48	22	1	3	3	0	1	2	32
11:15	28	7	2	2	0	0	1	40	39	8	3	1	0	0	0	51
11:30	34	4	6	1	0	0	1	46	36	6	3	0	0	0	2	47
11:45	36	9	2	6	0	0	0	53	31	4	3	1	0	1	1	41
H/TOT	133	27	13	10	0	0	4	187	128	19	12	5	0	2	5	171
12:00	25	2	3	0	1	0	3	34	27	7	4	2	1	0	0	41
12:15	35	4	4	2	0	0	6	51	31	7	2	2	0	0	0	42
12:30	29	5	2	0	0	0	1	37	25	6	6	1	0	0	0	38
12:45	23	3	3	3	0	0	3	35	46	12	5	2	0	0	8	73
H/TOT	112	14	12	5	1	0	13	157	129	32	17	7	1	0	8	194
13:00	43	7	3	4	0	1	0	58	24	5	1	2	0	0	0	32
13:15	43	3	6	1	0	1	0	54	40	10	2	2	0	0	0	54
13:30	37	5	3	3	0	0	0	48	31	4	5	3	1	1	0	45
13:45	34	10	1	0	0	2	0	47	32	5	0	3	0	0	1	41
H/TOT	157	25	13	8	0	4	0	207	127	24	8	10	1	1	1	172
14:00	37	5	5	2	0	0	0	49	40	7	1	2	0	0	0	50
14:15	43	11	2	0	0	0	2	58	38	6	1	0	0	0	3	48
14:30	54	8	2	2	0	0	1	67	43	9	5	0	0	0	1	58
14:45	40	4	4	4	0	0	1	53	45	10	2	0	0	0	0	57
H/TOT	174	28	13	8	0	0	4	227	166	32	9	2	0	0	4	213
15:00	52	8	3	3	2	0	0	68	20	2	4	2	1	1	1	31
15:15	38	11	1	0	0	2	0	52	54	10	1	1	0	1	0	67
15:30	56	13	2	1	0	0	1	73	55	11	3	1	0	0	0	70
15:45	39	6	3	3	0	1	0	52	53	8	2	0	1	0	0	64
H/TOT	185	38	9	7	2	3	1	245	182	31	10	4	2	2	1	232
16:00	60	8	9	5	0	0	1	83	65	10	2	1	0	0	2	80
16:15	63	17	5	2	0	2	0	89	58	5	2	0	0	0	0	65
16:30	49	17	6	1	0	0	0	73	41	7	2	2	0	1	0	53
16:45	91	11	1	1	0	1	0	105	79	9	3	0	0	0	0	91
H/TOT	263	53	21	9	0	3	1	350	243	31	9	3	0	1	2	289
17:00	85	15	3	2	0	2	0	107	67	6	3	0	0	0	1	77
17:15	69	15	1	0	0	1	1	87	69	8	0	2	1	1	2	83
17:30	79	14	0	1	0	1	0	95	52	4	1	1	0	1	1	60
17:45	57	12	1	0	0	0	3	73	58	12	2	2	0	0	2	76
H/TOT	290	56	5	3	0	4	4	362	246	30	6	5	1	2	6	296
18:00	53	7	1	0	0	0	0	61	61	4	0	0	0	2	0	67
18:15	70	12	0	1	0	0	4	87	42	2	1	1	1	1	0	48
18:30	48	4	2	1	0	0	0	55	35	2	2	0	0	1	1	41
18:45	39	4	1	2	0	0	0	46	39	8	1	1	0	1	2	52
H/TOT	210	27	4	4	0	0	4	249	177	16	4	2	1	5	3	208
P/TOT	2148	401	153	72	4	16	38	2832	2169	402	127	57	8	17	50	2830

MANUAL CLASSIFIED COUNTS

JOB REF: 12568

JOB NAME: CRICKLADE

SITE: 3 **DATE:** 19/07/2023

LOCATION: B4553 HIGH STREET (S) / THE FORTY / B4553 HIGH STREET (N) **DAY:** WEDNESDAY

TIME	TO ARM B THE FORTY								FROM ARM B THE FORTY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0
07:15	10	1	0	0	0	1	0	12	1	0	0	0	0	0	0	1
07:30	6	2	1	0	0	0	0	9	4	0	0	0	0	0	0	4
07:45	11	5	0	0	0	0	0	16	6	2	0	0	0	0	0	8
H/TOT	30	10	1	0	0	1	0	42	11	2	0	0	0	0	0	13
08:00	3	5	0	0	0	0	0	8	6	3	2	0	0	0	0	11
08:15	7	1	1	0	0	0	0	9	6	2	0	0	0	0	0	8
08:30	8	2	0	1	0	0	0	11	2	3	2	0	0	0	0	7
08:45	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
H/TOT	22	8	1	1	0	0	0	32	15	8	4	0	0	0	0	27
09:00	6	0	0	0	0	0	0	6	4	2	0	1	0	0	0	7
09:15	2	2	1	0	0	0	0	5	2	0	0	0	0	0	0	2
09:30	0	2	1	0	0	0	0	3	8	5	0	0	0	0	0	13
09:45	1	2	1	0	0	0	0	4	5	2	0	0	0	0	0	7
H/TOT	9	6	3	0	0	0	0	18	19	9	0	1	0	0	0	29
10:00	1	2	0	0	0	0	0	3	4	0	1	0	0	0	0	5
10:15	3	6	0	0	0	0	0	9	3	1	1	0	0	0	0	5
10:30	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	1
10:45	5	4	0	0	0	0	0	9	3	0	1	0	0	0	0	4
H/TOT	9	13	0	0	0	0	0	22	10	1	4	0	0	0	0	15
11:00	3	1	0	0	0	0	0	4	8	1	0	0	0	0	0	9
11:15	1	2	0	0	0	0	0	3	1	1	0	0	0	0	0	2
11:30	5	3	1	0	0	0	0	9	3	3	0	0	0	0	1	7
11:45	3	0	0	0	0	0	1	4	4	3	0	0	0	0	0	7
H/TOT	12	6	1	0	0	0	1	20	16	8	0	0	0	0	1	25
12:00	3	1	0	0	0	0	0	4	3	0	2	0	0	0	0	5
12:15	4	2	0	0	0	0	0	6	3	2	0	0	0	0	0	5
12:30	4	1	0	0	0	0	0	5	3	2	0	0	0	0	2	7
12:45	4	4	0	0	0	0	0	8	7	1	0	0	0	0	0	8
H/TOT	15	8	0	0	0	0	0	23	16	5	2	0	0	0	2	25
13:00	5	2	1	0	0	0	0	8	5	5	1	0	0	0	0	11
13:15	4	2	0	0	0	0	1	7	4	2	0	0	0	0	0	6
13:30	4	2	0	0	0	0	0	6	2	1	0	0	0	0	0	3
13:45	3	2	0	0	0	0	1	6	3	1	1	0	0	0	0	5
H/TOT	16	8	1	0	0	0	2	27	14	9	2	0	0	0	0	25
14:00	2	5	0	0	0	0	0	7	8	4	1	0	0	0	0	13
14:15	1	1	0	0	0	0	0	2	1	1	0	0	0	0	1	3
14:30	2	2	0	0	0	0	0	4	5	0	0	0	0	0	0	5
14:45	4	6	0	0	0	0	0	10	2	2	0	0	0	0	0	4
H/TOT	9	14	0	0	0	0	0	23	16	7	1	0	0	0	1	25
15:00	7	2	0	0	0	0	0	9	13	1	0	0	0	0	0	14
15:15	3	1	1	0	0	0	0	5	6	2	0	0	0	0	0	8
15:30	5	5	0	0	0	0	0	10	10	1	0	0	0	0	2	13
15:45	5	2	0	0	0	0	0	7	6	3	0	0	0	1	0	10
H/TOT	20	10	1	0	0	0	0	31	35	7	0	0	0	1	2	45
16:00	1	2	2	0	0	0	0	5	13	2	1	0	0	0	0	16
16:15	4	1	1	0	0	0	0	6	4	2	0	0	0	0	0	6
16:30	7	2	0	0	0	0	0	9	11	2	0	0	0	0	0	13
16:45	6	1	0	0	0	0	0	7	8	3	0	0	0	0	0	11
H/TOT	18	6	3	0	0	0	0	27	36	9	1	0	0	0	0	46
17:00	4	0	0	0	0	0	0	4	14	1	0	0	0	0	1	16
17:15	4	1	0	0	0	0	0	5	6	1	1	0	0	0	1	9
17:30	3	1	0	0	0	1	0	5	7	1	0	0	0	0	0	8
17:45	5	0	0	0	0	0	0	5	4	0	0	0	0	0	1	5
H/TOT	16	2	0	0	0	1	0	19	31	3	1	0	0	0	3	38
18:00	2	0	0	0	0	0	0	2	8	2	0	0	0	0	0	10
18:15	4	0	0	0	0	0	0	4	1	1	0	0	0	0	1	3
18:30	4	0	0	0	0	0	0	4	5	0	0	0	0	0	1	6
18:45	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
H/TOT	13	0	0	0	0	0	0	13	17	3	0	0	0	0	2	22
P/TOT	189	91	11	1	0	2	3	297	236	71	15	1	0	1	11	335

MANUAL CLASSIFIED COUNTS

JOB REF: 12568

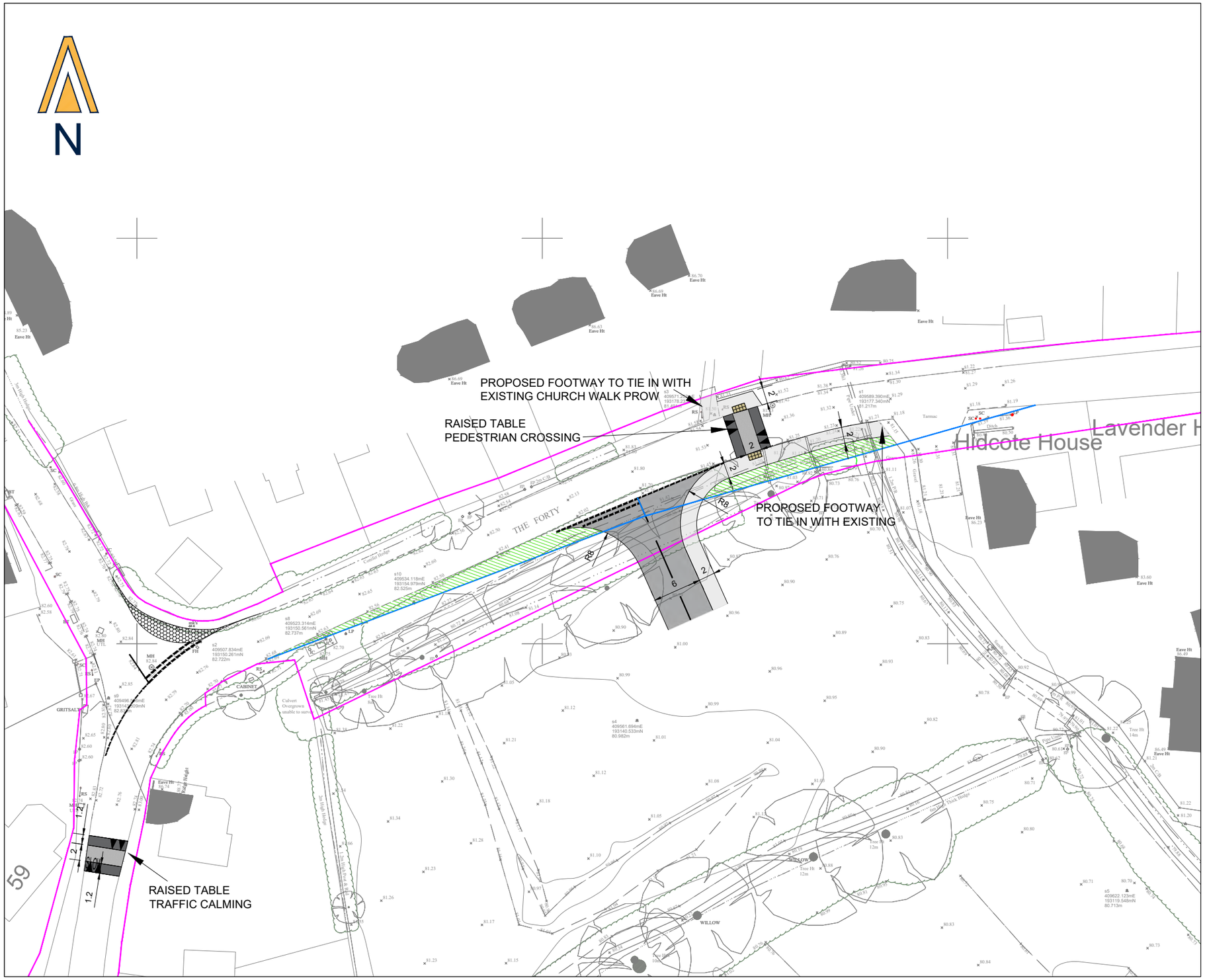
JOB NAME: CRICKLADE

SITE: 3 **DATE:** 19/07/2023

LOCATION: B4553 HIGH STREET (S) / THE FORTY / B4553 HIGH STREET (N) **DAY:** WEDNESDAY

TIME	TO ARM C B4553 HIGH STREET (N)								FROM ARM C B4553 HIGH STREET (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	55	21	1	1	0	0	0	78	23	10	3	3	0	0	0	39
07:15	57	19	1	2	0	0	0	79	36	10	5	0	0	1	0	52
07:30	70	13	2	2	1	0	0	88	63	13	3	1	0	0	1	81
07:45	72	15	4	1	0	0	1	93	61	11	4	1	0	0	0	77
H/TOT	254	68	8	6	1	0	1	338	183	44	15	5	0	1	1	249
08:00	80	23	5	2	0	0	0	110	62	11	2	2	0	1	1	79
08:15	81	8	1	0	0	0	2	92	64	11	5	1	0	0	0	81
08:30	61	14	4	1	0	2	0	82	61	15	4	1	0	0	0	81
08:45	55	7	5	1	0	0	1	69	49	4	3	1	0	0	0	57
H/TOT	277	52	15	4	0	2	3	353	236	41	14	5	0	1	1	298
09:00	40	10	9	1	0	0	1	61	46	9	3	1	0	1	0	60
09:15	30	8	1	1	0	0	2	42	37	6	1	0	0	0	0	44
09:30	51	12	3	0	0	0	0	66	26	8	8	3	0	0	1	46
09:45	36	11	0	2	0	1	8	58	27	10	6	1	0	0	1	45
H/TOT	157	41	13	4	0	1	11	227	136	33	18	5	0	1	2	195
10:00	33	9	6	1	0	1	0	50	21	12	2	0	0	0	0	35
10:15	39	13	5	3	0	0	2	62	39	16	6	1	0	0	0	62
10:30	25	7	5	0	1	0	2	40	36	6	8	2	1	0	1	54
10:45	33	9	8	2	0	0	1	53	35	10	5	1	0	0	2	53
H/TOT	130	38	24	6	1	1	5	205	131	44	21	4	1	0	3	204
11:00	28	2	3	3	0	1	2	39	36	8	3	1	0	0	2	50
11:15	40	9	3	1	0	0	0	53	29	9	2	2	0	0	1	43
11:30	37	9	3	0	0	0	2	51	37	7	7	1	0	0	0	52
11:45	34	7	3	1	0	1	1	47	38	9	2	6	0	0	1	56
H/TOT	139	27	12	5	0	2	5	190	140	33	14	10	0	0	4	201
12:00	30	7	6	2	1	0	0	46	28	3	3	0	1	0	3	38
12:15	34	9	2	2	0	0	0	47	39	6	4	2	0	0	6	57
12:30	28	8	6	1	0	0	2	45	33	6	2	0	0	0	1	42
12:45	52	12	5	2	0	0	8	79	26	6	3	3	0	0	3	41
H/TOT	144	36	19	7	1	0	10	217	126	21	12	5	1	0	13	178
13:00	29	10	2	2	0	0	0	43	48	9	4	4	0	1	0	66
13:15	43	12	2	2	0	0	0	59	46	5	6	1	0	1	1	60
13:30	33	5	5	3	1	1	0	48	41	7	3	3	0	0	0	54
13:45	35	6	1	3	0	0	1	46	37	12	1	0	0	2	1	53
H/TOT	140	33	10	10	1	1	1	196	172	33	14	8	0	4	2	233
14:00	48	10	2	2	0	0	0	62	39	9	5	2	0	0	0	55
14:15	39	7	1	0	0	0	3	50	44	12	2	0	0	0	1	59
14:30	48	9	5	0	0	0	1	63	56	10	2	2	0	0	1	71
14:45	47	12	2	0	0	0	0	61	44	10	4	4	0	0	1	63
H/TOT	182	38	10	2	0	0	4	236	183	41	13	8	0	0	3	248
15:00	32	3	4	2	1	1	1	44	58	10	3	3	2	0	0	76
15:15	60	12	1	1	0	1	0	75	41	12	2	0	0	2	0	57
15:30	63	11	3	1	0	0	1	79	59	17	2	1	0	0	0	79
15:45	57	11	2	0	1	0	0	71	42	8	3	3	0	0	0	56
H/TOT	212	37	10	4	2	2	2	269	200	47	10	7	2	2	0	268
16:00	75	12	3	1	0	0	2	93	58	10	11	5	0	0	1	85
16:15	61	7	2	0	0	0	0	70	66	18	6	2	0	2	0	94
16:30	52	9	2	2	0	1	0	66	56	19	6	1	0	0	0	82
16:45	85	12	3	0	0	0	0	100	95	12	1	1	0	1	0	110
H/TOT	273	40	10	3	0	1	2	329	275	59	24	9	0	3	1	371
17:00	79	7	3	0	0	0	2	91	87	15	3	2	0	2	0	109
17:15	75	9	1	2	1	1	3	92	73	16	1	0	0	1	1	92
17:30	59	5	1	1	0	0	1	67	82	15	0	1	0	1	0	99
17:45	61	12	2	2	0	0	2	79	61	12	1	0	0	0	2	76
H/TOT	274	33	7	5	1	1	8	329	303	58	5	3	0	4	3	376
18:00	69	6	0	0	0	2	0	77	55	7	1	0	0	0	0	63
18:15	43	3	1	1	1	1	0	50	74	12	0	1	0	0	3	90
18:30	39	2	2	0	0	1	2	46	51	4	2	1	0	0	0	58
18:45	41	8	1	1	0	1	2	54	41	4	1	2	0	0	0	48
H/TOT	192	19	4	2	1	5	4	227	221	27	4	4	0	0	3	259
P/TOT	2374	462	142	58	8	16	56	3116	2306	481	164	73	4	16	36	3080

Appendix D – Proposed Residential Access



NOTES

1. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
2. EVOKE TRANSPORT PLANNING CONSULTANTS LIMITED ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF THIRD PARTY INFORMATION - THIS MUST BE TREATED AS INDICATIVE ONLY.

KEY

- Proposed Carriageway
- Proposed Footway
- Proposed Tactile Paving
- 2.4m x 50m Visibility Splay
- Vegetation to be Regularly Maintained by Wiltshire Council
- Extent of Public Highway
- Overrun Area

Rev	Amendment	Drn	App	Date
B	UPDATED FOLLOWING CLIENT FEEDBACK	TW	DF	03.11.23
A	UPDATED FOLLOWING CLIENT FEEDBACK	BW	DF	10.08.23
-	FIRST ISSUE	RH	DF	22.06.23

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Evoke Transport Consultants Limited
R+ Building
2 Blagrave Street
Reading, RG1 1AZ

Telephone: 01183 800 182
E: info@evoketransport.co.uk
W: www.evoketransport.co.uk

Project Name: THE FORTY CRICKLADE

Drawing Title: SITE ACCESS GENERAL ARRANGEMENT

Client: HANNICK HOMES

Drawn by	Approved by	Date
TW	DF	03.11.23

Scale	Job No
1:500 @ A3	R-21-0181

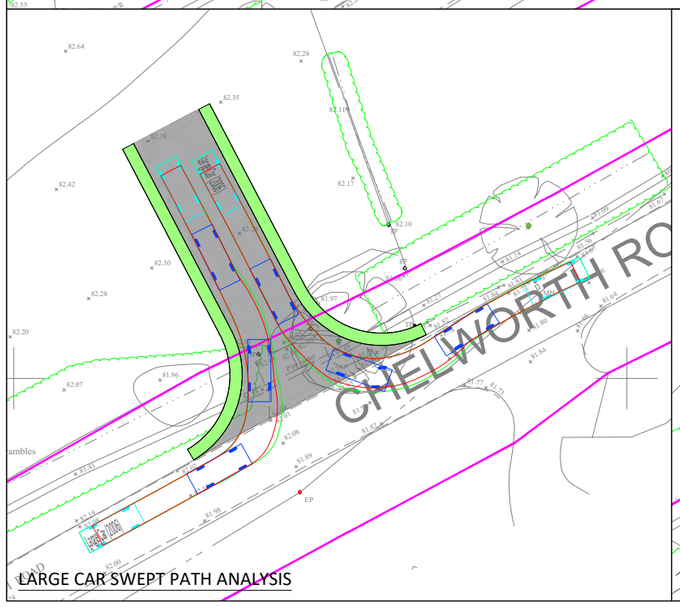
Drawing No	Rev
R-21-0181-GA-001	B

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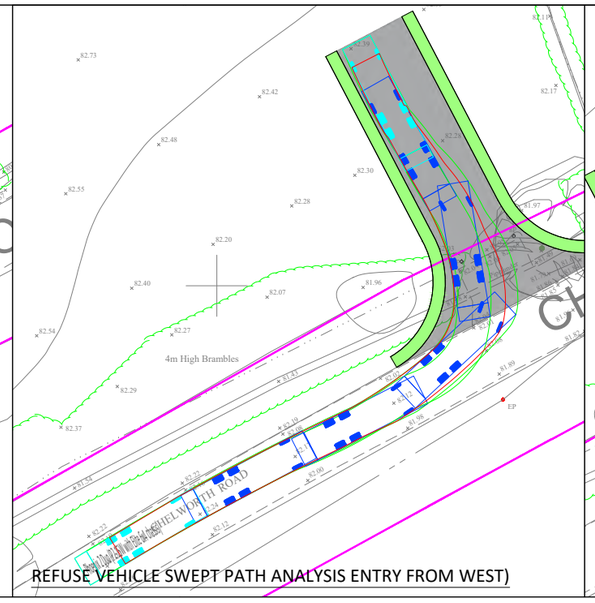
Appendix E – Proposed Cemetery Access



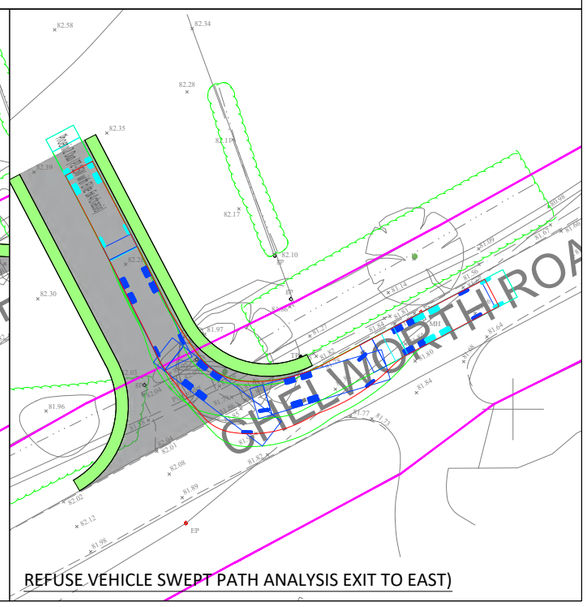
GENERAL ARRANGEMENT AND JUNCTION VISIBILITY



LARGE CAR SWEPT PATH ANALYSIS



REFUSE VEHICLE SWEPT PATH ANALYSIS ENTRY FROM WEST)



REFUSE VEHICLE SWEPT PATH ANALYSIS EXIT TO EAST)

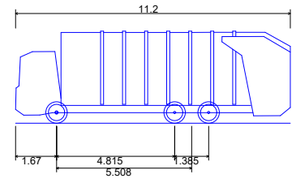
NOTES

1. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
2. EVOKE TRANSPORT PLANNING CONSULTANTS LIMITED ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF THIRD PARTY INFORMATION - THIS MUST BE TREATED AS INDICATIVE ONLY.

KEY

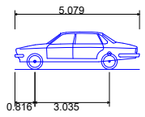
- Proposed Carriageway
- Proposed Verge
- 2.4m x 50m Visibility Splay
- Extent of Public Highway

LARGE REFUSE VEHICLE PROFILE



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

LARGE CAR VEHICLE PROFILE



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

Rev	Amendment	Drn	App	Date
A	UPDATED FOLLOWING CLIENT FEEDBACK	TW	DF	03.11.23
-	FIRST ISSUE	BW	DF	10.08.23

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Evoke Transport Consultants Limited
R+ Building
2 Blagrave Street
Reading, RG1 1AZ

Telephone: 01183 800 182
E: info@evoketransport.co.uk
W: www.evoketransport.co.uk

Project Name: THE FORTY CRICKLADE

Drawing Title: CEMETERY SITE ACCESS GENERAL ARRANGEMENT

Client: HANNICK HOMES

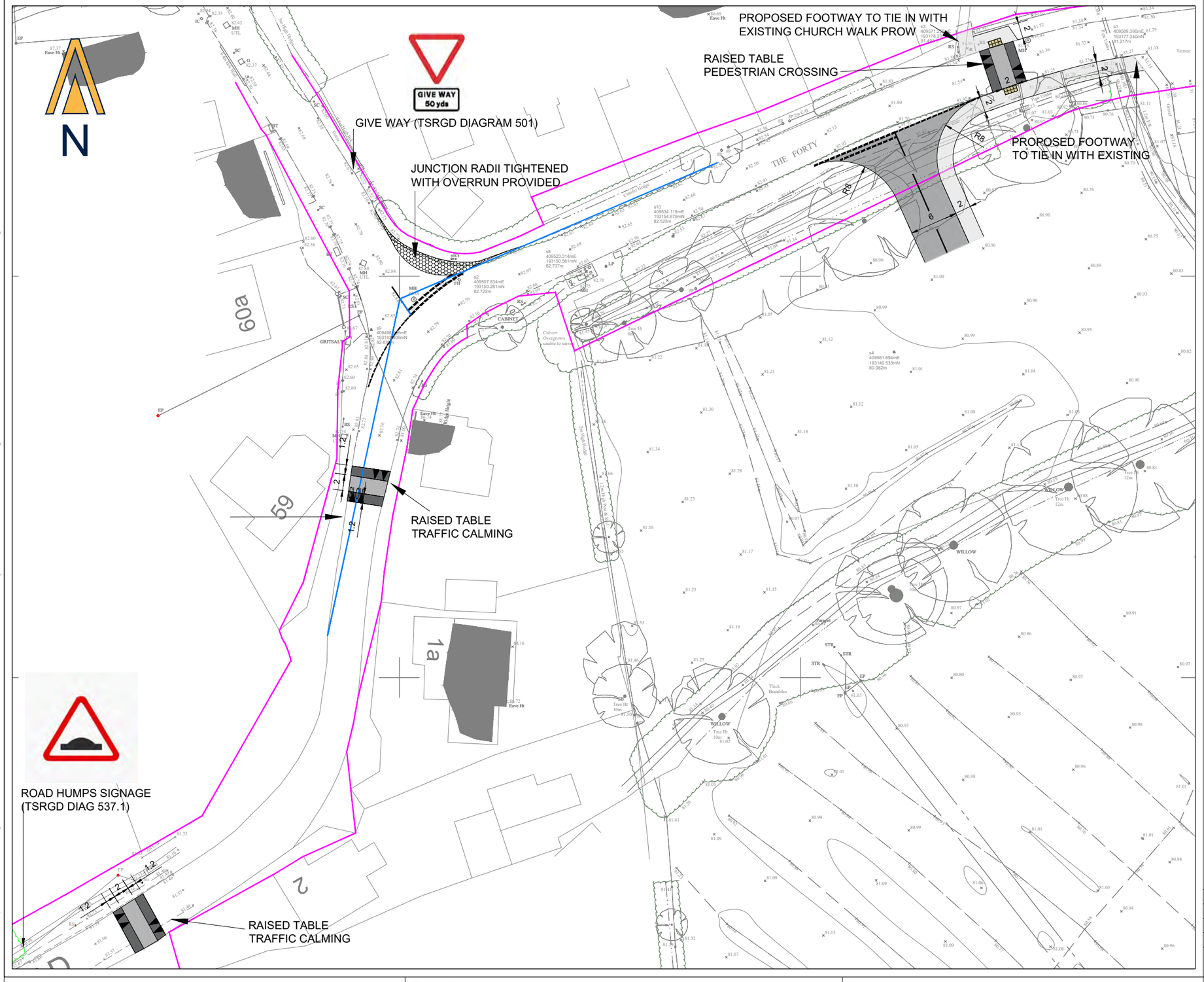
Drawn by	Approved by	Date
TW	DF	03.11.23

Scale	Job No
1:500 @ A3	R-21-0181

Drawing No	Rev
R-21-0181-GA-005	A

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Appendix F – Proposed Traffic Calming



NOTES

1. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
2. EVOKE TRANSPORT PLANNING CONSULTANTS LIMITED ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF THIRD PARTY INFORMATION - THIS MUST BE TREATED AS INDICATIVE ONLY.

KEY

- Proposed Carriageway
- Proposed Footway
- Proposed Tactile Paving
- 2.4m x 43m Visibility Splay
- Overrun Area
- Extent of Public Highway

Rev	Amendment	Drn	App	Date
B	UPDATED FOLLOWING CLIENT FEEDBACK	TW	DF	03.11.23
A	UPDATED FOLLOWING CLIENT FEEDBACK	BW	DF	10.08.23
-	FIRST ISSUE	RH	DF	01.08.23

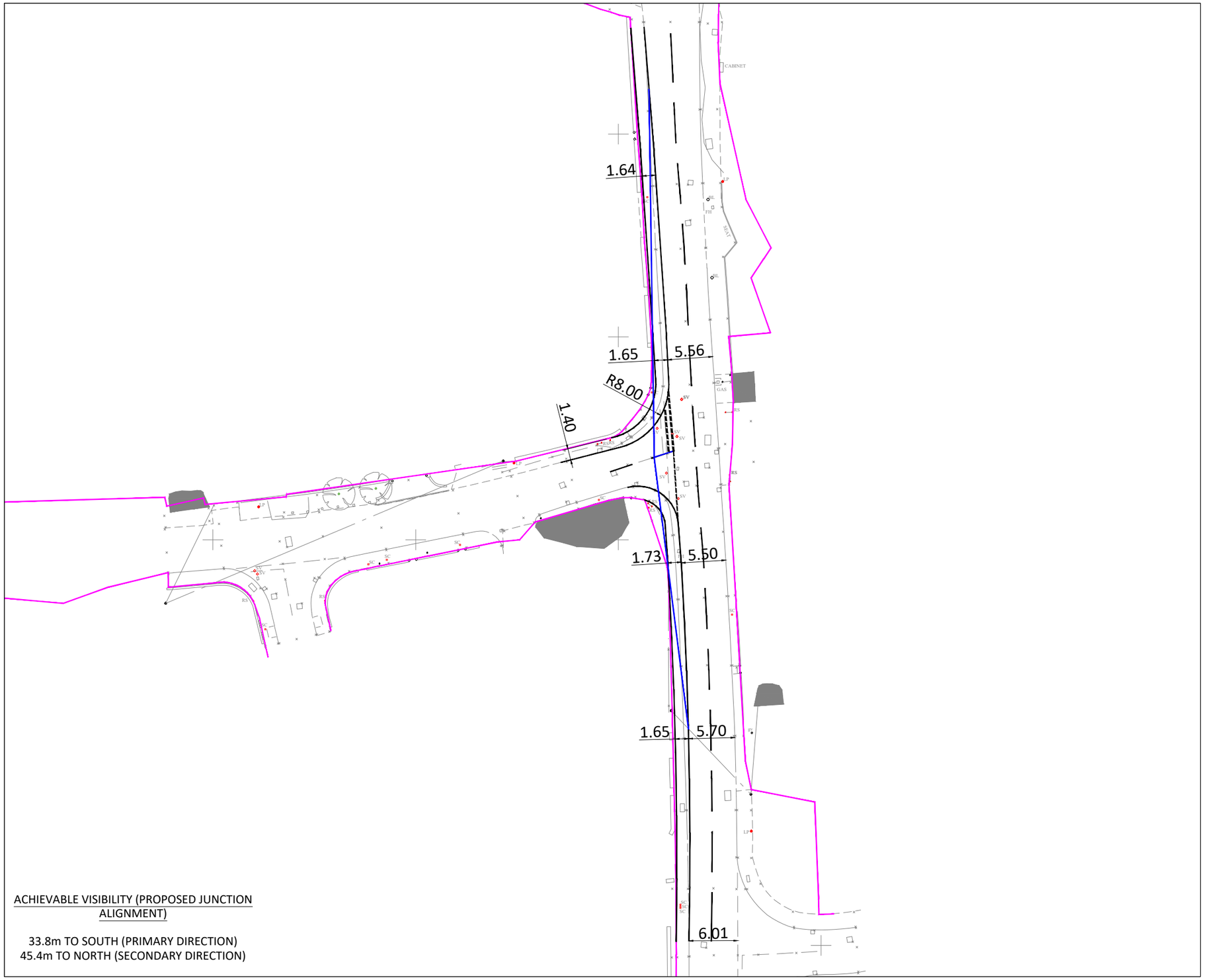
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R+ Building
2 Blagrave Street
Reading, RG1 1AZ

Telephone: 01183 800 182
E: info@evoketransport.co.uk
W: www.evoketransport.co.uk

Project Name	THE FORTY CRICKLADE
Drawing Title	THE FORTY / THE FIDDLE PROPOSED TRAFFIC CALMING
Client	HANNICK HOMES
Drawn by	BW
Approved by	DF
Date	03.11.23
Scale	1:500 @ A3
Job No	R-21-0181
Drawing No	R-21-0181-GA-002
Rev	B

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ACHIEVABLE VISIBILITY (PROPOSED JUNCTION ALIGNMENT)

33.8m TO SOUTH (PRIMARY DIRECTION)
45.4m TO NORTH (SECONDARY DIRECTION)

NOTES

1. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
2. EVOKE TRANSPORT PLANNING CONSULTANTS LIMITED ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF THIRD PARTY INFORMATION - THIS MUST BE TREATED AS INDICATIVE ONLY.

KEY

EXTENT OF HIGHWAY BOUNDARY

PROPOSED ACHIEVABLE VISIBILITY SPLAY

N

Rev				
-	FIRST ISSUE	BW	DF	07.09.23
Rev	Amendment	Drn	App	Date

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R+ Building
2 Blagrave Street
Reading, RG1 1AZ

Telephone: 01183 800 182
E: info@evoketransport.co.uk
W: www.evoketransport.co.uk

Project Name
THE FORTY
CRICKLADE

Drawing Title
THE FORTY / B4553
POTENTIAL JUNCTION REALIGNMENT

Client
HANNICK HOMES

Drawn by	Approved by	Date
BW	DF	07.09.23

Scale	Job No
1:500 @ A3	R-21-0181

Drawing No	Rev
R-21-0181-007	-

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Appendix G – TRICS Outputs

Calculation Reference: AUDIT-708001-230712-0704

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	3 days
	HC	HAMPSHIRE	5 days
	IW	ISLE OF WIGHT	1 days
	KC	KENT	1 days
	SC	SURREY	3 days
	WS	WEST SUSSEX	5 days
03	SOUTH WEST		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	DC	DORSET	2 days
	DV	DEVON	1 days
	SD	SWINDON	1 days
	SM	SOMERSET	3 days
	TB	TORBAY	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 26 to 99 (units:)
Range Selected by User: 20 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 01/03/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	6 days
Wednesday	11 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	28 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	16
Neighbourhood Centre (PPS6 Local Centre)	5
Free Standing (PPS6 Out of Town)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	10 days - Selected
Servicing vehicles Excluded	22 days - Selected

Secondary Filtering selection:

Use Class:

C3	28 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	9 days
10,001 to 15,000	5 days
15,001 to 20,000	5 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	5 days
50,001 to 75,000	5 days
75,001 to 100,000	5 days
100,001 to 125,000	4 days
125,001 to 250,000	7 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	26 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	16 days
No	12 days

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

PTAL Rating:

No PTAL Present	28 days

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

LIST OF SITES relevant to selection parameters

1 BC-03-A-02 BUNGALOWS BOURNEMOUTH CHRISTCHURCH & POOLE
HURSTDENE ROAD
BOURNEMOUTH
CASTLE LANE WEST
Edge of Town
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *24/03/14* *Survey Type: MANUAL*

2 CT-03-A-01 MIXED HOUSES CENTRAL BEDFORDSHIRE
ARLESEY ROAD
STOTFOLD

Edge of Town
Residential Zone
Total No of Dwellings: 46
Survey date: WEDNESDAY *22/06/22* *Survey Type: MANUAL*

3 DC-03-A-09 MIXED HOUSES DORSET
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 50
Survey date: FRIDAY *19/11/21* *Survey Type: MANUAL*

4 DC-03-A-10 MIXED HOUSES DORSET
ADDISON CLOSE
GILLINGHAM

Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY *09/11/22* *Survey Type: MANUAL*

5 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

6 ES-03-A-02 PRIVATE HOUSING EAST SUSSEX
SOUTH COAST ROAD
PEACEHAVEN

Edge of Town
Residential Zone
Total No of Dwellings: 37
Survey date: FRIDAY *18/11/11* *Survey Type: MANUAL*

7 ES-03-A-05 MIXED HOUSES & FLATS EAST SUSSEX
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 99
Survey date: WEDNESDAY *05/06/19* *Survey Type: MANUAL*

8 ES-03-A-07 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total No of Dwellings: 39
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

10 HC-03-A-22 MIXED HOUSES HAMPSHIRE
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY *31/10/18* *Survey Type: MANUAL*

11 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

12 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

13 HC-03-A-31 MIXED HOUSES & FLATS HAMPSHIRE
KILN ROAD
LIPHOOK

Edge of Town
Residential Zone
Total No of Dwellings: 44
Survey date: FRIDAY *07/10/22* *Survey Type: MANUAL*

14 IW-03-A-01 DETACHED HOUSES ISLE OF WIGHT
MEDHAM FARM LANE
NEAR COWES
MEDHAM
Free Standing (PPS6 Out of Town)
Out of Town
Total No of Dwellings: 72
Survey date: TUESDAY *25/06/19* *Survey Type: MANUAL*

15 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

16 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total No of Dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17 SC-03-A-07 MIXED HOUSES SURREY
FOLLY HILL
FARNHAM

Edge of Town
Residential Zone
Total No of Dwellings: 41
Survey date: WEDNESDAY *11/05/22* *Survey Type: MANUAL*

18 SC-03-A-10 MIXED HOUSES SURREY
GUILDFORD ROAD
ASH

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 32
Survey date: WEDNESDAY *14/09/22* *Survey Type: MANUAL*

19 SD-03-A-01 SEMI DETACHED SWINDON
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

20 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
BRIDGWATER
NORTHFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 33
Survey date: THURSDAY *24/09/15* *Survey Type: MANUAL*

21 SM-03-A-02 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH SAINT MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 42
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

22 SM-03-A-03 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH ST MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 41
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

23 TB-03-A-01 TERRACED HOUSES TORBAY
BRONSHILL ROAD
TORQUAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 37
Survey date: WEDNESDAY *30/09/15* *Survey Type: MANUAL*

24 WS-03-A-05 TERRACED & FLATS WEST SUSSEX
UPPER SHOREHAM ROAD
SHOREHAM BY SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 48
Survey date: WEDNESDAY *18/04/12* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

25 WS-03-A-07 BUNGALOWS WEST SUSSEX
EMMS LANE
NEAR HORSHAM
BROOKS GREEN
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 57
Survey date: THURSDAY 19/10/17 Survey Type: MANUAL

26 WS-03-A-10 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY 07/11/18 Survey Type: MANUAL

27 WS-03-A-16 DETACHED & SEMI-DETACHED WEST SUSSEX
BRACKLESHAM LANE
BRACKLESHAM BAY

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 58
Survey date: WEDNESDAY 09/11/22 Survey Type: MANUAL

28 WS-03-A-17 MIXED HOUSES & FLATS WEST SUSSEX
SHOPWHYKE ROAD
CHICHESTER

Edge of Town
Residential Zone
Total No of Dwellings: 86
Survey date: WEDNESDAY 01/03/23 Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.65

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	28	53	0.093	28	53	0.337	28	53	0.430
08:00 - 09:00	28	53	0.143	28	53	0.374	28	53	0.517
09:00 - 10:00	28	53	0.177	28	53	0.197	28	53	0.374
10:00 - 11:00	28	53	0.140	28	53	0.170	28	53	0.310
11:00 - 12:00	28	53	0.150	28	53	0.174	28	53	0.324
12:00 - 13:00	28	53	0.176	28	53	0.181	28	53	0.357
13:00 - 14:00	28	53	0.200	28	53	0.196	28	53	0.396
14:00 - 15:00	28	53	0.170	28	53	0.195	28	53	0.365
15:00 - 16:00	28	53	0.273	28	53	0.186	28	53	0.459
16:00 - 17:00	28	53	0.301	28	53	0.174	28	53	0.475
17:00 - 18:00	28	53	0.380	28	53	0.153	28	53	0.533
18:00 - 19:00	28	53	0.254	28	53	0.139	28	53	0.393
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.457			2.476			4.933

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

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

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Parameter summary

Trip rate parameter range selected:	26 - 99 (units:)
Survey date date range:	01/01/08 - 01/03/23
Number of weekdays (Monday-Friday):	28
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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

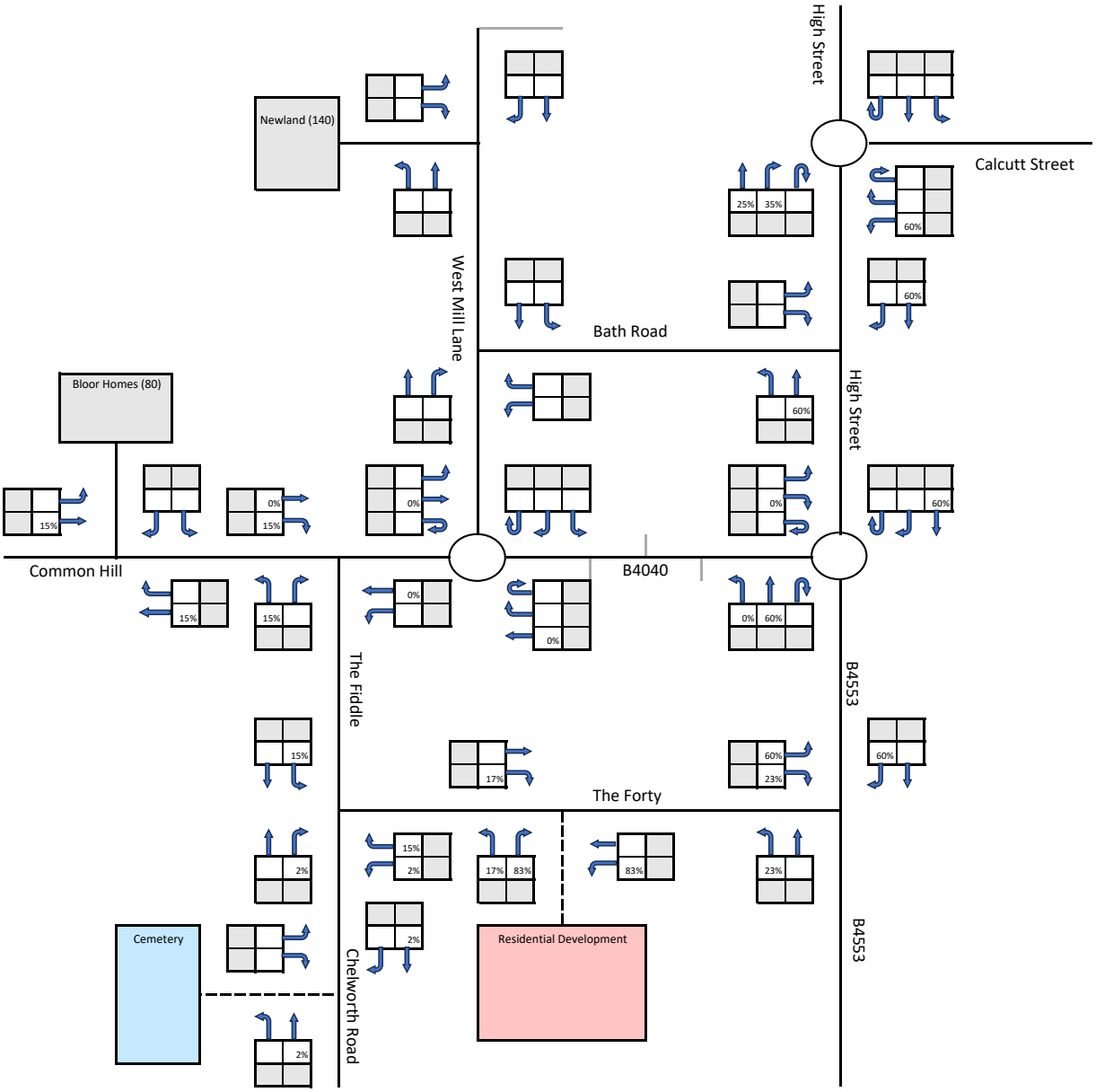
TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.65

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	28	53	0.126	28	53	0.513	28	53	0.639
08:00 - 09:00	28	53	0.227	28	53	0.795	28	53	1.022
09:00 - 10:00	28	53	0.285	28	53	0.329	28	53	0.614
10:00 - 11:00	28	53	0.206	28	53	0.276	28	53	0.482
11:00 - 12:00	28	53	0.220	28	53	0.264	28	53	0.484
12:00 - 13:00	28	53	0.275	28	53	0.286	28	53	0.561
13:00 - 14:00	28	53	0.295	28	53	0.283	28	53	0.578
14:00 - 15:00	28	53	0.251	28	53	0.292	28	53	0.543
15:00 - 16:00	28	53	0.603	28	53	0.322	28	53	0.925
16:00 - 17:00	28	53	0.514	28	53	0.276	28	53	0.790
17:00 - 18:00	28	53	0.607	28	53	0.262	28	53	0.869
18:00 - 19:00	28	53	0.409	28	53	0.222	28	53	0.631
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.018			4.120			8.138

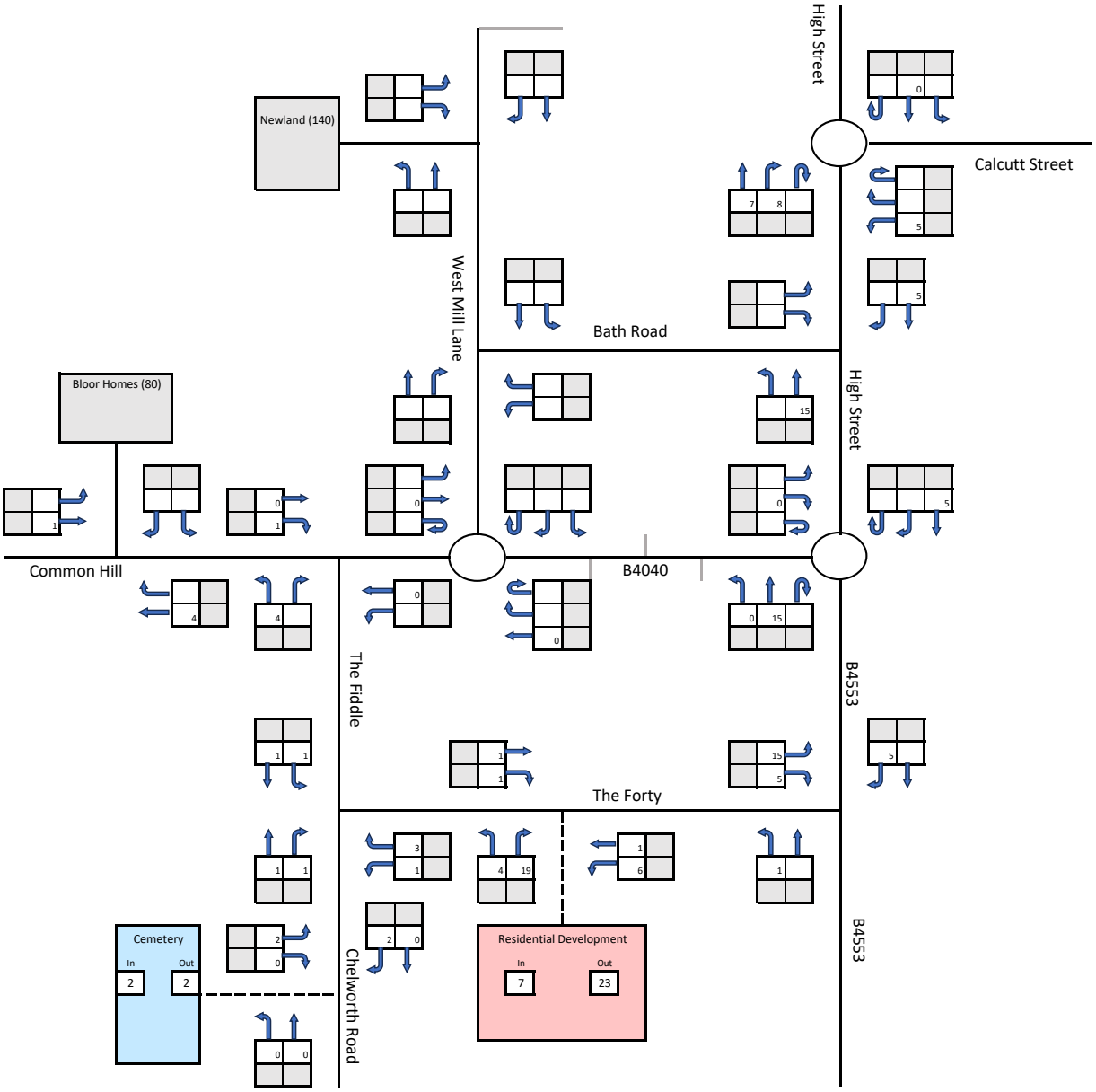
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

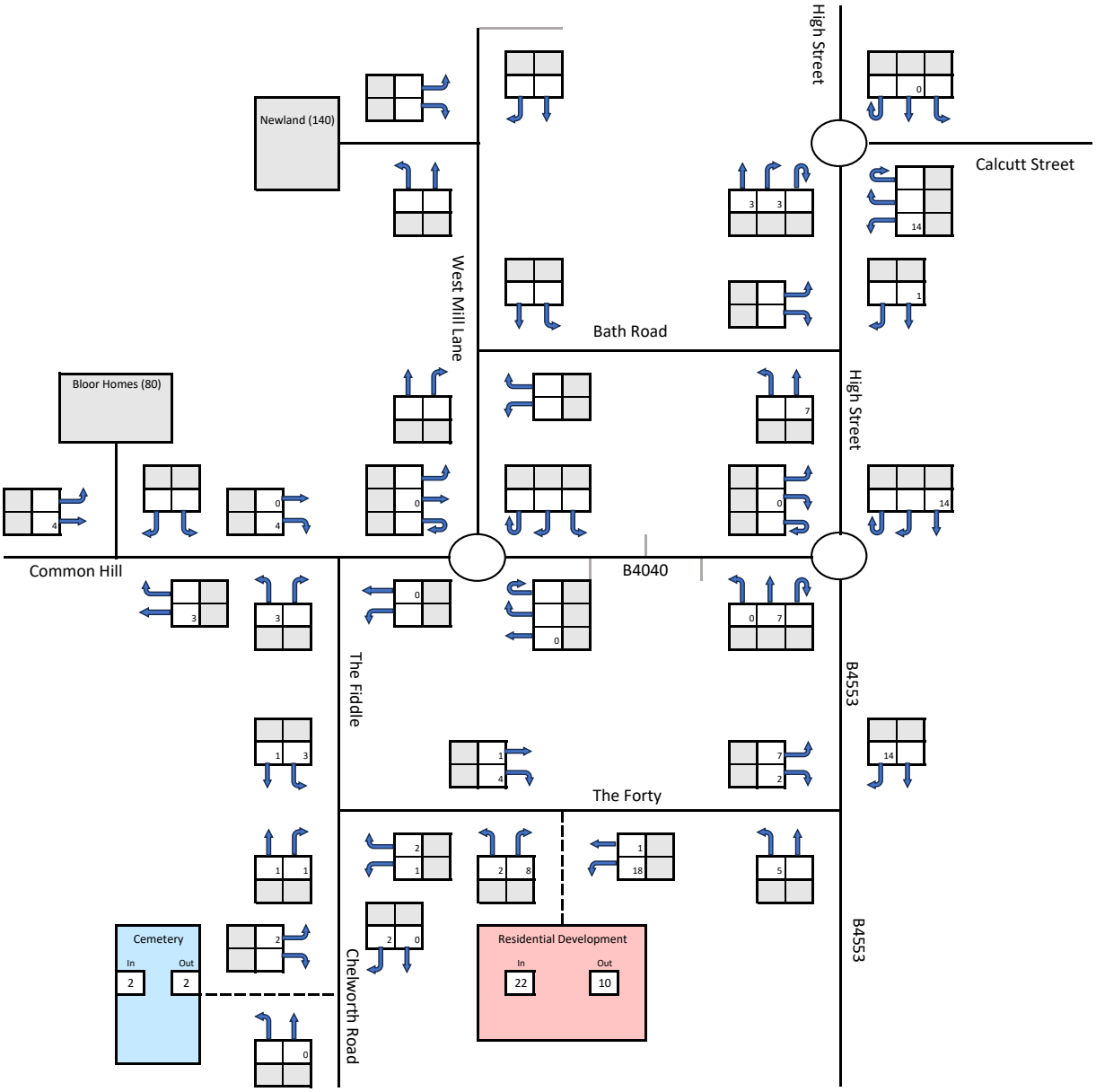
Appendix H – Distribution Diagrams



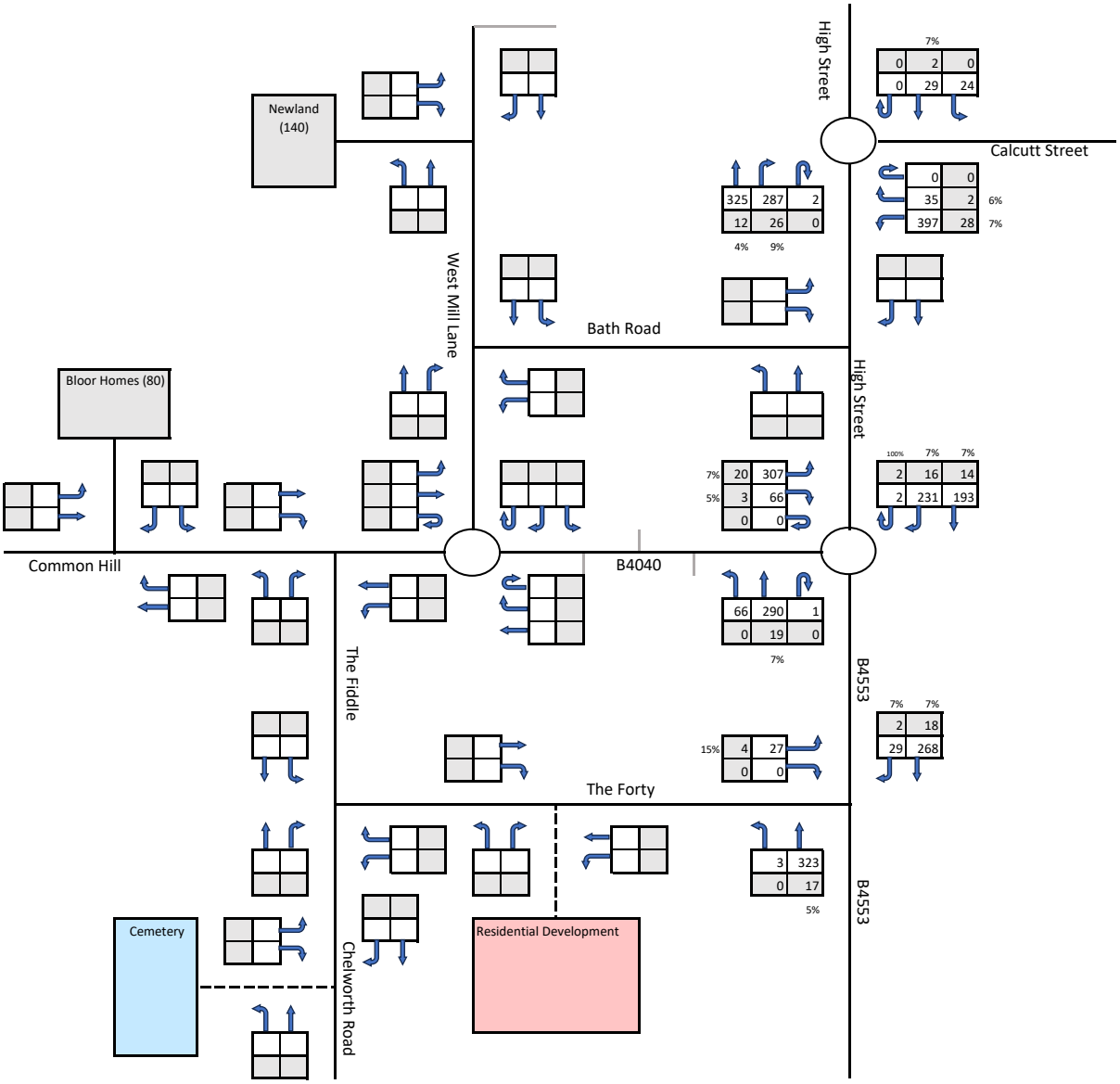
EVOKE	**Project Name:**	The Forty, Cricklade	**Client:**	Hannick Homes	**Drawn By:**	TW	**Approved By:** BW
	Drawing Title:	Percentage Flows from Site					**Date:** 03/08/2023



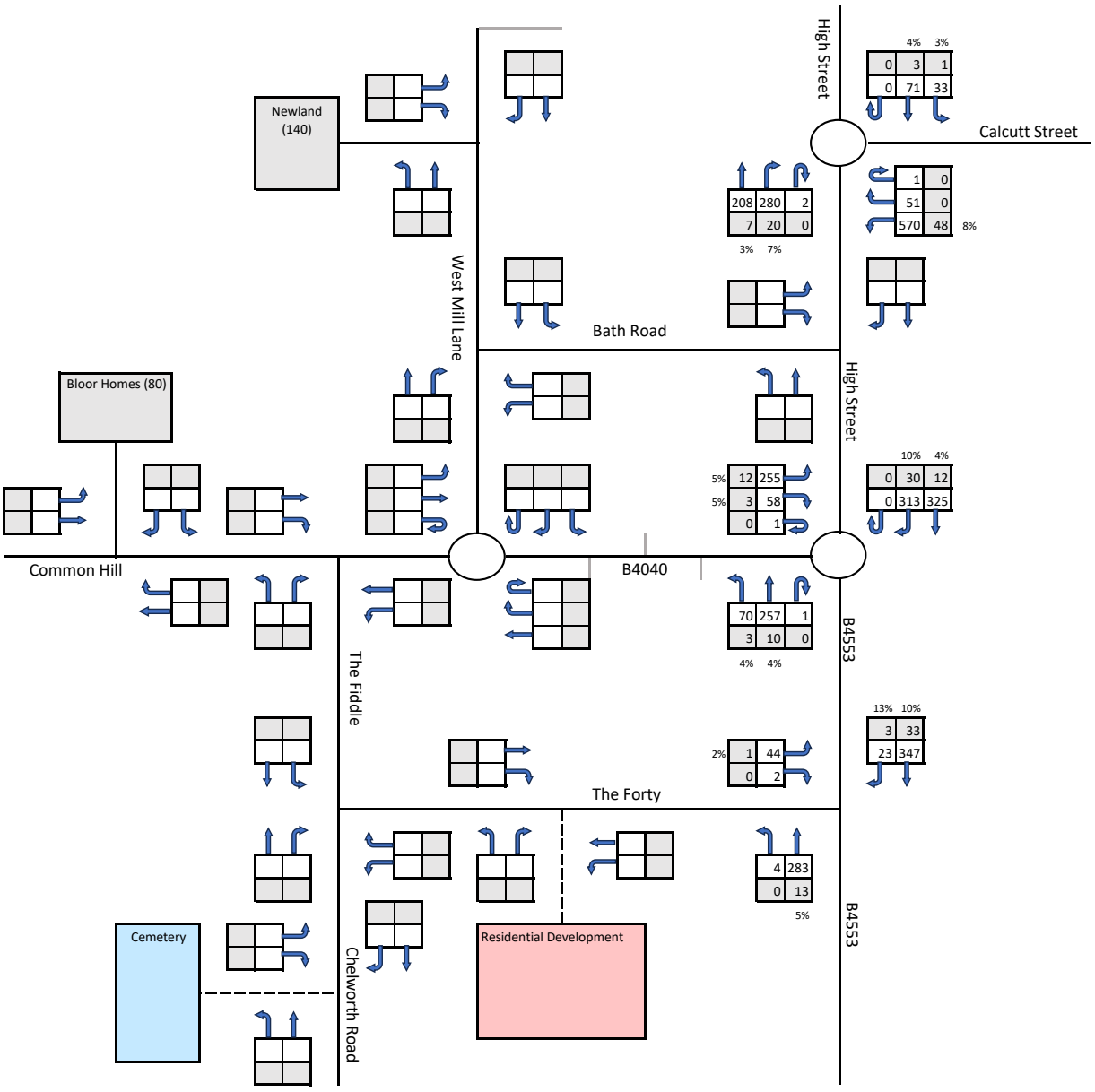
EVOKE	**Project Name:**	The Forty, Cricklade	**Client:**	Hannick Homes	**Drawn By:**	TW	**Approved By:** BW
	Drawing Title:	Proposed Development Traffic Flows Peak (0800 - 0900) AM					**Date:** 03/08/2023



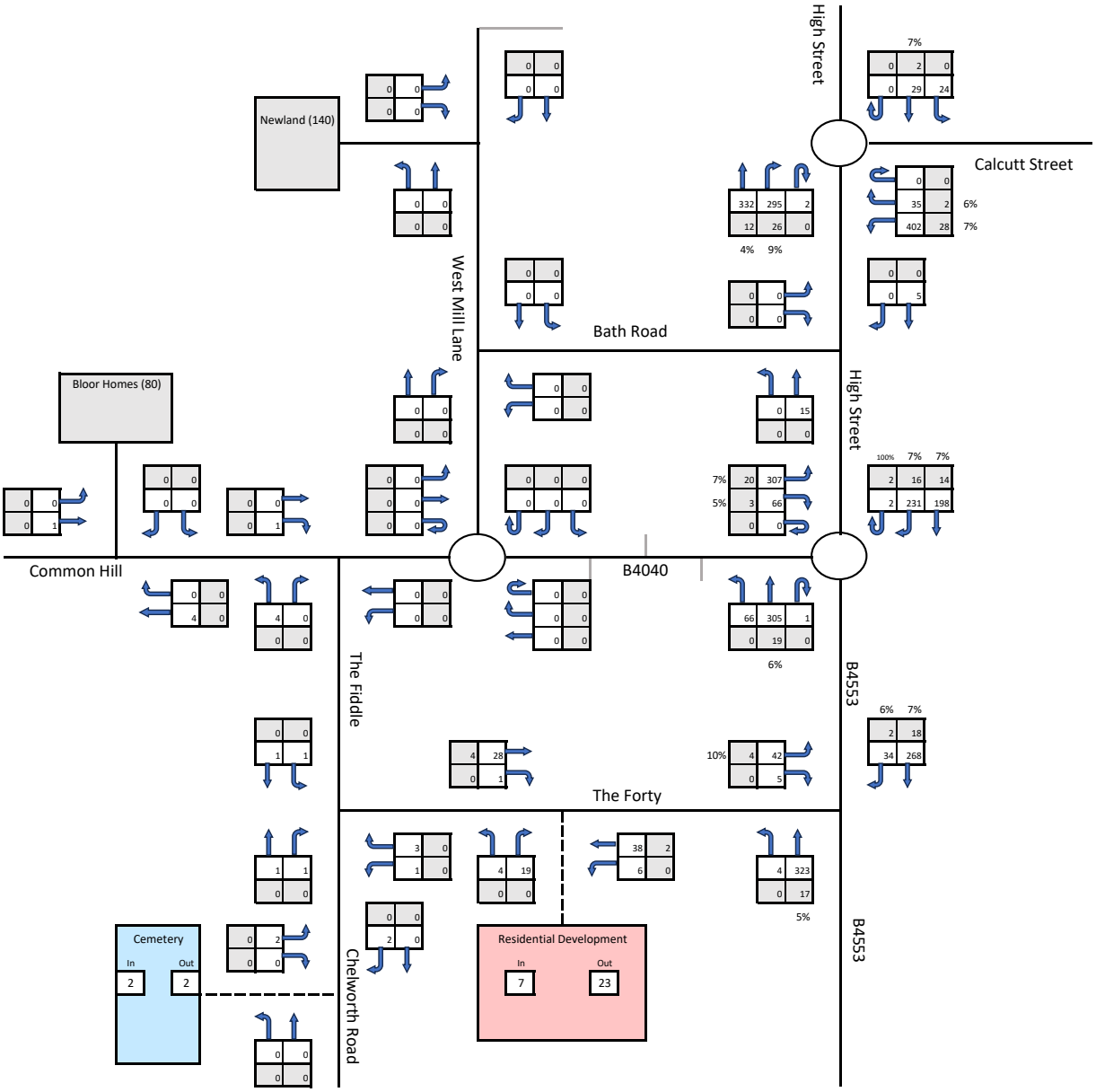
EVOKE	**Project Name:**	The Forty, Cricklade	**Client:**	Hannick Homes	**Drawn By:**	TW	**Approved By:** BW
	Drawing Title:	Proposed Development Traffic Flows Peak (1700 - 1800) PM					**Date:** 03/08/2023



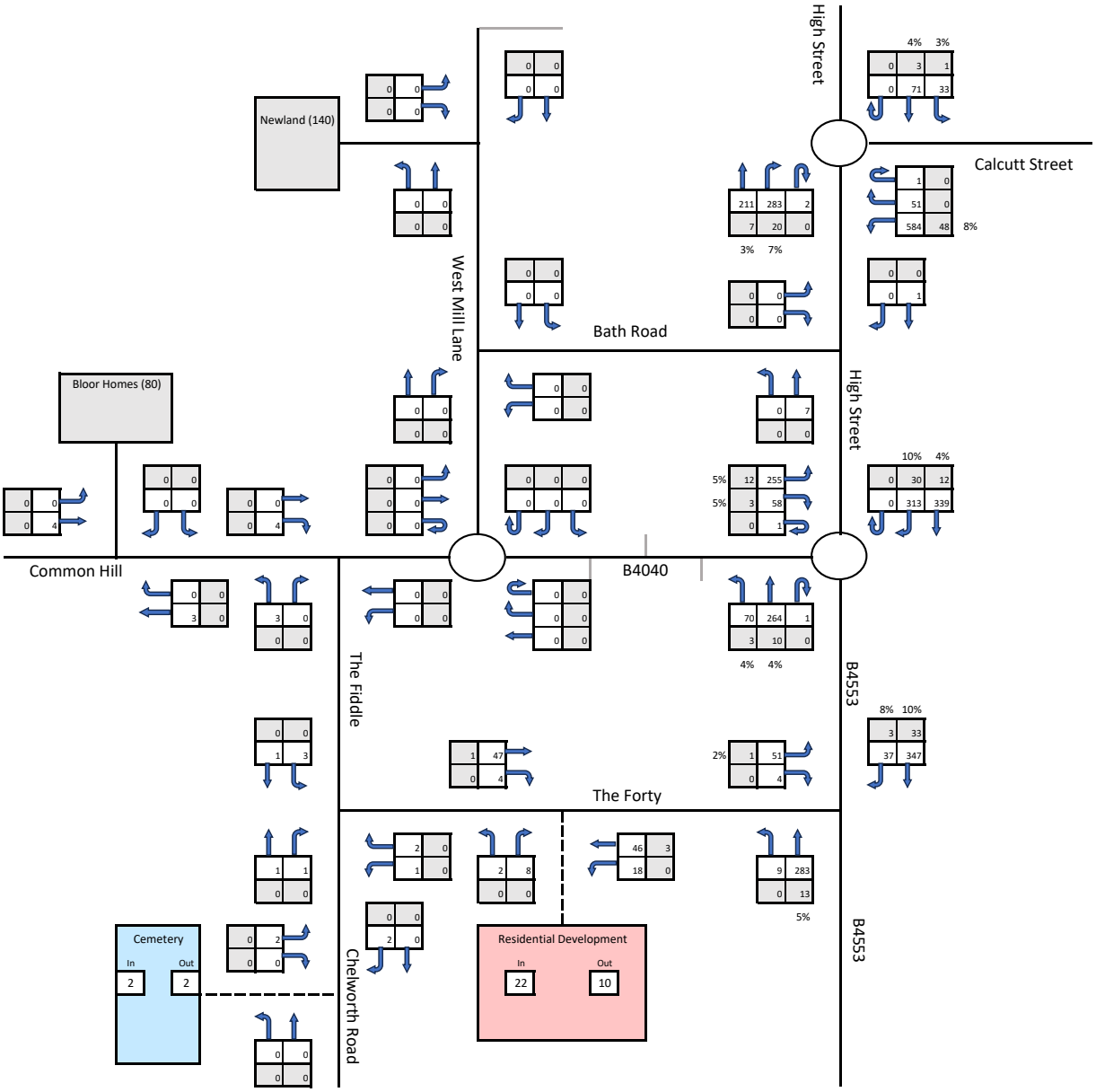
EVOKE	**Project Name:**	The Forty, Cricklade	**Client:**	Hannick Homes	**Drawn By:**	TW	**Approved By:** BW
	Drawing Title:	Existing Traffic Flows (2023) AM Peak (0800 - 0900)					**Date:** 03/08/2023



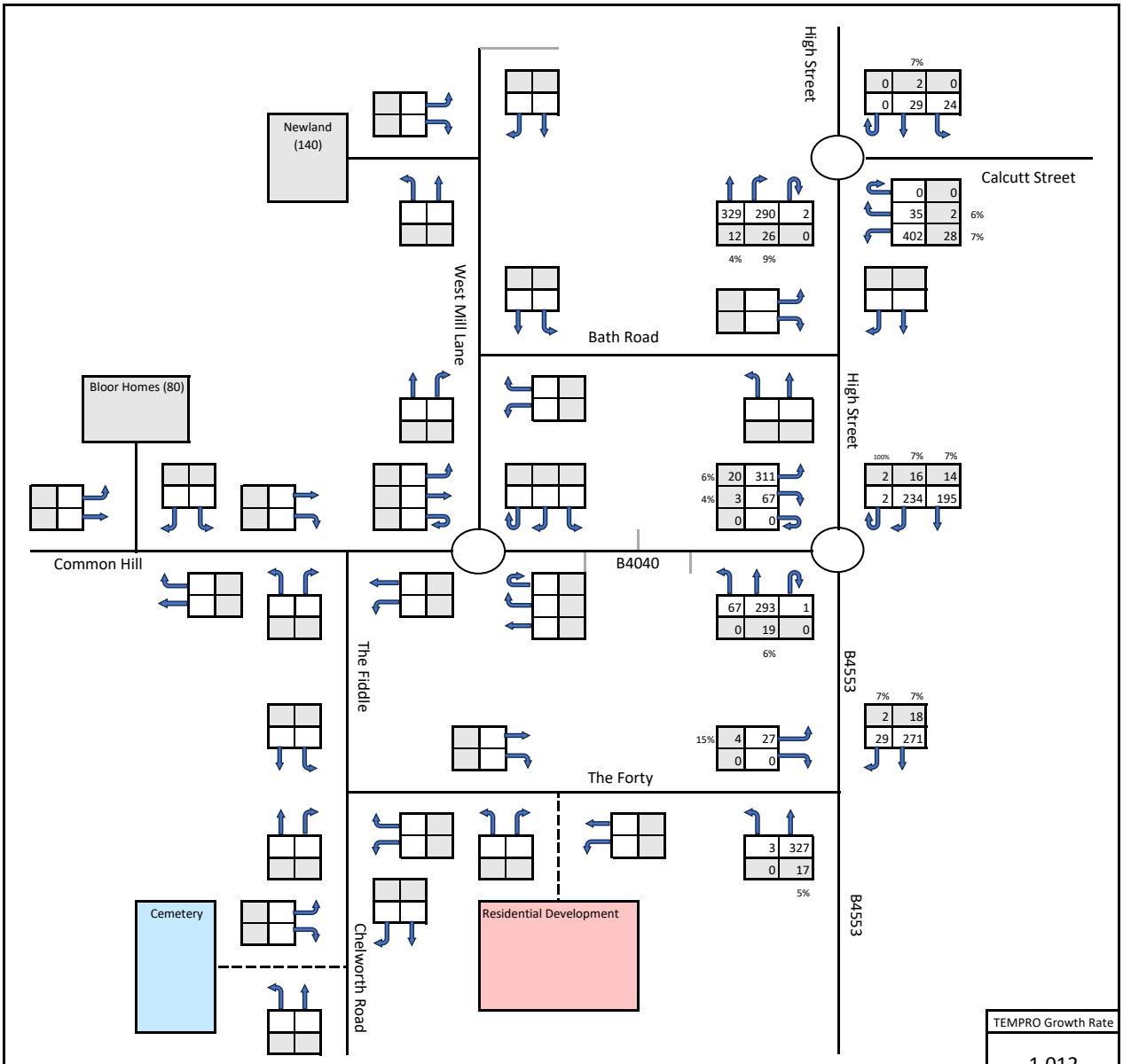
EVOKE	**Project Name:**	The Forty, Cricklade	**Client:**	Hannick Homes	**Drawn By:**	TW	**Approved By:** BW
	Drawing Title:	Existing Traffic Flows (2023) PM Peak (1600 - 1700)					**Date:** 03/08/2023



EVOKE	**Project Name:**	The Forty, Cricklade	**Client:**	Hannick Homes	**Drawn By:**	TW	**Approved By:** BW
	Drawing Title:	Base Flows (2023) and Site Flows (AM Peak)					**Date:** 03/08/2023

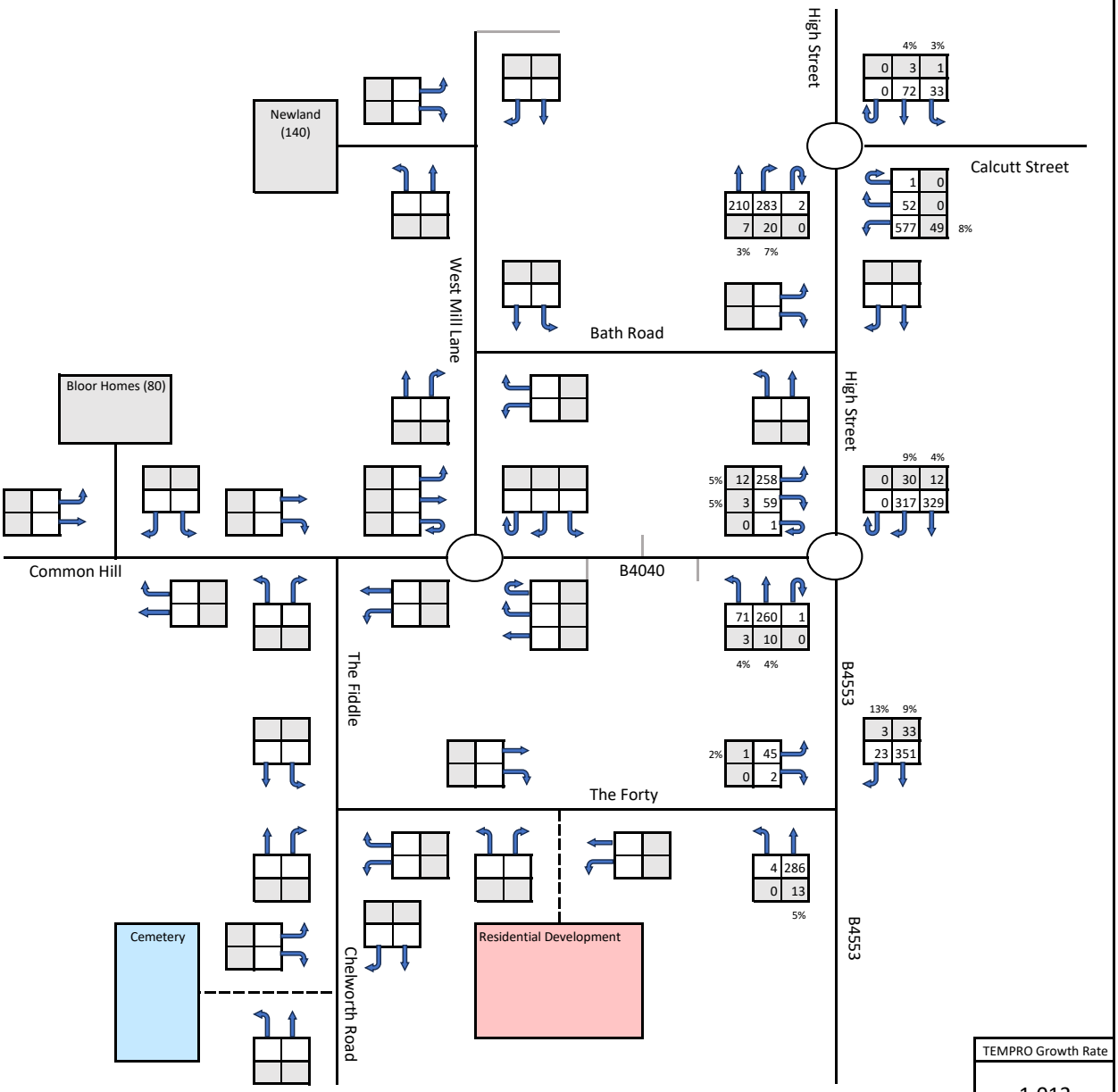


EVOKE	**Project Name:**	The Forty, Cricklade	**Client:**	Hannick Homes	**Drawn By:**	TW	**Approved By:** BW
	Drawing Title:	Base Flows (2023) and Site Flows (PM Peak)					**Date:** 03/08/2023



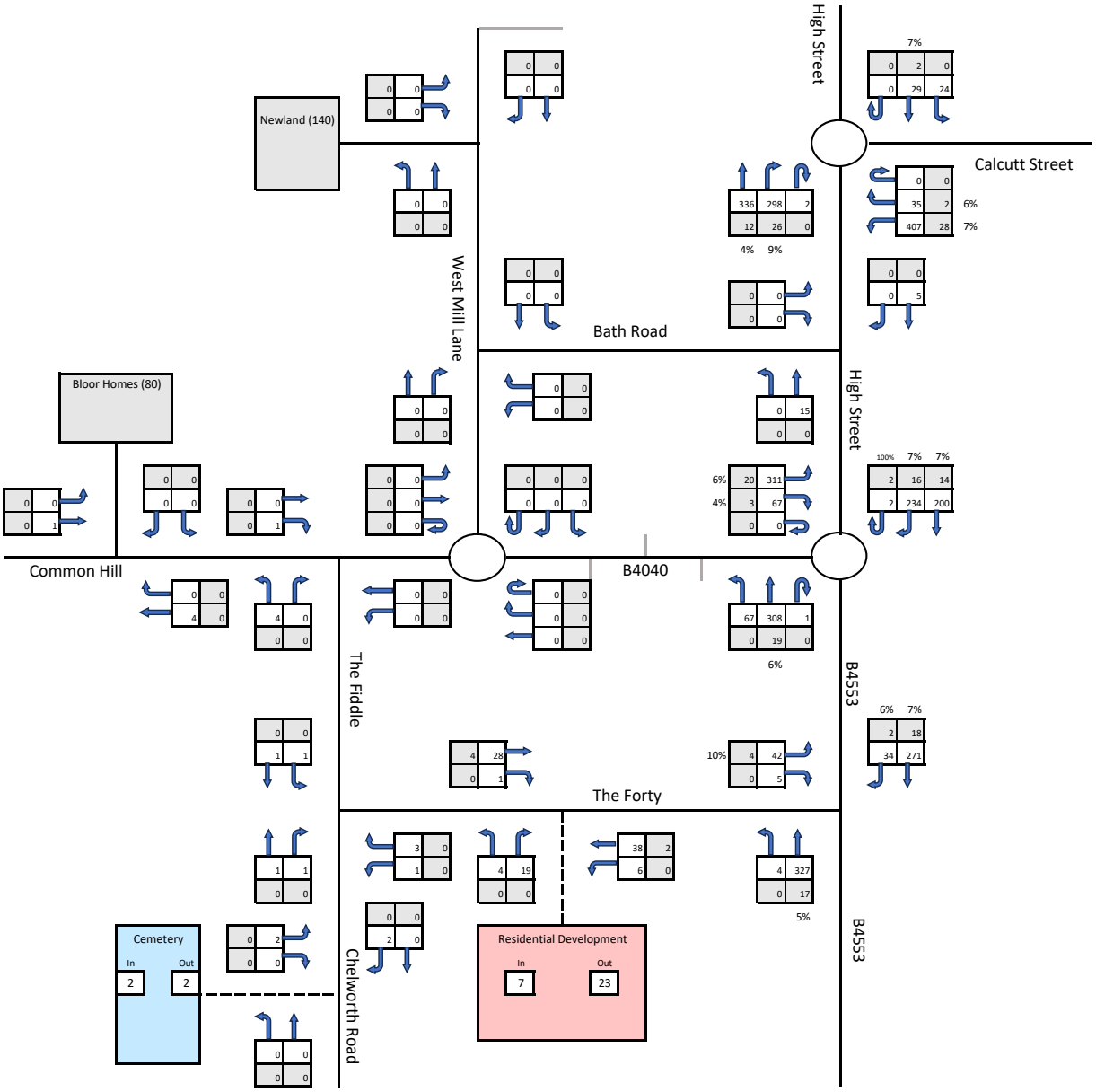
TEMPRO Growth Rate
1.012

EVOKE	**Project Name:**	The Forty, Cricklade	**Client:**	Hannick Homes	**Drawn By:**	TW	**Approved By:** BW
	Drawing Title:	Expected Traffic Flows (2025) AM Peak (0800 - 0900)					**Date:** 03/08/2023

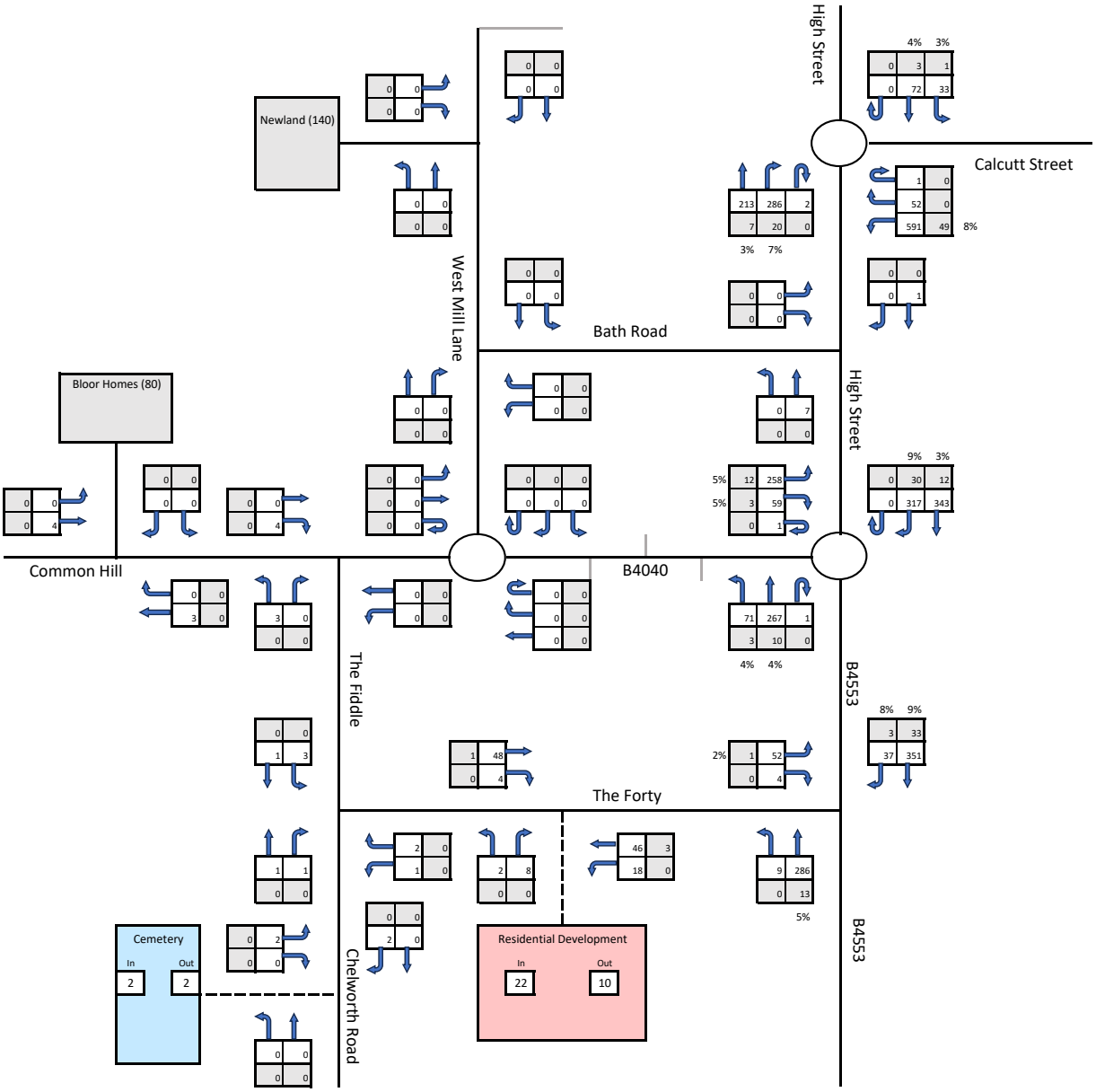


TEMPRO Growth Rate
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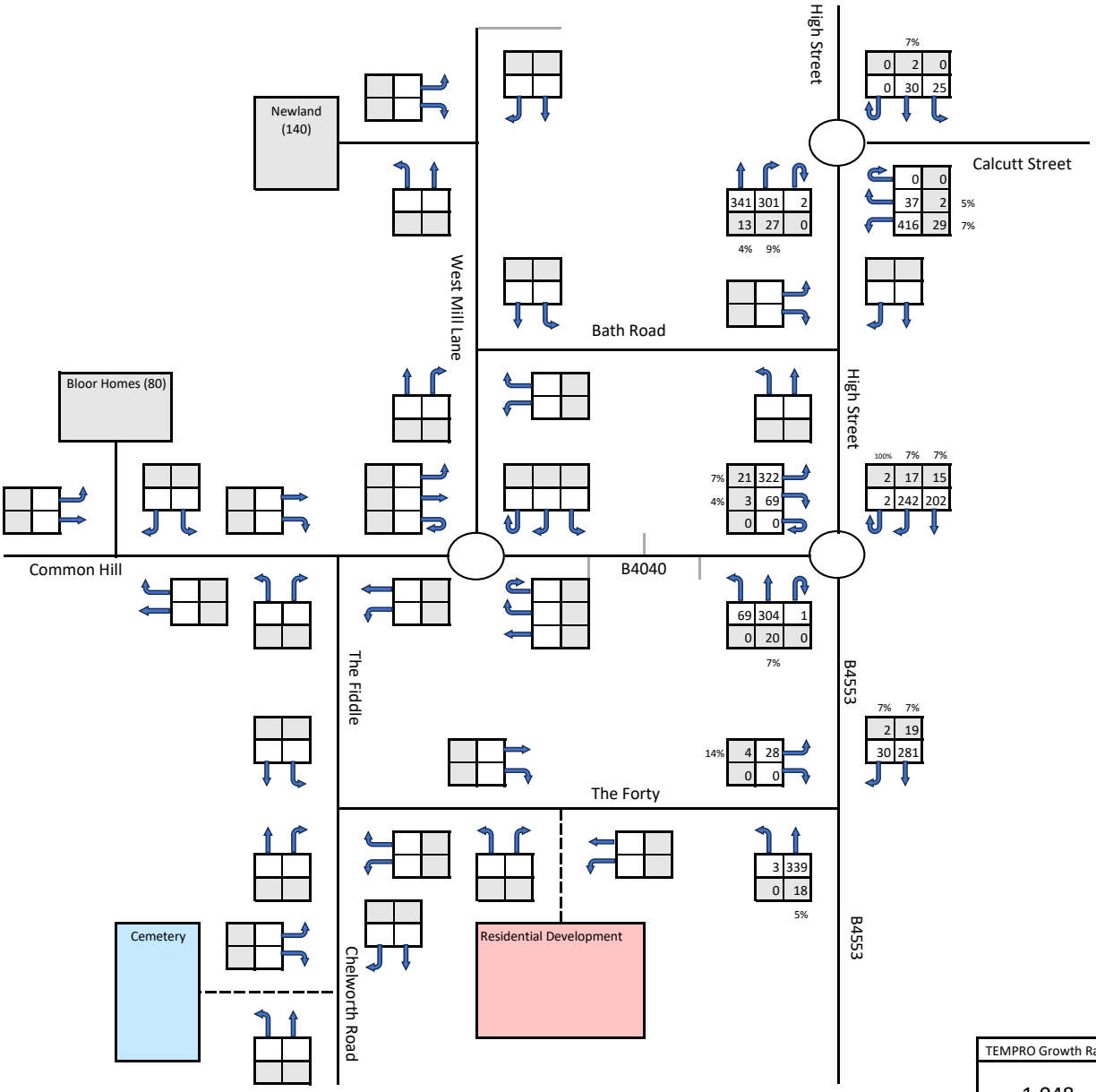
EVOKE	**Project Name:**	The Forty, Cricklade	**Client:**	Hannick Homes	**Drawn By:**	TW	**Approved By:** BW
	Drawing Title:	Expected Traffic Flows (2025) PM Peak (1600 - 1700)					**Date:** 03/08/2023



EVOKE	**Project Name:**	The Forty, Cricklade	**Client:**	Hannick Homes	**Drawn By:**	TW	**Approved By:** BW
	Drawing Title:	Base Flows (2025) and Site Flows (AM Peak)					**Date:** 03/08/2023

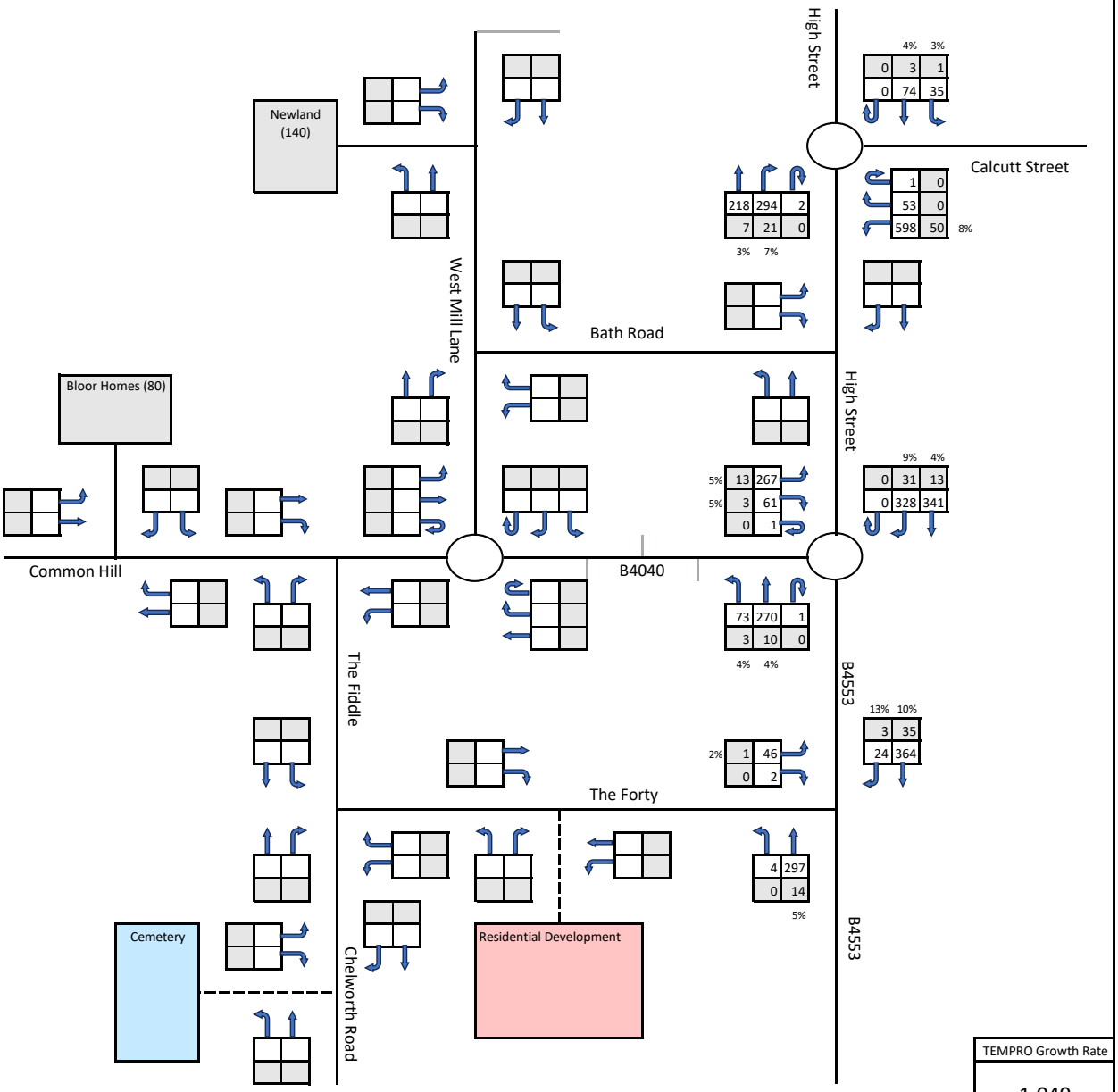


EVOKE	**Project Name:**	The Forty, Cricklade	**Client:**	Hannick Homes	**Drawn By:**	TW	**Approved By:** BW
	Drawing Title:	Base Flows (2025) and Site Flows (PM Peak)					**Date:** 03/08/2023



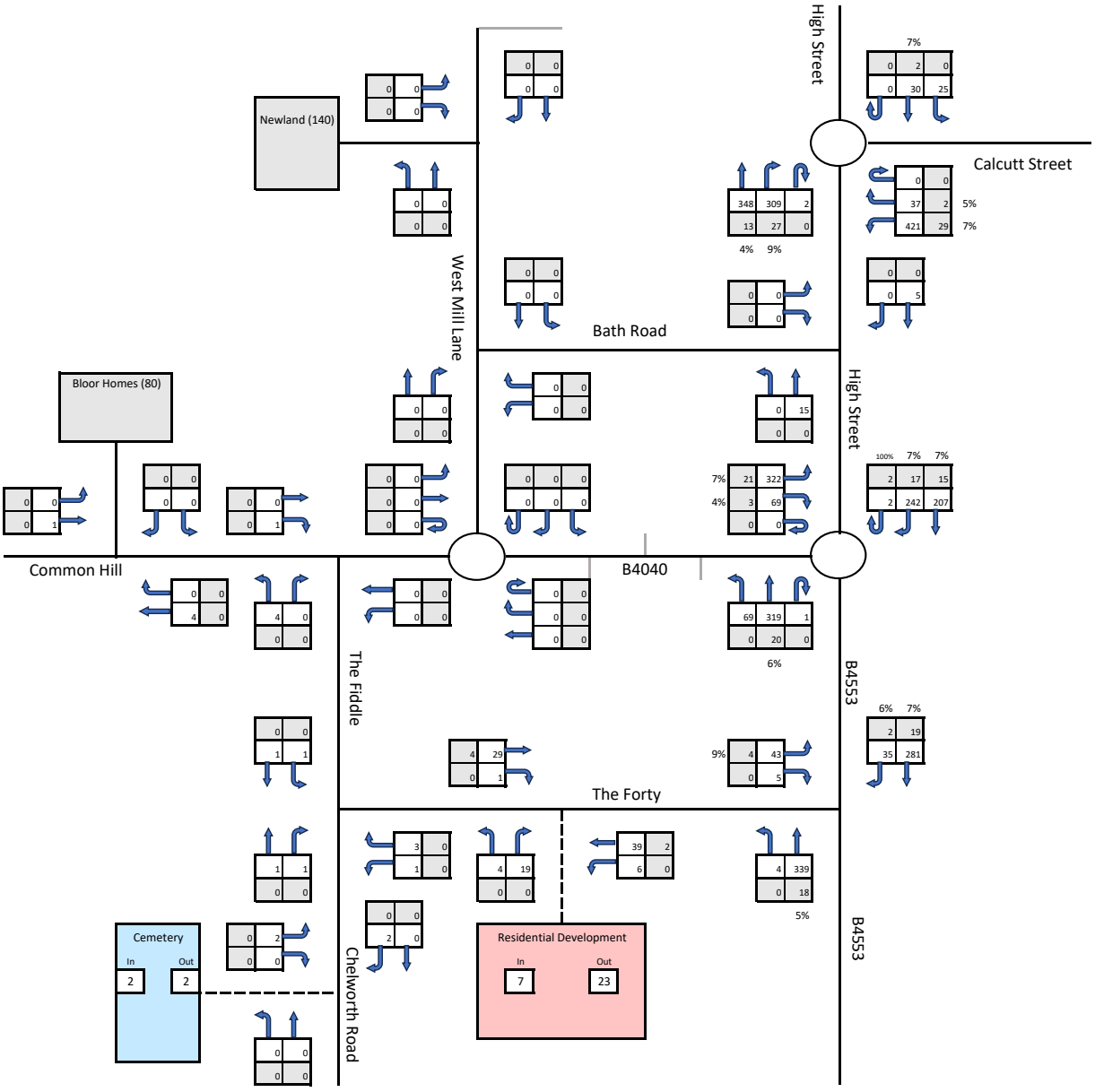
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EVOKE	**Project Name:**	The Forty, Cricklade	**Client:**	Hannick Homes	**Drawn By:**	TW	**Approved By:** BW
	Drawing Title:	Expected Traffic Flows (2025) AM Peak (0800 - 0900)					**Date:** 03/08/2023

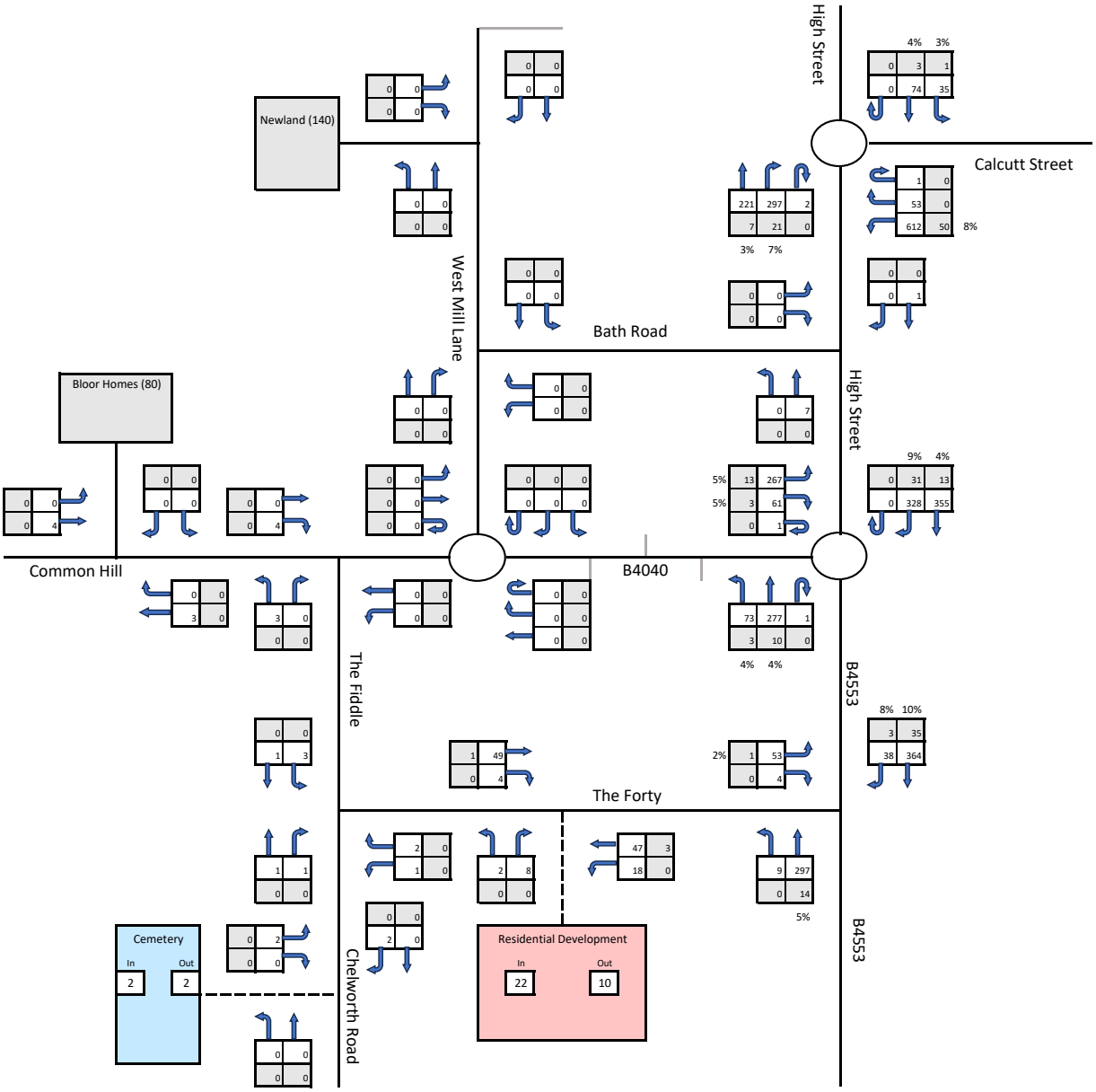


TEMPRO Growth Rate
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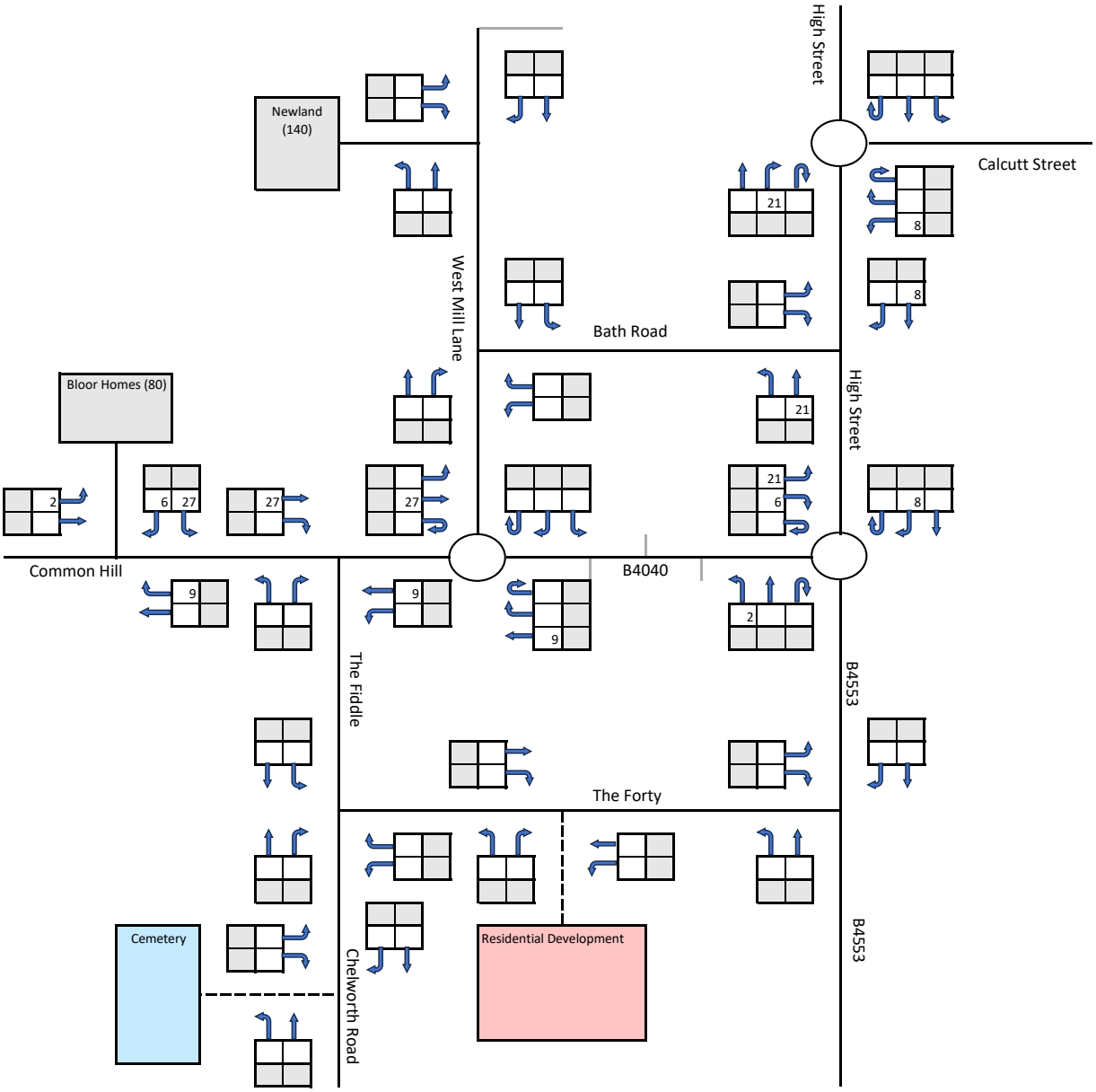
EVOKE	**Project Name:**	The Forty, Cricklade	**Client:**	Hannick Homes	**Drawn By:**	TW	**Approved By:** BW
	Drawing Title:	Expected Traffic Flows (2025) PM Peak (1600 - 1700)					**Date:** 03/08/2023



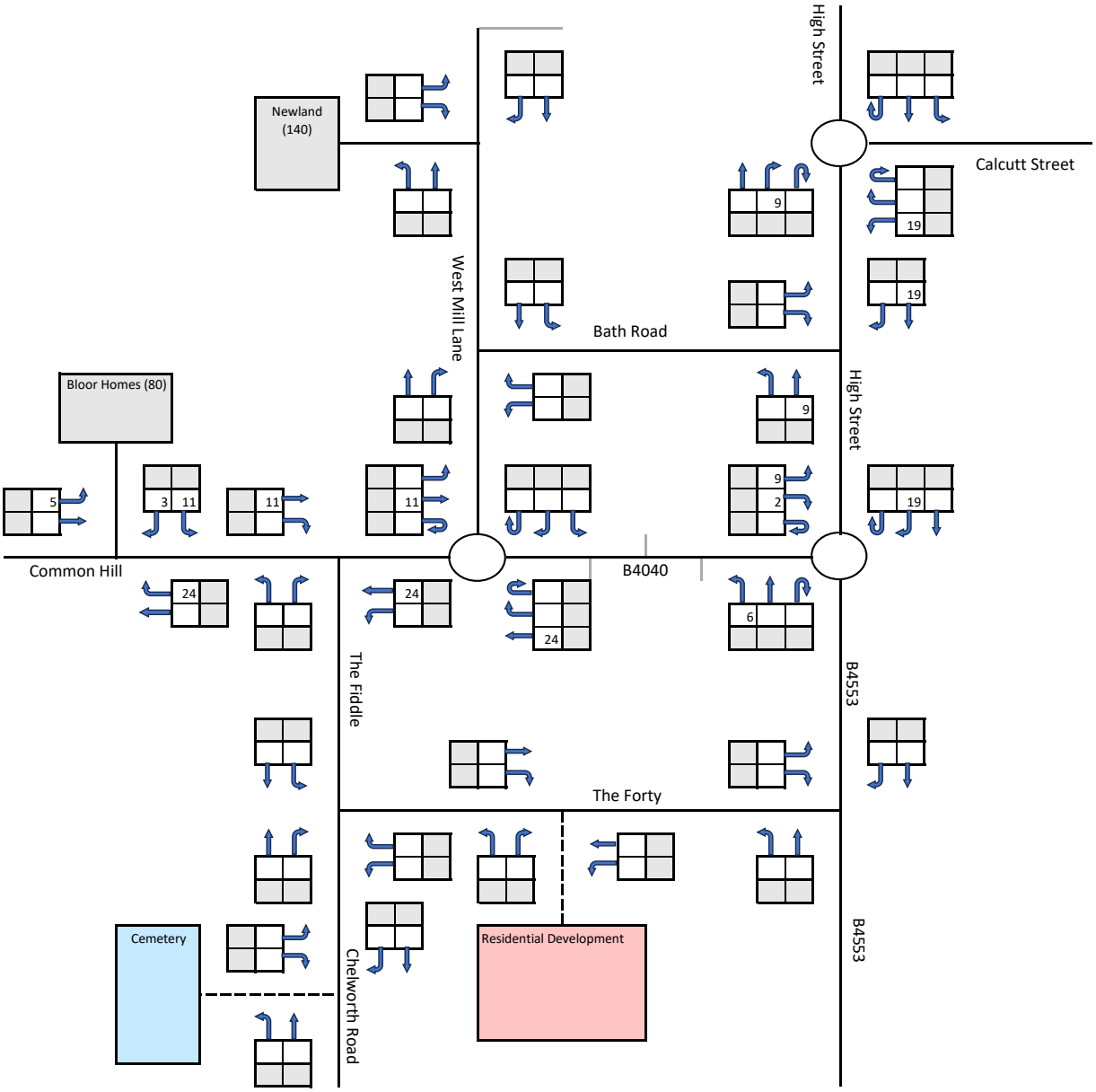
EVOKE	**Project Name:**	The Forty, Cricklade	**Client:**	Hannick Homes	**Drawn By:**	TW	**Approved By:** BW
	Drawing Title:	Base Flows (2030) and Site Flows (AM Peak)					**Date:** 03/08/2023



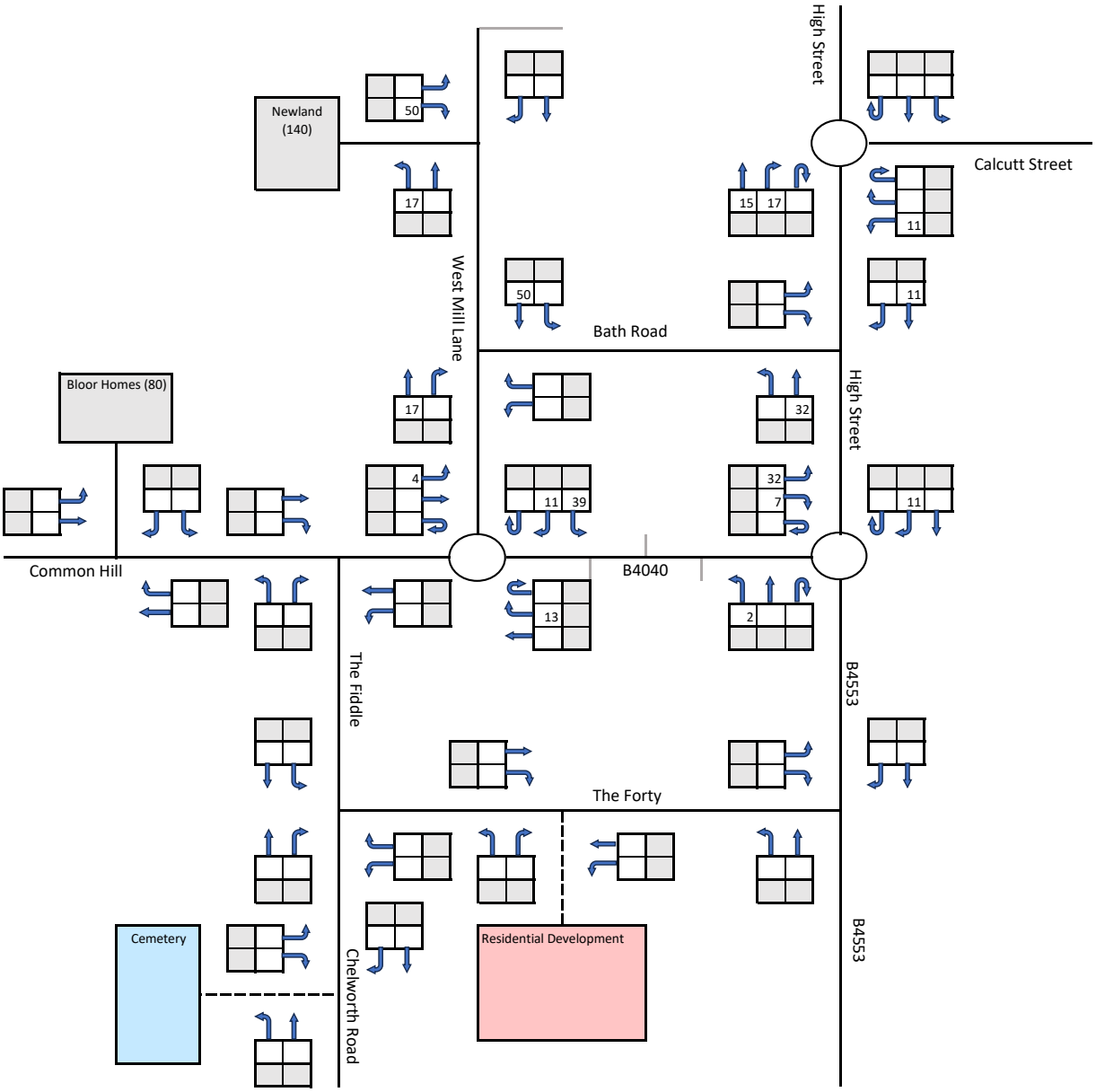
EVOKE	**Project Name:**	The Forty, Cricklade	**Client:**	Hannick Homes	**Drawn By:**	TW	**Approved By:** BW
	Drawing Title:	Base Flows (2030) and Site Flows (PM Peak)					**Date:** 03/08/2023



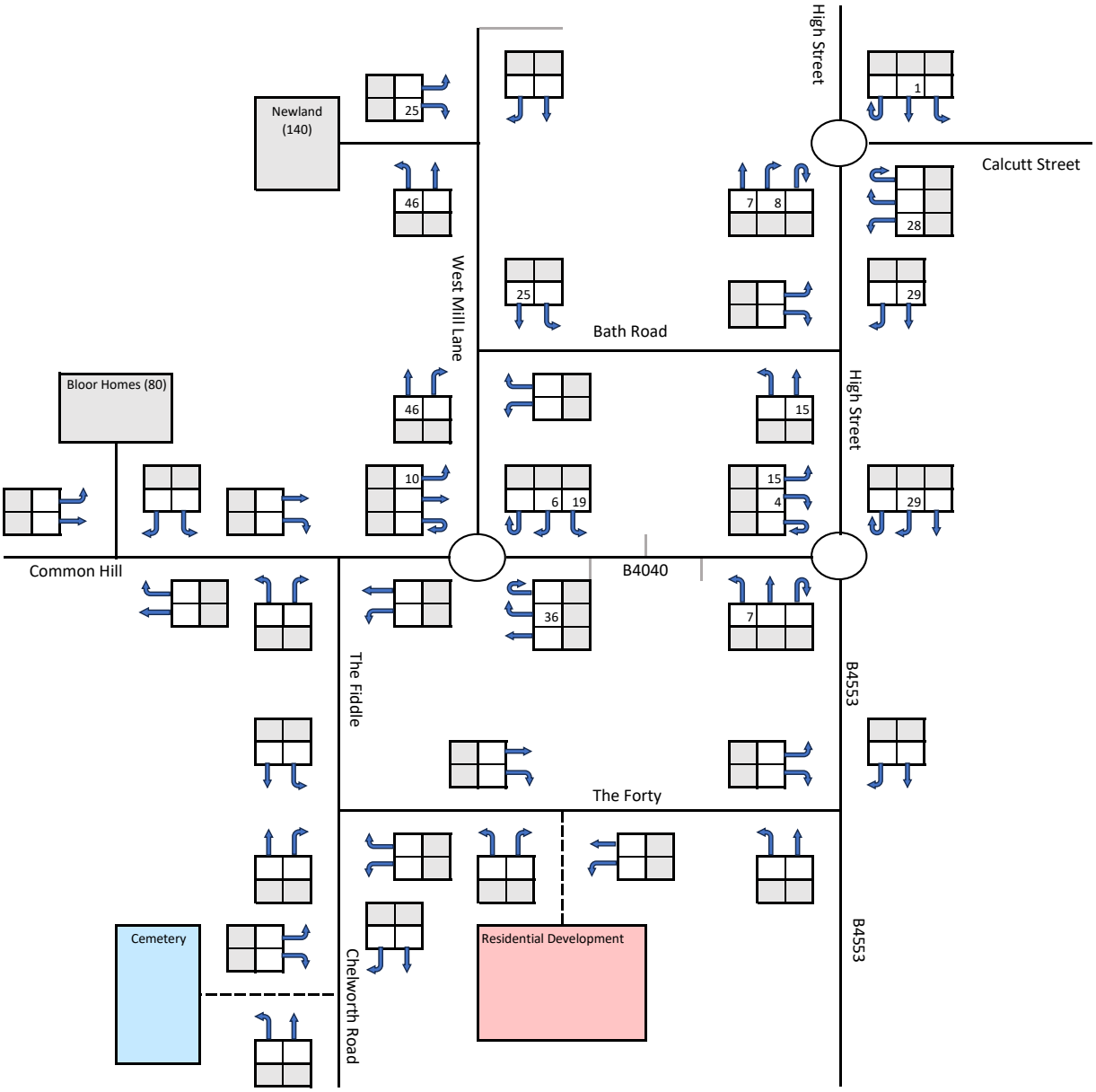
EVOKE	**Project Name:**	The Forty, Cricklade	**Client:**	Hannick Homes	**Drawn By:**	TW	**Approved By:**	BW
	Drawing Title:	Bloor Homes Development AM Peak (Sensitivity Test) From Clarkebond TA (22/07/21), Planning Ref: PL202110404 *Minor rounding errors noted as present in original distribution diagram*					**Date:**	03/08/2023



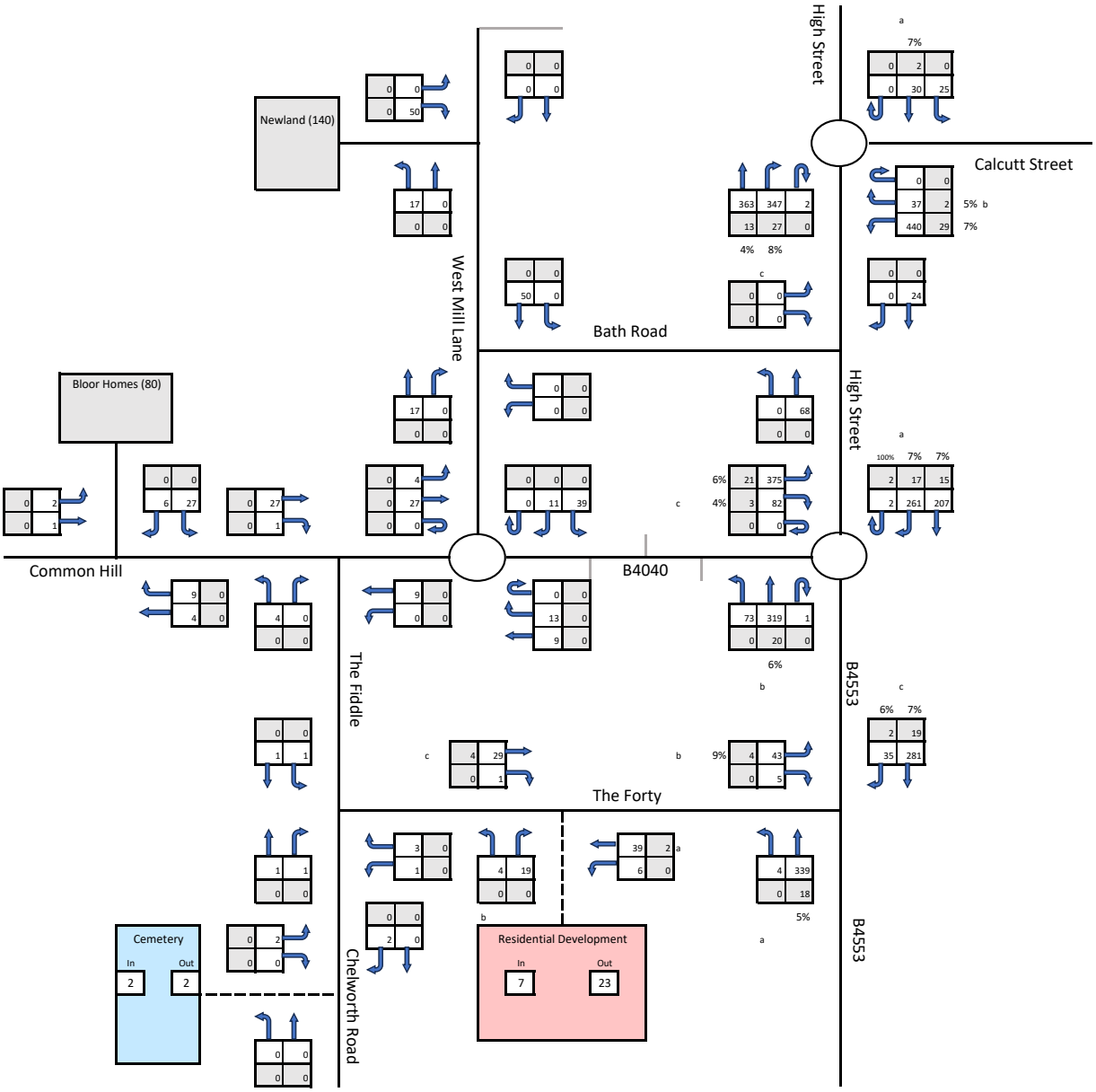
EVOKE	**Project Name:**	The Forty, Cricklade	**Client:**	Hannick Homes	**Drawn By:**	TW	**Approved By:**	BW
	Drawing Title:	Bloor Homes Development PM Peak (Sensitivity Test) From Clarkebond TA (22/07/21), Planning Ref: PL-2021-10404 *Minor rounding errors noted as present in original distribution diagram*					**Date:**	03/08/2023



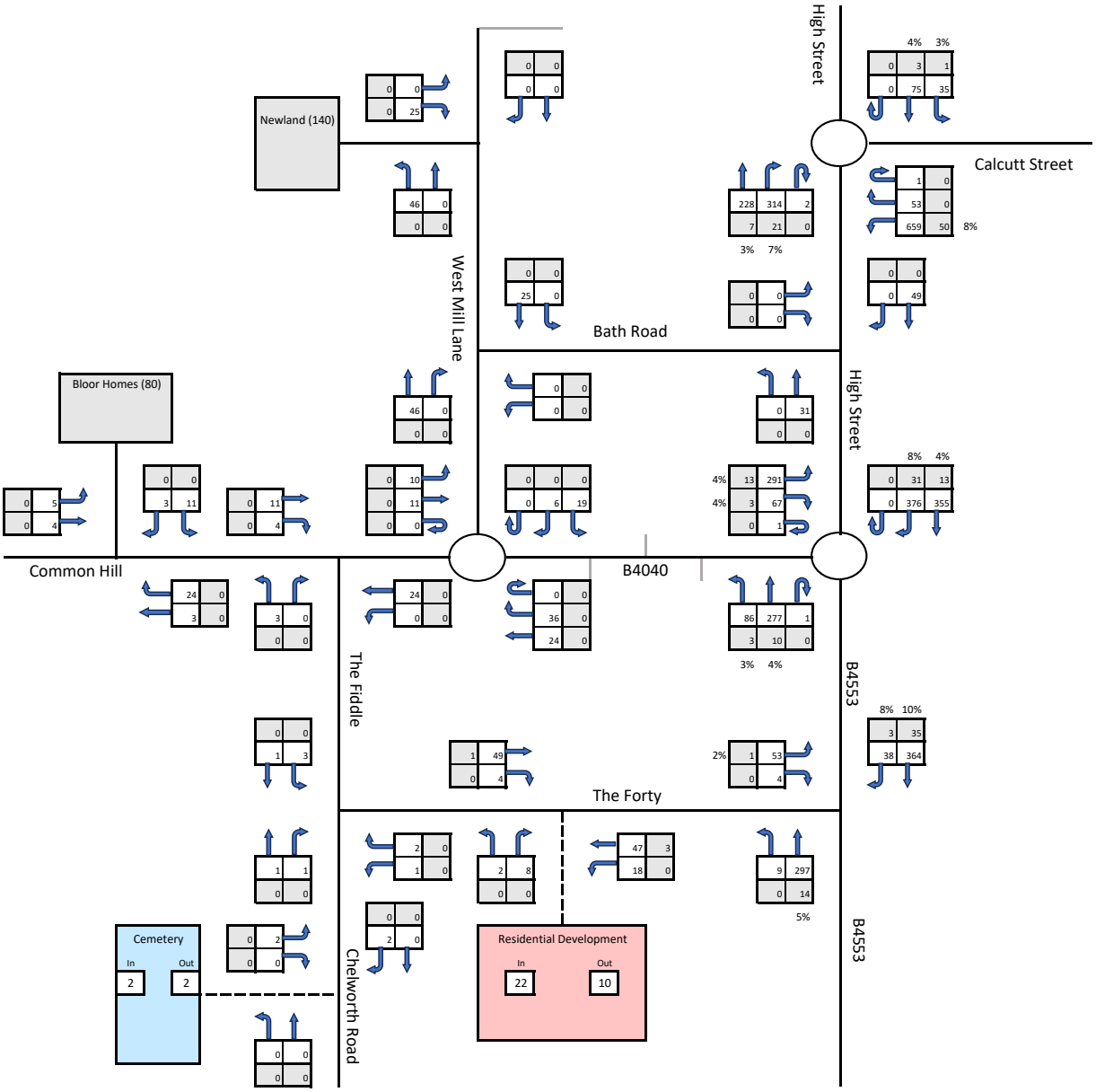
EVOKE	**Project Name:**	The Forty, Cricklade	**Client:**	Hannick Homes	**Drawn By:**	TW	**Approved By:**	BW
	Drawing Title:	Newland Homes Development AM Peak (Sensitivity Test) From Cole Easdon TA (JAN 22), Planning Ref: PL-2022-02452					**Date:**	03/08/2023



EVOKE	**Project Name:**	The Forty, Cricklade	**Client:**	Hannick Homes	**Drawn By:**	TW	**Approved By:**	BW
	Drawing Title:	Newland Homes Development PM Peak (Sensitivity Test) From Cole Easdon TA (JAN 22), Planning Ref: PL-2022-02452					**Date:**	03/08/2023



EVOKE	**Project Name:**	The Forty, Cricklade	**Client:**	Hannick Homes	**Drawn By:**	TW	**Approved By:**	BW
	Drawing Title:	**Sensitivity Test AM** 2030 Baseline, Site Flows, Newlands Homes Development, and Bloor Homes Development combined					**Date:**	03/08/2023



EVOKE	**Project Name:**	The Forty, Cricklade	**Client:**	Hannick Homes	**Drawn By:**	TW	**Approved By:** BW
	Drawing Title:	**Sensitivity Test PM** 2030 Baseline, Site Flows, Newlands Homes Development, and Bloor Homes Development combined					**Date:** 03/08/2023

Appendix I – Junction Modelling Outputs

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
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+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

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Filename: Residential Site Access.j9
Path: C:\Users\BethWilson\Evoke Transport\Evoke Projects - Documents\2021\R-21-0181 The Forty, Cricklade\30 Technical\31 Modelling
Report generation date: 08/11/2023 10:15:16

»2023 Base + Dev, AM
»2023 Base + Dev, PM
»2025 Baseline + Dev, AM
»2025 Baseline + Dev, PM
»2030 Baseline + Dev, AM
»2030 Baseline + Dev, PM
»2030 Baseline Sensitivity Test, AM
»2030 Baseline Sensitivity Test, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2023 Base + Dev											
Stream B-AC	D7	0.1	7.23	0.05	A	900 %	D8	0.0	7.08	0.02	A	900 %
Stream C-AB		0.0	5.71	0.00	A	[]		0.0	5.67	0.01	A	[]
	2025 Baseline + Dev											
Stream B-AC	D9	0.1	7.23	0.05	A	900 %	D10	0.0	7.09	0.02	A	900 %
Stream C-AB		0.0	5.71	0.00	A	[]		0.0	5.67	0.01	A	[]
	2030 Baseline + Dev											
Stream B-AC	D11	0.1	7.24	0.05	A	900 %	D12	0.0	7.09	0.02	A	900 %
Stream C-AB		0.0	5.71	0.00	A	[]		0.0	5.67	0.01	A	[]
	2030 Baseline Sensitivity Test											
Stream B-AC	D13	0.1	7.24	0.05	A	900 %	D14	0.0	7.09	0.02	A	900 %
Stream C-AB		0.0	5.71	0.00	A	[]		0.0	5.67	0.01	A	[]

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Residential Site Access
Location	

Site number	
Date	28/07/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-IQT85C8\beth1
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	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 segment length (min)	Run automatically
D7	2023 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2023 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D9	2025 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	2025 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D11	2030 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D12	2030 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D13	2030 Baseline Sensitivity Test	AM	ONE HOUR	07:45	09:15	15	✓
D14	2030 Baseline Sensitivity Test	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2023 Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Residential Site Access	T-Junction	Two-way		1.69	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	900	

Arms

Arms

Arm	Name	Description	Arm type
A	The Forty East		Major
B	Site Access		Minor
C	The Forty West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.09			92.0	✓	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	3.55	15	19

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	519	0.098	0.248	0.156	0.355
B-C	671	0.107	0.270	-	-
C-B	627	0.253	0.253	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2023 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	44	100.000
B		ONE HOUR	✓	23	100.000
C		ONE HOUR	✓	29	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	6	38
	B	19	0	4
	C	28	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	7.23	0.1	A	21	32
C-AB	0.00	5.71	0.0	A	0.96	1
C-A					26	38
A-B					6	8
A-C					35	52

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	529	0.033	17	0.0	0.0	7.038	A
C-AB	0.78	0.19	631	0.001	0.77	0.0	0.0	5.708	A
C-A	21	5			21				
A-B	5	1			5				
A-C	29	7			29				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	526	0.039	21	0.0	0.0	7.119	A
C-AB	0.94	0.23	632	0.001	0.94	0.0	0.0	5.700	A
C-A	25	6			25				
A-B	5	1			5				
A-C	34	9			34				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	523	0.048	25	0.0	0.1	7.230	A
C-AB	1	0.29	633	0.002	1	0.0	0.0	5.691	A
C-A	31	8			31				
A-B	7	2			7				
A-C	42	10			42				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	523	0.048	25	0.1	0.1	7.230	A
C-AB	1	0.29	633	0.002	1	0.0	0.0	5.696	A
C-A	31	8			31				
A-B	7	2			7				
A-C	42	10			42				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	526	0.039	21	0.1	0.0	7.123	A
C-AB	0.94	0.23	632	0.001	0.94	0.0	0.0	5.706	A
C-A	25	6			25				
A-B	5	1			5				
A-C	34	9			34				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	529	0.033	17	0.0	0.0	7.041	A
C-AB	0.78	0.19	631	0.001	0.78	0.0	0.0	5.711	A
C-A	21	5			21				
A-B	5	1			5				
A-C	29	7			29				

2023 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Residential Site Access	T-Junction	Two-way		0.74	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	900	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2023 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	64	100.000
B		ONE HOUR	✓	10	100.000
C		ONE HOUR	✓	51	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	18	46
	B	8	0	2
	C	47	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C

From	A	0	0	7
	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/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	7.08	0.0	A	9	14
C-AB	0.01	5.67	0.0	A	4	6
C-A					43	64
A-B					17	25
A-C					42	63

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	527	0.014	7	0.0	0.0	6.930	A
C-AB	3	0.80	638	0.005	3	0.0	0.0	5.674	A
C-A	35	9			35				
A-B	14	3			14				
A-C	35	9			35				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	524	0.017	9	0.0	0.0	6.994	A
C-AB	4	0.96	640	0.006	4	0.0	0.0	5.661	A
C-A	42	10			42				
A-B	16	4			16				
A-C	41	10			41				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	519	0.021	11	0.0	0.0	7.083	A
C-AB	5	1	642	0.007	5	0.0	0.0	5.644	A
C-A	51	13			51				
A-B	20	5			20				
A-C	51	13			51				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	519	0.021	11	0.0	0.0	7.083	A
C-AB	5	1	642	0.007	5	0.0	0.0	5.647	A
C-A	51	13			51				

A-B	20	5			20				
A-C	51	13			51				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	524	0.017	9	0.0	0.0	6.994	A
C-AB	4	0.96	640	0.006	4	0.0	0.0	5.665	A
C-A	42	10			42				
A-B	16	4			16				
A-C	41	10			41				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	527	0.014	8	0.0	0.0	6.933	A
C-AB	3	0.80	638	0.005	3	0.0	0.0	5.675	A
C-A	35	9			35				
A-B	14	3			14				
A-C	35	9			35				

2025 Baseline + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Residential Site Access	T-Junction	Two-way		1.69	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	900	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2025 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	44	100.000
B		ONE HOUR	✓	23	100.000
C		ONE HOUR	✓	29	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	6	38
	B	19	0	4
	C	28	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C

From	A	0	0	5
	B	0	0	0
	C	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	7.23	0.1	A	21	32
C-AB	0.00	5.71	0.0	A	0.96	1
C-A					26	38
A-B					6	8
A-C					35	52

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	529	0.033	17	0.0	0.0	7.038	A
C-AB	0.78	0.19	631	0.001	0.77	0.0	0.0	5.708	A
C-A	21	5			21				
A-B	5	1			5				
A-C	29	7			29				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	526	0.039	21	0.0	0.0	7.119	A
C-AB	0.94	0.23	632	0.001	0.94	0.0	0.0	5.700	A
C-A	25	6			25				
A-B	5	1			5				
A-C	34	9			34				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	523	0.048	25	0.0	0.1	7.230	A
C-AB	1	0.29	633	0.002	1	0.0	0.0	5.691	A
C-A	31	8			31				
A-B	7	2			7				
A-C	42	10			42				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	523	0.048	25	0.1	0.1	7.230	A
C-AB	1	0.29	633	0.002	1	0.0	0.0	5.696	A
C-A	31	8			31				

A-B	7	2			7				
A-C	42	10			42				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	526	0.039	21	0.1	0.0	7.123	A
C-AB	0.94	0.23	632	0.001	0.94	0.0	0.0	5.706	A
C-A	25	6			25				
A-B	5	1			5				
A-C	34	9			34				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	529	0.033	17	0.0	0.0	7.041	A
C-AB	0.78	0.19	631	0.001	0.78	0.0	0.0	5.711	A
C-A	21	5			21				
A-B	5	1			5				
A-C	29	7			29				

2025 Baseline + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Residential Site Access	T-Junction	Two-way		0.73	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	900	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2025 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	64	100.000
B		ONE HOUR	✓	10	100.000
C		ONE HOUR	✓	52	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	18	46
	B	8	0	2
	C	48	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C

From	A	0	0	7
	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/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	7.09	0.0	A	9	14
C-AB	0.01	5.67	0.0	A	4	6
C-A					44	66
A-B					17	25
A-C					42	63

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	527	0.014	7	0.0	0.0	6.932	A
C-AB	3	0.80	638	0.005	3	0.0	0.0	5.670	A
C-A	36	9			36				
A-B	14	3			14				
A-C	35	9			35				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	524	0.017	9	0.0	0.0	6.995	A
C-AB	4	0.96	640	0.006	4	0.0	0.0	5.656	A
C-A	43	11			43				
A-B	16	4			16				
A-C	41	10			41				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	519	0.021	11	0.0	0.0	7.085	A
C-AB	5	1	643	0.007	5	0.0	0.0	5.638	A
C-A	52	13			52				
A-B	20	5			20				
A-C	51	13			51				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	519	0.021	11	0.0	0.0	7.085	A
C-AB	5	1	643	0.007	5	0.0	0.0	5.641	A
C-A	52	13			52				

A-B	20	5			20				
A-C	51	13			51				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	524	0.017	9	0.0	0.0	6.996	A
C-AB	4	0.96	640	0.006	4	0.0	0.0	5.660	A
C-A	43	11			43				
A-B	16	4			16				
A-C	41	10			41				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	527	0.014	8	0.0	0.0	6.932	A
C-AB	3	0.80	638	0.005	3	0.0	0.0	5.673	A
C-A	36	9			36				
A-B	14	3			14				
A-C	35	9			35				

2030 Baseline + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Residential Site Access	T-Junction	Two-way		1.66	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	900	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2030 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	45	100.000
B		ONE HOUR	✓	23	100.000
C		ONE HOUR	✓	30	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	6	39
	B	19	0	4
	C	29	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C

From	A	0	0	5
	B	0	0	0
	C	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	7.24	0.1	A	21	32
C-AB	0.00	5.71	0.0	A	0.96	1
C-A					27	40
A-B					6	8
A-C					36	54

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	528	0.033	17	0.0	0.0	7.042	A
C-AB	0.78	0.19	632	0.001	0.77	0.0	0.0	5.706	A
C-A	22	5			22				
A-B	5	1			5				
A-C	29	7			29				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	526	0.039	21	0.0	0.0	7.124	A
C-AB	0.94	0.23	632	0.001	0.94	0.0	0.0	5.697	A
C-A	26	7			26				
A-B	5	1			5				
A-C	35	9			35				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	523	0.048	25	0.0	0.1	7.237	A
C-AB	1	0.29	634	0.002	1	0.0	0.0	5.687	A
C-A	32	8			32				
A-B	7	2			7				
A-C	43	11			43				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	523	0.048	25	0.1	0.1	7.237	A
C-AB	1	0.29	634	0.002	1	0.0	0.0	5.691	A
C-A	32	8			32				

A-B	7	2			7				
A-C	43	11			43				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	526	0.039	21	0.1	0.0	7.125	A
C-AB	0.94	0.23	632	0.001	0.94	0.0	0.0	5.704	A
C-A	26	7			26				
A-B	5	1			5				
A-C	35	9			35				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	528	0.033	17	0.0	0.0	7.048	A
C-AB	0.78	0.20	632	0.001	0.78	0.0	0.0	5.711	A
C-A	22	5			22				
A-B	5	1			5				
A-C	29	7			29				

2030 Baseline + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Residential Site Access	T-Junction	Two-way		0.72	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	900	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2030 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	65	100.000
B		ONE HOUR	✓	10	100.000
C		ONE HOUR	✓	53	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	18	47
	B	8	0	2
	C	49	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C

From	A	0	0	6
	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/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	7.09	0.0	A	9	14
C-AB	0.01	5.67	0.0	A	4	6
C-A					45	67
A-B					17	25
A-C					43	65

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	527	0.014	7	0.0	0.0	6.935	A
C-AB	3	0.80	638	0.005	3	0.0	0.0	5.666	A
C-A	37	9			37				
A-B	14	3			14				
A-C	35	9			35				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	523	0.017	9	0.0	0.0	6.999	A
C-AB	4	0.97	641	0.006	4	0.0	0.0	5.652	A
C-A	44	11			44				
A-B	16	4			16				
A-C	42	11			42				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	519	0.021	11	0.0	0.0	7.090	A
C-AB	5	1	644	0.007	5	0.0	0.0	5.633	A
C-A	54	13			54				
A-B	20	5			20				
A-C	52	13			52				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	519	0.021	11	0.0	0.0	7.090	A
C-AB	5	1	644	0.007	5	0.0	0.0	5.634	A
C-A	54	13			54				

A-B	20	5			20				
A-C	52	13			52				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	523	0.017	9	0.0	0.0	6.999	A
C-AB	4	0.97	641	0.006	4	0.0	0.0	5.656	A
C-A	44	11			44				
A-B	16	4			16				
A-C	42	11			42				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	527	0.014	8	0.0	0.0	6.935	A
C-AB	3	0.80	638	0.005	3	0.0	0.0	5.670	A
C-A	37	9			37				
A-B	14	3			14				
A-C	35	9			35				

2030 Baseline Sensitivity Test, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Residential Site Access	T-Junction	Two-way		1.66	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	900	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2030 Baseline Sensitivity Test	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	45	100.000
B		ONE HOUR	✓	23	100.000
C		ONE HOUR	✓	30	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	6	39
	B	19	0	4
	C	29	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C

From	A	0	0	5
	B	0	0	0
	C	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	7.24	0.1	A	21	32
C-AB	0.00	5.71	0.0	A	0.96	1
C-A					27	40
A-B					6	8
A-C					36	54

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	528	0.033	17	0.0	0.0	7.042	A
C-AB	0.78	0.19	632	0.001	0.77	0.0	0.0	5.706	A
C-A	22	5			22				
A-B	5	1			5				
A-C	29	7			29				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	526	0.039	21	0.0	0.0	7.124	A
C-AB	0.94	0.23	632	0.001	0.94	0.0	0.0	5.697	A
C-A	26	7			26				
A-B	5	1			5				
A-C	35	9			35				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	523	0.048	25	0.0	0.1	7.237	A
C-AB	1	0.29	634	0.002	1	0.0	0.0	5.687	A
C-A	32	8			32				
A-B	7	2			7				
A-C	43	11			43				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	523	0.048	25	0.1	0.1	7.237	A
C-AB	1	0.29	634	0.002	1	0.0	0.0	5.691	A
C-A	32	8			32				

A-B	7	2			7				
A-C	43	11			43				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	526	0.039	21	0.1	0.0	7.125	A
C-AB	0.94	0.23	632	0.001	0.94	0.0	0.0	5.704	A
C-A	26	7			26				
A-B	5	1			5				
A-C	35	9			35				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	528	0.033	17	0.0	0.0	7.048	A
C-AB	0.78	0.20	632	0.001	0.78	0.0	0.0	5.711	A
C-A	22	5			22				
A-B	5	1			5				
A-C	29	7			29				

2030 Baseline Sensitivity Test, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Residential Site Access	T-Junction	Two-way		0.72	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	900	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2030 Baseline Sensitivity Test	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	65	100.000
B		ONE HOUR	✓	10	100.000
C		ONE HOUR	✓	53	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	18	47
	B	8	0	2
	C	49	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C

From	A	0	0	6
	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/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	7.09	0.0	A	9	14
C-AB	0.01	5.67	0.0	A	4	6
C-A					45	67
A-B					17	25
A-C					43	65

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	527	0.014	7	0.0	0.0	6.935	A
C-AB	3	0.80	638	0.005	3	0.0	0.0	5.666	A
C-A	37	9			37				
A-B	14	3			14				
A-C	35	9			35				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	523	0.017	9	0.0	0.0	6.999	A
C-AB	4	0.97	641	0.006	4	0.0	0.0	5.652	A
C-A	44	11			44				
A-B	16	4			16				
A-C	42	11			42				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	519	0.021	11	0.0	0.0	7.090	A
C-AB	5	1	644	0.007	5	0.0	0.0	5.633	A
C-A	54	13			54				
A-B	20	5			20				
A-C	52	13			52				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	519	0.021	11	0.0	0.0	7.090	A
C-AB	5	1	644	0.007	5	0.0	0.0	5.634	A
C-A	54	13			54				

A-B	20	5			20				
A-C	52	13			52				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	523	0.017	9	0.0	0.0	6.999	A
C-AB	4	0.97	641	0.006	4	0.0	0.0	5.656	A
C-A	44	11			44				
A-B	16	4			16				
A-C	42	11			42				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	527	0.014	8	0.0	0.0	6.935	A
C-AB	3	0.80	638	0.005	3	0.0	0.0	5.670	A
C-A	37	9			37				
A-B	14	3			14				
A-C	35	9			35				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.2.1013
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Filename: High Street - Calcutt Roundabout.j9
Path: C:\Users\BethWilson\Evoke Transport\Evoke Projects - Documents\2021\R-21-0181 The Forty, Cricklade\30 Technical\31 Modelling
Report generation date: 08/11/2023 09:56:24

»2023 Base, AM
»2023 Base, PM
»2025 Baseline, AM
»2025 Baseline, PM
»2030 Baseline, AM
»2030 Baseline, PM
»2023 + Dev, AM
»2023 + Dev, PM
»2025 Baseline + Dev, AM
»2025 Baseline + Dev, PM
»2030 Baseline + Dev, AM
»2030 Baseline + Dev, PM
»2030 Baseline Sensitivity, AM
»2030 Baseline Sensitivity, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2023 Base											
Arm A	D1	0.1	4.86	0.07	A	20 % [Arm C]	D2	0.2	5.13	0.14	A	18 % [Arm B]
Arm B		1.0	7.70	0.50	A			2.9	15.79	0.75	C	
Arm C		2.8	15.43	0.74	C			1.4	9.78	0.59	A	
	2025 Baseline											
Arm A	D3	0.1	4.88	0.07	A	18 % [Arm C]	D4	0.2	5.16	0.14	A	17 % [Arm B]
Arm B		1.0	7.79	0.51	A			3.1	16.46	0.76	C	
Arm C		2.9	15.94	0.75	C			1.5	9.94	0.60	A	
	2030 Baseline											
Arm A	D5	0.1	4.94	0.08	A	14 % [Arm C]	D6	0.2	5.25	0.15	A	13 % [Arm B]
Arm B		1.1	8.10	0.53	A			3.6	18.59	0.79	C	
Arm C		3.4	18.01	0.78	C			1.6	10.57	0.62	B	
	2023 + Dev											
Arm A	D7	0.1	4.90	0.07	A	17 % [Arm C]	D8	0.2	5.15	0.14	A	16 % [Arm B]
Arm B		1.0	7.79	0.51	A			3.2	16.92	0.77	C	
Arm C		3.1	16.59	0.76	C			1.5	9.95	0.60	A	
	2025 Baseline + Dev											
Arm A		0.1	4.91	0.07	A	16 %		0.2	5.18	0.14	A	14 %

Arm B	D9	1.1	7.88	0.52	A	[Arm C]	D10	3.4	17.69	0.78	C	[Arm B]
Arm C		3.2	17.18	0.77	C			1.5	10.13	0.61	B	
	2030 Baseline + Dev											
Arm A	D11	0.1	4.98	0.08	A	12 %	D12	0.2	5.27	0.15	A	10 %
Arm B		1.1	8.20	0.53	A			3.9	20.16	0.81	C	
Arm C		3.8	19.59	0.80	C	[Arm C]		1.7	10.78	0.63	B	[Arm B]
	2030 Baseline Sensitivity											
Arm A	D13	0.1	5.16	0.08	A	4 %	D14	0.2	5.64	0.16	A	2 %
Arm B		1.2	8.61	0.56	A			6.3	30.50	0.88	D	
Arm C		5.6	27.30	0.86	D	[Arm C]		1.9	11.71	0.66	B	[Arm B]

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	High Street / Calcutt Street
Location	
Site number	
Date	28/07/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-IQT85C8\beth1
Description	

Units

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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75			✓	Delay	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 segment length (min)	Run automatically
D1	2023 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2025 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2025 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D7	2023 + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2023 + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D9	2025 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	2025 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D11	2030 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓

D12	2030 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D13	2030 Baseline Sensitivity	AM	ONE HOUR	07:45	09:15	15	✓
D14	2030 Baseline Sensitivity	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2023 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 95% of the total flow for the roundabout for one or more time segments]
Warning	Pedestrian Crossing	Arm B - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street / Calcutt Street	Mini-roundabout		A, B, C	11.88	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		20	Arm C

Arms

Arms

Arm	Name	Description
A	High Street N	
B	Calcutt Street	
C	High Street South	

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	3.42	3.36	5.46	3.5	11.15	10.00	0.0	
B	3.49	3.28	5.31	6.7	10.34	7.12	0.0	
C	3.52	2.94	4.19	10.9	12.71	12.73	0.0	

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)
B	1.00	1.00		Distance	7.60	5.43

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
A	Percentage	As Detailed helpguide 13.3.1	100.00
B	None		
C	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.633	1049
B	0.640	1032
C	0.631	991

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 segment length (min)	Run automatically
D1	2023 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	53	100.000
B		ONE HOUR	✓	432	100.000
C		ONE HOUR	✓	614	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	0.00
C		

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	24	29
	B	35	0	397
	C	325	287	2

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	7
	B	6	0	7
	C	4	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)

A	0.07	4.86	0.1	A	49	73
B	0.50	7.70	1.0	A	396	595
C	0.74	15.43	2.8	C	563	845

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	40	10	216		867	0.046	40	269	0.0	0.0	4.351	A
B	325	81	23	0.00	950	0.342	323	232	0.0	0.5	5.723	A
C	462	116	26		916	0.505	458	320	0.0	1.0	7.799	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	48	12	259		838	0.057	48	323	0.0	0.1	4.554	A
B	388	97	28	0.00	947	0.410	388	279	0.5	0.7	6.424	A
C	552	138	31		913	0.605	550	384	1.0	1.5	9.870	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	58	15	316		800	0.073	58	394	0.1	0.1	4.852	A
B	476	119	34	0.00	943	0.504	474	340	0.7	1.0	7.656	A
C	676	169	38		908	0.744	671	470	1.5	2.7	14.858	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	58	15	318		799	0.073	58	396	0.1	0.1	4.861	A
B	476	119	34	0.00	943	0.504	476	342	1.0	1.0	7.696	A
C	676	169	39		908	0.744	676	471	2.7	2.8	15.426	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	48	12	262		836	0.057	48	326	0.1	0.1	4.569	A
B	388	97	28	0.00	947	0.410	390	282	1.0	0.7	6.471	A
C	552	138	32		913	0.605	557	386	2.8	1.6	10.262	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	40	10	219		865	0.046	40	272	0.1	0.0	4.365	A
B	325	81	23	0.00	950	0.342	326	235	0.7	0.5	5.775	A
C	462	116	26		916	0.505	464	323	1.6	1.0	8.012	A

2023 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 91% of the total flow for the roundabout for one or more time segments]
Warning	Pedestrian Crossing	Arm B - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street / Calcutt Street	Mini-roundabout		A, B, C	12.50	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		18	Arm B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	104	100.000
B		ONE HOUR	✓	622	100.000
C		ONE HOUR	✓	490	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	0.00
C		

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	33	71

	B	51	1	570
	C	208	280	2

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	8
	C	3	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.14	5.13	0.2	A	95	143
B	0.75	15.79	2.9	C	571	856
C	0.59	9.78	1.4	A	450	674

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	78	20	212		881	0.089	78	194	0.0	0.1	4.478	A
B	468	117	55	0.00	927	0.505	464	235	0.0	1.0	7.707	A
C	369	92	39		918	0.402	366	480	0.0	0.7	6.488	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	93	23	254		854	0.110	93	232	0.1	0.1	4.735	A
B	559	140	66	0.00	921	0.607	557	282	1.0	1.5	9.845	A
C	441	110	47		914	0.482	439	576	0.7	0.9	7.572	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	115	29	310		816	0.140	114	284	0.1	0.2	5.127	A
B	685	171	80	0.00	912	0.751	680	344	1.5	2.8	15.161	C
C	540	135	57		908	0.594	537	703	0.9	1.4	9.668	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	115	29	312		816	0.140	115	285	0.2	0.2	5.134	A

B	685	171	80	0.00	912	0.751	684	346	2.8	2.9	15.788	C
C	540	135	57		907	0.595	539	708	1.4	1.4	9.777	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	93	23	256		852	0.110	94	234	0.2	0.1	4.746	A
B	559	140	66	0.00	921	0.607	564	283	2.9	1.6	10.255	B
C	441	110	47		913	0.482	443	583	1.4	0.9	7.675	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	78	20	214		880	0.089	78	196	0.1	0.1	4.492	A
B	468	117	55	0.00	927	0.505	470	237	1.6	1.0	7.918	A
C	369	92	39		918	0.402	370	486	0.9	0.7	6.581	A

2025 Baseline, 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]
Warning	Pedestrian Crossing	Arm B - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street / Calcutt Street	Mini-roundabout		A, B, C	12.21	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		18	Arm C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	53	100.000
B		ONE HOUR	✓	437	100.000
C		ONE HOUR	✓	621	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	0.00
C		

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	24	29

	B	35	0	402
	C	329	290	2

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	7
	B	6	0	7
	C	4	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.07	4.88	0.1	A	49	73
B	0.51	7.79	1.0	A	401	601
C	0.75	15.94	2.9	C	570	855

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	40	10	218		865	0.046	40	272	0.0	0.0	4.359	A
B	329	82	23	0.00	950	0.346	327	234	0.0	0.5	5.755	A
C	468	117	26		916	0.510	463	324	0.0	1.0	7.886	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	48	12	262		836	0.057	48	326	0.0	0.1	4.564	A
B	393	98	28	0.00	947	0.415	392	281	0.5	0.7	6.476	A
C	558	140	31		913	0.612	556	389	1.0	1.5	10.039	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	58	15	319		798	0.073	58	398	0.1	0.1	4.865	A
B	481	120	34	0.00	943	0.510	480	343	0.7	1.0	7.744	A
C	684	171	38		908	0.753	678	475	1.5	2.9	15.308	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	58	15	321		797	0.073	58	401	0.1	0.1	4.876	A

B	481	120	34	0.00	943	0.510	481	346	1.0	1.0	7.788	A
C	684	171	39		908	0.753	683	477	2.9	2.9	15.944	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	48	12	265		834	0.057	48	330	0.1	0.1	4.580	A
B	393	98	28	0.00	947	0.415	394	285	1.0	0.7	6.525	A
C	558	140	32		913	0.612	564	390	2.9	1.6	10.466	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	40	10	221		863	0.046	40	275	0.1	0.0	4.372	A
B	329	82	23	0.00	950	0.346	330	237	0.7	0.5	5.811	A
C	468	117	26		916	0.510	470	327	1.6	1.1	8.110	A

2025 Baseline, 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 91% of the total flow for the roundabout for one or more time segments]
Warning	Pedestrian Crossing	Arm B - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street / Calcutt Street	Mini-roundabout		A, B, C	12.92	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		17	Arm B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	105	100.000
B		ONE HOUR	✓	630	100.000
C		ONE HOUR	✓	495	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	0.00
C		

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	33	72

	B	52	1	577
	C	210	283	2

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	8
	C	3	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.14	5.16	0.2	A	96	145
B	0.76	16.46	3.1	C	578	867
C	0.60	9.94	1.5	A	454	681

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	79	20	214		880	0.090	79	196	0.0	0.1	4.491	A
B	474	119	55	0.00	927	0.512	470	237	0.0	1.0	7.812	A
C	373	93	40		918	0.406	370	486	0.0	0.7	6.538	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	94	24	257		852	0.111	94	235	0.1	0.1	4.753	A
B	566	142	66	0.00	920	0.615	564	284	1.0	1.6	10.051	B
C	445	111	47		913	0.487	444	583	0.7	0.9	7.652	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	116	29	314		814	0.142	115	287	0.1	0.2	5.151	A
B	694	173	81	0.00	911	0.761	688	348	1.6	3.0	15.738	C
C	545	136	58		907	0.601	543	711	0.9	1.5	9.826	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	116	29	315		813	0.142	116	288	0.2	0.2	5.159	A

B	694	173	81	0.00	911	0.761	693	349	3.0	3.1	16.459	C
C	545	136	58		907	0.601	545	716	1.5	1.5	9.942	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	94	24	258		851	0.111	95	237	0.2	0.1	4.764	A
B	566	142	67	0.00	920	0.616	572	286	3.1	1.6	10.507	B
C	445	111	48		913	0.487	447	591	1.5	1.0	7.764	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	79	20	216		878	0.090	79	198	0.1	0.1	4.504	A
B	474	119	56	0.00	927	0.512	477	239	1.6	1.1	8.038	A
C	373	93	40		918	0.406	374	492	1.0	0.7	6.631	A

2030 Baseline, 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]
Warning	Pedestrian Crossing	Arm B - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street / Calcutt Street	Mini-roundabout		A, B, C	13.49	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		14	Arm C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	55	100.000
B		ONE HOUR	✓	453	100.000
C		ONE HOUR	✓	644	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	0.00
C		

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	25	30

	B	37	0	416
	C	341	301	2

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	7
	B	5	0	7
	C	4	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.08	4.94	0.1	A	50	76
B	0.53	8.10	1.1	A	416	624
C	0.78	18.01	3.4	C	591	886

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	41	10	226		860	0.048	41	282	0.0	0.1	4.395	A
B	341	85	24	0.00	951	0.359	339	243	0.0	0.6	5.864	A
C	485	121	28		915	0.530	480	335	0.0	1.1	8.200	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	49	12	271		830	0.060	49	339	0.1	0.1	4.612	A
B	407	102	29	0.00	947	0.430	406	292	0.6	0.7	6.644	A
C	579	145	33		912	0.635	577	402	1.1	1.7	10.664	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	61	15	331		791	0.077	60	413	0.1	0.1	4.931	A
B	499	125	35	0.00	943	0.529	497	356	0.7	1.1	8.044	A
C	709	177	41		907	0.782	703	492	1.7	3.3	17.064	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	61	15	333		789	0.077	61	416	0.1	0.1	4.943	A

B	499	125	35	0.00	943	0.529	499	359	1.1	1.1	8.096	A
C	709	177	41		907	0.782	709	493	3.3	3.4	18.013	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	49	12	275		827	0.060	50	343	0.1	0.1	4.629	A
B	407	102	29	0.00	947	0.430	409	296	1.1	0.8	6.700	A
C	579	145	33		912	0.635	585	404	3.4	1.8	11.250	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	41	10	229		858	0.048	41	286	0.1	0.1	4.411	A
B	341	85	24	0.00	950	0.359	342	247	0.8	0.6	5.924	A
C	485	121	28		915	0.530	487	338	1.8	1.1	8.470	A

2030 Baseline, 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 91% of the total flow for the roundabout for one or more time segments]
Warning	Pedestrian Crossing	Arm B - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street / Calcutt Street	Mini-roundabout		A, B, C	14.28	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		13	Arm B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	109	100.000
B		ONE HOUR	✓	652	100.000
C		ONE HOUR	✓	514	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	0.00
C		

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	35	74

	B	53	1	598
	C	218	294	2

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	8
	C	3	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.15	5.25	0.2	A	100	150
B	0.79	18.59	3.6	C	598	897
C	0.62	10.57	1.6	B	472	707

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	82	21	222		875	0.094	82	202	0.0	0.1	4.537	A
B	491	123	57	0.00	926	0.530	486	247	0.0	1.1	8.110	A
C	387	97	40		918	0.422	384	503	0.0	0.7	6.712	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	98	24	266		845	0.116	98	243	0.1	0.1	4.815	A
B	586	147	68	0.00	919	0.638	584	296	1.1	1.7	10.657	B
C	462	116	48		913	0.506	461	604	0.7	1.0	7.947	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	120	30	326		806	0.149	120	297	0.1	0.2	5.242	A
B	718	179	84	0.00	910	0.789	711	362	1.7	3.4	17.525	C
C	566	141	59		906	0.624	564	736	1.0	1.6	10.421	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	120	30	327		806	0.149	120	298	0.2	0.2	5.251	A

B	718	179	84	0.00	909	0.789	717	363	3.4	3.6	18.591	C
C	566	141	59		906	0.625	566	742	1.6	1.6	10.571	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	98	24	268		844	0.116	98	245	0.2	0.1	4.828	A
B	586	147	68	0.00	919	0.638	593	298	3.6	1.8	11.281	B
C	462	116	49		912	0.507	464	613	1.6	1.0	8.082	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	82	21	224		873	0.094	82	205	0.1	0.1	4.551	A
B	491	123	57	0.00	926	0.530	494	249	1.8	1.1	8.378	A
C	387	97	41		917	0.422	388	510	1.0	0.7	6.822	A

2023 + Dev, 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]
Warning	Pedestrian Crossing	Arm B - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street / Calcutt Street	Mini-roundabout		A, B, C	12.59	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		17	Arm C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2023 + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	53	100.000
B		ONE HOUR	✓	437	100.000
C		ONE HOUR	✓	629	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	0.00
C		

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	24	29

	B	35	0	402
	C	332	295	2

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	7
	B	6	0	7
	C	4	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.07	4.90	0.1	A	49	73
B	0.51	7.79	1.0	A	401	601
C	0.76	16.59	3.1	C	577	866

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	40	10	222		863	0.046	40	274	0.0	0.0	4.372	A
B	329	82	23	0.00	950	0.346	327	238	0.0	0.5	5.755	A
C	474	118	26		916	0.517	469	324	0.0	1.1	7.990	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	48	12	266		833	0.057	48	329	0.0	0.1	4.581	A
B	393	98	28	0.00	947	0.415	392	286	0.5	0.7	6.476	A
C	565	141	31		913	0.620	563	389	1.1	1.6	10.242	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	58	15	324		795	0.073	58	401	0.1	0.1	4.889	A
B	481	120	34	0.00	943	0.510	480	349	0.7	1.0	7.744	A
C	693	173	38		908	0.763	687	475	1.6	3.0	15.860	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	58	15	327		793	0.074	58	404	0.1	0.1	4.900	A

B	481	120	34	0.00	943	0.510	481	351	1.0	1.0	7.788	A
C	693	173	39		908	0.763	692	477	3.0	3.1	16.586	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	48	12	270		831	0.057	48	333	0.1	0.1	4.596	A
B	393	98	28	0.00	947	0.415	394	289	1.0	0.7	6.525	A
C	565	141	32		913	0.620	571	390	3.1	1.7	10.715	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	40	10	225		861	0.046	40	278	0.1	0.0	4.387	A
B	329	82	23	0.00	950	0.346	330	241	0.7	0.5	5.808	A
C	474	118	26		916	0.517	476	327	1.7	1.1	8.229	A

2023 + Dev, 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 91% of the total flow for the roundabout for one or more time segments]
Warning	Pedestrian Crossing	Arm B - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street / Calcutt Street	Mini-roundabout		A, B, C	13.19	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		16	Arm B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2023 + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	104	100.000
B		ONE HOUR	✓	636	100.000
C		ONE HOUR	✓	496	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	0.00
C		

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	33	71

	B	51	1	584
	C	211	283	2

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	8
	C	3	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.14	5.15	0.2	A	95	143
B	0.77	16.92	3.2	C	584	875
C	0.60	9.95	1.5	A	455	683

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	78	20	214		880	0.089	78	196	0.0	0.1	4.486	A
B	479	120	55	0.00	927	0.516	475	237	0.0	1.0	7.881	A
C	373	93	39		919	0.407	371	490	0.0	0.7	6.541	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	93	23	257		852	0.110	93	235	0.1	0.1	4.746	A
B	572	143	66	0.00	921	0.621	570	284	1.0	1.6	10.189	B
C	446	111	47		914	0.488	445	589	0.7	0.9	7.658	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	115	29	314		814	0.141	114	287	0.1	0.2	5.142	A
B	700	175	80	0.00	912	0.768	694	348	1.6	3.1	16.130	C
C	546	137	57		908	0.602	544	718	0.9	1.5	9.837	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	115	29	315		813	0.141	115	288	0.2	0.2	5.150	A

B	700	175	80	0.00	911	0.768	700	349	3.1	3.2	16.917	C
C	546	137	57		907	0.602	546	723	1.5	1.5	9.953	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	93	23	258		851	0.110	94	237	0.2	0.1	4.758	A
B	572	143	66	0.00	920	0.621	578	286	3.2	1.7	10.682	B
C	446	111	47		913	0.488	448	596	1.5	1.0	7.769	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	78	20	216		879	0.089	78	198	0.1	0.1	4.501	A
B	479	120	55	0.00	927	0.516	481	239	1.7	1.1	8.117	A
C	373	93	39		918	0.407	375	497	1.0	0.7	6.637	A

2025 Baseline + Dev, 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]
Warning	Pedestrian Crossing	Arm B - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street / Calcutt Street	Mini-roundabout		A, B, C	12.97	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		16	Arm C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2025 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	53	100.000
B		ONE HOUR	✓	442	100.000
C		ONE HOUR	✓	636	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	0.00
C		

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	24	29

	B	35	0	407
	C	336	298	2

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	7
	B	6	0	7
	C	4	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.07	4.91	0.1	A	49	73
B	0.52	7.88	1.1	A	406	608
C	0.77	17.18	3.2	C	584	875

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	40	10	224		861	0.046	40	277	0.0	0.0	4.380	A
B	333	83	23	0.00	950	0.350	331	240	0.0	0.5	5.790	A
C	479	120	26		916	0.523	475	328	0.0	1.1	8.079	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	48	12	269		832	0.057	48	332	0.0	0.1	4.591	A
B	397	99	28	0.00	947	0.419	397	288	0.5	0.7	6.529	A
C	572	143	31		913	0.626	570	393	1.1	1.6	10.422	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	58	15	327		793	0.074	58	405	0.1	0.1	4.903	A
B	487	122	34	0.00	943	0.516	485	352	0.7	1.0	7.836	A
C	700	175	38		908	0.771	694	481	1.6	3.1	16.367	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	58	15	330		791	0.074	58	408	0.1	0.1	4.914	A

B	487	122	34	0.00	943	0.516	487	354	1.0	1.1	7.882	A
C	700	175	39		908	0.771	700	482	3.1	3.2	17.182	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	48	12	273		829	0.057	48	337	0.1	0.1	4.607	A
B	397	99	28	0.00	947	0.419	399	292	1.1	0.7	6.579	A
C	572	143	32		913	0.627	578	395	3.2	1.7	10.942	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	40	10	227		859	0.046	40	281	0.1	0.0	4.395	A
B	333	83	23	0.00	950	0.350	334	244	0.7	0.5	5.847	A
C	479	120	26		916	0.523	481	330	1.7	1.1	8.331	A

2025 Baseline + Dev, 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 91% of the total flow for the roundabout for one or more time segments]
Warning	Pedestrian Crossing	Arm B - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street / Calcutt Street	Mini-roundabout		A, B, C	13.67	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		14	Arm B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2025 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	105	100.000
B		ONE HOUR	✓	644	100.000
C		ONE HOUR	✓	501	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	0.00
C		

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	33	72

	B	52	1	591
	C	213	286	2

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	8
	C	3	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.14	5.18	0.2	A	96	145
B	0.78	17.69	3.4	C	591	886
C	0.61	10.13	1.5	B	460	690

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	79	20	216		878	0.090	79	198	0.0	0.1	4.499	A
B	485	121	55	0.00	927	0.523	481	239	0.0	1.1	7.990	A
C	377	94	40		918	0.411	374	496	0.0	0.7	6.590	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	94	24	259		850	0.111	94	238	0.1	0.1	4.764	A
B	579	145	66	0.00	920	0.629	577	287	1.1	1.6	10.409	B
C	450	113	47		913	0.493	449	596	0.7	1.0	7.739	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	116	29	317		812	0.142	115	290	0.1	0.2	5.167	A
B	709	177	81	0.00	911	0.778	703	351	1.6	3.3	16.777	C
C	552	138	58		907	0.608	549	726	1.0	1.5	9.937	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	116	29	318		811	0.143	116	292	0.2	0.2	5.175	A

B	709	177	81	0.00	911	0.779	709	352	3.3	3.4	17.691	C
C	552	138	58		907	0.608	552	732	1.5	1.5	10.126	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	94	24	261		849	0.111	95	240	0.2	0.1	4.774	A
B	579	145	67	0.00	920	0.629	585	289	3.4	1.7	10.959	B
C	450	113	48		913	0.493	453	604	1.5	1.0	7.856	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	79	20	218		877	0.090	79	200	0.1	0.1	4.514	A
B	485	121	56	0.00	927	0.523	487	242	1.7	1.1	8.240	A
C	377	94	40		918	0.411	378	503	1.0	0.7	6.687	A

2030 Baseline + Dev, 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]
Warning	Pedestrian Crossing	Arm B - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street / Calcutt Street	Mini-roundabout		A, B, C	14.45	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		12	Arm C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2030 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	55	100.000
B		ONE HOUR	✓	458	100.000
C		ONE HOUR	✓	659	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	0.00
C		

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	25	30

	B	37	0	421
	C	348	309	2

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	7
	B	5	0	7
	C	4	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.08	4.98	0.1	A	50	76
B	0.53	8.20	1.1	A	420	630
C	0.80	19.59	3.8	C	605	907

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	41	10	232		856	0.048	41	287	0.0	0.1	4.416	A
B	345	86	24	0.00	950	0.363	343	249	0.0	0.6	5.901	A
C	496	124	28		915	0.542	491	339	0.0	1.2	8.410	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	49	12	278		825	0.060	49	345	0.1	0.1	4.640	A
B	412	103	29	0.00	947	0.435	411	299	0.6	0.8	6.700	A
C	592	148	33		912	0.650	590	406	1.2	1.8	11.094	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	61	15	339		785	0.077	60	420	0.1	0.1	4.968	A
B	504	126	35	0.00	943	0.535	503	364	0.8	1.1	8.144	A
C	726	181	41		907	0.800	718	497	1.8	3.6	18.356	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	61	15	342		783	0.077	61	424	0.1	0.1	4.983	A

B	504	126	35	0.00	943	0.535	504	367	1.1	1.1	8.197	A
C	726	181	41		907	0.800	725	499	3.6	3.8	19.592	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	49	12	283		822	0.060	50	350	0.1	0.1	4.660	A
B	412	103	29	0.00	947	0.435	413	304	1.1	0.8	6.758	A
C	592	148	33		912	0.650	600	409	3.8	1.9	11.818	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	41	10	235		854	0.049	41	291	0.1	0.1	4.432	A
B	345	86	24	0.00	950	0.363	346	253	0.8	0.6	5.960	A
C	496	124	28		915	0.542	499	342	1.9	1.2	8.712	A

2030 Baseline + Dev, 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 91% of the total flow for the roundabout for one or more time segments]
Warning	Pedestrian Crossing	Arm B - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street / Calcutt Street	Mini-roundabout		A, B, C	15.21	C

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		10	Arm B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2030 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	109	100.000
B		ONE HOUR	✓	666	100.000
C		ONE HOUR	✓	520	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	0.00
C		

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	35	74

	B	53	1	612
	C	221	297	2

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	8
	C	3	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.15	5.27	0.2	A	100	150
B	0.81	20.16	3.9	C	611	917
C	0.63	10.78	1.7	B	477	716

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	82	21	224		873	0.094	82	205	0.0	0.1	4.546	A
B	501	125	57	0.00	926	0.542	497	249	0.0	1.2	8.302	A
C	391	98	40		918	0.427	389	513	0.0	0.7	6.769	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	98	24	269		844	0.116	98	246	0.1	0.1	4.827	A
B	599	150	68	0.00	919	0.652	596	299	1.2	1.8	11.060	B
C	467	117	48		913	0.512	466	616	0.7	1.0	8.041	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	120	30	329		804	0.149	120	300	0.1	0.2	5.258	A
B	733	183	84	0.00	909	0.806	725	365	1.8	3.8	18.787	C
C	573	143	59		906	0.632	570	750	1.0	1.7	10.616	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	120	30	330		803	0.149	120	302	0.2	0.2	5.267	A

B	733	183	84	0.00	909	0.806	733	367	3.8	3.9	20.157	C
C	573	143	59		906	0.632	572	757	1.7	1.7	10.777	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	98	24	271		842	0.116	98	248	0.2	0.1	4.840	A
B	599	150	68	0.00	919	0.652	607	301	3.9	1.9	11.820	B
C	467	117	49		912	0.512	470	626	1.7	1.1	8.185	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	82	21	227		872	0.094	82	207	0.1	0.1	4.560	A
B	501	125	57	0.00	926	0.542	504	251	1.9	1.2	8.603	A
C	391	98	41		917	0.427	393	521	1.1	0.8	6.879	A

2030 Baseline Sensitivity, 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]
Warning	Pedestrian Crossing	Arm B - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street / Calcutt Street	Mini-roundabout		A, B, C	19.13	C

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		4	Arm C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2030 Baseline Sensitivity	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	55	100.000
B		ONE HOUR	✓	477	100.000
C		ONE HOUR	✓	712	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	0.00
C		

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	25	30

	B	37	0	440
	C	363	347	2

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	7
	B	5	0	7
	C	4	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.08	5.16	0.1	A	50	76
B	0.56	8.61	1.2	A	438	657
C	0.86	27.30	5.6	D	653	980

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	41	10	260		839	0.049	41	298	0.0	0.1	4.511	A
B	359	90	24	0.00	950	0.378	357	277	0.0	0.6	6.039	A
C	536	134	28		919	0.584	531	353	0.0	1.4	9.156	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	49	12	312		805	0.061	49	358	0.1	0.1	4.766	A
B	429	107	29	0.00	947	0.453	428	333	0.6	0.8	6.919	A
C	640	160	33		915	0.699	637	423	1.4	2.2	12.765	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	61	15	378		761	0.080	60	434	0.1	0.1	5.138	A
B	525	131	35	0.00	943	0.557	524	404	0.8	1.2	8.540	A
C	784	196	41		910	0.861	772	518	2.2	5.2	24.092	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	61	15	383		758	0.080	61	440	0.1	0.1	5.163	A

B	525	131	35	0.00	943	0.557	525	409	1.2	1.2	8.607	A
C	784	196	41		910	0.861	782	520	5.2	5.6	27.299	D

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	49	12	320		799	0.062	50	366	0.1	0.1	4.802	A
B	429	107	29	0.00	947	0.453	430	341	1.2	0.8	6.985	A
C	640	160	33		915	0.700	653	426	5.6	2.4	14.343	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	41	10	265		836	0.050	41	303	0.1	0.1	4.533	A
B	359	90	24	0.00	950	0.378	360	282	0.8	0.6	6.107	A
C	536	134	28		918	0.584	540	356	2.4	1.4	9.615	A

2030 Baseline Sensitivity, 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 92% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street / Calcutt Street	Mini-roundabout		A, B, C	21.15	C

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		2	Arm B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2030 Baseline Sensitivity	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	110	100.000
B		ONE HOUR	✓	713	100.000
C		ONE HOUR	✓	544	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A		
B	[ONEHOUR]	100.00
C		

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	35	75
	B	53	1	659
	C	228	314	2

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	8
	C	3	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.16	5.64	0.2	A	101	151
B	0.88	30.50	6.3	D	654	981
C	0.66	11.71	1.9	B	499	749

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	83	21	237		851	0.097	82	210	0.0	0.1	4.682	A
B	537	134	58	75.29	919	0.584	531	262	0.0	1.4	9.172	A
C	410	102	40		917	0.446	406	549	0.0	0.8	7.001	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	99	25	284		813	0.122	99	252	0.1	0.1	5.039	A
B	641	160	69	89.90	909	0.705	637	314	1.4	2.3	13.058	B
C	489	122	48		913	0.536	488	658	0.8	1.1	8.444	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	121	30	347		761	0.159	121	307	0.1	0.2	5.625	A
B	785	196	85	110.10	896	0.876	771	384	2.3	5.7	26.229	D
C	599	150	58		907	0.661	596	797	1.1	1.9	11.479	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	121	30	349		759	0.159	121	309	0.2	0.2	5.639	A
B	785	196	85	110.10	896	0.876	783	385	5.7	6.3	30.502	D
C	599	150	59		906	0.661	599	808	1.9	1.9	11.705	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	99	25	287		811	0.122	99	255	0.2	0.1	5.056	A
B	641	160	69	89.90	909	0.705	656	316	6.3	2.5	14.979	B
C	489	122	50		912	0.536	492	676	1.9	1.2	8.636	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	83	21	239		849	0.098	83	212	0.1	0.1	4.700	A
B	537	134	58	75.29	918	0.585	541	264	2.5	1.4	9.647	A
C	410	102	41		917	0.447	411	558	1.2	0.8	7.134	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
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Filename: B4553 - The Forty.j9
Path: C:\Users\BethWilson\Evoke Transport\Evoke Projects - Documents\2021\R-21-0181 The Forty, Cricklade\30 Technical\31 Modelling
Report generation date: 08/11/2023 10:03:08

»2023 Base, AM
»2023 Base, PM
»2025 Baseline, AM
»2025 Baseline, PM
»2030 Baseline, AM
»2030 Baseline, PM
»2023 Base + Dev, AM
»2023 Base + Dev, PM
»2025 Baseline + Dev, AM
»2025 Baseline + Dev, PM
»2030 Baseline + Dev, AM
»2030 Baseline + Dev, PM
»2030 Baseline + Sensitivity, AM
»2030 Baseline + Sensitivity, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2023 Base											
Stream B-AC	D1	0.1	8.09	0.06	A	234 %	D2	0.1	7.45	0.09	A	208 %
Stream C-AB		0.1	5.47	0.07	A	[Stream C-AB]		0.1	5.28	0.07	A	[Stream B-AC]
	2025 Baseline											
Stream B-AC	D3	0.1	8.11	0.06	A	231 %	D4	0.1	7.48	0.10	A	206 %
Stream C-AB		0.1	5.46	0.07	A	[Stream C-AB]		0.1	5.26	0.07	A	[Stream B-AC]
	2030 Baseline											
Stream B-AC	D5	0.1	8.11	0.06	A	220 %	D6	0.1	7.55	0.10	A	195 %
Stream C-AB		0.1	5.45	0.08	A	[Stream C-AB]		0.1	5.25	0.07	A	[Stream B-AC]
	2023 Base + Dev											
Stream B-AC	D7	0.1	8.43	0.11	A	184 %	D8	0.1	7.77	0.12	A	178 %
Stream C-AB		0.2	5.48	0.09	A	[Stream B-AC]		0.2	5.26	0.10	A	[Stream C-AB]
	2025 Baseline + Dev											
Stream B-AC	D9	0.1	8.45	0.11	A	182 %	D10	0.1	7.80	0.12	A	177 %
Stream C-AB		0.2	5.47	0.09	A	[Stream B-AC]		0.2	5.24	0.10	A	[Stream C-AB]
	2030 Baseline + Dev											

Stream B-AC	D11	0.1	8.54	0.11	A	173 %	D12	0.1	7.88	0.12	A	167 %
Stream C-AB		0.2	5.46	0.09	A	[Stream B-AC]		0.2	5.20	0.10	A	[Stream C-AB]
	2030 Baseline + Sensitivity											
Stream B-AC	D13	0.1	8.54	0.11	A	173 %	D14	0.1	7.88	0.12	A	167 %
Stream C-AB		0.2	5.46	0.09	A	[Stream B-AC]		0.2	5.20	0.10	A	[Stream C-AB]

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	B4553 The Forty
Location	
Site number	
Date	28/07/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-IQT85C8\beth1
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	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 segment length (min)	Run automatically
D1	2023 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2025 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2025 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D7	2023 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2023 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D9	2025 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	2025 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D11	2030 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D12	2030 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D13	2030 Baseline + Sensitivity	AM	ONE HOUR	07:45	09:15	15	✓
D14	2030 Baseline + Sensitivity	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2023 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	The Forty / B4553	T-Junction	Two-way		0.75	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	234	Stream C-AB

Arms

Arms

Arm	Name	Description	Arm type
A	B4553 South		Major
B	The Forty		Minor
C	B4553 North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.50			150.0	✓	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	3.11	22	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	498	0.093	0.234	0.147	0.335
B-C	641	0.100	0.254	-	-
C-B	661	0.262	0.262	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	326	100.000
B		ONE HOUR	✓	27	100.000
C		ONE HOUR	✓	297	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	323
	B	0	0	27
	C	268	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	15
	C	7	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	8.09	0.1	A	25	37
C-AB	0.07	5.47	0.1	A	41	62
C-A					231	347
A-B					3	4
A-C					296	445

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	501	0.041	20	0.0	0.0	7.488	A
C-AB	31	8	690	0.045	31	0.0	0.1	5.460	A
C-A	193	48			193				
A-B	2	0.56			2				
A-C	243	61			243				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	6	490	0.050	24	0.0	0.1	7.731	A
C-AB	40	10	706	0.056	40	0.1	0.1	5.407	A
C-A	227	57			227				
A-B	3	0.67			3				
A-C	290	73			290				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	7	475	0.063	30	0.1	0.1	8.088	A
C-AB	54	13	728	0.074	54	0.1	0.1	5.336	A
C-A	273	68			273				
A-B	3	0.83			3				
A-C	356	89			356				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	7	475	0.063	30	0.1	0.1	8.090	A
C-AB	54	13	729	0.074	54	0.1	0.1	5.338	A
C-A	273	68			273				
A-B	3	0.83			3				
A-C	356	89			356				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	6	490	0.050	24	0.1	0.1	7.733	A
C-AB	40	10	706	0.056	40	0.1	0.1	5.411	A
C-A	227	57			227				
A-B	3	0.67			3				
A-C	290	73			290				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	501	0.041	20	0.1	0.0	7.492	A
C-AB	31	8	690	0.045	31	0.1	0.1	5.467	A
C-A	193	48			193				
A-B	2	0.56			2				
A-C	243	61			243				

2023 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	The Forty / B4553	T-Junction	Two-way		0.79	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	208	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	287	100.000
B		ONE HOUR	✓	46	100.000
C		ONE HOUR	✓	370	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	4	283
	B	2	0	44
	C	347	23	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C

From	A	0	0	5
	B	0	0	2
	C	10	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.09	7.45	0.1	A	42	63
C-AB	0.07	5.28	0.1	A	38	57
C-A					302	452
A-B					4	6
A-C					260	390

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	562	0.062	34	0.0	0.1	6.824	A
C-AB	27	7	709	0.039	27	0.0	0.1	5.282	A
C-A	251	63			251				
A-B	3	0.75			3				
A-C	213	53			213				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	550	0.075	41	0.1	0.1	7.078	A
C-AB	36	9	735	0.049	36	0.1	0.1	5.158	A
C-A	297	74			297				
A-B	4	0.90			4				
A-C	254	64			254				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	13	534	0.095	51	0.1	0.1	7.451	A
C-AB	50	13	772	0.065	50	0.1	0.1	4.995	A
C-A	357	89			357				
A-B	4	1			4				
A-C	312	78			312				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	13	533	0.095	51	0.1	0.1	7.454	A
C-AB	50	13	772	0.065	50	0.1	0.1	4.992	A
C-A	357	89			357				

A-B	4	1			4				
A-C	312	78			312				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	550	0.075	41	0.1	0.1	7.083	A
C-AB	36	9	735	0.049	36	0.1	0.1	5.149	A
C-A	297	74			297				
A-B	4	0.90			4				
A-C	254	64			254				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	562	0.062	35	0.1	0.1	6.832	A
C-AB	28	7	709	0.039	28	0.1	0.1	5.281	A
C-A	251	63			251				
A-B	3	0.75			3				
A-C	213	53			213				

2025 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	The Forty / B4553	T-Junction	Two-way		0.74	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	231	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	330	100.000
B		ONE HOUR	✓	27	100.000
C		ONE HOUR	✓	300	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	327
	B	0	0	27
	C	271	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C

From	A	0	0	5
	B	0	0	15
	C	7	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	8.11	0.1	A	25	37
C-AB	0.07	5.46	0.1	A	42	63
C-A					234	350
A-B					3	4
A-C					300	450

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	500	0.041	20	0.0	0.0	7.498	A
C-AB	31	8	691	0.045	31	0.0	0.1	5.454	A
C-A	195	49			195				
A-B	2	0.56			2				
A-C	246	62			246				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	6	489	0.050	24	0.0	0.1	7.745	A
C-AB	40	10	707	0.056	40	0.1	0.1	5.400	A
C-A	230	57			230				
A-B	3	0.67			3				
A-C	294	73			294				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	7	474	0.063	30	0.1	0.1	8.107	A
C-AB	54	14	730	0.074	54	0.1	0.1	5.330	A
C-A	276	69			276				
A-B	3	0.83			3				
A-C	360	90			360				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	7	474	0.063	30	0.1	0.1	8.108	A
C-AB	54	14	730	0.074	54	0.1	0.1	5.330	A
C-A	276	69			276				

A-B	3	0.83			3				
A-C	360	90			360				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	6	489	0.050	24	0.1	0.1	7.748	A
C-AB	40	10	707	0.057	40	0.1	0.1	5.404	A
C-A	230	57			230				
A-B	3	0.67			3				
A-C	294	73			294				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	500	0.041	20	0.1	0.0	7.506	A
C-AB	31	8	691	0.045	31	0.1	0.1	5.459	A
C-A	195	49			195				
A-B	2	0.56			2				
A-C	246	62			246				

2025 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	The Forty / B4553	T-Junction	Two-way		0.79	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	206	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	290	100.000
B		ONE HOUR	✓	47	100.000
C		ONE HOUR	✓	374	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	4	286
	B	2	0	45
	C	351	23	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C

From	A	0	0	5
	B	0	0	2
	C	9	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.10	7.48	0.1	A	43	65
C-AB	0.07	5.26	0.1	A	38	57
C-A					305	457
A-B					4	6
A-C					262	394

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	561	0.063	35	0.0	0.1	6.839	A
C-AB	28	7	711	0.039	27	0.0	0.1	5.265	A
C-A	254	64			254				
A-B	3	0.75			3				
A-C	215	54			215				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	11	549	0.077	42	0.1	0.1	7.097	A
C-AB	36	9	737	0.049	36	0.1	0.1	5.138	A
C-A	300	75			300				
A-B	4	0.90			4				
A-C	257	64			257				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	533	0.097	52	0.1	0.1	7.478	A
C-AB	51	13	775	0.065	51	0.1	0.1	4.974	A
C-A	361	90			361				
A-B	4	1			4				
A-C	315	79			315				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	533	0.097	52	0.1	0.1	7.481	A
C-AB	51	13	775	0.065	51	0.1	0.1	4.970	A
C-A	361	90			361				

A-B	4	1			4				
A-C	315	79			315				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	11	549	0.077	42	0.1	0.1	7.103	A
C-AB	36	9	738	0.049	36	0.1	0.1	5.130	A
C-A	300	75			300				
A-B	4	0.90			4				
A-C	257	64			257				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	561	0.063	35	0.1	0.1	6.849	A
C-AB	28	7	711	0.039	28	0.1	0.1	5.265	A
C-A	254	63			254				
A-B	3	0.75			3				
A-C	215	54			215				

2030 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	The Forty / B4553	T-Junction	Two-way		0.74	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	220	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	342	100.000
B		ONE HOUR	✓	28	100.000
C		ONE HOUR	✓	311	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	339
	B	0	0	28
	C	281	30	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C

From	A	0	0	5
	B	0	0	14
	C	7	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	8.11	0.1	A	26	39
C-AB	0.08	5.45	0.1	A	44	66
C-A					241	362
A-B					3	4
A-C					311	467

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	502	0.042	21	0.0	0.0	7.475	A
C-AB	32	8	694	0.047	32	0.0	0.1	5.441	A
C-A	202	50			202				
A-B	2	0.56			2				
A-C	255	64			255				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	491	0.051	25	0.0	0.1	7.731	A
C-AB	42	10	710	0.059	42	0.1	0.1	5.386	A
C-A	238	59			238				
A-B	3	0.67			3				
A-C	305	76			305				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	475	0.065	31	0.1	0.1	8.107	A
C-AB	57	14	735	0.078	57	0.1	0.1	5.314	A
C-A	285	71			285				
A-B	3	0.83			3				
A-C	373	93			373				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	475	0.065	31	0.1	0.1	8.109	A
C-AB	57	14	735	0.078	57	0.1	0.1	5.319	A
C-A	285	71			285				

A-B	3	0.83			3				
A-C	373	93			373				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	491	0.051	25	0.1	0.1	7.733	A
C-AB	42	11	711	0.059	42	0.1	0.1	5.391	A
C-A	238	59			238				
A-B	3	0.67			3				
A-C	305	76			305				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	502	0.042	21	0.1	0.0	7.479	A
C-AB	33	8	694	0.047	33	0.1	0.1	5.449	A
C-A	202	50			202				
A-B	2	0.56			2				
A-C	255	64			255				

2030 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	The Forty / B4553	T-Junction	Two-way		0.80	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	195	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	301	100.000
B		ONE HOUR	✓	48	100.000
C		ONE HOUR	✓	388	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	4	297
	B	2	0	46
	C	364	24	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C

From	A	0	0	5
	B	0	0	2
	C	10	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.10	7.55	0.1	A	44	66
C-AB	0.07	5.25	0.1	A	41	61
C-A					315	473
A-B					4	6
A-C					273	409

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	559	0.065	36	0.0	0.1	6.877	A
C-AB	29	7	715	0.041	29	0.0	0.1	5.246	A
C-A	263	66			263				
A-B	3	0.75			3				
A-C	224	56			224				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	547	0.079	43	0.1	0.1	7.146	A
C-AB	39	10	743	0.052	39	0.1	0.1	5.117	A
C-A	310	78			310				
A-B	4	0.90			4				
A-C	267	67			267				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	53	13	530	0.100	53	0.1	0.1	7.546	A
C-AB	54	14	782	0.070	54	0.1	0.1	4.954	A
C-A	373	93			373				
A-B	4	1			4				
A-C	327	82			327				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	53	13	530	0.100	53	0.1	0.1	7.549	A
C-AB	54	14	782	0.070	54	0.1	0.1	4.953	A
C-A	373	93			373				

A-B	4	1			4				
A-C	327	82			327				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	547	0.079	43	0.1	0.1	7.152	A
C-AB	39	10	743	0.052	39	0.1	0.1	5.111	A
C-A	310	78			310				
A-B	4	0.90			4				
A-C	267	67			267				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	559	0.065	36	0.1	0.1	6.887	A
C-AB	29	7	715	0.041	29	0.1	0.1	5.246	A
C-A	263	66			263				
A-B	3	0.75			3				
A-C	224	56			224				

2023 Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	The Forty / B4553	T-Junction	Two-way		1.03	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	184	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2023 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	327	100.000
B		ONE HOUR	✓	47	100.000
C		ONE HOUR	✓	302	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	4	323
	B	5	0	42
	C	268	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C

From	A	0	0	5
	B	0	0	9
	C	7	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.11	8.43	0.1	A	43	65
C-AB	0.09	5.48	0.2	A	49	73
C-A					229	343
A-B					4	6
A-C					296	445

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	510	0.069	35	0.0	0.1	7.568	A
C-AB	36	9	694	0.052	36	0.0	0.1	5.466	A
C-A	191	48			191				
A-B	3	0.75			3				
A-C	243	61			243				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	11	497	0.085	42	0.1	0.1	7.910	A
C-AB	46	12	710	0.065	46	0.1	0.1	5.426	A
C-A	225	56			225				
A-B	4	0.90			4				
A-C	290	73			290				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	479	0.108	52	0.1	0.1	8.425	A
C-AB	63	16	732	0.086	63	0.1	0.2	5.378	A
C-A	270	67			270				
A-B	4	1			4				
A-C	356	89			356				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	479	0.108	52	0.1	0.1	8.429	A
C-AB	63	16	732	0.086	63	0.2	0.2	5.381	A
C-A	270	67			270				

A-B	4	1			4				
A-C	356	89			356				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	11	497	0.085	42	0.1	0.1	7.916	A
C-AB	46	12	710	0.065	47	0.2	0.1	5.435	A
C-A	225	56			225				
A-B	4	0.90			4				
A-C	290	73			290				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	510	0.069	35	0.1	0.1	7.580	A
C-AB	36	9	694	0.052	36	0.1	0.1	5.476	A
C-A	191	48			191				
A-B	3	0.75			3				
A-C	243	61			243				

2023 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	The Forty / B4553	T-Junction	Two-way		1.03	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	178	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2023 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	292	100.000
B		ONE HOUR	✓	55	100.000
C		ONE HOUR	✓	384	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	9	283
	B	4	0	51
	C	347	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C

From	A	0	0	5
	B	0	0	2
	C	10	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.12	7.77	0.1	A	50	76
C-AB	0.10	5.26	0.2	A	60	90
C-A					292	439
A-B					8	12
A-C					260	390

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	554	0.075	41	0.0	0.1	7.018	A
C-AB	43	11	729	0.060	43	0.0	0.1	5.252	A
C-A	246	61			246				
A-B	7	2			7				
A-C	213	53			213				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	12	541	0.091	49	0.1	0.1	7.320	A
C-AB	57	14	753	0.076	57	0.1	0.1	5.167	A
C-A	288	72			288				
A-B	8	2			8				
A-C	254	64			254				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	61	15	524	0.116	60	0.1	0.1	7.770	A
C-AB	79	20	789	0.101	79	0.1	0.2	5.073	A
C-A	343	86			343				
A-B	10	2			10				
A-C	312	78			312				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	61	15	524	0.116	61	0.1	0.1	7.774	A
C-AB	79	20	789	0.101	79	0.2	0.2	5.080	A
C-A	343	86			343				

A-B	10	2			10				
A-C	312	78			312				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	12	541	0.091	50	0.1	0.1	7.324	A
C-AB	57	14	753	0.076	57	0.2	0.1	5.180	A
C-A	288	72			288				
A-B	8	2			8				
A-C	254	64			254				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	554	0.075	41	0.1	0.1	7.029	A
C-AB	44	11	729	0.060	44	0.1	0.1	5.262	A
C-A	245	61			245				
A-B	7	2			7				
A-C	213	53			213				

2025 Baseline + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	The Forty / B4553	T-Junction	Two-way		1.02	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	182	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2025 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	331	100.000
B		ONE HOUR	✓	47	100.000
C		ONE HOUR	✓	305	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	4	327
	B	5	0	42
	C	271	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C

From	A	0	0	5
	B	0	0	9
	C	7	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.11	8.45	0.1	A	43	65
C-AB	0.09	5.47	0.2	A	49	73
C-A					231	347
A-B					4	6
A-C					300	450

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	510	0.069	35	0.0	0.1	7.581	A
C-AB	36	9	695	0.052	36	0.0	0.1	5.460	A
C-A	193	48			193				
A-B	3	0.75			3				
A-C	246	62			246				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	11	496	0.085	42	0.1	0.1	7.927	A
C-AB	47	12	711	0.066	46	0.1	0.1	5.420	A
C-A	228	57			228				
A-B	4	0.90			4				
A-C	294	73			294				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	478	0.108	52	0.1	0.1	8.449	A
C-AB	63	16	734	0.086	63	0.1	0.2	5.369	A
C-A	273	68			273				
A-B	4	1			4				
A-C	360	90			360				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	478	0.108	52	0.1	0.1	8.452	A
C-AB	63	16	734	0.086	63	0.2	0.2	5.374	A
C-A	272	68			272				

A-B	4	1			4				
A-C	360	90			360				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	11	496	0.085	42	0.1	0.1	7.935	A
C-AB	47	12	711	0.066	47	0.2	0.1	5.426	A
C-A	227	57			227				
A-B	4	0.90			4				
A-C	294	73			294				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	510	0.069	35	0.1	0.1	7.596	A
C-AB	36	9	695	0.052	36	0.1	0.1	5.470	A
C-A	193	48			193				
A-B	3	0.75			3				
A-C	246	62			246				

2025 Baseline + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	The Forty / B4553	T-Junction	Two-way		1.04	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	177	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2025 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	295	100.000
B		ONE HOUR	✓	56	100.000
C		ONE HOUR	✓	388	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	9	286
	B	4	0	52
	C	351	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C

From	A	0	0	5
	B	0	0	2
	C	9	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.12	7.80	0.1	A	51	77
C-AB	0.10	5.24	0.2	A	60	90
C-A					296	444
A-B					8	12
A-C					262	394

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	11	553	0.076	42	0.0	0.1	7.032	A
C-AB	44	11	731	0.060	43	0.0	0.1	5.236	A
C-A	248	62			248				
A-B	7	2			7				
A-C	215	54			215				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	13	541	0.093	50	0.1	0.1	7.339	A
C-AB	57	14	756	0.076	57	0.1	0.1	5.152	A
C-A	292	73			292				
A-B	8	2			8				
A-C	257	64			257				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	15	523	0.118	62	0.1	0.1	7.798	A
C-AB	80	20	792	0.101	80	0.1	0.2	5.055	A
C-A	347	87			347				
A-B	10	2			10				
A-C	315	79			315				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	15	523	0.118	62	0.1	0.1	7.801	A
C-AB	80	20	792	0.101	80	0.2	0.2	5.059	A
C-A	347	87			347				

A-B	10	2			10				
A-C	315	79			315				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	13	541	0.093	50	0.1	0.1	7.343	A
C-AB	57	14	756	0.076	58	0.2	0.1	5.162	A
C-A	291	73			291				
A-B	8	2			8				
A-C	257	64			257				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	11	553	0.076	42	0.1	0.1	7.046	A
C-AB	44	11	731	0.060	44	0.1	0.1	5.244	A
C-A	248	62			248				
A-B	7	2			7				
A-C	215	54			215				

2030 Baseline + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	The Forty / B4553	T-Junction	Two-way		1.02	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	173	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2030 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	343	100.000
B		ONE HOUR	✓	48	100.000
C		ONE HOUR	✓	316	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	4	339
	B	5	0	43
	C	281	35	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C

From	A	0	0	5
	B	0	0	9
	C	7	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.11	8.54	0.1	A	44	66
C-AB	0.09	5.46	0.2	A	51	77
C-A					239	358
A-B					4	6
A-C					311	467

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	507	0.071	36	0.0	0.1	7.628	A
C-AB	38	9	698	0.054	37	0.0	0.1	5.449	A
C-A	200	50			200				
A-B	3	0.75			3				
A-C	255	64			255				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	494	0.087	43	0.1	0.1	7.989	A
C-AB	49	12	715	0.068	49	0.1	0.1	5.407	A
C-A	235	59			235				
A-B	4	0.90			4				
A-C	305	76			305				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	53	13	474	0.111	53	0.1	0.1	8.536	A
C-AB	67	17	738	0.090	66	0.1	0.2	5.359	A
C-A	281	70			281				
A-B	4	1			4				
A-C	373	93			373				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	53	13	474	0.111	53	0.1	0.1	8.540	A
C-AB	67	17	739	0.090	67	0.2	0.2	5.364	A
C-A	281	70			281				

A-B	4	1			4				
A-C	373	93			373				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	494	0.087	43	0.1	0.1	7.995	A
C-AB	49	12	715	0.068	49	0.2	0.1	5.417	A
C-A	235	59			235				
A-B	4	0.90			4				
A-C	305	76			305				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	507	0.071	36	0.1	0.1	7.639	A
C-AB	38	9	698	0.054	38	0.1	0.1	5.459	A
C-A	200	50			200				
A-B	3	0.75			3				
A-C	255	64			255				

2030 Baseline + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	The Forty / B4553	T-Junction	Two-way		1.03	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	167	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2030 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	306	100.000
B		ONE HOUR	✓	57	100.000
C		ONE HOUR	✓	402	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	9	297
	B	4	0	53
	C	364	38	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C

From	A	0	0	5
	B	0	0	2
	C	10	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.12	7.88	0.1	A	52	78
C-AB	0.10	5.20	0.2	A	63	95
C-A					306	459
A-B					8	12
A-C					273	409

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	551	0.078	43	0.0	0.1	7.073	A
C-AB	45	11	739	0.062	45	0.0	0.1	5.187	A
C-A	257	64			257				
A-B	7	2			7				
A-C	224	56			224				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	13	538	0.095	51	0.1	0.1	7.393	A
C-AB	60	15	765	0.078	60	0.1	0.1	5.102	A
C-A	301	75			301				
A-B	8	2			8				
A-C	267	67			267				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	520	0.121	63	0.1	0.1	7.874	A
C-AB	84	21	802	0.105	84	0.1	0.2	5.011	A
C-A	359	90			359				
A-B	10	2			10				
A-C	327	82			327				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	520	0.121	63	0.1	0.1	7.877	A
C-AB	84	21	802	0.105	84	0.2	0.2	5.018	A
C-A	359	90			359				

A-B	10	2			10				
A-C	327	82			327				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	13	538	0.095	51	0.1	0.1	7.400	A
C-AB	60	15	765	0.078	60	0.2	0.1	5.119	A
C-A	301	75			301				
A-B	8	2			8				
A-C	267	67			267				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	551	0.078	43	0.1	0.1	7.084	A
C-AB	46	11	739	0.062	46	0.1	0.1	5.200	A
C-A	257	64			257				
A-B	7	2			7				
A-C	224	56			224				

2030 Baseline + Sensitivity, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	The Forty / B4553	T-Junction	Two-way		1.02	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	173	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2030 Baseline + Sensitivity	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	343	100.000
B		ONE HOUR	✓	48	100.000
C		ONE HOUR	✓	316	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	4	339
	B	5	0	43
	C	281	35	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C

From	A	0	0	5
	B	0	0	9
	C	7	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.11	8.54	0.1	A	44	66
C-AB	0.09	5.46	0.2	A	51	77
C-A					239	358
A-B					4	6
A-C					311	467

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	507	0.071	36	0.0	0.1	7.628	A
C-AB	38	9	698	0.054	37	0.0	0.1	5.449	A
C-A	200	50			200				
A-B	3	0.75			3				
A-C	255	64			255				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	494	0.087	43	0.1	0.1	7.989	A
C-AB	49	12	715	0.068	49	0.1	0.1	5.407	A
C-A	235	59			235				
A-B	4	0.90			4				
A-C	305	76			305				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	53	13	474	0.111	53	0.1	0.1	8.536	A
C-AB	67	17	738	0.090	66	0.1	0.2	5.359	A
C-A	281	70			281				
A-B	4	1			4				
A-C	373	93			373				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	53	13	474	0.111	53	0.1	0.1	8.540	A
C-AB	67	17	739	0.090	67	0.2	0.2	5.364	A
C-A	281	70			281				

A-B	4	1			4				
A-C	373	93			373				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	494	0.087	43	0.1	0.1	7.995	A
C-AB	49	12	715	0.068	49	0.2	0.1	5.417	A
C-A	235	59			235				
A-B	4	0.90			4				
A-C	305	76			305				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	507	0.071	36	0.1	0.1	7.639	A
C-AB	38	9	698	0.054	38	0.1	0.1	5.459	A
C-A	200	50			200				
A-B	3	0.75			3				
A-C	255	64			255				

2030 Baseline + Sensitivity, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	The Forty / B4553	T-Junction	Two-way		1.03	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	167	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2030 Baseline + Sensitivity	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	306	100.000
B		ONE HOUR	✓	57	100.000
C		ONE HOUR	✓	402	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	9	297
	B	4	0	53
	C	364	38	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C

From	A	0	0	5
	B	0	0	2
	C	10	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.12	7.88	0.1	A	52	78
C-AB	0.10	5.20	0.2	A	63	95
C-A					306	459
A-B					8	12
A-C					273	409

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	551	0.078	43	0.0	0.1	7.073	A
C-AB	45	11	739	0.062	45	0.0	0.1	5.187	A
C-A	257	64			257				
A-B	7	2			7				
A-C	224	56			224				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	13	538	0.095	51	0.1	0.1	7.393	A
C-AB	60	15	765	0.078	60	0.1	0.1	5.102	A
C-A	301	75			301				
A-B	8	2			8				
A-C	267	67			267				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	520	0.121	63	0.1	0.1	7.874	A
C-AB	84	21	802	0.105	84	0.1	0.2	5.011	A
C-A	359	90			359				
A-B	10	2			10				
A-C	327	82			327				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	520	0.121	63	0.1	0.1	7.877	A
C-AB	84	21	802	0.105	84	0.2	0.2	5.018	A
C-A	359	90			359				

A-B	10	2			10				
A-C	327	82			327				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	13	538	0.095	51	0.1	0.1	7.400	A
C-AB	60	15	765	0.078	60	0.2	0.1	5.119	A
C-A	301	75			301				
A-B	8	2			8				
A-C	267	67			267				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	551	0.078	43	0.1	0.1	7.084	A
C-AB	46	11	739	0.062	46	0.1	0.1	5.200	A
C-A	257	64			257				
A-B	7	2			7				
A-C	224	56			224				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.2.1013
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Filename: Roundabout 1.j9
Path: C:\Users\BethWilson\Evoke Transport\Evoke Projects - Documents\2021\R-21-0181 The Forty, Cricklade\30 Technical\31 Modelling
Report generation date: 08/11/2023 10:18:23

»2023 Base, AM
»2023 Base, PM
»2025 Baseline, AM
»2025 Baseline, PM
»2030 Baseline, AM
»2030 Baseline, PM
»2023 + Dev, AM
»2023 + Dev, PM
»2025 Baseline + Dev, AM
»2025 Baseline + Dev, PM
»2030 Baseline + Dev, AM
»2030 Baseline + Dev, PM
»2030 Baseline Sensitivity, AM
»2030 Baseline Sensitivity, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2023 Base											
Arm A	D1	1.3	10.23	0.57	B	10 % [Arm C]	D2	5.0	27.17	0.85	D	4 % [Arm A]
Arm B		0.6	5.27	0.37	A			0.6	5.53	0.36	A	
Arm C		2.5	22.56	0.72	C			1.3	13.62	0.57	B	
	2025 Baseline											
Arm A	D3	1.4	10.38	0.58	B	10 % [Arm C]	D4	5.3	28.30	0.85	D	4 % [Arm A]
Arm B		0.6	5.26	0.37	A			0.6	5.58	0.36	A	
Arm C		2.5	22.47	0.72	C			1.3	13.96	0.58	B	
	2030 Baseline											
Arm A	D5	1.5	10.95	0.60	B	5 % [Arm C]	D6	6.7	34.82	0.89	D	0 % [Arm A]
Arm B		0.6	5.51	0.39	A			0.6	5.80	0.38	A	
Arm C		3.1	27.12	0.77	D			1.5	15.06	0.60	C	
	2023 + Dev											
Arm A	D7	1.4	10.37	0.58	B	8 % [Arm C]	D8	5.7	30.28	0.86	D	2 % [Arm A]
Arm B		0.6	5.34	0.38	A			0.6	5.60	0.36	A	
Arm C		2.6	23.65	0.73	C			1.3	13.87	0.57	B	
	2025 Baseline + Dev											
Arm A		1.4	10.55	0.58	B	8 %		5.8	30.66	0.87	D	2 %

Arm B	D9	0.6	5.40	0.38	A	[Arm C]	D10	0.6	5.65	0.37	A	[Arm A]
Arm C		2.7	23.99	0.74	C			1.4	14.22	0.58	B	
	2030 Baseline + Dev											
Arm A	D11	1.5	11.13	0.61	B	4 %	D12	7.7	39.62	0.90	E	-2 %
Arm B		0.7	5.58	0.40	A			0.6	5.87	0.39	A	
Arm C		3.3	28.86	0.78	D	[Arm C]		1.5	15.36	0.61	C	[Arm A]
	2030 Baseline Sensitivity											
Arm A	D13	1.7	12.27	0.64	B	-6 %	D14	14.4	67.66	0.97	F	-8 %
Arm B		0.7	5.79	0.41	A			0.7	6.46	0.42	A	
Arm C		7.2	55.41	0.90	F	[Arm C]		1.9	17.37	0.66	C	[Arm A]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	28/07/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-IQT85C8\beth1
Description	

Units

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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75			✓	Delay	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 segment length (min)	Run automatically
D1	2023 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2025 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2025 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D7	2023 + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2023 + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D9	2025 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	2025 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D11	2030 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D12	2030 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓

D13	2030 Baseline Sensitivity	AM	ONE HOUR	07:45	09:15	15	✓
D14	2030 Baseline Sensitivity	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2023 Base, 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	untitled	Mini-roundabout		A, B, C	12.70	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		10	Arm C

Arms

Arms

Arm	Name	Description
A	High Street	
B	B4553	
C	B4040	

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	2.82	2.81	4.40	5.6	19.07	17.62	0.0	
B	2.92	2.82	4.70	3.9	20.00	20.00	0.0	
C	3.45	3.34	6.00	2.7	14.97	3.85	0.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
A	Percentage	As Detailed helpguide 13.3.1	100.00
B	None		
C	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.707	937
B	0.915	1391
C	0.627	825

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 segment length (min)	Run automatically
D1	2023 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	426	100.000
B		ONE HOUR	✓	357	100.000
C		ONE HOUR	✓	373	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	2	193	231
	B	290	1	66
	C	307	66	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	100	7	7
	B	7	0	0
	C	7	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.57	10.23	1.3	B	391	586
B	0.37	5.27	0.6	A	328	491
C	0.72	22.56	2.5	C	342	513

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	321	80	50	837	0.383	318	447	0.0	0.6	6.905	A
B	269	67	174	1153	0.233	268	194	0.0	0.3	4.060	A
C	281	70	220	634	0.443	278	222	0.0	0.8	10.020	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	383	96	60	830	0.461	382	537	0.6	0.8	8.014	A
B	321	80	209	1121	0.286	321	233	0.3	0.4	4.497	A
C	335	84	263	606	0.553	334	266	0.8	1.2	13.028	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	469	117	73	821	0.571	467	655	0.8	1.3	10.114	B
B	393	98	256	1077	0.365	392	285	0.4	0.6	5.251	A
C	411	103	322	569	0.721	406	326	1.2	2.4	21.422	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	469	117	74	821	0.572	469	659	1.3	1.3	10.230	B
B	393	98	257	1076	0.365	393	286	0.6	0.6	5.268	A
C	411	103	323	569	0.722	410	327	2.4	2.5	22.563	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	383	96	61	830	0.462	385	543	1.3	0.9	8.127	A
B	321	80	210	1119	0.287	322	235	0.6	0.4	4.518	A
C	335	84	264	606	0.553	340	268	2.5	1.3	13.781	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	321	80	51	837	0.383	322	453	0.9	0.6	7.005	A
B	269	67	176	1151	0.233	269	197	0.4	0.3	4.083	A
C	281	70	221	633	0.444	283	224	1.3	0.8	10.328	B

2023 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	18.44	C

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		4	Arm A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	638	100.000
B		ONE HOUR	✓	328	100.000
C		ONE HOUR	✓	314	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	325	313
	B	257	1	70
	C	255	58	1

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	10
	B	4	0	0

	C	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.85	27.17	5.0	D	585	878
B	0.36	5.53	0.6	A	301	451
C	0.57	13.62	1.3	B	288	432

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	480	120	45	845	0.568	475	383	0.0	1.3	9.604	A
B	247	62	234	1120	0.220	246	286	0.0	0.3	4.113	A
C	236	59	193	666	0.355	234	286	0.0	0.5	8.295	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	574	143	54	839	0.684	570	459	1.3	2.1	13.251	B
B	295	74	281	1074	0.274	294	343	0.3	0.4	4.614	A
C	282	71	232	642	0.439	281	344	0.5	0.8	9.947	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	702	176	66	831	0.846	692	562	2.1	4.7	24.272	C
B	361	90	341	1016	0.355	360	417	0.4	0.5	5.486	A
C	346	86	284	610	0.567	344	417	0.8	1.3	13.414	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	702	176	66	830	0.846	701	564	4.7	5.0	27.174	D
B	361	90	345	1012	0.357	361	422	0.5	0.6	5.534	A
C	346	86	284	610	0.567	346	422	1.3	1.3	13.617	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	574	143	54	838	0.684	585	462	5.0	2.3	14.746	B
B	295	74	288	1068	0.276	296	351	0.6	0.4	4.667	A
C	282	71	232	642	0.440	284	351	1.3	0.8	10.121	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	480	120	45	845	0.569	484	387	2.3	1.4	10.078	B
B	247	62	238	1116	0.221	247	291	0.4	0.3	4.148	A
C	236	59	195	665	0.355	237	291	0.8	0.6	8.429	A

2025 Baseline, 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	untitled	Mini-roundabout		A, B, C	12.71	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		10	Arm C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	431	100.000
B		ONE HOUR	✓	361	100.000
C		ONE HOUR	✓	378	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	2	195	234
	B	293	1	67
	C	311	67	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	100	7	7
	B	6	0	0

	C	6	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.58	10.38	1.4	B	395	593
B	0.37	5.26	0.6	A	331	497
C	0.72	22.47	2.5	C	347	520

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	324	81	51	837	0.387	322	453	0.0	0.6	6.950	A
B	272	68	176	1160	0.234	271	196	0.0	0.3	4.042	A
C	285	71	222	641	0.444	281	225	0.0	0.8	9.933	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	387	97	61	831	0.467	387	543	0.6	0.9	8.090	A
B	325	81	212	1127	0.288	324	236	0.3	0.4	4.482	A
C	340	85	266	613	0.554	338	270	0.8	1.2	12.927	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	475	119	74	821	0.578	473	663	0.9	1.3	10.261	B
B	397	99	259	1083	0.367	397	288	0.4	0.6	5.244	A
C	416	104	325	575	0.723	411	330	1.2	2.4	21.324	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	475	119	75	821	0.578	474	667	1.3	1.4	10.383	B
B	397	99	260	1082	0.367	397	289	0.6	0.6	5.261	A
C	416	104	326	575	0.724	416	331	2.4	2.5	22.468	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	387	97	62	830	0.467	389	549	1.4	0.9	8.208	A
B	325	81	213	1125	0.288	325	238	0.6	0.4	4.502	A
C	340	85	267	613	0.555	345	272	2.5	1.3	13.677	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	324	81	52	837	0.388	325	458	0.9	0.6	7.052	A
B	272	68	178	1158	0.235	272	199	0.4	0.3	4.065	A
C	285	71	223	640	0.445	286	227	1.3	0.8	10.236	B

2025 Baseline, 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	untitled	Mini-roundabout		A, B, C	19.09	C

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		4	Arm A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	646	100.000
B		ONE HOUR	✓	332	100.000
C		ONE HOUR	✓	318	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	329	317
	B	260	1	71
	C	258	59	1

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	9
	B	4	0	0

	C	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.85	28.30	5.3	D	593	889
B	0.36	5.58	0.6	A	305	457
C	0.58	13.96	1.3	B	292	438

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	486	122	46	848	0.573	481	387	0.0	1.3	9.669	A
B	250	62	237	1119	0.223	249	290	0.0	0.3	4.131	A
C	239	60	196	665	0.360	237	290	0.0	0.6	8.378	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	581	145	55	842	0.690	577	465	1.3	2.1	13.432	B
B	298	75	284	1073	0.278	298	348	0.3	0.4	4.641	A
C	286	71	234	641	0.446	285	348	0.6	0.8	10.093	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	711	178	67	834	0.853	700	568	2.1	4.9	25.038	D
B	366	91	345	1015	0.360	365	422	0.4	0.6	5.531	A
C	350	88	287	608	0.576	348	423	0.8	1.3	13.733	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	711	178	67	833	0.853	710	570	4.9	5.3	28.299	D
B	366	91	349	1010	0.362	366	428	0.6	0.6	5.581	A
C	350	88	287	608	0.576	350	428	1.3	1.3	13.958	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	581	145	55	842	0.690	593	468	5.3	2.3	15.073	C
B	298	75	292	1066	0.280	299	356	0.6	0.4	4.698	A
C	286	71	235	640	0.447	288	356	1.3	0.8	10.281	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	486	122	46	848	0.574	490	391	2.3	1.4	10.163	B
B	250	62	241	1115	0.224	250	295	0.4	0.3	4.166	A
C	239	60	197	664	0.361	240	295	0.8	0.6	8.519	A

2030 Baseline, 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	untitled	Mini-roundabout		A, B, C	14.50	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		5	Arm C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	446	100.000
B		ONE HOUR	✓	374	100.000
C		ONE HOUR	✓	391	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	2	202	242
	B	304	1	69
	C	322	69	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	100	7	7
	B	7	0	0

	C	7	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.60	10.95	1.5	B	409	614
B	0.39	5.51	0.6	A	343	515
C	0.77	27.12	3.1	D	359	538

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	336	84	52	837	0.401	333	469	0.0	0.7	7.114	A
B	282	70	182	1146	0.246	280	203	0.0	0.3	4.154	A
C	294	74	230	629	0.468	291	232	0.0	0.9	10.533	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	401	100	63	829	0.483	400	563	0.7	0.9	8.360	A
B	336	84	219	1112	0.302	336	244	0.3	0.4	4.639	A
C	351	88	276	601	0.585	349	279	0.9	1.4	14.221	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	491	123	76	820	0.599	489	686	0.9	1.4	10.793	B
B	412	103	267	1066	0.386	411	297	0.4	0.6	5.488	A
C	430	108	337	561	0.767	424	341	1.4	2.9	25.110	D

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	491	123	77	820	0.599	491	691	1.4	1.5	10.946	B
B	412	103	269	1065	0.387	412	299	0.6	0.6	5.510	A
C	430	108	338	561	0.767	430	342	2.9	3.1	27.118	D

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	401	100	64	828	0.484	403	571	1.5	1.0	8.505	A
B	336	84	220	1110	0.303	337	247	0.6	0.4	4.661	A
C	351	88	277	600	0.586	358	281	3.1	1.5	15.259	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	336	84	53	836	0.402	337	475	1.0	0.7	7.231	A
B	282	70	184	1144	0.246	282	206	0.4	0.3	4.181	A
C	294	74	231	629	0.468	297	235	1.5	0.9	10.918	B

2030 Baseline, 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	untitled	Mini-roundabout		A, B, C	22.70	C

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		0	Arm A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	669	100.000
B		ONE HOUR	✓	344	100.000
C		ONE HOUR	✓	329	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	341	328
	B	270	1	73
	C	267	61	1

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	9
	B	4	0	0

	C	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.89	34.82	6.7	D	614	921
B	0.38	5.80	0.6	A	316	473
C	0.60	15.06	1.5	C	302	453

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	504	126	47	847	0.594	498	401	0.0	1.4	10.144	B
B	259	65	245	1111	0.233	258	300	0.0	0.3	4.211	A
C	248	62	203	660	0.375	245	300	0.0	0.6	8.632	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	601	150	56	841	0.715	598	482	1.4	2.4	14.561	B
B	309	77	294	1064	0.291	309	360	0.3	0.4	4.765	A
C	296	74	243	635	0.466	295	359	0.6	0.9	10.542	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	737	184	69	832	0.885	722	589	2.4	6.0	29.328	D
B	379	95	355	1005	0.377	378	436	0.4	0.6	5.735	A
C	362	91	298	601	0.602	360	435	0.9	1.5	14.761	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	737	184	69	832	0.885	734	591	6.0	6.7	34.823	D
B	379	95	361	999	0.379	379	442	0.6	0.6	5.801	A
C	362	91	298	601	0.603	362	441	1.5	1.5	15.058	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	601	150	57	840	0.716	618	485	6.7	2.7	17.175	C
B	309	77	304	1055	0.293	310	371	0.6	0.4	4.839	A
C	296	74	244	635	0.466	298	369	1.5	0.9	10.778	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	504	126	48	847	0.595	508	406	2.7	1.5	10.769	B
B	259	65	250	1107	0.234	259	306	0.4	0.3	4.253	A
C	248	62	204	659	0.376	249	305	0.9	0.6	8.796	A

2023 + Dev, 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	untitled	Mini-roundabout		A, B, C	13.02	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		8	Arm C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2023 + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	431	100.000
B		ONE HOUR	✓	372	100.000
C		ONE HOUR	✓	373	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	2	198	231
	B	305	1	66
	C	307	66	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	100	7	7
	B	6	0	0

	C	7	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.58	10.37	1.4	B	395	593
B	0.38	5.34	0.6	A	341	512
C	0.73	23.65	2.6	C	342	513

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	324	81	50	838	0.387	322	459	0.0	0.6	6.948	A
B	280	70	174	1162	0.241	279	198	0.0	0.3	4.072	A
C	281	70	231	629	0.446	278	222	0.0	0.8	10.151	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	387	97	60	831	0.466	387	550	0.6	0.9	8.086	A
B	334	84	209	1129	0.296	334	237	0.3	0.4	4.527	A
C	335	84	277	601	0.558	334	266	0.8	1.2	13.391	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	475	119	73	822	0.577	473	671	0.9	1.3	10.252	B
B	410	102	256	1085	0.377	409	290	0.4	0.6	5.318	A
C	411	103	339	562	0.731	406	326	1.2	2.5	22.336	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	475	119	74	821	0.578	474	676	1.3	1.4	10.375	B
B	410	102	256	1084	0.378	410	292	0.6	0.6	5.336	A
C	411	103	339	561	0.732	410	327	2.5	2.6	23.646	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	387	97	61	830	0.467	389	557	1.4	0.9	8.206	A
B	334	84	210	1127	0.297	335	240	0.6	0.4	4.547	A
C	335	84	277	600	0.559	340	268	2.6	1.3	14.131	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	324	81	51	837	0.388	325	464	0.9	0.6	7.052	A
B	280	70	176	1160	0.241	280	200	0.4	0.3	4.095	A
C	281	70	232	628	0.447	283	224	1.3	0.8	10.472	B

2023 + Dev, 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	untitled	Mini-roundabout		A, B, C	20.12	C

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		2	Arm A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2023 + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	652	100.000
B		ONE HOUR	✓	335	100.000
C		ONE HOUR	✓	314	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	339	313
	B	264	1	70
	C	255	58	1

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	10
	B	4	0	0

	C	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.86	30.28	5.7	D	598	897
B	0.36	5.60	0.6	A	307	461
C	0.57	13.87	1.3	B	288	432

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	491	123	45	846	0.581	485	388	0.0	1.3	9.856	A
B	252	63	234	1120	0.225	251	296	0.0	0.3	4.138	A
C	236	59	199	663	0.357	234	286	0.0	0.5	8.357	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	586	147	54	839	0.698	583	466	1.3	2.2	13.833	B
B	301	75	281	1074	0.280	301	356	0.3	0.4	4.652	A
C	282	71	238	638	0.442	281	343	0.5	0.8	10.054	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	718	179	66	831	0.864	706	569	2.2	5.2	26.409	D
B	369	92	340	1016	0.363	368	432	0.4	0.6	5.547	A
C	346	86	291	605	0.571	344	417	0.8	1.3	13.650	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	718	179	66	831	0.864	716	571	5.2	5.7	30.283	D
B	369	92	345	1012	0.365	369	437	0.6	0.6	5.600	A
C	346	86	292	605	0.571	346	422	1.3	1.3	13.868	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	586	147	54	839	0.699	599	469	5.7	2.4	15.747	C
B	301	75	289	1067	0.282	302	365	0.6	0.4	4.711	A
C	282	71	239	638	0.443	284	352	1.3	0.8	10.239	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	491	123	45	845	0.581	495	392	2.4	1.4	10.395	B
B	252	63	238	1115	0.226	253	302	0.4	0.3	4.175	A
C	236	59	200	662	0.357	237	291	0.8	0.6	8.497	A

2025 Baseline + Dev, 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	untitled	Mini-roundabout		A, B, C	13.19	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		8	Arm C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2025 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	436	100.000
B		ONE HOUR	✓	376	100.000
C		ONE HOUR	✓	378	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	2	200	234
	B	308	1	67
	C	311	67	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	100	7	7
	B	6	0	0

	C	6	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.58	10.55	1.4	B	400	600
B	0.38	5.40	0.6	A	345	518
C	0.74	23.99	2.7	C	347	520

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	328	82	51	838	0.392	326	464	0.0	0.6	6.998	A
B	283	71	176	1160	0.244	282	200	0.0	0.3	4.095	A
C	285	71	233	634	0.449	281	225	0.0	0.8	10.126	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	392	98	61	831	0.472	391	556	0.6	0.9	8.170	A
B	338	85	212	1126	0.300	338	240	0.3	0.4	4.562	A
C	340	85	279	605	0.562	338	270	0.8	1.2	13.411	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	480	120	74	822	0.584	478	679	0.9	1.4	10.418	B
B	414	103	259	1082	0.383	413	293	0.4	0.6	5.377	A
C	416	104	342	565	0.737	411	330	1.2	2.6	22.603	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	480	120	75	821	0.585	480	683	1.4	1.4	10.549	B
B	414	103	260	1081	0.383	414	295	0.6	0.6	5.395	A
C	416	104	342	565	0.737	416	331	2.6	2.7	23.991	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	392	98	62	830	0.472	394	563	1.4	0.9	8.297	A
B	338	85	213	1125	0.300	339	243	0.6	0.4	4.583	A
C	340	85	280	604	0.563	345	272	2.7	1.3	14.184	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	328	82	52	837	0.392	329	470	0.9	0.7	7.105	A
B	283	71	178	1158	0.244	284	203	0.4	0.3	4.119	A
C	285	71	234	633	0.450	287	227	1.3	0.8	10.454	B

2025 Baseline + Dev, 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	untitled	Mini-roundabout		A, B, C	20.36	C

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		2	Arm A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2025 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	660	100.000
B		ONE HOUR	✓	339	100.000
C		ONE HOUR	✓	318	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	343	317
	B	267	1	71
	C	258	59	1

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	9
	B	4	0	0

	C	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.87	30.66	5.8	D	606	908
B	0.37	5.65	0.6	A	311	467
C	0.58	14.22	1.4	B	292	438

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	497	124	45	853	0.582	491	393	0.0	1.4	9.815	A
B	255	64	237	1119	0.228	254	300	0.0	0.3	4.157	A
C	239	60	201	661	0.362	237	290	0.0	0.6	8.442	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	593	148	55	847	0.701	590	471	1.4	2.2	13.822	B
B	305	76	284	1073	0.284	304	360	0.3	0.4	4.680	A
C	286	71	241	637	0.449	285	348	0.6	0.8	10.203	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	727	182	67	838	0.867	714	576	2.2	5.4	26.626	D
B	373	93	344	1015	0.368	373	437	0.4	0.6	5.594	A
C	350	88	294	603	0.580	348	422	0.8	1.3	13.981	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	727	182	67	838	0.867	725	578	5.4	5.8	30.664	D
B	373	93	349	1010	0.369	373	443	0.6	0.6	5.649	A
C	350	88	295	603	0.581	350	427	1.3	1.4	14.219	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	593	148	55	846	0.701	607	474	5.8	2.5	15.794	C
B	305	76	292	1065	0.286	305	370	0.6	0.4	4.741	A
C	286	71	241	636	0.449	288	356	1.4	0.8	10.399	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	497	124	46	853	0.583	501	396	2.5	1.4	10.355	B
B	255	64	241	1115	0.229	256	306	0.4	0.3	4.192	A
C	239	60	202	661	0.362	240	295	0.8	0.6	8.587	A

2030 Baseline + Dev, 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	untitled	Mini-roundabout		A, B, C	15.04	C

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		4	Arm C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2030 Baseline + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	451	100.000
B		ONE HOUR	✓	389	100.000
C		ONE HOUR	✓	391	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	2	207	242
	B	319	1	69
	C	322	69	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	100	7	7
	B	6	0	0

	C	7	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.61	11.13	1.5	B	414	621
B	0.40	5.58	0.7	A	357	535
C	0.78	28.86	3.3	D	359	538

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	340	85	52	837	0.406	337	480	0.0	0.7	7.164	A
B	293	73	182	1154	0.254	292	207	0.0	0.3	4.174	A
C	294	74	241	624	0.472	291	232	0.0	0.9	10.706	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	405	101	63	829	0.489	404	576	0.7	0.9	8.446	A
B	350	87	219	1120	0.312	349	248	0.3	0.5	4.669	A
C	351	88	289	594	0.592	349	279	0.9	1.4	14.603	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	497	124	76	820	0.605	494	702	0.9	1.5	10.966	B
B	428	107	267	1074	0.399	427	303	0.5	0.7	5.562	A
C	430	108	354	553	0.778	424	341	1.4	3.1	26.474	D

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	497	124	77	820	0.606	496	707	1.5	1.5	11.131	B
B	428	107	269	1073	0.399	428	305	0.7	0.7	5.584	A
C	430	108	355	553	0.779	430	342	3.1	3.3	28.859	D

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	405	101	64	828	0.489	408	585	1.5	1.0	8.598	A
B	350	87	221	1118	0.313	351	251	0.7	0.5	4.694	A
C	351	88	290	593	0.593	359	281	3.3	1.5	15.785	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	340	85	53	836	0.406	341	486	1.0	0.7	7.284	A
B	293	73	184	1152	0.254	293	209	0.5	0.3	4.195	A
C	294	74	243	623	0.473	297	235	1.5	0.9	11.121	B

2030 Baseline + Dev, 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	untitled	Mini-roundabout		A, B, C	25.26	D

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-2	Arm A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2030 Baseline + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	683	100.000
B		ONE HOUR	✓	351	100.000
C		ONE HOUR	✓	329	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	355	328
	B	277	1	73
	C	267	61	1

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	9
	B	4	0	0

	C	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.90	39.62	7.7	E	627	940
B	0.39	5.87	0.6	A	322	483
C	0.61	15.36	1.5	C	302	453

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	514	129	47	848	0.606	508	407	0.0	1.5	10.426	B
B	264	66	245	1111	0.238	263	310	0.0	0.3	4.238	A
C	248	62	208	657	0.377	245	300	0.0	0.6	8.699	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	614	154	56	841	0.730	610	488	1.5	2.6	15.263	C
B	316	79	294	1064	0.297	315	372	0.3	0.4	4.803	A
C	296	74	250	631	0.469	295	359	0.6	0.9	10.663	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	752	188	69	833	0.903	735	596	2.6	6.8	32.211	D
B	386	97	354	1006	0.384	386	450	0.4	0.6	5.798	A
C	362	91	305	596	0.607	360	434	0.9	1.5	15.046	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	752	188	69	832	0.904	748	599	6.8	7.7	39.625	E
B	386	97	361	999	0.387	386	457	0.6	0.6	5.872	A
C	362	91	306	596	0.608	362	441	1.5	1.5	15.364	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	614	154	57	841	0.730	633	492	7.7	2.9	18.752	C
B	316	79	305	1053	0.300	316	385	0.6	0.4	4.891	A
C	296	74	251	631	0.469	298	371	1.5	0.9	10.909	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	514	129	48	847	0.607	519	411	2.9	1.6	11.140	B
B	264	66	250	1106	0.239	265	317	0.4	0.3	4.282	A
C	248	62	210	656	0.378	249	305	0.9	0.6	8.868	A

2030 Baseline Sensitivity, 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	untitled	Mini-roundabout		A, B, C	25.24	D

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-6	Arm C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2030 Baseline Sensitivity	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	470	100.000
B		ONE HOUR	✓	393	100.000
C		ONE HOUR	✓	457	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	2	207	261
	B	319	1	73
	C	375	82	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	100	7	7
	B	6	0	0

	C	6	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.64	12.27	1.7	B	431	647
B	0.41	5.79	0.7	A	361	541
C	0.90	55.41	7.2	F	419	629

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	354	88	62	830	0.426	351	519	0.0	0.7	7.467	A
B	296	74	196	1141	0.259	294	216	0.0	0.3	4.244	A
C	344	86	241	629	0.547	339	250	0.0	1.2	12.256	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	423	106	74	822	0.514	421	622	0.7	1.0	8.961	A
B	353	88	236	1104	0.320	353	260	0.3	0.5	4.787	A
C	411	103	289	598	0.687	407	299	1.2	2.1	18.480	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	517	129	88	812	0.637	515	752	1.0	1.7	12.009	B
B	433	108	288	1055	0.410	432	315	0.5	0.7	5.767	A
C	503	126	354	557	0.903	487	366	2.1	6.2	43.193	E

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	517	129	91	810	0.639	517	763	1.7	1.7	12.271	B
B	433	108	289	1054	0.411	433	319	0.7	0.7	5.795	A
C	503	126	355	557	0.903	499	368	6.2	7.2	55.407	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	423	106	78	819	0.516	425	642	1.7	1.1	9.200	A
B	353	88	238	1102	0.320	354	265	0.7	0.5	4.816	A
C	411	103	290	598	0.687	430	302	7.2	2.3	23.584	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	354	88	63	829	0.427	355	528	1.1	0.8	7.619	A
B	296	74	199	1139	0.260	296	220	0.5	0.4	4.273	A
C	344	86	243	628	0.548	348	252	2.3	1.2	13.084	B

2030 Baseline Sensitivity, 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	untitled	Mini-roundabout		A, B, C	40.27	E

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-8	Arm A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2030 Baseline Sensitivity	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	731	100.000
B		ONE HOUR	✓	364	100.000
C		ONE HOUR	✓	359	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	355	376
	B	277	1	86
	C	291	67	1

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	8
	B	4	0	0

	C	4	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.97	67.66	14.4	F	671	1006
B	0.42	6.46	0.7	A	334	501
C	0.66	17.37	1.9	C	329	494

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	550	138	51	848	0.649	543	424	0.0	1.8	11.567	B
B	274	69	280	1081	0.254	273	314	0.0	0.3	4.448	A
C	270	68	208	663	0.408	268	345	0.0	0.7	9.041	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	657	164	62	841	0.782	651	509	1.8	3.3	18.405	C
B	327	82	336	1027	0.319	327	377	0.3	0.5	5.135	A
C	323	81	250	637	0.506	321	413	0.7	1.0	11.351	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	805	201	75	831	0.968	773	622	3.3	11.2	46.347	E
B	401	100	399	967	0.414	400	450	0.5	0.7	6.336	A
C	395	99	305	602	0.656	392	493	1.0	1.8	16.860	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	805	201	76	831	0.969	792	625	11.2	14.4	67.660	F
B	401	100	409	958	0.418	401	459	0.7	0.7	6.463	A
C	395	99	306	602	0.657	395	503	1.8	1.9	17.370	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	657	164	63	840	0.782	699	514	14.4	4.0	30.780	D
B	327	82	360	1004	0.326	328	401	0.7	0.5	5.336	A
C	323	81	251	637	0.507	326	438	1.9	1.1	11.708	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	550	138	52	847	0.650	559	429	4.0	1.9	12.800	B
B	274	69	288	1073	0.255	275	323	0.5	0.3	4.512	A
C	270	68	210	662	0.408	272	353	1.1	0.7	9.253	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.2.1013
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+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

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Filename: Roundabout 1 - 133% Intercept.j9
Path: C:\Users\BethWilson\Evoke Transport\Evoke Projects - Documents\2021\R-21-0181 The Forty, Cricklade\30 Technical\31 Modelling
Report generation date: 08/11/2023 10:21:06

»2023 Base, AM
»2023 Base, PM
»2025 Baseline, AM
»2025 Baseline, PM
»2030 Baseline, AM
»2030 Baseline, PM
»2023 + Dev, AM
»2023 + Dev, PM
»2025 Baseline + Dev, AM
»2025 Baseline + Dev, PM
»2030 Baseline + Dev, AM
»2030 Baseline + Dev, PM
»2030 Baseline Sensitivity, AM
»2030 Baseline Sensitivity, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2023 Base											
Arm A	D1	0.6	5.24	0.38	A	20 % [Arm C]	D2	1.3	7.41	0.57	A	44 % [Arm C]
Arm B		0.5	4.86	0.33	A			0.5	5.04	0.31	A	
Arm C		1.7	16.77	0.63	C			1.0	11.54	0.50	B	
	2025 Baseline											
Arm A	D3	0.6	5.27	0.39	A	20 % [Arm C]	D4	1.3	7.47	0.57	A	43 % [Arm C]
Arm B		0.5	4.84	0.33	A			0.5	5.08	0.32	A	
Arm C		1.7	16.66	0.64	C			1.0	11.76	0.51	B	
	2030 Baseline											
Arm A	D5	0.7	5.40	0.40	A	15 % [Arm C]	D6	1.5	7.86	0.59	A	38 % [Arm C]
Arm B		0.5	5.04	0.34	A			0.5	5.25	0.33	A	
Arm C		2.0	18.96	0.67	C			1.1	12.46	0.53	B	
	2023 + Dev											
Arm A	D7	0.6	5.27	0.39	A	19 % [Arm C]	D8	1.4	7.62	0.58	A	43 % [Arm C]
Arm B		0.5	4.90	0.34	A			0.5	5.09	0.32	A	
Arm C		1.8	17.31	0.64	C			1.0	11.70	0.51	B	
	2025 Baseline + Dev											
Arm A		0.6	5.31	0.39	A	18 %		1.4	7.59	0.58	A	41 %

Arm B	D9	0.5	4.95	0.34	A	[Arm C]	D10	0.5	5.13	0.33	A	[Arm C]
Arm C		1.8	17.42	0.65	C			1.0	11.93	0.51	B	
	2030 Baseline + Dev											
Arm A	D11	0.7	5.44	0.41	A	14 %	D12	1.5	8.10	0.61	A	36 %
Arm B		0.5	5.09	0.35	A			0.5	5.30	0.34	A	
Arm C		2.1	19.75	0.68	C	[Arm C]		1.2	12.65	0.54	B	[Arm C]
	2030 Baseline Sensitivity											
Arm A	D13	0.7	5.68	0.43	A	3 %	D14	1.8	9.08	0.65	A	30 %
Arm B		0.6	5.25	0.36	A			0.6	5.77	0.37	A	
Arm C		3.7	29.67	0.79	D	[Arm C]		1.4	13.82	0.58	B	[Arm C]

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	28/07/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-IQT85C8\beth1
Description	

Units

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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75			✓	Delay	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	2023 Base	AM	DIRECT	07:45	09:15	90	15	✓
D2	2023 Base	PM	DIRECT	16:45	18:15	90	15	✓
D3	2025 Baseline	AM	DIRECT	07:45	09:15	90	15	✓
D4	2025 Baseline	PM	DIRECT	16:45	18:15	90	15	✓
D5	2030 Baseline	AM	DIRECT	07:45	09:15	90	15	✓
D6	2030 Baseline	PM	DIRECT	16:45	18:15	90	15	✓
D7	2023 + Dev	AM	DIRECT	07:45	09:15	90	15	✓
D8	2023 + Dev	PM	DIRECT	16:45	18:15	90	15	✓
D9	2025 Baseline + Dev	AM	DIRECT	07:45	09:15	90	15	✓
D10	2025 Baseline + Dev	PM	DIRECT	16:45	18:15	90	15	✓
D11	2030 Baseline + Dev	AM	DIRECT	07:45	09:15	90	15	✓

D12	2030 Baseline + Dev	PM	DIRECT	16:45	18:15	90	15	✓
D13	2030 Baseline Sensitivity	AM	DIRECT	07:45	09:15	90	15	✓
D14	2030 Baseline Sensitivity	PM	DIRECT	16:45	18:15	90	15	✓

Analysis Set Details

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

2023 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D1 - 2023 Base, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	8.85	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		20	Arm C

Arms

Arms

Arm	Name	Description
A	High Street	
B	B4553	
C	B4040	

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	2.82	2.81	4.40	5.6	19.07	17.62	0.0	
B	2.92	2.82	4.70	3.9	20.00	20.00	0.0	
C	3.45	3.34	6.00	2.7	14.97	3.85	0.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
A	Percentage	As Detailed helpguide 13.3.1	133.00
B	None		
C	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.707	1246
B	0.915	1391
C	0.627	825

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	2023 Base	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	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/hr)

		To		
		A	B	C
From	A	2	193	231
	B	290	1	66
	C	307	66	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	100	7	7
	B	7	0	0
	C	7	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.38	5.24	0.6	A	426	639
B	0.33	4.86	0.5	A	357	536
C	0.63	16.77	1.7	C	373	560

Main Results for each time segment

07:45 - 08:00

	Total	Junction	Circulating				Throughput	Start	End		Unsignalised

Arm	Demand (Veh/hr)	Arrivals (Veh)	flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	(exit side) (Veh/hr)	queue (Veh)	queue (Veh)	Delay (s)	level of service
A	426	106	66	1114	0.382	424	592	0.0	0.6	5.198	A
B	357	89	232	1099	0.325	355	258	0.0	0.5	4.825	A
C	373	93	291	589	0.634	366	295	0.0	1.6	15.777	C

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	426	106	67	1113	0.383	426	599	0.6	0.6	5.238	A
B	357	89	233	1098	0.325	357	260	0.5	0.5	4.856	A
C	373	93	293	588	0.635	373	297	1.6	1.7	16.728	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	426	106	67	1113	0.383	426	599	0.6	0.6	5.238	A
B	357	89	233	1098	0.325	357	260	0.5	0.5	4.856	A
C	373	93	293	588	0.635	373	297	1.7	1.7	16.753	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	426	106	67	1113	0.383	426	599	0.6	0.6	5.238	A
B	357	89	233	1098	0.325	357	260	0.5	0.5	4.856	A
C	373	93	293	588	0.635	373	297	1.7	1.7	16.761	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	426	106	67	1113	0.383	426	599	0.6	0.6	5.238	A
B	357	89	233	1098	0.325	357	260	0.5	0.5	4.856	A
C	373	93	293	588	0.635	373	297	1.7	1.7	16.766	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	426	106	67	1113	0.383	426	599	0.6	0.6	5.238	A
B	357	89	233	1098	0.325	357	260	0.5	0.5	4.856	A
C	373	93	293	588	0.635	373	297	1.7	1.7	16.767	C

2023 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D2 - 2023 Base, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	7.83	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		44	Arm 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
D2	2023 Base	PM	DIRECT	16:45	18:15	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	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/hr)

		To		
		A	B	C
From	A	0	325	313
	B	257	1	70
	C	255	58	1

Vehicle Mix

Heavy Vehicle Percentages

	To			

		A	B	C
From	A	0	4	10
	B	4	0	0
	C	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.57	7.41	1.3	A	638	957
B	0.31	5.04	0.5	A	328	492
C	0.50	11.54	1.0	B	314	471

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	638	159	59	1124	0.568	633	507	0.0	1.3	7.253	A
B	328	82	311	1044	0.314	326	381	0.0	0.5	5.001	A
C	314	79	257	627	0.501	310	381	0.0	1.0	11.232	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	638	159	60	1124	0.568	638	512	1.3	1.3	7.409	A
B	328	82	314	1042	0.315	328	384	0.5	0.5	5.042	A
C	314	79	258	626	0.502	314	384	1.0	1.0	11.532	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	638	159	60	1124	0.568	638	512	1.3	1.3	7.412	A
B	328	82	314	1042	0.315	328	384	0.5	0.5	5.042	A
C	314	79	258	626	0.502	314	384	1.0	1.0	11.537	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	638	159	60	1124	0.568	638	512	1.3	1.3	7.412	A
B	328	82	314	1042	0.315	328	384	0.5	0.5	5.042	A
C	314	79	258	626	0.502	314	384	1.0	1.0	11.537	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	638	159	60	1124	0.568	638	512	1.3	1.3	7.412	A
B	328	82	314	1042	0.315	328	384	0.5	0.5	5.042	A

C	314	79	258	626	0.502	314	384	1.0	1.0	11.539	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	638	159	60	1124	0.568	638	512	1.3	1.3	7.412	A
B	328	82	314	1042	0.315	328	384	0.5	0.5	5.042	A
C	314	79	258	626	0.502	314	384	1.0	1.0	11.539	B

2025 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D3 - 2025 Baseline, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	8.81	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		20	Arm 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
D3	2025 Baseline	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	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/hr)

		To		
		A	B	C
From	A	2	195	234
	B	293	1	67
	C	311	67	0

Vehicle Mix

Heavy Vehicle Percentages

	To			

		A	B	C
From	A	100	7	7
	B	6	0	0
	C	6	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.39	5.27	0.6	A	431	646
B	0.33	4.84	0.5	A	361	541
C	0.64	16.66	1.7	C	378	567

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	431	108	67	1114	0.387	428	599	0.0	0.6	5.231	A
B	361	90	235	1105	0.327	359	261	0.0	0.5	4.812	A
C	378	94	294	595	0.635	371	299	0.0	1.7	15.674	C

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	431	108	68	1113	0.387	431	606	0.6	0.6	5.274	A
B	361	90	236	1104	0.327	361	263	0.5	0.5	4.844	A
C	378	94	296	594	0.636	378	301	1.7	1.7	16.621	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	431	108	68	1113	0.387	431	606	0.6	0.6	5.274	A
B	361	90	236	1104	0.327	361	263	0.5	0.5	4.844	A
C	378	94	296	594	0.636	378	301	1.7	1.7	16.645	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	431	108	68	1113	0.387	431	606	0.6	0.6	5.274	A
B	361	90	236	1104	0.327	361	263	0.5	0.5	4.844	A
C	378	94	296	594	0.636	378	301	1.7	1.7	16.653	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	431	108	68	1113	0.387	431	606	0.6	0.6	5.274	A
B	361	90	236	1104	0.327	361	263	0.5	0.5	4.844	A

C	378	94	296	594	0.636	378	301	1.7	1.7	16.658	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	431	108	68	1113	0.387	431	606	0.6	0.6	5.274	A
B	361	90	236	1104	0.327	361	263	0.5	0.5	4.844	A
C	378	94	296	594	0.636	378	301	1.7	1.7	16.660	C

2025 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D4 - 2025 Baseline, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	7.92	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		43	Arm 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	2025 Baseline	PM	DIRECT	16:45	18:15	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	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/hr)

		To		
		A	B	C
From	A	0	329	317
	B	260	1	71
	C	258	59	1

Vehicle Mix

Heavy Vehicle Percentages

	To			

		A	B	C
From	A	0	4	9
	B	4	0	0
	C	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.57	7.47	1.3	A	646	969
B	0.32	5.08	0.5	A	332	498
C	0.51	11.76	1.0	B	318	477

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	646	161	60	1129	0.572	641	513	0.0	1.3	7.303	A
B	332	83	315	1043	0.318	330	386	0.0	0.5	5.035	A
C	318	80	260	625	0.509	314	386	0.0	1.0	11.433	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	646	161	61	1128	0.573	646	518	1.3	1.3	7.463	A
B	332	83	318	1041	0.319	332	389	0.5	0.5	5.078	A
C	318	80	261	624	0.510	318	389	1.0	1.0	11.753	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	646	161	61	1128	0.573	646	518	1.3	1.3	7.466	A
B	332	83	318	1041	0.319	332	389	0.5	0.5	5.078	A
C	318	80	261	624	0.510	318	389	1.0	1.0	11.758	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	646	161	61	1128	0.573	646	518	1.3	1.3	7.466	A
B	332	83	318	1041	0.319	332	389	0.5	0.5	5.078	A
C	318	80	261	624	0.510	318	389	1.0	1.0	11.758	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	646	161	61	1128	0.573	646	518	1.3	1.3	7.466	A
B	332	83	318	1041	0.319	332	389	0.5	0.5	5.078	A

C	318	80	261	624	0.510	318	389	1.0	1.0	11.760	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	646	161	61	1128	0.573	646	518	1.3	1.3	7.466	A
B	332	83	318	1041	0.319	332	389	0.5	0.5	5.078	A
C	318	80	261	624	0.510	318	389	1.0	1.0	11.760	B

2030 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D5 - 2030 Baseline, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	9.66	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		15	Arm 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	2030 Baseline	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	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/hr)

		To		
		A	B	C
From	A	2	202	242
	B	304	1	69
	C	322	69	0

Vehicle Mix

Heavy Vehicle Percentages

	To			

		A	B	C
From	A	100	7	7
	B	7	0	0
	C	7	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.40	5.40	0.7	A	446	669
B	0.34	5.04	0.5	A	374	561
C	0.67	18.96	2.0	C	391	586

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	446	112	69	1113	0.401	443	620	0.0	0.7	5.358	A
B	374	93	243	1089	0.343	372	269	0.0	0.5	5.004	A
C	391	98	305	582	0.672	383	309	0.0	1.9	17.525	C

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	446	112	70	1112	0.401	446	628	0.7	0.7	5.403	A
B	374	93	244	1088	0.344	374	272	0.5	0.5	5.041	A
C	391	98	307	581	0.673	391	311	1.9	2.0	18.886	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	446	112	70	1112	0.401	446	628	0.7	0.7	5.403	A
B	374	93	244	1088	0.344	374	272	0.5	0.5	5.041	A
C	391	98	307	581	0.673	391	311	2.0	2.0	18.931	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	446	112	70	1112	0.401	446	628	0.7	0.7	5.403	A
B	374	93	244	1088	0.344	374	272	0.5	0.5	5.041	A
C	391	98	307	581	0.673	391	311	2.0	2.0	18.948	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	446	112	70	1112	0.401	446	628	0.7	0.7	5.403	A
B	374	93	244	1088	0.344	374	272	0.5	0.5	5.041	A

C	391	98	307	581	0.673	391	311	2.0	2.0	18.955	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	446	112	70	1112	0.401	446	628	0.7	0.7	5.403	A
B	374	93	244	1088	0.344	374	272	0.5	0.5	5.041	A
C	391	98	307	581	0.673	391	311	2.0	2.0	18.959	C

2030 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D6 - 2030 Baseline, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	8.33	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		38	Arm 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
D6	2030 Baseline	PM	DIRECT	16:45	18:15	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	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/hr)

		To		
		A	B	C
From	A	0	341	328
	B	270	1	73
	C	267	61	1

Vehicle Mix

Heavy Vehicle Percentages

	To			

		A	B	C
From	A	0	4	9
	B	4	0	0
	C	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.59	7.86	1.5	A	669	1004
B	0.33	5.25	0.5	A	344	516
C	0.53	12.46	1.1	B	329	493

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	669	167	62	1127	0.593	663	532	0.0	1.4	7.667	A
B	344	86	326	1033	0.333	342	399	0.0	0.5	5.197	A
C	329	82	269	619	0.532	325	399	0.0	1.1	12.063	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	669	167	63	1127	0.594	669	537	1.4	1.4	7.861	A
B	344	86	329	1030	0.334	344	403	0.5	0.5	5.246	A
C	329	82	271	618	0.532	329	402	1.1	1.1	12.451	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	669	167	63	1127	0.594	669	537	1.4	1.5	7.862	A
B	344	86	329	1030	0.334	344	403	0.5	0.5	5.246	A
C	329	82	271	618	0.532	329	402	1.1	1.1	12.456	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	669	167	63	1127	0.594	669	537	1.5	1.5	7.864	A
B	344	86	329	1030	0.334	344	403	0.5	0.5	5.246	A
C	329	82	271	618	0.532	329	402	1.1	1.1	12.459	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	669	167	63	1127	0.594	669	537	1.5	1.5	7.864	A
B	344	86	329	1030	0.334	344	403	0.5	0.5	5.246	A

C	329	82	271	618	0.532	329	402	1.1	1.1	12.459	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	669	167	63	1127	0.594	669	537	1.5	1.5	7.864	A
B	344	86	329	1030	0.334	344	403	0.5	0.5	5.246	A
C	329	82	271	618	0.532	329	402	1.1	1.1	12.461	B

2023 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D7 - 2023 + Dev, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	8.98	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		19	Arm 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
D7	2023 + Dev	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	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/hr)

		To		
		A	B	C
From	A	2	198	231
	B	305	1	66
	C	307	66	0

Vehicle Mix

Heavy Vehicle Percentages

	To			

		A	B	C
From	A	100	7	7
	B	6	0	0
	C	7	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.39	5.27	0.6	A	431	646
B	0.34	4.90	0.5	A	372	558
C	0.64	17.31	1.8	C	373	560

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	431	108	66	1114	0.387	428	607	0.0	0.6	5.229	A
B	372	93	232	1108	0.336	370	263	0.0	0.5	4.869	A
C	373	93	306	582	0.641	366	295	0.0	1.7	16.223	C

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	431	108	67	1114	0.387	431	614	0.6	0.6	5.272	A
B	372	93	233	1106	0.336	372	265	0.5	0.5	4.902	A
C	373	93	308	581	0.642	373	297	1.7	1.7	17.258	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	431	108	67	1114	0.387	431	614	0.6	0.6	5.272	A
B	372	93	233	1106	0.336	372	265	0.5	0.5	4.902	A
C	373	93	308	581	0.642	373	297	1.7	1.8	17.287	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	431	108	67	1114	0.387	431	614	0.6	0.6	5.272	A
B	372	93	233	1106	0.336	372	265	0.5	0.5	4.902	A
C	373	93	308	581	0.642	373	297	1.8	1.8	17.297	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	431	108	67	1114	0.387	431	614	0.6	0.6	5.272	A
B	372	93	233	1106	0.336	372	265	0.5	0.5	4.902	A

C	373	93	308	581	0.642	373	297	1.8	1.8	17.302	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	431	108	67	1114	0.387	431	614	0.6	0.6	5.272	A
B	372	93	233	1106	0.336	372	265	0.5	0.5	4.902	A
C	373	93	308	581	0.642	373	297	1.8	1.8	17.305	C

2023 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D8 - 2023 + Dev, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	7.96	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		43	Arm 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
D8	2023 + Dev	PM	DIRECT	16:45	18:15	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	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/hr)

		To		
		A	B	C
From	A	0	339	313
	B	264	1	70
	C	255	58	1

Vehicle Mix

Heavy Vehicle Percentages

	To			

		A	B	C
From	A	0	4	10
	B	4	0	0
	C	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.58	7.62	1.4	A	652	978
B	0.32	5.09	0.5	A	335	503
C	0.51	11.70	1.0	B	314	471

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	652	163	59	1125	0.580	647	514	0.0	1.4	7.446	A
B	335	84	311	1044	0.321	333	394	0.0	0.5	5.049	A
C	314	79	264	623	0.504	310	381	0.0	1.0	11.383	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	652	163	60	1124	0.580	652	519	1.4	1.4	7.618	A
B	335	84	314	1042	0.322	335	398	0.5	0.5	5.093	A
C	314	79	265	622	0.505	314	384	1.0	1.0	11.695	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	652	163	60	1124	0.580	652	519	1.4	1.4	7.621	A
B	335	84	314	1042	0.322	335	398	0.5	0.5	5.093	A
C	314	79	265	622	0.505	314	384	1.0	1.0	11.700	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	652	163	60	1124	0.580	652	519	1.4	1.4	7.621	A
B	335	84	314	1042	0.322	335	398	0.5	0.5	5.093	A
C	314	79	265	622	0.505	314	384	1.0	1.0	11.700	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	652	163	60	1124	0.580	652	519	1.4	1.4	7.621	A
B	335	84	314	1042	0.322	335	398	0.5	0.5	5.093	A

C	314	79	265	622	0.505	314	384	1.0	1.0	11.702	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	652	163	60	1124	0.580	652	519	1.4	1.4	7.621	A
B	335	84	314	1042	0.322	335	398	0.5	0.5	5.093	A
C	314	79	265	622	0.505	314	384	1.0	1.0	11.702	B

2025 Baseline + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D9 - 2025 Baseline + Dev, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	9.03	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		18	Arm 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	2025 Baseline + Dev	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	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/hr)

		To		
		A	B	C
From	A	2	200	234
	B	308	1	67
	C	311	67	0

Vehicle Mix

Heavy Vehicle Percentages

	To			

		A	B	C
From	A	100	7	7
	B	6	0	0
	C	6	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.39	5.31	0.6	A	436	654
B	0.34	4.95	0.5	A	376	564
C	0.65	17.42	1.8	C	378	567

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	436	109	67	1114	0.391	433	614	0.0	0.6	5.269	A
B	376	94	235	1105	0.340	374	266	0.0	0.5	4.912	A
C	378	94	309	586	0.646	371	299	0.0	1.7	16.305	C

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	436	109	68	1113	0.392	436	621	0.6	0.6	5.313	A
B	376	94	236	1103	0.341	376	268	0.5	0.5	4.947	A
C	378	94	311	585	0.647	378	301	1.7	1.8	17.372	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	436	109	68	1113	0.392	436	621	0.6	0.6	5.313	A
B	376	94	236	1103	0.341	376	268	0.5	0.5	4.948	A
C	378	94	311	585	0.647	378	301	1.8	1.8	17.403	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	436	109	68	1113	0.392	436	621	0.6	0.6	5.313	A
B	376	94	236	1103	0.341	376	268	0.5	0.5	4.948	A
C	378	94	311	585	0.647	378	301	1.8	1.8	17.416	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	436	109	68	1113	0.392	436	621	0.6	0.6	5.313	A
B	376	94	236	1103	0.341	376	268	0.5	0.5	4.948	A

C	378	94	311	585	0.647	378	301	1.8	1.8	17.418	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	436	109	68	1113	0.392	436	621	0.6	0.6	5.313	A
B	376	94	236	1103	0.341	376	268	0.5	0.5	4.948	A
C	378	94	311	585	0.647	378	301	1.8	1.8	17.420	C

2025 Baseline + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D10 - 2025 Baseline + Dev, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	8.02	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		41	Arm 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
D10	2025 Baseline + Dev	PM	DIRECT	16:45	18:15	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	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/hr)

		To		
		A	B	C
From	A	0	343	317
	B	267	1	71
	C	258	59	1

Vehicle Mix

Heavy Vehicle Percentages

	To			

		A	B	C
From	A	0	3	9
	B	4	0	0
	C	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.58	7.59	1.4	A	660	990
B	0.33	5.13	0.5	A	339	509
C	0.51	11.93	1.0	B	318	477

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	660	165	60	1135	0.582	655	520	0.0	1.4	7.416	A
B	339	85	315	1043	0.325	337	399	0.0	0.5	5.086	A
C	318	80	266	621	0.512	314	386	0.0	1.0	11.589	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	660	165	61	1134	0.582	660	525	1.4	1.4	7.587	A
B	339	85	318	1041	0.326	339	403	0.5	0.5	5.130	A
C	318	80	268	620	0.513	318	389	1.0	1.0	11.923	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	660	165	61	1134	0.582	660	525	1.4	1.4	7.590	A
B	339	85	318	1041	0.326	339	403	0.5	0.5	5.130	A
C	318	80	268	620	0.513	318	389	1.0	1.0	11.928	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	660	165	61	1134	0.582	660	525	1.4	1.4	7.590	A
B	339	85	318	1041	0.326	339	403	0.5	0.5	5.130	A
C	318	80	268	620	0.513	318	389	1.0	1.0	11.928	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	660	165	61	1134	0.582	660	525	1.4	1.4	7.590	A
B	339	85	318	1041	0.326	339	403	0.5	0.5	5.130	A

C	318	80	268	620	0.513	318	389	1.0	1.0	11.930	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	660	165	61	1134	0.582	660	525	1.4	1.4	7.590	A
B	339	85	318	1041	0.326	339	403	0.5	0.5	5.130	A
C	318	80	268	620	0.513	318	389	1.0	1.0	11.930	B

2030 Baseline + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D11 - 2030 Baseline + Dev, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	9.88	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		14	Arm 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
D11	2030 Baseline + Dev	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	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/hr)

		To		
		A	B	C
From	A	2	207	242
	B	319	1	69
	C	322	69	0

Vehicle Mix

Heavy Vehicle Percentages

	To			

		A	B	C
From	A	100	7	7
	B	6	0	0
	C	7	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.41	5.44	0.7	A	451	677
B	0.35	5.09	0.5	A	389	584
C	0.68	19.75	2.1	C	391	586

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	451	113	69	1113	0.405	448	635	0.0	0.7	5.393	A
B	389	97	243	1097	0.354	387	274	0.0	0.5	5.052	A
C	391	98	320	574	0.681	383	309	0.0	2.0	18.145	C

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	451	113	70	1112	0.405	451	643	0.7	0.7	5.443	A
B	389	97	244	1096	0.355	389	277	0.5	0.5	5.091	A
C	391	98	322	573	0.682	391	311	2.0	2.1	19.658	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	451	113	70	1112	0.405	451	643	0.7	0.7	5.443	A
B	389	97	244	1096	0.355	389	277	0.5	0.5	5.091	A
C	391	98	322	573	0.682	391	311	2.1	2.1	19.713	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	451	113	70	1112	0.405	451	643	0.7	0.7	5.443	A
B	389	97	244	1096	0.355	389	277	0.5	0.5	5.091	A
C	391	98	322	573	0.682	391	311	2.1	2.1	19.730	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	451	113	70	1112	0.405	451	643	0.7	0.7	5.443	A
B	389	97	244	1096	0.355	389	277	0.5	0.5	5.091	A

C	391	98	322	573	0.682	391	311	2.1	2.1	19.740	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	451	113	70	1112	0.405	451	643	0.7	0.7	5.443	A
B	389	97	244	1096	0.355	389	277	0.5	0.5	5.091	A
C	391	98	322	573	0.682	391	311	2.1	2.1	19.746	C

2030 Baseline + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D12 - 2030 Baseline + Dev, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	8.49	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		36	Arm 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
D12	2030 Baseline + Dev	PM	DIRECT	16:45	18:15	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	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/hr)

		To		
		A	B	C
From	A	0	355	328
	B	277	1	73
	C	267	61	1

Vehicle Mix

Heavy Vehicle Percentages

	To			

		A	B	C
From	A	0	4	9
	B	4	0	0
	C	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.61	8.10	1.5	A	683	1025
B	0.34	5.30	0.5	A	351	526
C	0.54	12.65	1.2	B	329	493

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	683	171	62	1128	0.606	677	539	0.0	1.5	7.885	A
B	351	88	326	1033	0.340	349	413	0.0	0.5	5.249	A
C	329	82	276	615	0.535	325	399	0.0	1.1	12.235	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	683	171	63	1127	0.606	683	544	1.5	1.5	8.098	A
B	351	88	329	1030	0.341	351	417	0.5	0.5	5.301	A
C	329	82	278	614	0.536	329	402	1.1	1.1	12.639	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	683	171	63	1127	0.606	683	544	1.5	1.5	8.101	A
B	351	88	329	1030	0.341	351	417	0.5	0.5	5.302	A
C	329	82	278	614	0.536	329	402	1.1	1.1	12.647	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	683	171	63	1127	0.606	683	544	1.5	1.5	8.101	A
B	351	88	329	1030	0.341	351	417	0.5	0.5	5.302	A
C	329	82	278	614	0.536	329	402	1.1	1.1	12.649	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	683	171	63	1127	0.606	683	544	1.5	1.5	8.102	A
B	351	88	329	1030	0.341	351	417	0.5	0.5	5.302	A

C	329	82	278	614	0.536	329	402	1.1	1.1	12.649	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	683	171	63	1127	0.606	683	544	1.5	1.5	8.102	A
B	351	88	329	1030	0.341	351	417	0.5	0.5	5.302	A
C	329	82	278	614	0.536	329	402	1.1	1.2	12.652	B

2030 Baseline Sensitivity, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D13 - 2030 Baseline Sensitivity, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	13.83	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		3	Arm 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
D13	2030 Baseline Sensitivity	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	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/hr)

		To		
		A	B	C
From	A	2	207	261
	B	319	1	73
	C	375	82	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	100	7	7
	B	6	0	0
	C	6	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.43	5.68	0.7	A	470	705
B	0.36	5.25	0.6	A	393	590
C	0.79	29.67	3.7	D	457	686

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	470	117	81	1105	0.425	467	683	0.0	0.7	5.616	A
B	393	98	261	1080	0.364	391	286	0.0	0.6	5.204	A
C	457	114	320	579	0.790	444	332	0.0	3.3	24.726	C

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	470	117	83	1104	0.426	470	695	0.7	0.7	5.681	A
B	393	98	263	1079	0.364	393	290	0.6	0.6	5.249	A
C	457	114	322	578	0.791	456	334	3.3	3.5	29.110	D

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	470	117	83	1104	0.426	470	696	0.7	0.7	5.681	A
B	393	98	263	1079	0.364	393	290	0.6	0.6	5.249	A
C	457	114	322	578	0.791	457	334	3.5	3.6	29.444	D

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	470	117	83	1104	0.426	470	696	0.7	0.7	5.681	A
B	393	98	263	1079	0.364	393	290	0.6	0.6	5.249	A
C	457	114	322	578	0.791	457	334	3.6	3.6	29.569	D

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	470	117	83	1104	0.426	470	696	0.7	0.7	5.681	A

B	393	98	263	1079	0.364	393	290	0.6	0.6	5.249	A
C	457	114	322	578	0.791	457	334	3.6	3.7	29.633	D

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	470	117	83	1104	0.426	470	696	0.7	0.7	5.681	A
B	393	98	263	1079	0.364	393	290	0.6	0.6	5.249	A
C	457	114	322	578	0.791	457	334	3.7	3.7	29.674	D

2030 Baseline Sensitivity, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D14 - 2030 Baseline Sensitivity, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	9.43	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		30	Arm 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
D14	2030 Baseline Sensitivity	PM	DIRECT	16:45	18:15	90	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	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/hr)

		To		
		A	B	C
From	A	0	355	376
	B	277	1	86
	C	291	67	1

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	8
	B	4	0	0
	C	4	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.65	9.08	1.8	A	731	1097
B	0.37	5.77	0.6	A	364	546
C	0.58	13.82	1.4	B	359	538

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	731	183	68	1128	0.648	724	562	0.0	1.8	8.761	A
B	364	91	373	991	0.367	362	419	0.0	0.6	5.696	A
C	359	90	276	620	0.579	354	459	0.0	1.3	13.247	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	731	183	69	1127	0.649	731	568	1.8	1.8	9.077	A
B	364	91	377	988	0.368	364	423	0.6	0.6	5.769	A
C	359	90	278	619	0.580	359	463	1.3	1.4	13.804	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	731	183	69	1127	0.649	731	568	1.8	1.8	9.083	A
B	364	91	377	988	0.368	364	423	0.6	0.6	5.769	A
C	359	90	278	619	0.580	359	463	1.4	1.4	13.816	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	731	183	69	1127	0.649	731	568	1.8	1.8	9.084	A
B	364	91	377	988	0.368	364	423	0.6	0.6	5.769	A
C	359	90	278	619	0.580	359	463	1.4	1.4	13.818	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	731	183	69	1127	0.649	731	568	1.8	1.8	9.084	A

B	364	91	377	988	0.368	364	423	0.6	0.6	5.769	A
C	359	90	278	619	0.580	359	463	1.4	1.4	13.821	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	731	183	69	1127	0.649	731	568	1.8	1.8	9.084	A
B	364	91	377	988	0.368	364	423	0.6	0.6	5.769	A
C	359	90	278	619	0.580	359	463	1.4	1.4	13.821	B