

BELLWAY HOMES LIMITED

LAND AT HOME FARM, WARMINSTER

TRANSPORT ASSESSMENT

**REPORT REF.
2204791-ACE-XX-XX-RP-C-0102A**

March 2026

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REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft Issue	SL	PR	DRAFT	03.12.25
-	Final Issue	SL	SL	PR	02.03.26
A	Updated Following Receipt of Stage 1 RSA for Access	SL	SL	AB	13.03.26

SL

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1. Introduction

Background

1.1. This Transport Assessment (TA) has been produced by Ardent Consulting Engineers (ACE) on behalf of Bellway Homes Limited, to accompany a planning application for a proposed residential development on land north of Boreham Road, Warminster.

1.2. The proposed description of development is as follows:

"Full planning permission for residential development (Use Class C3) comprising 135 dwellings with associated private amenity space and car/cycle parking, a comprehensive landscaping scheme to include publicly accessibly amenity space, sustainable drainage features, new tree planting and associated works. Alterations to the existing Home Farm access from Boreham Road, and new vehicular, cycle and pedestrian routes through the site. All associated infrastructure works."

1.3. A full planning application is to be submitted to Wiltshire Council (WC) who act as both planning and highway authority.

Planning History

1.4. The site was previously subject to an outline planning application for the development of up to 135 dwellings and supporting infrastructure with all matters reserved excluding access (WC planning ref. 16/10502/OUT). This application was formally withdrawn on 29th January 2020, in large part due to concerns over the heritage impact of the proposed development.

1.5. Of particular note was the removal of the wall along the northern side of Boreham Road to facilitate a new vehicular access, much of which is considered a non-designated heritage asset. The proposed vehicular access involved the provision of a right-turn lane and relocation of the existing speed limit further east along Boreham Road. It is pertinent to note that the principle of access was agreed, it was the loss of the existing wall and creation of a 'splayed opening' combined with the ghost island / right turn lane which was deemed to create a much more suburban character and erode the attractive linear qualities of the wall. There was no objection on highways grounds subject to imposing certain conditions relating to access.

Pre-Application Discussions

- 1.6. This TA follows on from an initial Transport Scoping Note (TSN, **ACE Report Ref. 2204791-ACE-XX-XX-RP-C-0101**) that was produced on the basis of residential development at the site and submitted to WC.
- 1.7. The pre-application process sought to define the scope of assessment required for the highways / transport assessment as part of any future application and to agree the background information, key principles and scope of this TA. The following is an overview of the key themes of the scoping report:
- The scoping report examined the baseline conditions at the site and demonstrated how the site could be served safely and suitably by a main access via Boreham Road.
 - The trip generation methodology and scope of junction capacity modelling.
 - The proposed access arrangement, including the dimensions of the vehicular access and the proposed pedestrian connections.
 - It was outlined that the following aspects will need to be considered as part of the TA:
 - Accessibility;
 - Personal Injury Accident data in the vicinity of the site;
 - Servicing arrangements including swept path analysis;
 - Parking provision; and
 - Impact on the local highway network.
- 1.8. The following provides an overview of the key comments provided by the local highway authority on the scoping material submitted. WC's pre-application email response is contained at **Appendix A** for reference.
- There are concerns with regards to the sustainability of the site for residential development due to the likely reliance upon the private car however, noting the potential inclusion of the site within the emerging Neighbourhood Plan

and the status of the local authority's housing land supply, they shall be guided by the applicant on this policy matter.

- It was reiterated that the highway authority did not object to the previously withdrawn application (WC planning ref. 16/10502/OUT) including the principle of access from the B3414 Boreham Road.
- It is noted that the existing access is a public footpath (WARM41) and it is recommended that WC's Public Rights of Way Team are consulted. The new access road provided for vehicular access to the existing farm and dwellings is shown at a width of only 4.1m, and this should be widened to a minimum of 4.5m to ensure vehicles can pass.
- The proposed carriageway and footway widths for the proposed access are considered to be sufficient, however there are concerns over the 6m radii on a busy Class II road. To resolve this, an increase radii is required on both sides and the manoeuvres demonstrated with swept paths for a refuse vehicle.
- The speed surveys undertaken in 2022 are acceptable as overall speeds would be unlikely to change significantly as no major changes have occurred on the network in the vicinity of the site.
- It is expected that the 30mph speed limit change is relocated east of the proposed access junction and a new and improved gateway feature provided to better highlight the change in environment for vehicles entering the town from the south / east.
- The proposed trip rates and scope of junction modelling are acceptable.
- Justification should be provided on the suitability of the proposed simple priority junction for the site access, in comparison to a right turn lane junction, which was proposed as part of the previously withdrawn application.
- The internal road network should be designed to a 20mph speed limit throughout, with the layout designed to naturally reduce vehicle speed, as opposed to the use of speed restraint measures (some features may be accepted where necessary).

- It is important to ensure that multiple and convenient pedestrian and cycle connections are provided to integrate the development with the wider built-up area and public rights of way network, and the potential connections shown on the indicative layout are welcomed. It is essential that connections to footpaths WARM40 and WARM41 are provided, and WC see no reason why a financial contribution towards improvements to WARM40 and its conversion to a cycleway should be provided, as per the previously withdrawn application.
- It is noted that the previously withdrawn application drew requests for financial contributions towards pedestrian / cycle improvements along Woodcock Road and new bus stops along Boreham Road to serve the development. It is considered that these requests still hold significant relevance in this latest submission.
- Given the size of the development, it is considered that a secondary emergency access should be provided.

1.9. Further to the pre-application discussions held with WC highways, the local fire authority and public rights of way team have also been consulted on the proposals.

1.10. The local fire authority confirmed in their response that a sole point of vehicular access is acceptable and no separate emergency access is required, as per building regulations Approved Document B Volume 1: Dwellings. The response from Dorset & Wiltshire Fire and Rescue Service is attached at **Appendix B** for reference.

1.11. No formal response from public rights of way team has been received, although a meeting was held on 2nd December 2025 where the proposals were discussed. A summary of the key points discussed were as follows:

- The proposed amendments to WARM41 to facilitate the upgraded vehicular access are acceptable, subject to there being no obstructions to the retained footpath such as knee rails (bollard may be acceptable to prohibit vehicular access).
- WARM40 should be surfaced to adoptable standards and widened to 4m within the site to future-proof for conversion to a shared foot / cycleway.

- There is an existing informal link to WARM40 to the north of the garages at the eastern end of The Dene. Options to retain / improve access via this link should be explored as part of any planning submission, subject to any third part land constraints. A connection between the western end of St George's Close and WARM40 should also be explored.
- S106 contributions should be sought for improvements to the following rights of way:
 - Surfacing of WARM40 from Boreham Grange, 20 Grange Lane to the junction with the estate again this surfaced width should be provided at 4 meters.
 - Improve the surface of WARM40 and WARM41 up to its junction with the Imber Range Perimeter Path.
 - Improve the surface of BISH6 as it provides an off-road route to Bishopstrow and BISH3 BISH8 and BISH4.

Policy and Guidance

1.12. This TA and the development proposals have been prepared with due regard to the following local / national policy documents and guidance:

- National Planning Policy Framework [NPPF] (MHCLG, December 2024, Amended February 2025);
- National Planning Practice Guidance [NPPG] (DCLG, 2014);
- Active Travel England Standing Advice Note: Active travel and sustainable development (Active Travel England, June 2024);
- Manual for Streets [MfS] (DfT, 2007);
- Manual for Streets [MfS2] – Wider Application of Principles (CIHT, 2010);
- Design Manual for Roads and Bridges [DMRB] (Highways Agency, 1992);
- Local Transport Note 1/20 Cycle Infrastructure Design (DfT, July 2020);
- Wiltshire Core Strategy (WC, January 2015);

- Wiltshire Design Guide (WC, March 2024);
- Wiltshire Local Transport Plan 2025-2038 (WC, March 2025); and,
- Wiltshire Local Transport Plan 2011-2026 Car Parking Strategy (WC, March 2011).

Report Structure

1.13. Following this introductory section, the remainder of the report is structured as follows:

- **Section 2.0** provides an overview of the existing site including its location, usage, access and the surrounding highway network and accessibility by various modes;
- **Section 3.0** provides details of the development proposals;
- **Section 4.0** considers likely multi-modal trip generation associated with the proposals;
- **Section 5.0** outlines the distribution and assignment for the predicated level of development traffic, and provides a review of the off-site traffic impacts based on junction modelling;
- **Section 6.0** discusses opportunities for residents of the new development to travel by sustainable modes; and
- **Section 7.0** provides a summary and sets out the conclusions.

2. Existing Situation

Site Location

- 2.1. The application site is located to the east of Warminster, adjacent to the settlement boundary, on land to the north of Boreham Road. The site is bound by farmland and MOD sports facilities to the north, Bishopstrow Hotel / grounds to the east, Boreham Road and existing residential properties to the south / west.
- 2.2. The proposed development site location is presented in **Figure 2.1**.

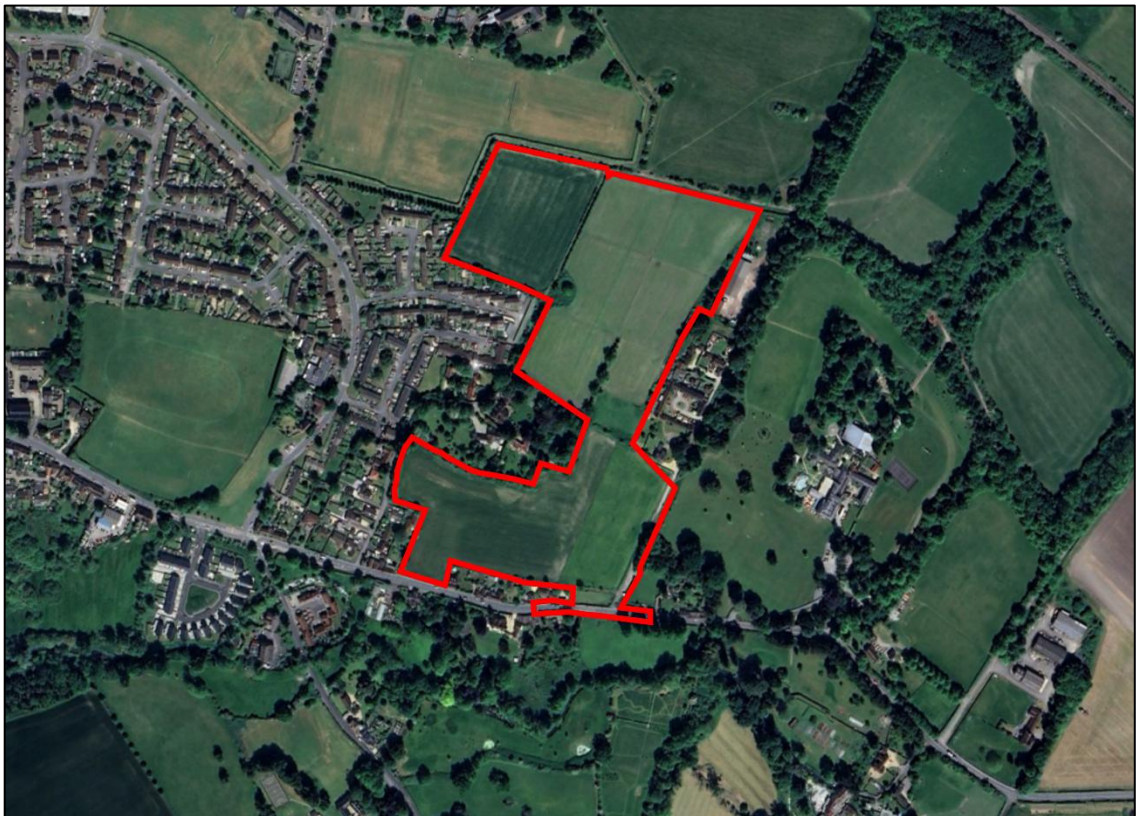


Figure 2.1: Site Location (Source: Google Earth)

Existing Use and Access

- 2.3. There is one main vehicular access to the site along the southern boundary with Boreham Road, which is provided with dropped kerbed access. The access point measures approximately 5.5m in width and is flanked by low walls on either side. The existing access junction is shown in **Figure 2.2** below.



Figure 2.2: Existing Access onto Boreham Road

- 2.4. There are additional pedestrian access points into the site via various Public Rights of Way (PRoW) which traverse the site. The locations of these are outlined in further detail later in this section.

Local Highway Network

- 2.5. The site is bound along its southern boundary by Boreham Road (B3414), which is a local distributor road with a carriageway width of approximately 7.5m in vicinity of the existing access point. Boreham Road is provided with a continuous footway on only the northern (site) side. It provides direct access to existing houses on both sides.
- 2.6. Boreham Road is lit and is subject to a 40mph speed limit at the existing site access point, although this reduces to 30mph along the site frontage approximately 40m further west. The road provides direct accesses to individual dwellings, plus simple priority T-junctions along its length in the vicinity that provide access to existing residential areas locally.
- 2.7. Boreham Road is a bus route, with eastbound and westbound services available in the vicinity of the site, as described later on in this section.

2.8. The B3414 extends north-west from the site to provide a connection into Warminster, with access to the A36 bypass possible along this route. The B3414 extends south-east to the Cotley Hill Roundabout, from which the A36 can be accessed.

Connectivity

Walking

2.9. The site's location to the east of the east of Warminster, adjacent to the settlement boundary, means a variety of local amenities and services are available to cater for the day-to-day needs of local people. Therefore, significant pedestrian infrastructure already exists in the surrounding area.

2.10. Roads in the vicinity of the site are provided with well-maintained footways, providing an excellent environment for pedestrians. There are suitable crossing points in proximity of the site that have dropped kerbs, allowing pedestrians a direct, step-free crossing point to assist pedestrian movements along key desire lines.

2.11. The site benefits from several Public Rights of Way (PRoW) in the vicinity of the site with one running across the site (as shown on **Figure 2.3**) including:

- **WARM40** – this route runs through the western extents of the site and can be accessed via Boreham Road to the south. The southern part of the footpath runs along Grange Lane, before connecting to a network of tracks including a footbridge across the railway line to the north of the site.
- **WARM41** – this runs in a generally north-south alignment and flanks the site boundary to the east. The footpath can be accessed via Boreham Road to the south and connects to PRoW WARM40 to the north.

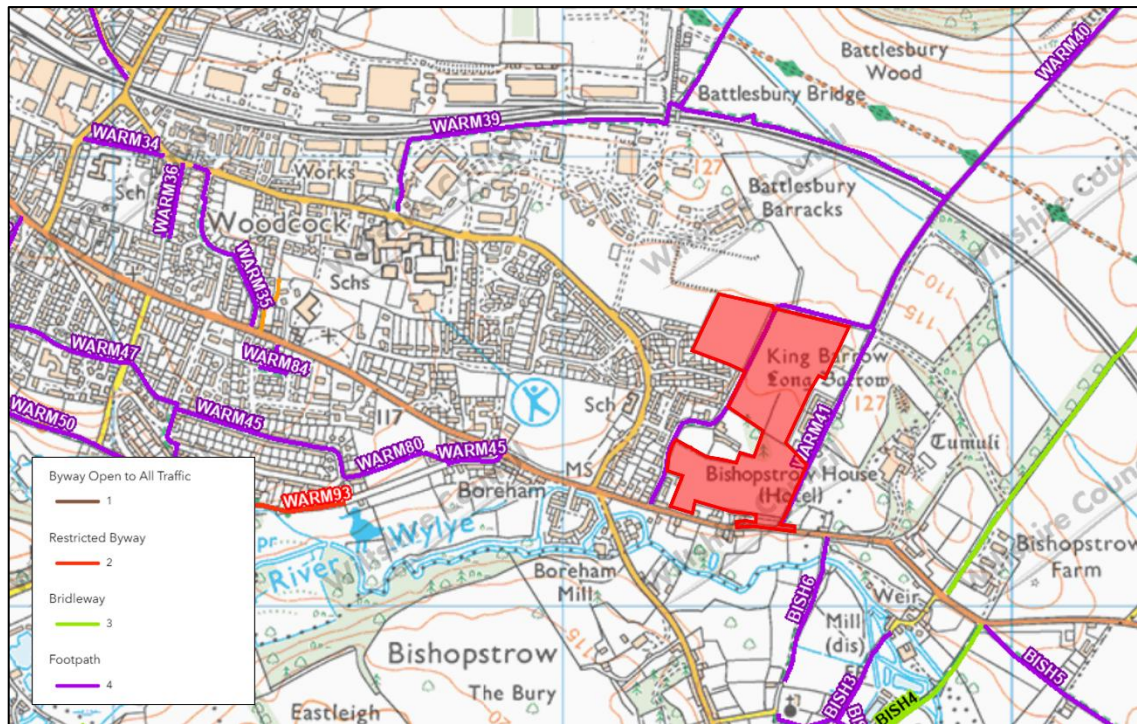


Figure 2.3: Existing PRoWs in the Vicinity of the Site (Source: WC Rights of Way Explorer)

2.12. The site's location at the edge of the settlement of Warminster means local amenities and services are available to cater for the day-to-day needs of local residents, supported by good existing pedestrian infrastructure.

2.13. The Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Providing Journeys on Foot' recommends suggested acceptable walking distance of between 500m (6 minutes, "Desirable") and 2km (25 minutes, "Preferred Maximum") for journeys to District Facilities which includes employment, schools, health and community facilities.

2.14. To further support the above, MfS identifies walkable neighbourhoods as being those typically characterised by having a range of facilities within an 800m (10 minute) walk distance, however not an upper limit, with walking offering the greatest potential to replace short car trips, particularly those under 2km.

2.15. **Table 2.1** presents a list of local amenities and facilities within walking distance of the site.

Amenity	Distance
Bishopstrow Hotel and Spa	200m
St George's Catholic Primary School	450m
Warminster Nursery	450m
Newsmarket Convenience Store	600m
Bishopstrow College	600m
Warminster Area Community Orchard	600m
Royal Fish Bar	700m
Church of St John the Evangelist	900m
St John's C of E Primary School	1100m
Kingdown School	1200m
Warminster Conservative Club	1200m
Warminster Sports Centre	1200m
Central @ Warminster Convenience Store	1300m
Rose and Crown Pub	1600m
Smallbrook Road Nature Reserve	1800m
Bupa Dental Care Warminster	2000m
Waitrose & Partners	2000m
Snap Fitness Warminster	2000m
Well Pharmacy	2000m
Three Horseshoes Walk Shopping Centre	2000m

Table 2.1: Local Amenities and Facilities

2.16. It can be seen from the table above that there are a number of facilities within the prescribed 2km catchment, including education, leisure and retail facilities, enabling everyday journeys to be undertaken on foot. It is worth noting that the measurements in **Table 2.1** are taken from the proposed western pedestrian access point, although distances could increase / decrease depending on dwelling location and the provision of any pedestrian connections provided along the site's western boundary (as further described in **Section 3.0**).

Cycling

2.17. Local Transport Note 1/20 'Cycle Infrastructure Design' (DfT, July 2020) states that "...Two out of every three personal trips are less than five miles in length." The site is well placed to reach key local destinations within 5 miles (8km) which is considered a realistic cycling distance. A typical cycle speed of 20km/h would result in this distance equating to a journey time of approximately 24 minutes.

2.18. An 8km isochrone catchment area centred on the site access (shown in **Figure 2.4**) demonstrates that the entirety of built-up Warminster is accessible within the prescribed cycle distance, allowing access to a wide variety of local facilities and amenities via bicycle. The adjacent town of Westbury is on the edge of this isochrone, meaning that certain more experienced cyclists may travel this additional distance to reach the employment, leisure and educational facilities in this area.

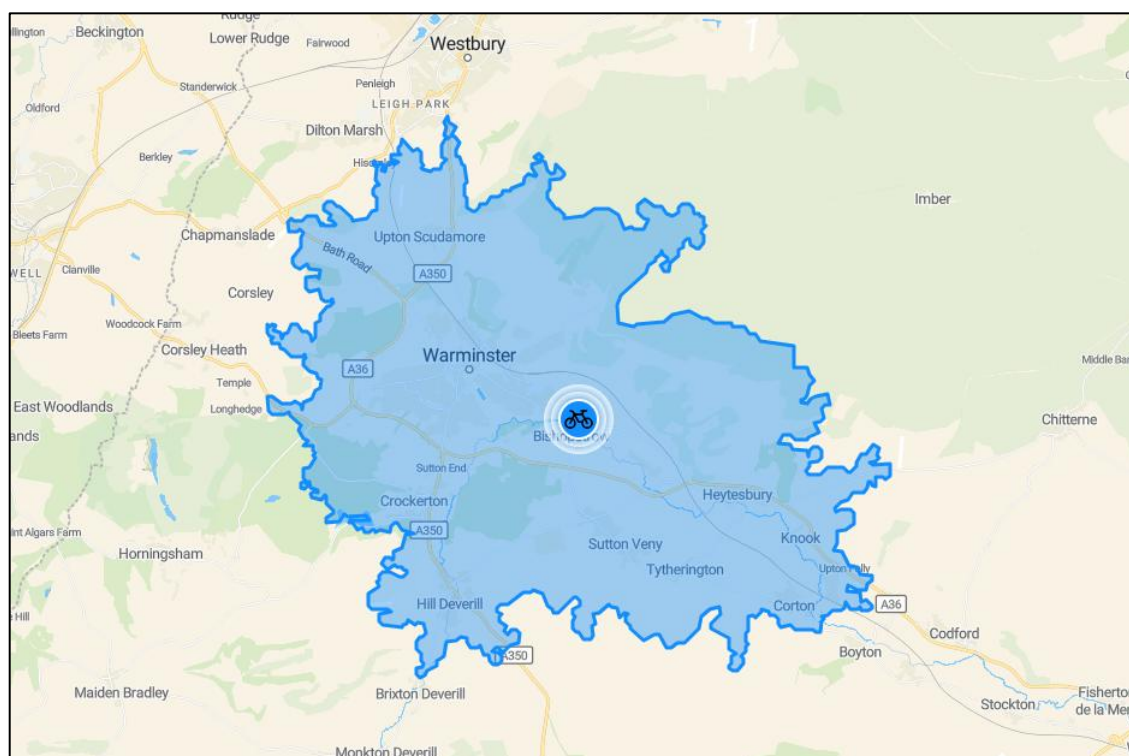


Figure 2.4: 8km Cycle Isochrone Catchment Area (source: Travel Time Map)

2.19. There are a number of on-street cycle routes in vicinity of the site which provide connections into central Warminster and the wider area. Warminster town centre (including the railway station) is accessible in a 9-minute cycle from the site access, thus providing a viable alternative to the private car.

2.20. The location of cycle routes in the vicinity of the site is presented in **Figure 2.5** below.

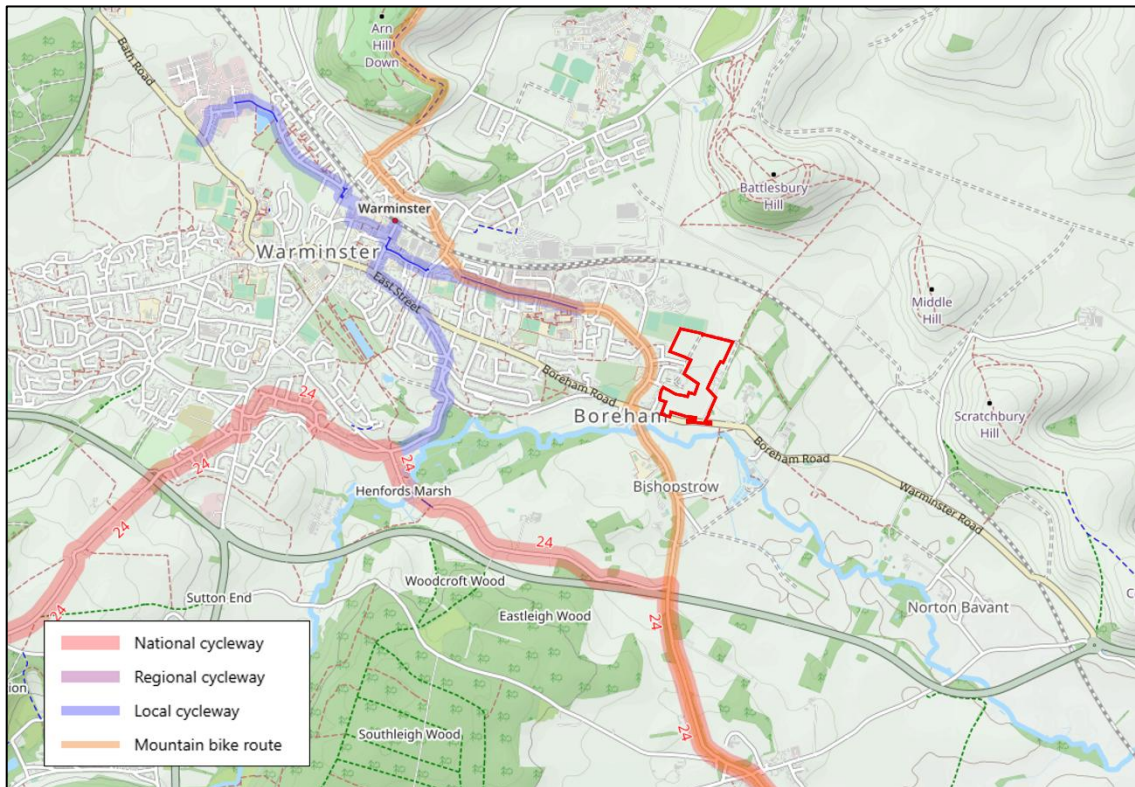


Figure 2.5: Cycle Routes in the Vicinity of the Site (Source: OpenStreetMap)

Bus

2.21. The nearest bus stops to the site are situated approximately 150m west of the proposed pedestrian point along Boreham Road, with further stops providing additional services situated approximately 350m north-west along Woodcock Road. A summary of bus routes and service frequencies is provided in **Table 2.2** below.

Service No.	Route	Frequency		
		Weekdays	Saturdays	Sundays
Boreham Road				
24	Frome – Warminster – Salisbury	7 services in each direction, every 1-2 hours (0730-1930)	6 services in each direction, every 1-2 hours (0745-1830)	No services
55	Kingston Deverill – Warminster – Devizes	Thursdays only – one bus per day in AM heading to Devizes, set down only on return journey in PM		
56	Salisbury – Boyton – Warminster	Tuesdays, Fridays and Saturdays only – one bus per day in AM heading to Salisbury, one return journey in PM		
Woodcock Road				
D1	Warminster – Bath Bus Station	Hourly (0630-1930)	Hourly (0630-1930)	Hourly (0830-1730)

Table 2.2: Local Bus Routes / Services Frequencies (* = eastbound stop only)

2.22. It can be seen from the above that the existing bus provision in the vicinity of the site provides fairly frequent connections to destinations within Warminster and across the wider area. Bus trips can be used as part of a linked public transport journey via rail, with Warminster Railway Station accessible within an approximately 5-minute bus journey (from the bus stops along Woodcock Road) via the 24 or D1 Discover services.

2.23. In addition to the provision outlined above, WC have recently launched a new on-demand bus service which operates in Warminster, Mere and the surrounding south-west Wiltshire areas. The fleet of three buses operate on an on-demand basis, allowing passengers to book a bus up to seven days in advance and on the day within 30 minutes notice (subject to availability). Buses operate from 6am-8pm Monday to Friday, and 8am-7.30pm on Saturdays, excluding bank holidays, providing a viable alternative to the private car for journeys within Wiltshire.

Rail

2.24. The nearest railway station to the site is Warminster, which is situated on the Wessex Main Line and is operated by Great Western Railway. During weekday off-peak periods, there are generally hourly services in each direction, with westbound services towards Bristol and Cardiff, and eastbound services to Southampton Central and Portsmouth Harbour.

2.25. As noted above, Warminster Railway Station can be accessed from the site via the 24 or D1 bus services. The site is also situated within a 34-minute walk or 9-minute cycle from the station, with 16 covered cycle parking spaces provided in the station car park.

Survey Data

2.26. Automatic Traffic Count (ATC) surveys were undertaken in the vicinity of the site access on Boreham Road recording vehicle speeds and traffic volumes in each direction. The surveys were taken between 29th September and 5th October 2022, inclusive. It is considered that the surveys are representative of current traffic conditions as there have been no significant changes to the local highway network in this time.

2.27. The derived 85th percentile speeds are shown in **Table 2.3** below, with the raw data provided at **Appendix C**.

Period Traffic Volume/Speed	Direction		
	Eastbound	Westbound	Two-Way
Average Vehicle Count (24-hrs)	2,324	2,276	4,600
Average 85thile Speed (MPH)	39.0	37.1	-

Table 2.3: ATC Summary – Boreham Road

2.28. The above indicates that traffic volumes equate to 4,600 two-way vehicles on the average day. The 85th percentile traffic speeds were recorded as being 39.0mph for eastbound traffic and 37.1mph for westbound traffic.

Collision Analysis

2.29. The NPPG includes the online document '*Travel plans, transport assessments and statements in decision-taking*' (updated March 2014), which provides general advice on the scope of Transport Assessments. This document states consideration should be given to:

"an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area."

2.30. In order to be robust, a review of the most recent 5-year personal injury collision data (2020-2024 [inclusive]) has been undertaken using Crashmap.co.uk. An extract of the map is provided at **Figure 2.6** below.

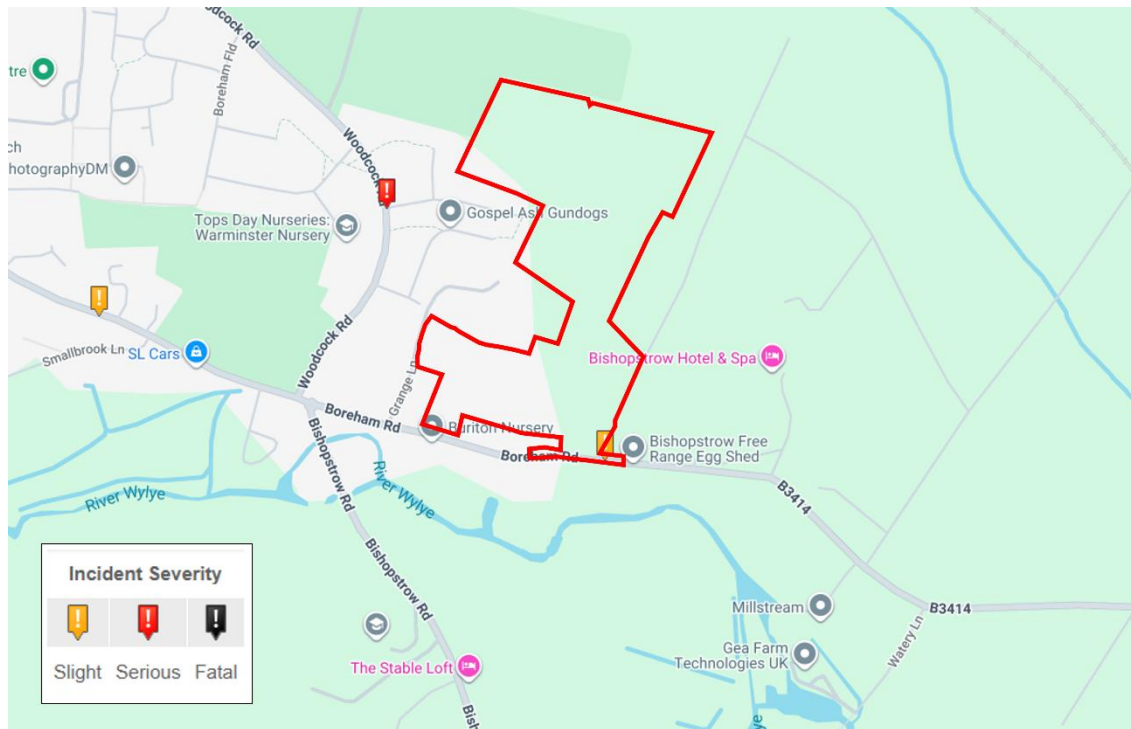


Figure 2.6: Collision Data in the Vicinity of the Site (Source: CrashMap)

2.31. It can be seen from the extract above that there has been a total of three collisions in the study area over the most recent 5-year period, with two resulting in 'Slight' and one resulting in 'Serious' injuries being sustained. It is worth noting that one collision occurred in the vicinity of the proposed site access junction with Boreham Road, with two vehicle occupants sustaining slight injuries reported.

2.32. The 'Serious' collision involved a vehicle colliding with a pedal cyclist along Woodcock Road, whereas the other 'Slight' collision involved a vehicle and a child pedestrian along Boreham Road. From this information, there appears to be no notable causation factors which can be identified in relation to the carriageway layout within the local area.

Travel Characteristics

2.33. Travel to work data from the 2021 Census has been used to establish the mode of travel to work for existing residents in the area. The site is situated within the 'Wiltshire 042' Middle Super Output Area (MSOA), with the travel to work modal split

presented in **Table 2.3** below. This data excludes those that work from home and those not in employment.

Mode of Travel	Mode Share
Train	1.3%
Bus	0.9%
Taxi	0.2%
Motorcycle	0.6%
Car Driver	70.3%
Car Passenger	5.2%
Bicycle	3.5%
Pedestrian	18.0%
Total	100.0%

Table 2.3: Wiltshire 042 MSOA Method of Travel to Work (Source: 2021 Census Data)

2.34. Travel to work data from the 2011 Census has also been derived, with the modal split presented in **Table 2.4** below.

Mode of Travel	Mode Share
Train	2.0%
Bus	1.7%
Taxi	0.6%
Motorcycle	0.9%
Car Driver	60.5%
Car Passenger	4.5%
Bicycle	7.3%
Pedestrian	23%
Total	100.0%

Table 2.4: Wiltshire 042 MSOA Method of Travel to Work (Source: 2011 Census Data)

2.35. It can be seen from the above that the travel to work data from the 2011 and 2021 Censuses is comparable, with the largest discrepancy observed in the proportion of trips made by car (driver). For the purposes of assessments related to the modal

split of future residents of the development, 2021 Census data has been utilised as it provides a 'worst case' scenario in terms of car driver mode share. It is worth noting that 2011 Census data has been utilised for the purposes of distribution, as 2021 data is not currently available for this dataset (as confirmed by ONS).

3. Proposed Development

3.1. As outlined previously, the proposals involve the provision of 135 residential dwellings, landscaping and associated infrastructure. The dwellings can be broken down as follows:

- 6 x 1-bed houses;
- 24 no. 2-bed houses;
- 60 no. 3-bed houses;
- 41 no. 4-bed houses; and,
- 4 no. 5-bed houses.

3.2. The proposals also involve the upgrading of the existing vehicular / pedestrian access to the site from Boreham Road. The proposed site layout is attached at **Appendix D**.

Vehicular Access

3.3. As noted in **Section 1.0**, the previously withdrawn planning application for residential development at the site (WC planning ref. 16/10502/OUT) proposed that access was to be taken along the site's southern boundary from Boreham Road, via a new entrance (not using the existing Home Farm drive). The access proposed a right-turn lane and the relocation of the existing change of speed limit to east of the access junction.

3.4. The arrangements were considered to be acceptable in principle, notwithstanding the heritage concerns relating to the removal of the existing wall along the site's southern boundary. Therefore, noting the heritage concerns, an access more sympathetic to its local setting is now proposed, utilising the existing Home Farm entrance and widening this, with a reduced amount of wall now required to be removed to facilitate access. It is considered, for the reasons outlined below, that the proposed access arrangements are acceptable in highways terms.

Design

3.5. As outlined above, vehicular access to the site will be provided from Boreham Road along the site's southern boundary via upgrades to the existing vehicular access. The

existing access currently serves 14 properties, including Home Farm and the rear of a property fronting Boreham Road.

- 3.6. Access for existing properties is to be fully retained, with a dropped kerb junction provided which retains the same alignment as the existing access for the Bishopstrow Court properties. A separate junction on the western side of the internal access road is provided to allow for access to the Boreham Road (west of the site access) with rear vehicular access via the existing junction. This arrangement is presented on **ACE Drawing 2204791-ACE-XX-XX-DR-C-0507F**.
- 3.7. It has been noted (including through discussions with existing residents at the formal public consultation) that there is an existing passing place which will be removed as part of the proposals. It is therefore proposed to re-provide this further north to allow for vehicles to pass along the existing track which is consistent with the current arrangement, with the precise location shown on the site layout plan attached at **Appendix D**.
- 3.8. The upgraded access arrangements will involve widening of the existing Home Farm access to provide a simple priority T-junction. The access arrangements include some localised narrowing in proximity to the access, with the proposed arrangement presented in **ACE Drawing 2204791-ACE-XX-XX-DR-C-0507F**. The carriageway width narrows to approximately 7.3m in vicinity of the site access, which is sufficient for two-way vehicle movement.
- 3.9. As discussed in **Section 1.0** of this TA, the proposed access arrangements have been amended to incorporate initial feedback received from WC highways during a pre-application discussions. A longer transition has been provided so that the access ties back into the existing kerb line more naturally to avoid the junction 'kicking-out'. The kerb radii have also been increased from 8m to 10m to reduce the amount of overrunning into the opposing lane by larger vehicles.
- 3.10. The design accommodates a 7m carriageway at the access to allow for the tracking of larger vehicles (narrows to 5.5m further north) with 2m footways on either side, which tie into the existing provision along the northern side of Boreham Road. Dropped kerbs with tactile paving will be provided at the site access, thus providing an improvement on the existing pedestrian infrastructure along Boreham Road. The access junction incorporates a 10m kerb radius on the western side and a 4m radius

on the eastern side, which can accommodate the swept path of larger vehicles, as shown on **ACE Drawing 2204791-ACE-XX-XX-DR-C-0507F**.

Capacity

3.11. Capacity assessments have been undertaken based on the geometrical parameters outlined above, in conjunction with the traffic flows outlined in **Section 4.0**. The results show that the junction operates satisfactorily in the future year scenario with development traffic (2031 Development Case).

3.12. Further details are outlined in **Section 5.0**, and it is considered that the capacity assessments justify the provision of a simple priority junction in lieu of a ghost right-turn lane as proposed as part of the previously withdrawn planning application.

Visibility

3.13. As outlined in **Section 2.0**, ATC surveys were undertaken in the vicinity of the site access on Boreham Road recording vehicle speeds and traffic volumes in each direction. The surveys were taken between 29th September and 5th October 2022, inclusive. As agreed by WC at the pre-app stage, it is considered that the surveys are representative of current traffic conditions as there have been no significant changes to the local highway network in this time.

3.14. The 85th percentile traffic speeds were recorded as being 39.0mph for eastbound traffic and 37.1mph for westbound traffic. Given the speeds recorded on Boreham Road are above 37mph, it is considered that the application of the Design Manual for Roads and Bridges Manual (DMRB) is appropriate.

3.15. The weather was dry throughout the surveys and so no adjustment to account for wet weather has been made.

3.16. Applying the recorded traffic speeds results in required visibility splays that accords with the DMRB maximum parameters used for trunk road design (2 seconds driver reaction time and, 0.375g deceleration rate) of 2.4m x 78.6m to the west (based on 39.0 eastbound speed) and 2.4m x 64.6m east of the access (based on 37.1mph westbound speed).

3.17. **ACE Drawing 2204791-ACE-XX-XX-DR-C-0507F** shows these visibility splays and demonstrates that the required visibility splays based on measured speeds adopting DMRB parameters are achievable. As noted above, the access works involve

some localised narrowing along Boreham Road which assists in achieving appropriate visibility.

- 3.18. Regarding forward visibility for vehicles waiting to turn right into the proposed access, vehicles travelling west along Boreham Road have a clear sightline of approximately 240m due to the relatively straight carriageway alignment. It is considered that this is more than sufficient based on the surveyed speeds and again justifies the provision of a simple priority junction in lieu of a ghost right-turn lane from a highway safety perspective.

Stage 1 Road Safety Audit

- 3.19. The proposed access arrangements have been subject to a Stage 1 Road Safety Audit (RSA) undertaken by an independent third party. The Audit Brief (**ACE Report Ref. 2204791-ACE-XX-XX-RP-C-0103A**) and Stage 1 RSA Report are both attached at **Appendix E** for reference.

- 3.20. The Designer's Response is to be submitted to WC highways in tandem with the planning application. Once this has been agreed and signed off by WC highways, this will then be submitted to support the planning application at a later date.

- 3.21. The RSA appended at **Appendix E** confirms that there are no significant concerns raised by the audit team, with the only comments relating to the securing of visibility splays at the access, and these can be dealt with at the detailed design stage.

Summary

- 3.22. In summary, the access proposals are considered to provide safe and suitable access for all users in line with Paragraph 115 of the NPPF, as well as Policy 61 (ii) of the Wiltshire Core Strategy. They have been agreed in principle with WC through pre-application discussions, are in accordance with the relevant design guidance, and no further issues were raised during the Stage 1 RSA that cannot be dealt with through the detailed design stage.

Non-Vehicular Access

- 3.23. As noted above, the proposed vehicular access point is to be provided with 2m footways on either side which tie into the existing footway along the northern side of Boreham Road. There will be an additional pedestrian access point along Boreham Road, approximately 200m west of the vehicular access point, as shown on **ACE**

Drawing 2204791-ACE-XX-XX-DR-C-0507F utilising an existing pedestrian access that is currently boarded up and unusable.

3.24. In addition to the above, the existing PRoW footpaths which run through the site (WARM40 and WARM41) are to be maintained / upgraded as part of the proposals. WARM40 provides a connection into the site via Grange Lane, and multiple connections from WARM41 are to be provided also.

3.25. It is noted that the previously withdrawn application at the site (WC planning ref. 16/10502/OUT) drew requests for financial contributions towards pedestrian / cycle improvements along Woodcock Road, and the applicant for the current scheme is willing to provide a similar contribution to further improve the accessibility of the surrounding area, subject to these being secured via the S106 process and being appropriately evidenced.

Parking

Car Parking

3.26. The car parking standards applicable to the proposed development can be found in the 'Wiltshire Local Transport Plan 2011 – 2026: Car Parking Strategy' (March 2011), with the proposed provision outlined in **Table 3.1** below.

Type	No. of Units	Parking Standard	Required Parking	Proposed Parking
1-bed	6	1	6	6
2-bed	24	2	48	48
3-bed	60	2	120	120
4-bed	41	3	123	123
5-bed	4	3	12	12
Total	135	-	309	309

Table 3.1: Proposed Parking Provision

3.27. In addition to the above, it is required to provide visitor parking at a rate of 0.2 spaces per dwelling, equating to a required provision of 27 spaces. The full requirement is to be provided (as shown on the site layout attached at **Appendix**

C), with spaces spread across the site layout to ensure that all homes are situated in proximity to ample visitor parking.

3.28. Electric Vehicle (EV) charging will be provided in accordance with building regulations, contained within *'Approved Document S: Infrastructure for Charging Electric Vehicles'* (December 2021).

Cycle Parking

3.29. The cycle parking standards applicable to the proposed development can be found in the *'Wiltshire Local Transport Plan 2011 – 2026: Cycling Strategy'* (March 2014).

3.30. The cycle parking standards applicable to the proposed development are as follows:

- 1 covered space per bedroom for up to 3-bedroom dwellings;
- 3 covered spaces per unit for 4-bedroom dwellings;
- 4 covered spaces per unit for 5-bedroom dwellings; and,
- 1 visitor space per 20 bedrooms.

3.31. The above provision will be adhered to across the site, with long-stay cycle parking provided in rear gardens. Short-stay cycle parking will be provided in the form of Sheffield stands within the public realm (27 spaces total). It is proposed that the design standards set out within WC's Cycling Strategy will be adhered to.

Deliveries, Servicing and Emergency Access

3.32. The internal layout has been designed with due regard given to the requirements contained within WC's Supplementary Planning Document (SPD) *'Waste storage and collection: guidance for developers'*. The guidance stipulates that refuse staff should not be required to carry / wheel waste containers more than 10m, and the residents should not be required to drag bins further than 30m from the storage to collection point.

3.33. WC collects waste containers from the point at which the boundary of the property meets the public highway at a point clearly visibility from the road to *"ensure that material for collection is easily accessible, placed at the property boundary where possible."* Where private drives are provided, bin collection points within the prescribed distances outlined above are provided where possible. There are a small

number of bin collection points which slightly exceed the maximum carry distance for residents, with one instance where this exceeded for refuse staff (16m drag distance along private drive serving Plots 113-120).

3.34. Vehicle tracking of a refuse vehicle manoeuvring throughout the site is shown on the highway overview drawing (**ACE Drawing 2204791-ACE-XX-XX-DR-C-0509**). The dimensions of refuse vehicle utilised (11.3m long) are in accordance with WC's waste collection SPD.

3.35. The internal arrangement shall enable a Fire Tender to enter and exit the site in forward gear. As highlighted within the Building Regulation B5 (2010), the site layout shall be designed to achieve access for a fire tender within 45m from all parts of any residential building on site.

3.36. No separate vehicular access is required for emergency vehicles, and this has been confirmed during pre-application discussions with Dorset & Wiltshire Fire and Rescue (correspondence attached at **Appendix B** for reference).

Internal Layout

3.37. The internal highway layout has been designed in accordance with the Wiltshire Design Guide (February 2024) as well as relevant national policy and guidance. The proposed layout from a highway perspective is shown on **ACE Drawing 2204791-ACE-XX-XX-DR-C-0509**, and shows relevant vehicle tracking, junction visibility, forward visibility, road widths etc. to confirm that these are acceptable.

3.38. The main spine road through the site has been designed as a 5.5m wide carriageway with 2m verges and 2m footways on both sides of the carriageway, with a short section provided with footways on both sides and verges on only one side. Sections of 6m wide shared surface are provided on sections where fewer dwellings are served, as well as 4.5m wide private drives serving up to five dwellings.

4. Trip Generation and Distribution

- 4.1. This section seeks to establish the level of weekday peak hour traffic movements generated by the proposed development applied to the local highway network.
- 4.2. The total travel demand anticipated to be generated by the proposed development during the typical weekday network peak hours of 08:00-09:00 and 17:00-18:00 has been considered as at these times the network would typically be most sensitive to an increase in traffic.
- 4.3. The analysis that follows considers the uplift in vehicle movements that are anticipated in order to determine whether any junction capacity analysis is required on the local road network. It is noted that the existing site may generate a small number of movements onto the local highway network (14 total dwellings), however it is considered that the movements would not be material and as such no analysis has been given as part of this TA. This approach is consistent with the methodology outlined within the TSN submitted during pre-application with WC where no concerns were raised.
- 4.4. The following assessment reflects that which was presented in the previously submitted TSN (**ACE Report Ref. 2204791-ACE-XX-XX-RP-C-0101**) and has been agreed with WC Highways.

Proposed Trip Generation

- 4.5. The total person trip rates that will be used to quantify the residual of car-borne traffic and the consequent impact on the capacity of the highway network are shown in **Table 4.1**. These are presented for the AM (08:00-09:00) and PM (17:00-18:00) peak hours, where the volume of background traffic is typically at its greatest.
- 4.6. Trip rates have been derived from the TRICS 7.11.4 database, with sites selected based on the following parameters:
- Land use: 03 – Residential – Houses Privately Owned
 - Survey days: Monday – Friday
 - Number of units: up to 500
 - Local car ownership: 1.1 and above per dwellings

- Location type: 'Suburban Area' and 'Edge of Town'
- Location sub-category: 'Residential Zone'
- Geographical area: England, excluding Greater London
- Survey dates: 2016 onwards

4.7. Sites surveyed during COVID-19 restrictions were excluded from the results, with the resultant vehicle trip rates and subsequent trip generation (based on 135 dwellings) is detailed in **Table 4.1** below, with the full TRICS output included at **Appendix F**.

Total Person Trips	Trip Rates (per dwelling)			Trip Generation (135 dwellings)		
	Arr.	Dep	Total	Arr.	Dep.	Total
AM Peak Hour (0800-0900)	0.267	0.740	1.007	36	100	136
PM Peak Hour (1700-1800)	0.588	0.287	0.875	79	39	118
Daily (0700-1900)	4.044	4.028	8.072	546	544	1,090

Table 4.1: Total Person Trip Rates and Trip Generation (*note – any errors due to rounding)

4.8. The modal split for the site has been determined from data derived from the 'Travel to Work – Residential Population' dataset provided within the 2021 Census database for the area in which the site is located (see **Table 2.3**).

4.9. The modal share has been applied to the forecast person trips identified in **Table 4.1**. The resulting trip generation by mode is shown in **Table 4.2**.

Mode	Share	AM			PM			Daily		
		In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Train	1.3%	0	1	2	1	1	2	7	7	14
Bus	0.9%	0	1	1	1	0	1	5	5	10
Taxi	0.2%	0	0	0	0	0	0	1	1	2
Motorcycle	0.6%	0	1	1	0	0	1	3	3	7
Car Driver	70.3%	25	70	96	56	27	83	384	382	766
Car Passenger	5.2%	2	5	7	4	2	6	28	28	57
Bicycle	3.5%	1	3	5	3	1	4	19	19	38
Pedestrian	18.0%	6	18	24	14	7	21	98	98	196
Total	100.0%	36	100	136	79	39	118	546	544	1,090

Table 4.2: Total Person Trip Generation by Mode (*note – any errors due to rounding)

4.10. **Table 4.2** shows that the proposed development scheme is forecast to generate approximately 96 two-way vehicle trips in the AM peak period and 83 two-way vehicle trips in the PM peak.

Traffic Distribution and Assignment

4.11. With respect to traffic distribution, 2011 Census Travel to Work Origin-Destination (O-D) data for the existing resident population of the surrounding area available on the Official Labour Market Statistics website (www.nomisweb.co.uk) has been used to estimate the proportion of vehicle trips that could travel along each particular key route to / from the site.

4.12. As referenced in **Section 1.0**, data from the 2011 Census has been utilised for the purposes of distribution as there is presently no dataset for this readily available from the 2021 Census. The UK Data Service have been told that it is only available to download by academic or government users based on their agreement with the ONS.

4.13. The following methodology was applied, with further details included at **Appendix G**.

- 2011 Census Dataset WU03UK 'Location of usual residence and place of work by method of travel to work' was obtained from the Nomis website.

- The 'Usual Residence' was set at MSOA 'Wiltshire 042'.
- All other MSOAs in Wiltshire, as well as all other local authority districts, were selected as the 'Place of Work'.
- The data was used to calculate the relative proportion of car trips to work to each of the surrounding areas. For simplicity, any areas with fewer than six car trips were omitted from the calculations as they were considered statistically insignificant.
- The likely vehicle route (or routes) to each area were identified using Google Maps route planning tools, and the proportion of car trips using each key route was subsequently calculated using the data.

4.14. The above details were used to create an indicative traffic distribution model for arrivals and departures respectively, shown at **Appendix H**. The peak hour vehicle trips shown in **Table 4.2** were assigned to the network based on this model. The proposed distribution model has been agreed with WC during pre-application consultation (full comments attached at **Appendix A**).

5. Off-Site Impact

Future Year Assessment

- 5.1. Best practice guidance suggests that the impact of the proposed traffic increases on the local road network should be considered at a Design Year of at least five years after the planning application is registered. It is understood that the planning application is to be submitted in February 2026, and therefore the future year for assessment will be 2031.
- 5.2. Growth factors will therefore be calculated based on information taken from the TEMPro v8.1 dataset using the "Core" scenario for the Wiltshire 042 MSOA.

Derivation of Traffic Flows

- 5.3. The traffic flows surveyed in September / October 2022 (contained at **Appendix H**) have been uplifted using the following factors:
- Wiltshire 042 MSOA 1.0178 for the AM peak hour and 1.0185 for the PM peak hour (2022-2025) for base flow scenarios
 - Wiltshire 042 MSOA 1.0672 for the AM peak hour and 1.0695 for the PM peak hour (2025-2031) for the future year scenarios
- 5.4. Figures contained in **Appendix H** show the 2025 Observed traffic flows and 2031 uplifted Future Year Base Case flows through the local network. Adding the development flows to the 2031 future base case provides the Development Case flows.
- 5.5. No committed developments have been included within the assessment which is consistent with the approach agreed with WC highways during pre-application discussions.

Future Study Area

- 5.6. The following junctions were put forward for detailed assessment in the Transport Scoping Note submitted during pre-application consultation (**ACE Report Ref. 2204791-ACE-XX-XX-RP-C-0101**), with the extent of junction modelling agreed with WC during pre-application discussions:

1. Site Access / B3414 Boreham Road
2. B3414 Boreham Road / Bishopstrow Road
3. B3414 Boreham Road / Woodcock Road

Traffic Impact

Introduction

- 5.7. The junctions have been modelled using Junctions 10 (PICADY) and Junctions 10 (ARCADY). PICADY provides a measure of the capacity of simple and ghost island priority-controlled junction, whilst ARCADY provides a measure of capacity at roundabout junctions. Lane simulation mode has also been utilised which models more complex scenarios by simulating individual vehicle movements, allowing for analysis of effects like “blocking back” and the relationship between two junctions.
- 5.8. Both ARCADY and PICADY calculate the Ratio of Flow to Capacity (RFC), which is used to measure the predicted flow of vehicles against the junction’s capacity (based on its geometry). Typically, a value of 0.85 or less is seen to represent a practical degree of reserve capacity. Arms at a junction with an RFC greater than 0.85 are likely to experience congestion and delay. Values that exceed 1.0 RFC value indicate where an arm is at or over full capacity. Lane simulation mode does not allow for RFC to be calculated, as discussed later on in this section.
- 5.9. Geometries for off-site junctions have been taken from OS mapping and Google Earth Imagery, with the parameters measured in line with best practice guidance provided with the software. Geometries for the proposed site access have been taken from **Drawing Number 2204791-ACE-XX-XX-DR-C-0507F**.

Junction 1 – Site Access / B3414 Boreham Road

- 5.10. To establish whether the proposed access junction with Boreham Road would operate satisfactorily in terms of capacity, a PICADY model was created, with results of this assessment summarised in **Table 5.1** (with a full copy of the output data contained at **Appendix I**). They demonstrate that the proposed access junction would operate satisfactorily at the 2031 Future Base year with the proposed development in place. The site access would operate a maximum RFC of 0.17 in the morning peak hour, with 1 queueing vehicle (0.2 vehicles rounded to the next whole vehicle) and a maximum delay of 9.77 seconds on the site access arm in the morning peak hour.

5.11. It is worth noting that the modelling of the site access junction does not account for vehicle trips associated with the existing properties accessed via the Home Farm junction. There is a total of 14 properties served from the existing access, and it is not considered that this would have a material impact on the operation of the junction given that it operates well within capacity in the Future Base year with the proposed development in place, as outlined above.

	AM							PM						
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
2031 Future Base + Dev														
Stream B-AC	D1	0.2	9.25	0.17	A	1.10	150 %	D2	0.1	8.16	0.06	A	0.62	240 %
Stream C-AB		0.0	4.85	0.02	A		[Stream B-AC]		0.1	5.17	0.04	A		[Stream B-AC]

Table 5.1: PICADY Summary for Site Access / Vale Avenue Junction

Junction 2 – B3414 Boreham Road / Bishopstrow Road and Junction 3 – B3414 Boreham Road / Woodcock Road

5.12. Given the proximity between the two junctions, to establish whether the Bishopstrow Road / Boreham Road mini-roundabout and Woodcock Road / Boreham Road priority junction would operate satisfactorily in terms of capacity, a linked ARCADY / PICADY model was created. The results of this assessment are summarised in **Table 5.2** with a full copy of the output data contained at **Appendix H**.

5.13. Junction modelling guidance recommends that lane simulation mode is utilised where roundabouts and priority junctions are linked, and therefore this approach has been taken for Junctions 2 and 3. The lane simulation model indicates that the proposed junctions would operate satisfactorily at the 2031 Future Base year with the proposed development in place. The Woodcock Road arm (Junction 3 minor arm) would operate with a maximum RFC of 0.54 in the morning peak hour, with 2 queuing vehicles (1.6 vehicles rounded to the next whole vehicle) and a maximum delay of 28.81 seconds.

5.14. It is pertinent to note that in lane simulation mode where no RFC is shown for a given link, this is an indication that Junctions 10 can not define a meaningful 'capacity' for the lane within a simulation. The software therefore suppresses the RFC rather than show a misleading number, and it is considered that, based on the queue lengths and delays observed, that the arms with no RFC shown would still operate satisfactorily in the future year scenario with development in place.

5.15. From a review of the TA submitted as part of the previously withdrawn planning application at the site (16/10502/OUT), the queue lengths observed at these junctions in the future year with development are largely consistent with the queue lengths outlined in **Table 5.2** (no queue lengths from this model exceed the 2016 model presented). The previous TA did not utilise lane simulation and did not link the cumulative impact of the two junctions, however from their assessment the RFC for these two junctions fell below the maximum threshold of 0.85 on all arms. The fact that queue lengths in both models are largely consistent further suggests that the 2031 Future Base Year with development scenario would be acceptable from a capacity perspective.

	AM							PM									
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity			
	[Lane Simulation] - 2025 Base																
Junction 2 - Arm A	D1	0.6	8.18	0.41	A	5.76	%	D2	0.6	7.03	0.36	A	5.43	%			
Junction 2 - Arm B		0.4	7.52	0.21	A				0.4	7.40	0.23	A					
Junction 2 - Arm C		0.5	3.56		A				0.4	3.51		A					
Junction 3 - Arm A		0.1	0.84		A	5.23			0.1	0.56		A	3.98				
Junction 3 - Arm B		1.1	18.38	0.48	C				0.6	12.88	0.35	B					
Junction 3 - Arm C		0.4	2.44		A				0.3	1.96		A					
	[Lane Simulation] - 2031 Future Base																
Junction 2 - Arm A	D3	0.8	8.65	0.44	A	5.96	%	D4	0.8	7.61	0.38	A	5.72	%			
Junction 2 - Arm B		0.5	7.92	0.23	A				0.5	7.58	0.26	A					
Junction 2 - Arm C		0.6	3.52		A				0.4	3.58		A					
Junction 3 - Arm A		0.2	1.03		A	6.75			0.2	0.70		A	4.43				
Junction 3 - Arm B		1.8	25.01	0.53	D				0.9	15.07	0.38	C					
Junction 3 - Arm C		0.3	2.41		A				0.2	1.95		A					
	[Lane Simulation] - 2031 Future Base + Dev																
Junction 2 - Arm A	D5	1.3	11.08	0.50	B	7.06	%	D6	0.5	6.47	0.32	A	5.14	%			
Junction 2 - Arm B		0.4	8.43	0.23	A				0.3	6.73	0.23	A					
Junction 2 - Arm C		0.6	3.54		A				0.5	3.81		A					
Junction 3 - Arm A		0.1	1.13		A	7.53			0.1	1.23		A	5.91				
Junction 3 - Arm B		1.6	28.81	0.54	D				1.2	18.14	0.39	C					
Junction 3 - Arm C		0.4	2.44		A				0.2	1.82		A					

Table 5.2: Lane Simulation Summary for Junctions 2 and 3

Conclusion

5.16. Current planning policy no longer focuses on the need for developments to achieve 'nil detriment', and instead mitigation is only required to ensure the residual cumulative impacts are not 'severe' (Paragraph 116 of the NPPF).

5.17. Core Policy 62 from the Wiltshire Core Strategy also stipulates that "*developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages.*" The above assessment shows that the development will not have any adverse impact on the transport network, and therefore no mitigation is required.

5.18. The above results of capacity assessment modelling indicate that the site junction in would operate within the 0.85 threshold, both with and without development traffic. Where no RFC is provided (Junctions 2 and 3), it is considered that the impact of the development is negligible and that the increases in queueing and delay are minimal as a result of development traffic at both junctions. Again, this indicates that the proposals will not have a severe impact on the surrounding highway network.

6. Opportunities for Sustainable Travel

Introduction

- 6.1. To reiterate the policy context set out in Section 1.0, the NPPF states at Paragraph 10, *"so that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development"*. Part of this requirement for sustainable development means ensuring that there are good opportunities for travel to and from the site by non-car modes.
- 6.2. Of particular importance is Paragraph 110 of the NPPF which states that *"significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, 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"*.
- 6.3. As discussed earlier, Paragraph 115 also notes the following relating to sustainability:
- "...it should be ensured that:*
- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
 - b) safe and suitable access to the site can be achieved for all users; ..."*
- 6.4. Core Policy 60 from the Wiltshire Core Strategy aims to reduce the need for people to travel by private car through planning development in accessible locations and promoting sustainable transport alternatives to the use of the private car.
- 6.5. Core Policy 61 from the Wiltshire Core Strategy requires that consideration be given to all transport users, including visually impaired and other disabled people, cyclists, pedestrians and public transport users. This will be supported through contributions towards sustainable transport improvements where appropriate, subject to these being secured via the S106 process and being appropriately evidenced.
- 6.6. Accordingly, this section seeks to ensure that the proposals comply with the relevant paragraphs of local policy and the NPPF discussed above.

Pedestrian Travel

- 6.7. **Table 4.2** shows that the proposed development is predicted to result in a daily increase of 196 two-way pedestrian trips, including up to 24 in the busiest peak hour (morning). It is anticipated that the vast majority of these trips would be to and from local facilities in the area.
- 6.8. In addition, it is noted that the proposals could generate up to 24 public transport trips (14 rail / 10 bus) which in turn are likely to generate additional pedestrian trips, totalling 220 two-way pedestrian trips throughout the day.
- 6.9. There have not been any pedestrian accidents in the immediate vicinity of the site in the past 3 years. Therefore, it is considered that the existing pedestrian infrastructure in the vicinity of the site would be suitable to accommodate the predicted increase of movements associated with the development from a safety perspective.
- 6.10. As shown on the proposed site layout attached at **Appendix C**, the internal layout accommodates 2m wide footways on both sides of the carriageway in proximity to dwellings, as well as shared surface arrangements on sections that serve fewer dwellings. The access road into the site also accommodates a 2m footway along its length, with footways provided on both sides in proximity to the main vehicular access point.
- 6.11. In addition to the above, the existing PRow footpaths which run through the site (WARM40 and WARM41) are to be maintained / upgraded as part of the proposals. WARM40 provides a connection into the site via Grange Lane, and multiple connections from WARM41 are to be provided also.
- 6.12. It is noted that the previously withdrawn application at the site (WC planning ref. 16/10502/OUT) drew requests for financial contributions towards pedestrian / cycle improvements along Woodcock Road, and the applicant for the current scheme is willing to provide a similar contribution to further improve the accessibility of the surrounding area, subject to these being secured via the S106 process and being appropriately evidenced.

Cycle Travel

6.13. The proposed development is anticipated to generate up to 38 two-way cycle trips throughout the day. As outlined in **Section 2.0**, there are a number of on-street cycle routes in vicinity of the site which provide connections into central Warminster and the wider area. Warminster town centre (including the railway station) is accessible in a 9-minute cycle from the site access, thus providing a viable alternative to the private car as part of a linked journey via public transport.

6.14. Cycling will be further encouraged through the provision of “hard measures” such as safe and secure cycle parking facilities, and “soft measures” such as marketing, promotion and awareness. Further detail on the measures proposed is included within the Travel Plan prepared as part of the application submission (**ACE Report Ref. 2204791-ACE-XX-XX-RP-C-0104**).

6.15. As noted above, the applicant is willing to provide a contribution towards pedestrian / cycle improvements along Woodcock Road which will further encourage and facilitate safe cycling for future residents of the development and the wider community. Contributions towards cycling improvements, as well as any other contributions referenced throughout this report, will be subject to the tests set out in Paragraph 58 of the NPPF, as follows:

- *“necessary to make the development acceptable in planning terms;*
- *directly related to the development; and,*
- *fairly and reasonably related in scale and kind to the development.”*

Bus Travel

6.16. In respect of bus journeys, the trip generation calculations demonstrate that the proposed development would result in an increase of 10 daily and one in each of the peak hours. As discussed in **Section 2.0**, bus trips can be used as part of a linked public transport journey via rail, with Warminster Railway Station accessible within an approximately 5-minute bus journey (from the bus stops along Woodcock Road) via the 24 or D1 Discover services.

6.17. It is noted that the pre-application response from WC (attached at **Appendix A**) references that the previously withdrawn submission at the site drew requests for financial contributions towards bus infrastructure improvements in vicinity of the

site, and that the applicant for the current scheme is willing to provide a contribution towards this as part of this scheme, subject to these being secured via the S106 process and being appropriately evidenced.

Rail Travel

6.18. The above details show that the residential development would generate demand for 14 daily two-way trips by train during a weekday, with up to two trips in each of the busiest peak hours. As discussed in **Section 2.0**, the nearest train station is Warminster, which can be accessed within a 34-minute walk or 9-minute cycle from the station, with 16 covered cycle parking spaces provided in the station car park. The station is also accessible by bus as outlined above, and it is therefore considered that rail travel provides a viable alternative for leisure and commuting journey purposes than the private car.

Travel Plan

6.19. In accordance with the NPPG document 'Travel plans, transport assessments and statements in decision-taking', and confirmed through consultation with the local highway authority, a Travel Plan has been prepared to support the planning application for the proposed development (**ACE Report Ref. 2204791-ACE-XX-XX-RP-C-0104**). The Travel Plan encourages occupants of the site to take advantage of the surrounding sustainable travel opportunities and provide them with up-to-date information on upcoming schemes and initiatives, in order to minimise any demand for car travel and corresponding impact within the surrounding highway network.

Sustainable Travel Summary

6.20. The above information outlines that there is a wide range of opportunities to travel to / from the site by sustainable modes. Given the site's location at the settlement edge, the existing local facilities within walking / cycling distance (see **Table 2.1**), as well as the proximity to bus stops and Warminster railway station, it is considered that the site is situated in a sustainable location for development. The proposals are also actively seeking to improve the active travel on-site and within the surrounding area.

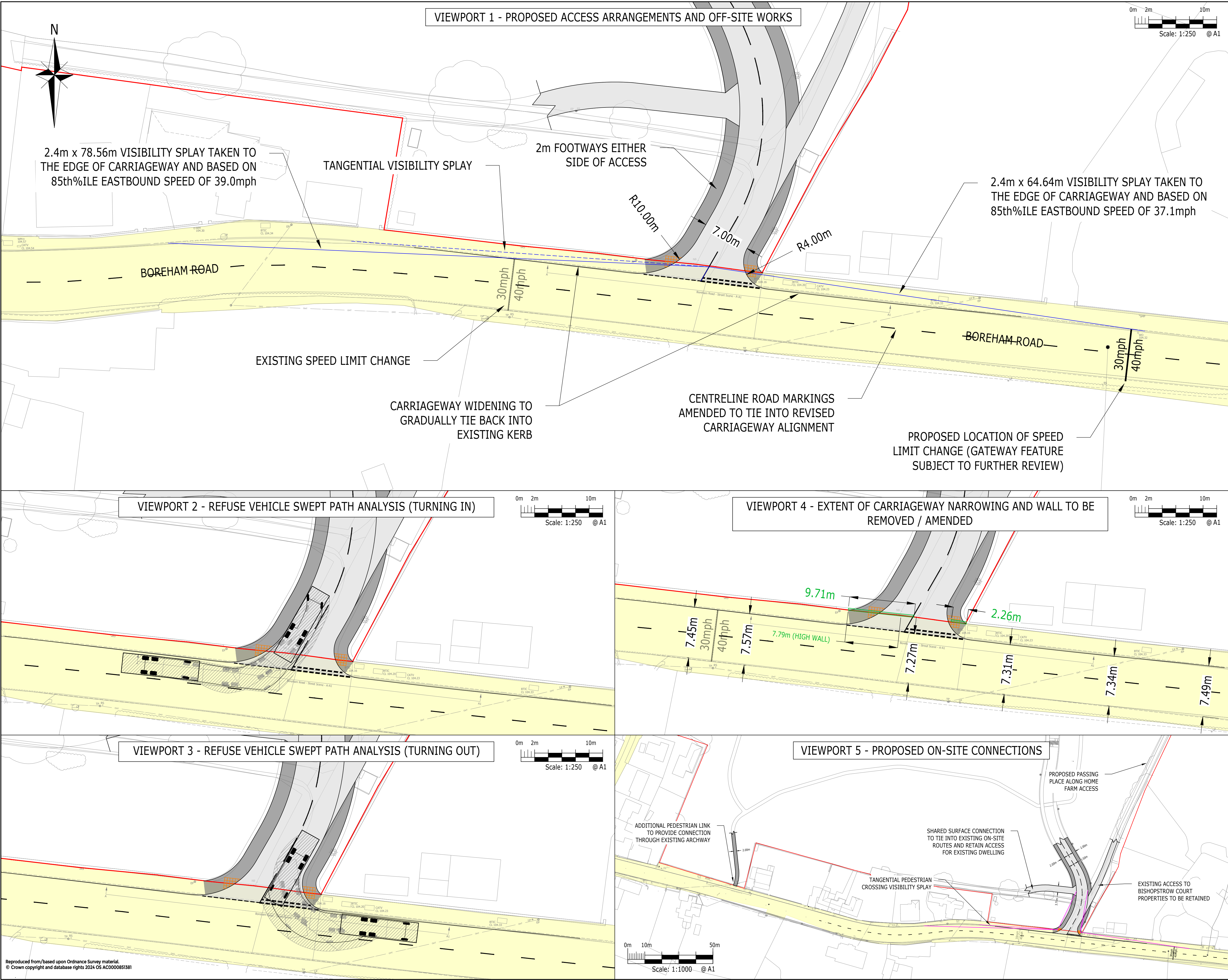
6.21. It is considered that the site is opportunely located for residential development, notably new family homes in Warminster, where there are no brownfield sites or sites within the settlement that could deliver this level of family housing.

6.22. At the heart of the NPPF is a presumption in favour of sustainable development, and it is considered that the proposals offer ample opportunity for travel for non-car modes for future residents, as well as providing contributions towards infrastructure improvements which enhance opportunities for existing residents in the local area. This approach is also compatible with the goals of the Wiltshire Core Strategy, notably Core Policies 60 and 61.

7. Summary and Conclusions

- 7.1. This TA has been produced on behalf of Bellway Homes Limited, to accompany a full planning application for a proposed residential development at land north of Boreham Road, Warminster.
- 7.2. The proposals involve the provision of up to 135 residential dwellings, landscaping and associated infrastructure. The proposals also involve the upgrading of the existing vehicular / pedestrian access to the site from Boreham Road.
- 7.3. The access proposals have been agreed in principle with the local highway authority through pre-application discussions. The proposals are considered to provide safe and suitable access for all users in accordance with the NPPF, which is confirmed as part of the Stage 1 Road Safety Audit undertaken as part of this submission.
- 7.4. Servicing and emergency vehicle access has been accommodated within the internal layout in line with MfS recommendations and includes suitable turning areas for larger vehicles.
- 7.5. Parking for both vehicles and cycles is provided in accordance with WC policy.
- 7.6. Capacity assessments were undertaken at the site access and a number of local junctions, with the study area agreed with WC during pre-application discussions. It was concluded that the development would not have a 'severe' impact on any junctions in accordance with Paragraph 116 of the NPPF.
- 7.7. Having fully considered highways / transport matters, it is considered that the proposed development would be compliant with both local and national policy. It is therefore considered that the local highway authority should be in a position to support the application.

Drawings



NOTES:

- SUBJECT TO DISCUSSIONS WITH THE LOCAL HIGHWAY AUTHORITY.
- HIGHWAY BOUNDARY INFORMATION BASED ON LAND REGISTRY INFORMATION AND IS TRANSCRIBED TO BEST FIT.
- TOPOGRAPHICAL SURVEY AND OS MAPPING ALIGNED TO BEST FIT.
- EXISTING ROAD MARKINGS PLOTTED INDICATIVELY BASED ON GOOGLE EARTH IMAGERY.
- VISIBILITY TO NOT BE OBSTRUCTED BY ANYTHING ABOVE 0.6m, SO WALL COULD BE LOWERED TO 0.6m IF REQUIRED.
- PEDESTRIAN CROSSING VISIBILITY SPLAYS ALONG BOREHAM ROAD SHOWN IN ACCORDANCE WITH SURVEYED VEHICLE SPEEDS. INTERNAL VISIBILITY SPLAYS SHOWN IN ACCORDANCE WITH 20mph SPEED LIMIT ALONG INTERNAL ACCESS ROAD (1.5m x 25m).

KEY:

- RED LINE BOUNDARY
- EXTENT OF HIGHWAY BOUNDARY
- JUNCTION VISIBILITY SPLAY
- TANGENTIAL JUNCTION VISIBILITY SPLAY
- PEDESTRIAN CROSSING VISIBILITY SPLAY (SEE NOTE 6)
- TANGENTIAL PED CROSSING VISIBILITY SPLAY
- EXTENT OF CARRIAGEWAY NARROWING REQUIRED
- EXISTING WALL TO BE REMOVED / AMENDED (SEE NOTE 5)

VEHICLES USED:

Wiltshire Council - Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.300m
Overall Width 2.900m
Overall Body Height 3.740m
Min Body Ground Clearance 0.321m
Track Width 2.600m
Lock to lock time 4.00s
Wall to Wall Turning Radius 10.150m

F	ACCESS JUNCTION REALIGNED	SL	SL	PR	02.03.26
E	UPDATED AS PER CLIENT / STAGE 1 RSA COMMENTS	SL	SL	PR	19.01.25
D	UPDATED AS PER CLIENT COMMENTS	BT	SL	PR	28.11.25
C	CROSSOVER LOCATION UPDATED	BT	SL	PR	27.11.25
B	UPDATED FOLLOWING DISCUSSIONS WITH WILTSHIRE COUNCIL	SL	SL	PR	24.10.25
A	UPDATED FOLLOWING DISCUSSIONS WITH WILTSHIRE COUNCIL	SL	SL	PR	23.06.25
Rev	Description	Drn	Chk	App	Date
Purpose: FOR PLANNING		Status: -			

ARDENT CONSULTING ENGINEERS

AN EMPLOYEE OWNED COMPANY

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The Hallmark Building
52-56 Leadenhall Street
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Tel: 020 7680 4088
Web: www.ardent-ce.co.uk
E-mail: enquiries@ardent-ce.co.uk

Client:

BELLWAY HOMES LIMITED

Project Title:

BOREHAM ROAD, WARMINSTER

Drawing Title:

PROPOSED SITE ACCESS ARRANGEMENTS

Drawn by	Checked by	Approved by	Revision
SL	SL	PR	F

Scale: 1:250@A1 Date: MARCH 2025

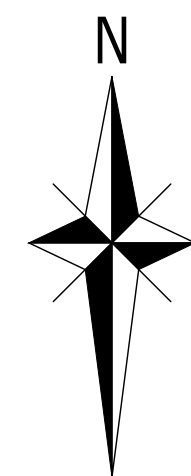
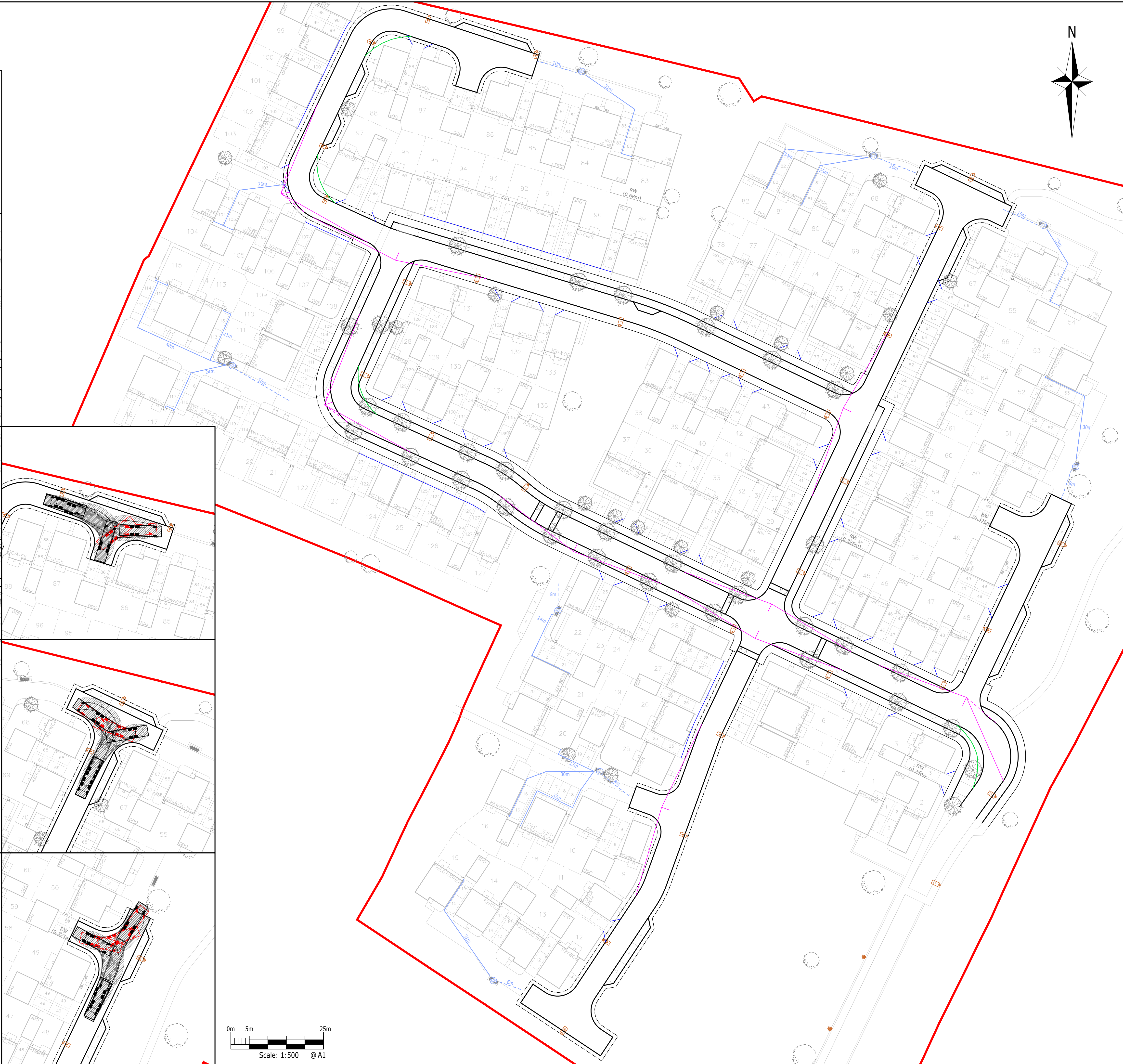
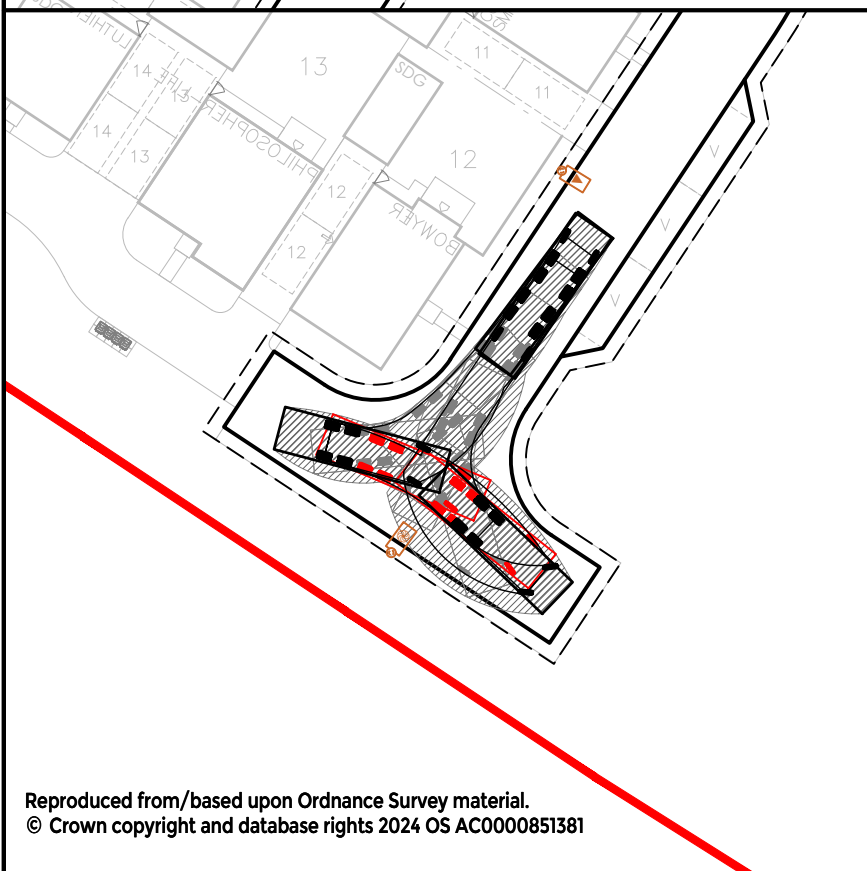
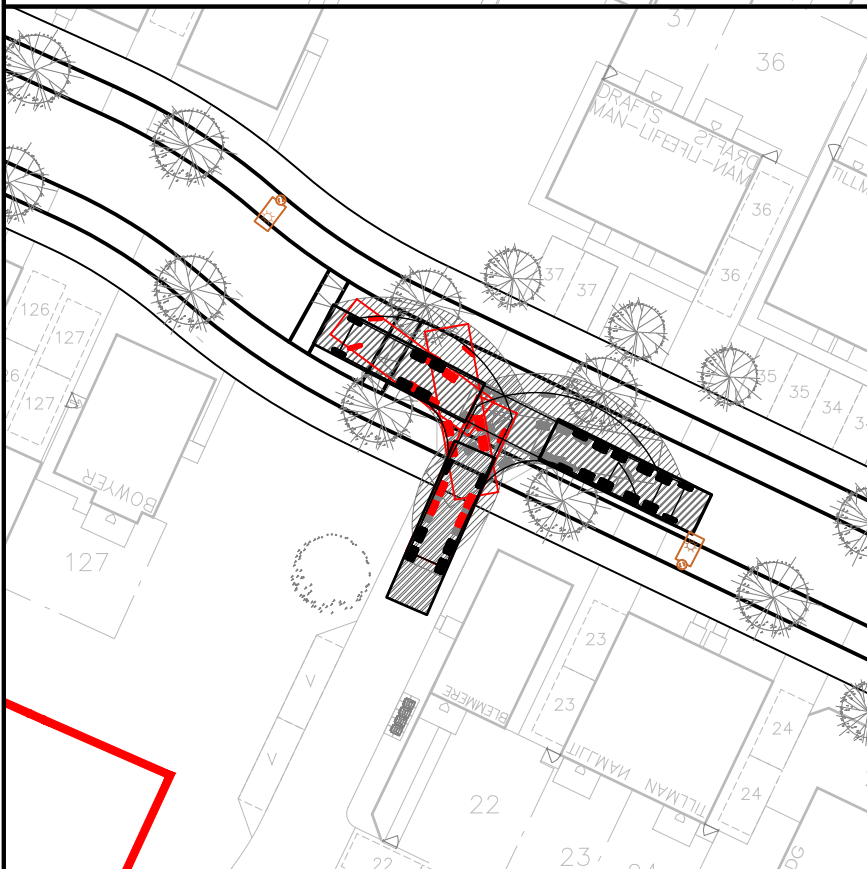
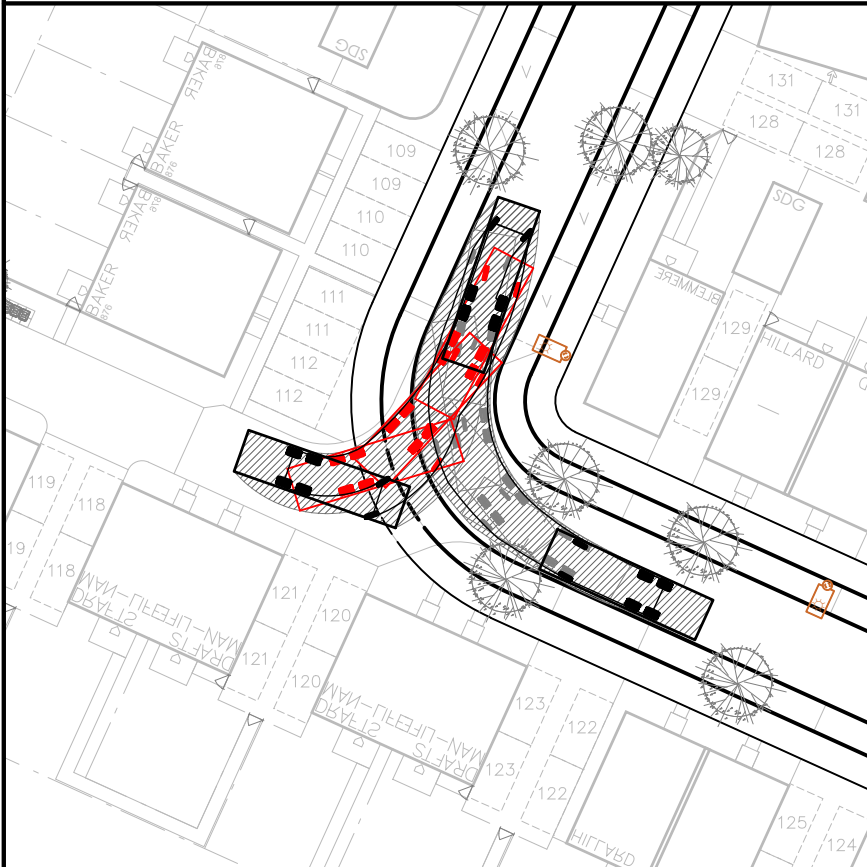
Drawing Number: **2204791-ACE-XX-XX-DR-C-0507**

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File Location: y:\ardent\projects\2204791 - boreham road, warminster\technical\acad\drawings\2204791-ace-xx-xx-dr-c-0507\proposed site access arrangements.dwg

VEHICLES USED:

Wiltshire Council - Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.300m
Overall Width 2.900m
Overall Body Height 3.750m
Min Body Ground Clearance 0.321m
Track Width 2.600m
Lock to lock time 4.00s
Wall to Wall Turning Radius 10.150m



- KEY:
- SITE BOUNDARY
 - 2.4m x 25m JUNCTION VISIBILITY SPY (20mph)
 - TANGENTIAL JUNCTION VISIBILITY SPY
 - 17m FORWARD VISIBILITY SPY (15mph)
 - 2m x 2m PEDESTRIAN VISIBILITY SPY / SETBACK
 - REFUSE VEHICLE REVERSE DISTANCE
 - REFUSE STAFF CARRY DISTANCE
 - RESIDENT REFUSE CARRY DISTANCE
 - REFUSE COLLECTION POINT
 - PROPOSED ADOPTABLE LIGHTING COLUMN
 - NON-ADOPTABLE LIGHTING BOLLARD
 - PRIMARY STREET
 - SECONDARY STREET
 - PRIVATE DRIVE

PROPOSED STREET TYPES:

PRIMARY STREET:
CARRIAGEWAY WIDTH - 5.5m
VERGES - 2m
FOOTWAYS - 2m (BOTH SIDES)
TRAFFIC CALMING FEATURE DISTANCE - EVERY 60-100m

SECONDARY STREET (SHARED SURFACE):
CARRIAGEWAY WIDTH - 6.0m
VERGES - 1m
FOOTWAYS - N/A (SHARED SURFACE)

SECONDARY STREET (ALTERNATE):
CARRIAGEWAY WIDTH - 4.8m
FOOTWAYS - 2m (ONE OR BOTH SIDES)

PRIVATE DRIVE:
CARRIAGEWAY WIDTH - 4.1m
VERGES - 0.5m
FOOTWAYS - N/A (SHARED SURFACE)



- NOTES:
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION, INC. RISK ASSESSMENTS AND ALL OTHER RELATED DRAWINGS ISSUED BY THE ENGINEER.
 - DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
 - ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES UNLESS OTHERWISE STATED.
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 - SUBJECT TO AGREEMENT WITH WILTSHIRE COUNCIL.

Rev	Description	Dn	Chk	App	Date
Purpose:	FOR PLANNING	Status:	-		

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worksafe consultant
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SSIP
SPECIALIST SUPPLIER INSTITUTE

Client:

BELLWAY HOMES LIMITED

Project Title:

BOREHAM ROAD, WARMINSTER

Drawing Title:

HIGHWAY LAYOUT OVERVIEW

Drawn by SL	Checked by PR	Approved by AB	Revision -
A1 Scale 1:500@A1	Date MARCH 2026		
Drawing Number 2204791-ACE-XX-XX-DR-C-0509			



Appendices

Appendix A

Wiltshire Council Highways Pre-Application Response

Sam Lee

From: Manns, Christopher <[REDACTED]>
Sent: 15 September 2025 10:41
To: Paul Rynton; Wiltshire, Mark; Sam Lee
Subject: RE: Boreham Road, Warminster - Highways Pre-App Meeting

EXTERNAL EMAIL: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

Sorry Paul, copied below;

Local Highway Authority Consultation Response;

I note the proposals seek to construct 135 new dwellings on previously undeveloped land, with primary access taken from the B3414 Boreham Road. Firstly, the site is located outside of the existing village policy boundary and I therefore have concerns with regards to the sustainability of the site for residential development due to the likely reliance upon the private car for any residents and visitors. This proposal therefore appears to be contrary to the sustainability policies contained in the Wiltshire Core Strategy (Core Policies 57, 60 and 61) and the National Planning Policy Framework 2024 Section 9, paras 109-111 which seek to reduce the need to travel particularly by private car, and support and encourage sustainable, safe and efficient movement of people and goods. However, noting the potential inclusion of the site within the emerging Neighbourhood Plan and the current status of the Authority's housing land supply, I shall be guided by you on this policy matter.

I am aware that the Applicant's Transport Agents held a meeting with a colleague of mine who has since left the Authority. I am not party to any of those discussions and my former colleague failed to record any notes from this meeting. I have thus considered the information submitted afresh.

In terms of planning history, I am aware of application 16/10502/OUT, which was subsequently Withdrawn by the applicant, for a similarly sized development on this site. The Local Highway Authority did not object to this previous submission, which included a new access from the B3414 Boreham Road. However, I understand that the previous access arrangements agreed did cause heritage objections due to the loss of a section of boundary wall. I am aware that this latest submission seeks to address this by utilising and improving the existing Home Farm access from Boreham Road. It should be noted that this existing access is a public footpath (WARM41) and I thus recommend that you consult with the Council's Public Rights of Way Team directly. The preliminary access design shows the footpath route retained in the access design, with a new access road provided for vehicular access to the existing farm and dwellings. The new access road is shown at a width of only 4.1m, which is too narrow for a shared accessway. I would therefore expect this to be widened to a minimum of 4.5m to ensure vehicles can pass and do not need to wait within the highway/new estate road. Visibility splays should also be provided.

The access to Boreham Road appears to have been pulled out into Boreham Road slightly, but not significantly, which will require some minor carriageway widening. The tie-ins for this widening appears ok, although I would welcome confirmation of the retained lane widths on plan. The access is shown at a width of 5.5m, with two 2m wide footways and 6m radii. The width and footways are considered sufficient, however, I am concerned about the tight 6m radii on to a busy Class II road, especially as the access is located outside of the 30mph limit. As the

swept paths show, a pantechnicon vehicle and also likely a refuse vehicle (swept paths are required for a refuse vehicle) will need to overrun the opposite lane both on left entry and left exit of the site. Whilst some overrunning may be accepted, the amount of overrun shown on plan is excessive and may cause highway safety issues. To resolve this, an increased radii will be required on both sides and the manoeuvres demonstrated with swept paths for a 12m long refuse vehicle.

In terms of visibility, splays have been shown based on DMRB guidance and the speed survey results. The speed survey was conducted in 2022 and whilst this is sometime ago, I am generally satisfied that overall speeds would be unlikely to change significantly as no major changes have occurred on the network in the vicinity of the site. Whilst the access visibility should indeed be based on the speed survey data, as part of the access works, I would expect the 30mph limit to be extended beyond the access and a new and improved gateway feature provided to better highlight the change in environment for vehicles entering the town from the South/East.

In terms of the trip generation and junction modelling scoping, I am happy to accept that proposed. The suggested trip rates and discounting methodology for mode choice look sensible and I agree that only the site access junction, the B3414/Bishopstrow Road junction and the B3414/Woodcock Road junctions need to be modelled for capacity, with a five year growth period and to include committed development. Justification should be provided on the suitability of the proposed simple priority junction for the site access, in comparison to a right turn lane junction, which has previously been proposed in the 2016 submission. This justification should not only include the results of the capacity modelling, but also an assessment of highway safety (vehicle speed, forward visibility etc).

The internal road network should be designed to meet 20mph zone guidance throughout, with the layout designed to naturally restrict vehicle speed, as opposed to the use of speed restraint features (some features may be accepted if necessary). What is of paramount importance is ensuring that multiple and convenient pedestrian and cycle connections are provided to integrate the development with the wider built up area and public rights of way. The potential connections shown on the indicative masterplan are all welcomed, in particular to the rights of way, to the West and to Boreham Road. I do feel that given the size of development, a secondary emergency access should be provided and this could be formed towards The Dene and also provided as a welcomed ped/cycle route towards the facilities, schools and employment opportunities on Woodcock Road. The extent of existing highway does however need to be considered here to ensure there is a connection. It is essential that connections to Footpaths WARM40 and WARM41 are provided and I am aware that the 2016 submission prompted a request for a financial contribution towards improvements to WARM40 and its conversion to a cycleway. I see no reason why the same should not apply in this latest proposal.

Finally, I also note that the 2016 submission drew requests for financial contributions towards ped/cycle improvements on Woodcock Road and new bus stops on Boreham Road to serve the development. Again, I feel these requests still hold significant relevance in this latest submission. The bus stop request could however be included as part of the highway access works as opposed to a financial contribution if desired.

I trust this is helpful.

CCM 02/09/2025

Kind regards,
Chris

Appendix B

Dorset & Wiltshire Fire and Rescue Service Response

Sam Lee

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Sam Lee

Transport Planner

T 0207 680 4088

Infrastructure | Transport Planning | Flood Risk | Acoustics | Air Quality

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From: Bradley Butler <[REDACTED]>

Sent: 17 November 2025 10:46

To: Paul Rynton <[REDACTED]>

Subject: Fire Service Response - Access to Boreham Road, Warminster

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EXTERNAL EMAIL: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

Dear Paul,

Thank you for your email and providing the information in relation to the Bellway Homes proposal on Boreham Road. I did have trouble opening some of the documentation that you sent, although did manage to access the Indicative Framework Plan.

In relation to your enquiry with regards to the single point of access and the looped arrangement, our stance would be that any new development has to comply with the relevant requirements of Approved Document B Volume 1: Dwellings: Requirement B5: Access and facilities for the fire service: Sections 13 – 16. I cannot see any further requirement for secondary or emergency access.

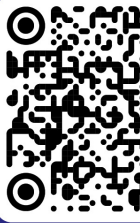
I hope that this answers your question. Please feel free to contact me if you have any further queries.

Kind regards,

Bradley Butler
Fire Safety Inspector
Dorset & Wiltshire Fire and Rescue Service
Tel: 01722 691334
Mobile: 07879890712
Web: www.dwfire.org.uk
@DWFireRescue

Please use the following links to subscribe to our [newsletter](#) or join an upcoming business fire safety [webinar](#).

We value your feedback. Please click [here](#) to take part in our Technical Fire Safety Survey.

 DORSET & WILTSHIRE FIRE AND RESCUE  DW Fire Protection	In the upcoming months many of us will be preparing for events such as Bonfire Night, Diwali and the festive season. We want to help you celebrate safely so please visit our website for fire safety advice.	
---	---	---

From: Paul Rynton <[REDACTED]>
Sent: 13 November 2025 10:22
To: Enquiries <[REDACTED]>
Cc: Sam Lee <[REDACTED]>
Subject: RE: Boreham Road, Warminster

Caution:

External links, do not click on links in this email unless you are sure it is genuine. For further information on identifying suspect links [click here](#). If you still suspect this email is not genuine, please report via the 'Report Message' button above.

Good morning,

Just checking in to see if my email below was received? Mindful that the attachments were quite large so I've provided a WeTransfer link below (expires in 3 days).

<https://we.tl/t-oYgBc4JWpJ>

If you could confirm receipt of email that would be useful.

Many thanks,

Paul

Infrastructure | Transport Planning | Flood Risk | Acoustics | Air Quality**London | Suffolk | Essex | Nottingham | Kent | Bristol | Edinburgh | Manchester**
Third Floor | The Hallmark Building | 52-56 Leadenhall Street | London EC3M 5JE

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From: Paul Rynton**Sent:** 27 October 2025 16:59**To:** 'enquiries@dwfire.org.uk' <[REDACTED]>**Cc:** Sam Lee <[REDACTED]>**Subject:** [Filed on 2025-10-27] Boreham Road, Warminster

To whom this may concern,

I'm emailing in relation to the above site which we're working on for our client Bellway Homes. The proposal seeks to provide circa 135 dwellings with access being provided from Boreham Road. I attached a Transport Scoping Note that we prepared as part of the pre-application discussions with the local highway authority.

At present, we're looking at serving the site from a single point of access but the internal layout being designed to accommodate a looped arrangement (emerging framework plan attached for reference).

I can't see anything online about the quantum of development that triggers a secondary point of access or an emergency access, but noting the comments above about the looped arrangement then it is hoped that this can be negated in this instance. If you could confirm and / or advise on any improvements that would like to see as part of the application then that would be greatly appreciated.

I look forward to hearing from yourselves, and let me know if you need anything else in the meantime.

Many thanks,

Paul

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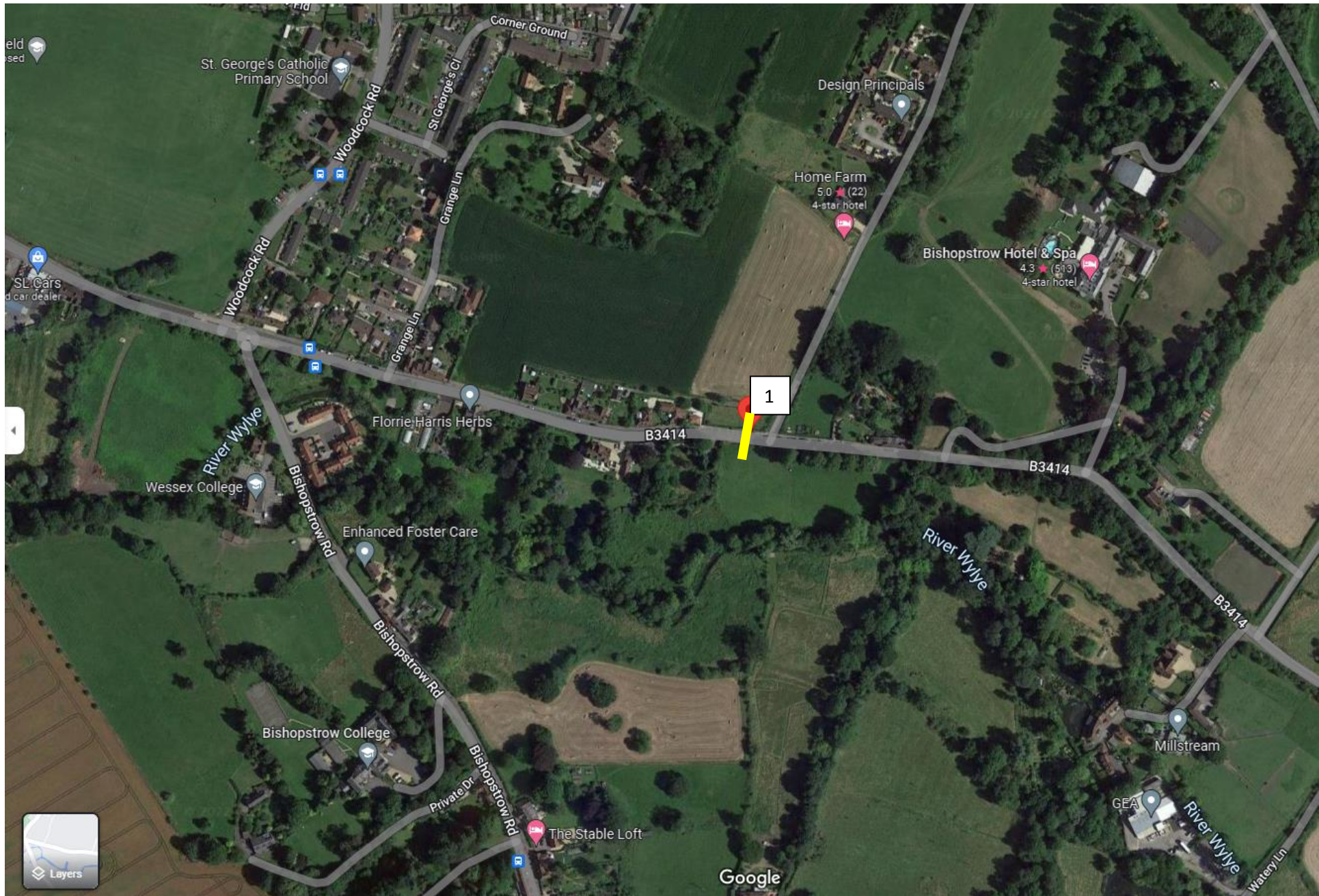
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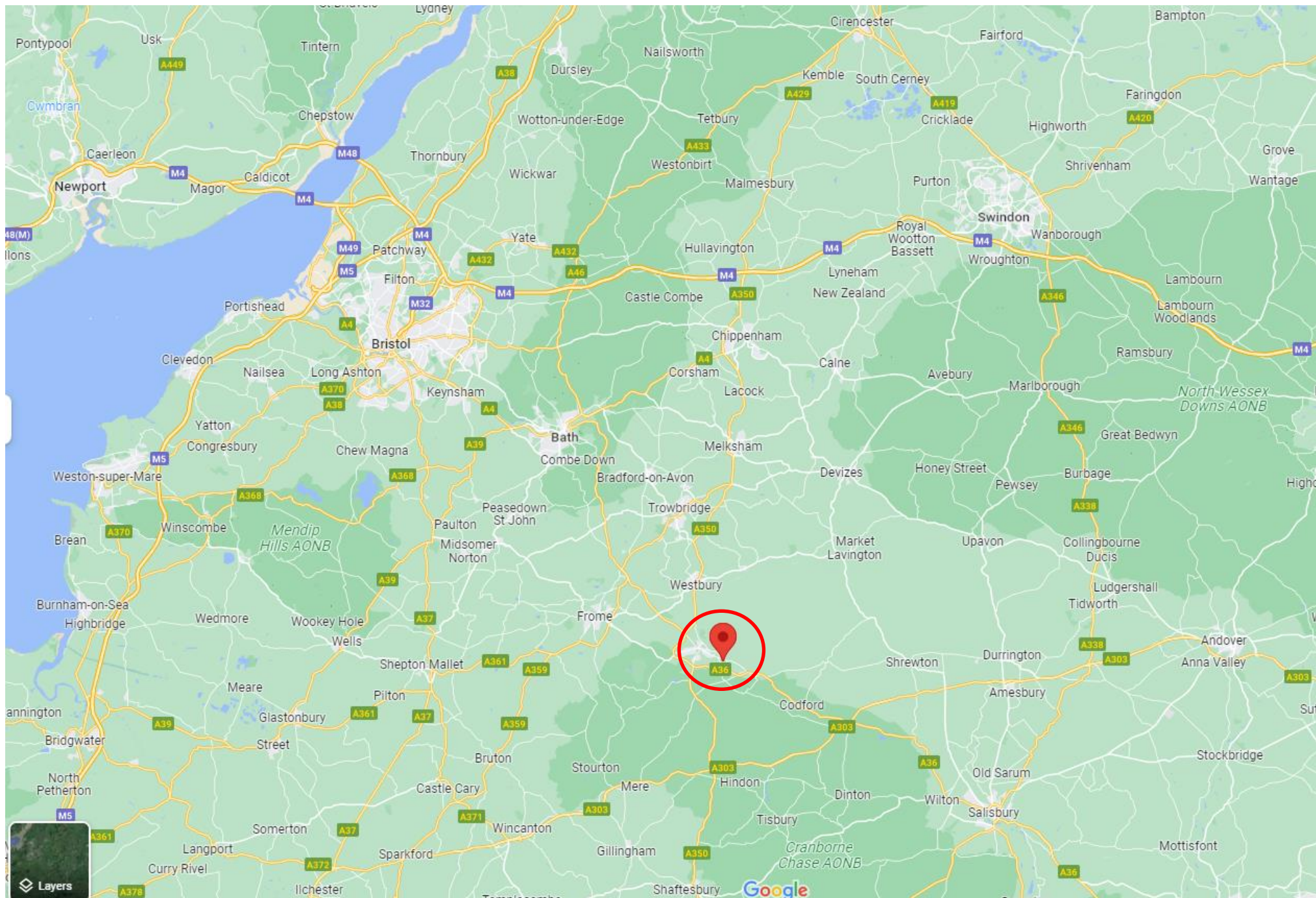
Appendix C

ATC Survey Data

Site 1 51.1966469,-2.1519646







11723		WARMINSTER								
OCTOBER 2022					Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site	Location	Direction	Start Date	End Date						
Site No: 11723001	Boreham Rd, Warminster (att to T/P) 51.196647, -2.151965	Channel: Eastbound	Thu 29-Sep-22	Wed 05-Oct-22	40	16271	2567	2324	39.0	33.2
		Channel: Westbound	Thu 29-Sep-22	Wed 05-Oct-22		15933	2478	2276	37.1	32.3

11723		WARMINSTER					Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)					
Thu 29-Sep-22 to Wed 05-Oct-22			Channel: Eastbound													
												FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC		
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					
Thu 29-Sep-22																
00:00	4	1	3	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0		
04:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0		
05:00	24	0	19	4	0	1	0	0	0	0	0	0	0	0		
06:00	78	0	62	12	2	1	0	0	1	0	0	0	0	0		
07:00	235	1	206	19	2	2	2	0	1	0	1	1	0	0		
08:00	207	0	178	25	1	0	1	0	2	0	0	0	0	0		
09:00	150	1	115	27	1	1	1	0	2	0	1	1	0	0		
10:00	161	0	135	21	0	2	0	0	1	1	1	0	0	0		
11:00	172	2	142	20	0	1	4	0	2	0	0	1	0	0		
12:00	177	0	153	16	1	2	0	0	1	0	1	3	0	0		
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14:00	167	0	149	14	0	1	1	0	1	0	0	1	0	0		
15:00	196	3	169	19	2	3	0	0	0	0	0	0	0	0		
16:00	243	2	204	32	0	2	1	0	1	0	1	0	0	0		
17:00	220	3	198	15	1	2	0	0	1	0	0	0	0	0		
18:00	130	1	119	9	0	0	0	0	0	0	0	1	0	0		
19:00	75	0	67	6	0	0	1	0	1	0	0	0	0	0		
20:00	50	0	46	4	0	0	0	0	0	0	0	0	0	0		
21:00	44	1	40	3	0	0	0	0	0	0	0	0	0	0		
22:00	24	1	22	1	0	0	0	0	0	0	0	0	0	0		
23:00	15	1	11	3	0	0	0	0	0	0	0	0	0	0		
12H,7-19	2213	15	1898	234	8	18	13	0	13	1	5	8	0	0		
16H,6-22	2460	16	2113	259	10	19	14	0	15	1	5	8	0	0		
18H,6-24	2499	18	2146	263	10	19	14	0	15	1	5	8	0	0		
24H,0-24	2545	19	2186	267	10	20	14	0	15	1	5	8	0	0		

11723		WARMINSTER					Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)				
Thu 29-Sep-22 to Wed 05-Oct-22					Channel: Eastbound										
			CARS OR	LIGHT		TWO AXLE,	THREE	FOUR OR	FOUR OR		SIX OR	FIVE OR	SIX AXLE	SEVEN	
TIME	TOTAL	MOTOR-	CAR-	GOODS	BUSES	SIX TYRE,	AXLE	MORE	LESS	FIVE	MORE	AXLE	MULTI-	OR	
PERIOD	VEHICLES	CYCLES	BASED	VEHICLES		RIGID/BUSES	RIGID	AXLE	AXLE	AXLE	AXLE	ARTIC	TRAILER	ARTIC	
Fri 30-Sep-22															
00:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
01:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
02:00	2	0	2	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	11	0	9	2	0	0	0	0	0	0	0	0	0	0	
05:00	22	0	16	5	0	0	1	0	0	0	0	0	0	0	
06:00	74	0	56	12	2	1	1	0	0	0	1	1	0	0	
07:00	208	3	180	20	1	1	1	0	0	0	1	1	0	0	
08:00	219	3	189	22	3	1	0	0	1	0	0	0	0	0	
09:00	174	2	132	30	1	6	2	0	1	0	0	0	0	0	
10:00	160	0	144	12	1	1	0	0	2	0	0	0	0	0	
11:00	228	4	194	21	1	1	3	0	1	0	0	3	0	0	
12:00	262	2	234	21	0	1	1	0	0	0	2	1	0	0	
13:00	205	3	172	25	0	4	0	0	1	0	0	0	0	0	
14:00	229	0	199	22	1	1	1	0	3	0	1	1	0	0	
15:00	182	0	156	17	1	6	0	0	2	0	0	0	0	0	
16:00	213	2	183	25	0	1	1	0	0	0	0	1	0	0	
17:00	177	0	169	6	1	1	0	0	0	0	0	0	0	0	
18:00	131	2	117	10	0	1	0	0	1	0	0	0	0	0	
19:00	98	0	90	7	1	0	0	0	0	0	0	0	0	0	
20:00	51	1	41	8	1	0	0	0	0	0	0	0	0	0	
21:00	31	0	26	5	0	0	0	0	0	0	0	0	0	0	
22:00	29	0	28	1	0	0	0	0	0	0	0	0	0	0	
23:00	12	0	9	3	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2388	21	2069	231	10	25	9	0	12	0	4	7	0	0	
16H,6-22	2642	22	2282	263	14	26	10	0	12	0	5	8	0	0	
18H,6-24	2683	22	2319	267	14	26	10	0	12	0	5	8	0	0	
24H,0-24	2728	22	2354	276	14	26	11	0	12	0	5	8	0	0	

11723		WARMINSTER					Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)				
Thu 29-Sep-22 to Wed 05-Oct-22					Channel: Eastbound										
												FIVE OR LESS			
			CARS OR	LIGHT		TWO AXLE,	THREE	FOUR OR	FOUR OR		SIX OR	AXLE	SIX AXLE	SEVEN	
TIME	TOTAL	MOTOR-	CAR-	GOODS		SIX TYRE,	AXLE	MORE	LESS	FIVE	MORE	MULTI-	MULTI-	OR	
PERIOD	VEHICLES	CYCLES	BASED	VEHICLES	BUSES	RIGID/BUSES	RIGID	AXLE	AXLE	AXLE	AXLE	TRAILER	TRAILER	MORE	
			LGV					RIGID	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	AXLE	
Sat 01-Oct-22															
00:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	
01:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
02:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0	
03:00	2	0	1	0	0	0	0	0	1	0	0	0	0	0	
04:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
05:00	12	0	8	4	0	0	0	0	0	0	0	0	0	0	
06:00	34	0	33	0	1	0	0	0	0	0	0	0	0	0	
07:00	68	1	57	9	0	1	0	0	0	0	0	0	0	0	
08:00	114	0	96	14	0	1	0	0	2	0	1	0	0	0	
09:00	137	5	127	3	1	1	0	0	0	0	0	0	0	0	
10:00	173	4	159	8	0	0	1	0	0	0	1	0	0	0	
11:00	174	3	156	14	0	1	0	0	0	0	0	0	0	0	
12:00	169	1	159	9	0	0	0	0	0	0	0	0	0	0	
13:00	171	3	150	12	0	1	0	1	3	0	0	1	0	0	
14:00	137	4	127	6	0	0	0	0	0	0	0	0	0	0	
15:00	138	2	125	9	0	1	0	0	1	0	0	0	0	0	
16:00	136	4	123	6	0	0	1	0	1	0	0	1	0	0	
17:00	124	1	113	8	0	1	1	0	0	0	0	0	0	0	
18:00	96	0	91	5	0	0	0	0	0	0	0	0	0	0	
19:00	67	1	57	9	0	0	0	0	0	0	0	0	0	0	
20:00	36	0	34	2	0	0	0	0	0	0	0	0	0	0	
21:00	36	0	35	1	0	0	0	0	0	0	0	0	0	0	
22:00	23	1	19	3	0	0	0	0	0	0	0	0	0	0	
23:00	22	0	20	1	0	1	0	0	0	0	0	0	0	0	
12H,7-19	1637	28	1483	103	1	7	3	1	7	0	2	2	0	0	
16H,6-22	1810	29	1642	115	2	7	3	1	7	0	2	2	0	0	
18H,6-24	1855	30	1681	119	2	8	3	1	7	0	2	2	0	0	
24H,0-24	1895	30	1713	126	2	8	3	1	8	0	2	2	0	0	

11723		WARMINSTER				Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)					
Thu 29-Sep-22 to Wed 05-Oct-22				Channel: Eastbound											
													FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
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				
Sun 02-Oct-22															
00:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
01:00	9	0	8	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	0
03:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
04:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0	0
05:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0
06:00	18	0	17	1	0	0	0	0	0	0	0	0	0	0	0
07:00	28	0	26	1	0	0	0	0	0	0	1	0	0	0	0
08:00	45	0	40	2	3	0	0	0	0	0	0	0	0	0	0
09:00	73	1	63	8	0	0	0	0	0	0	1	0	0	0	0
10:00	101	0	95	4	2	0	0	0	0	0	0	0	0	0	0
11:00	195	1	183	8	0	1	0	0	0	0	0	2	0	0	0
12:00	168	3	152	10	1	0	1	0	0	0	0	1	0	0	0
13:00	144	0	134	6	1	0	1	0	0	0	1	1	0	0	0
14:00	140	4	129	6	0	0	0	0	1	0	0	0	0	0	0
15:00	139	2	126	8	0	0	1	0	1	0	1	0	0	0	0
16:00	107	2	96	9	0	0	0	0	0	0	0	0	0	0	0
17:00	94	0	83	10	1	0	0	0	0	0	0	0	0	0	0
18:00	110	3	85	14	4	2	1	0	1	0	0	0	0	0	0
19:00	70	0	60	9	1	0	0	0	0	0	0	0	0	0	0
20:00	36	0	34	2	0	0	0	0	0	0	0	0	0	0	0
21:00	24	0	21	2	0	0	0	0	0	0	0	1	0	0	0
22:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
23:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	1344	16	1212	86	12	3	4	0	3	0	4	4	0	0	0
16H,6-22	1492	16	1344	100	13	3	4	0	3	0	4	5	0	0	0
18H,6-24	1506	16	1358	100	13	3	4	0	3	0	4	5	0	0	0
24H,0-24	1541	16	1389	104	13	3	4	0	3	0	4	5	0	0	0

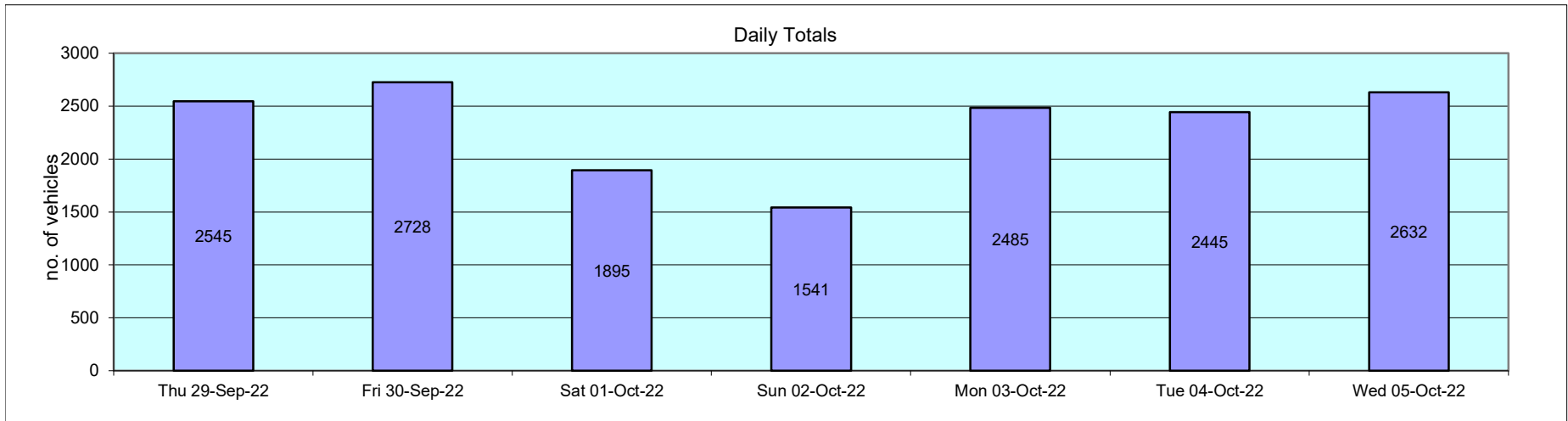
11723		WARMINSTER				Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)					
Thu 29-Sep-22 to Wed 05-Oct-22				Channel: Eastbound											
			CARS OR	LIGHT		TWO AXLE,	THREE	FOUR OR	FOUR OR		SIX OR	FIVE OR	SIX AXLE	SEVEN	
TIME	TOTAL	MOTOR-	CAR-	GOODS	BUSES	SIX TYRE,	AXLE	MORE	LESS	FIVE	MORE	AXLE	MULTI-	MORE	
PERIOD	VEHICLES	CYCLES	BASED	VEHICLES		RIGID/BUSES	RIGID	AXLE	AXLE	AXLE	AXLE	ARTIC	TRAILER	AXLE	
Mon 03-Oct-22															
00:00	3	0	3	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	2	0	1	0	0	0	1	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	12	0	10	2	0	0	0	0	0	0	0	0	0	0	
05:00	36	0	30	5	0	0	1	0	0	0	0	0	0	0	
06:00	83	0	65	11	2	1	1	0	1	0	0	2	0	0	
07:00	223	1	191	22	3	2	0	1	1	0	0	2	0	0	
08:00	236	2	204	23	2	3	1	0	1	0	0	0	0	0	
09:00	182	4	143	26	1	2	2	0	3	0	0	1	0	0	
10:00	120	0	93	24	1	1	1	0	0	0	0	0	0	0	
11:00	145	2	124	14	0	2	0	0	1	1	0	1	0	0	
12:00	172	2	151	16	0	0	1	0	1	0	0	1	0	0	
13:00	145	1	121	14	0	2	3	0	0	1	1	2	0	0	
14:00	166	6	145	11	0	0	0	0	3	0	1	0	0	0	
15:00	196	1	168	21	2	3	0	0	1	0	0	0	0	0	
16:00	245	1	204	38	0	1	0	0	1	0	0	0	0	0	
17:00	188	1	167	15	1	2	1	0	1	0	0	0	0	0	
18:00	128	2	115	10	1	0	0	0	0	0	0	0	0	0	
19:00	107	2	89	13	2	1	0	0	0	0	0	0	0	0	
20:00	37	4	29	3	0	0	0	0	1	0	0	0	0	0	
21:00	36	1	32	3	0	0	0	0	0	0	0	0	0	0	
22:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0	
23:00	5	0	3	2	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2146	23	1826	234	11	18	9	1	13	2	2	7	0	0	
16H,6-22	2409	30	2041	264	15	20	10	1	15	2	2	9	0	0	
18H,6-24	2426	30	2056	266	15	20	10	1	15	2	2	9	0	0	
24H,0-24	2485	30	2104	275	15	20	12	1	15	2	2	9	0	0	

11723		WARMINSTER					Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)				
Thu 29-Sep-22 to Wed 05-Oct-22			Channel: Eastbound												
			CARS OR	LIGHT		TWO AXLE,	THREE	FOUR OR	FOUR OR		SIX OR	FIVE OR	SIX AXLE	SEVEN	
TIME	TOTAL	MOTOR-	CAR-	GOODS	BUSES	SIX TYRE,	AXLE	MORE	LESS	FIVE	MORE	LESS	TRAILER	OR	
PERIOD	VEHICLES	CYCLES	BASED	VEHICLES		RIGID/BUSES	RIGID	AXLE	AXLE	AXLE	AXLE	AXLE	ARTIC	ARTIC	
Tue 04-Oct-22															
00:00	1	0	1	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	9	0	8	1	0	0	0	0	0	0	0	0	0	0	
05:00	16	0	12	4	0	0	0	0	0	0	0	0	0	0	
06:00	75	0	59	10	3	1	0	0	1	0	0	1	0	0	
07:00	235	1	211	15	1	2	3	0	0	0	1	1	0	0	
08:00	212	0	181	22	3	2	2	0	1	0	1	0	0	0	
09:00	150	2	114	26	2	3	1	0	0	0	1	1	0	0	
10:00	133	1	113	13	0	1	2	0	1	0	2	0	0	0	
11:00	127	0	109	11	1	3	0	1	1	0	1	0	0	0	
12:00	155	0	134	17	0	0	1	0	1	0	2	0	0	0	
13:00	169	1	147	11	2	4	2	0	1	0	0	1	0	0	
14:00	168	1	144	19	1	0	0	1	0	0	2	0	0	0	
15:00	226	1	183	33	2	3	2	0	0	0	0	2	0	0	
16:00	243	2	207	31	0	1	1	0	0	0	0	1	0	0	
17:00	211	1	189	18	1	1	0	0	1	0	0	0	0	0	
18:00	135	2	111	18	2	0	1	0	0	0	0	1	0	0	
19:00	71	1	65	4	0	0	0	0	1	0	0	0	0	0	
20:00	42	1	35	5	1	0	0	0	0	0	0	0	0	0	
21:00	28	1	22	5	0	0	0	0	0	0	0	0	0	0	
22:00	25	0	22	3	0	0	0	0	0	0	0	0	0	0	
23:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2164	12	1843	234	15	20	15	2	6	0	10	7	0	0	
16H,6-22	2380	15	2024	258	19	21	15	2	8	0	10	8	0	0	
18H,6-24	2415	15	2055	262	19	21	15	2	8	0	10	8	0	0	
24H,0-24	2445	15	2079	268	19	21	15	2	8	0	10	8	0	0	

11723		WARMINSTER					Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)				
Thu 29-Sep-22 to Wed 05-Oct-22						Channel: Eastbound									
			CARS OR	LIGHT		TWO AXLE,	THREE	FOUR OR	FOUR OR		SIX OR	FIVE OR	SIX AXLE	SEVEN	
TIME	TOTAL	MOTOR-	CAR-	GOODS		SIX TYRE,	AXLE	MORE	LESS	FIVE	MORE	AXLE	TRAILER	OR	
PERIOD	VEHICLES	CYCLES	BASED	VEHICLES	BUSES	RIGID/BUSES	RIGID	AXLE	AXLE	AXLE	AXLE	ARTIC	ARTIC	ARTIC	
Wed 05-Oct-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	4	0	1	2	1	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	13	0	11	2	0	0	0	0	0	0	0	0	0	0	
05:00	14	0	9	5	0	0	0	0	0	0	0	0	0	0	
06:00	98	0	76	17	2	2	0	0	1	0	0	0	0	0	
07:00	241	2	210	24	1	1	1	0	1	0	1	0	0	0	
08:00	201	5	175	19	1	1	0	0	0	0	0	0	0	0	
09:00	162	0	130	25	0	2	1	0	1	0	3	0	0	0	
10:00	151	3	123	22	0	0	2	1	0	0	0	0	0	0	
11:00	167	0	141	21	0	1	0	2	1	0	1	0	0	0	
12:00	141	1	120	17	0	2	0	0	0	0	0	1	0	0	
13:00	129	1	107	17	0	1	1	0	1	0	1	0	0	0	
14:00	184	0	152	25	1	2	0	0	2	0	0	2	0	0	
15:00	193	2	169	12	3	4	1	0	1	0	0	1	0	0	
16:00	291	1	255	32	0	1	0	0	1	0	0	1	0	0	
17:00	301	3	280	16	0	1	0	0	1	0	0	0	0	0	
18:00	151	1	132	10	3	2	1	0	2	0	0	0	0	0	
19:00	72	1	58	13	0	0	0	0	0	0	0	0	0	0	
20:00	50	0	41	9	0	0	0	0	0	0	0	0	0	0	
21:00	31	0	30	1	0	0	0	0	0	0	0	0	0	0	
22:00	28	0	26	2	0	0	0	0	0	0	0	0	0	0	
23:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2312	19	1994	240	9	18	7	3	11	0	6	5	0	0	
16H,6-22	2563	20	2199	280	11	20	7	3	12	0	6	5	0	0	
18H,6-24	2596	20	2230	282	11	20	7	3	12	0	6	5	0	0	
24H,0-24	2632	20	2256	291	12	20	7	3	12	0	6	5	0	0	

11723 WARMINSTER Site No: 11723001 Location Boreham Rd, Warminster (att to T/P)
 Thu 29-Sep-22 to Wed 05-Oct-22 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
Daily Totals														
Thu 29-Sep-22	2545	19	2186	267	10	20	14	0	15	1	5	8	0	0
Fri 30-Sep-22	2728	22	2354	276	14	26	11	0	12	0	5	8	0	0
Sat 01-Oct-22	1895	30	1713	126	2	8	3	1	8	0	2	2	0	0
Sun 02-Oct-22	1541	16	1389	104	13	3	4	0	3	0	4	5	0	0
Mon 03-Oct-22	2485	30	2104	275	15	20	12	1	15	2	2	9	0	0
Tue 04-Oct-22	2445	15	2079	268	19	21	15	2	8	0	10	8	0	0
Wed 05-Oct-22	2632	20	2256	291	12	20	7	3	12	0	6	5	0	0
Total Vehicles														
[--]	16271	152	14081	1607	85	118	66	7	73	3	34	45	0	0



11723 Thu 29-Sep-22 to Wed 05-Oct-22				WARMINSTER		Site No: 11723001 Channel: Eastbound		Location		Boreham Rd, Warminster (att to T/P)	
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 29-Sep-22											
00:00	4	1	25.0	3	75.0	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	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	13	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
05:00	24	0	0.0	19	79.2	4	16.7	1	4.2	0	0.0
06:00	78	0	0.0	62	79.5	12	15.4	2	2.6	2	2.6
07:00	235	1	0.4	206	87.7	19	8.1	7	3.0	2	0.9
08:00	207	0	0.0	178	86.0	25	12.1	3	1.5	1	0.5
09:00	150	1	0.7	115	76.7	27	18.0	6	4.0	1	0.7
10:00	161	0	0.0	135	83.9	21	13.0	5	3.1	0	0.0
11:00	172	2	1.2	142	82.6	20	11.6	8	4.7	0	0.0
12:00	177	0	0.0	153	86.4	16	9.0	7	4.0	1	0.6
13:00	155	2	1.3	130	83.9	17	11.0	6	3.9	0	0.0
14:00	167	0	0.0	149	89.2	14	8.4	4	2.4	0	0.0
15:00	196	3	1.5	169	86.2	19	9.7	3	1.5	2	1.0
16:00	243	2	0.8	204	84.0	32	13.2	5	2.1	0	0.0
17:00	220	3	1.4	198	90.0	15	6.8	3	1.4	1	0.5
18:00	130	1	0.8	119	91.5	9	6.9	1	0.8	0	0.0
19:00	75	0	0.0	67	89.3	6	8.0	2	2.7	0	0.0
20:00	50	0	0.0	46	92.0	4	8.0	0	0.0	0	0.0
21:00	44	1	2.3	40	90.9	3	6.8	0	0.0	0	0.0
22:00	24	1	4.2	22	91.7	1	4.2	0	0.0	0	0.0
23:00	15	1	6.7	11	73.3	3	20.0	0	0.0	0	0.0
12H,7-19	2213	15	0.7	1898	85.8	234	10.6	58	2.6	8	0.4
16H,6-22	2460	16	0.7	2113	85.9	259	10.5	62	2.5	10	0.4
18H,6-24	2499	18	0.7	2146	85.9	263	10.5	62	2.5	10	0.4
24H,0-24	2545	19	0.8	2186	85.9	267	10.5	63	2.5	10	0.4

11723		WARMINSTER		Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)			
Thu 29-Sep-22 to Wed 05-Oct-22		Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 30-Sep-22											
00:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
01:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
02:00	2	0	0.0	2	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	11	0	0.0	9	81.8	2	18.2	0	0.0	0	0.0
05:00	22	0	0.0	16	72.7	5	22.7	1	4.6	0	0.0
06:00	74	0	0.0	56	75.7	12	16.2	4	5.4	2	2.7
07:00	208	3	1.4	180	86.5	20	9.6	4	1.9	1	0.5
08:00	219	3	1.4	189	86.3	22	10.1	2	0.9	3	1.4
09:00	174	2	1.2	132	75.9	30	17.2	9	5.2	1	0.6
10:00	160	0	0.0	144	90.0	12	7.5	3	1.9	1	0.6
11:00	228	4	1.8	194	85.1	21	9.2	8	3.5	1	0.4
12:00	262	2	0.8	234	89.3	21	8.0	5	1.9	0	0.0
13:00	205	3	1.5	172	83.9	25	12.2	5	2.4	0	0.0
14:00	229	0	0.0	199	86.9	22	9.6	7	3.1	1	0.4
15:00	182	0	0.0	156	85.7	17	9.3	8	4.4	1	0.6
16:00	213	2	0.9	183	85.9	25	11.7	3	1.4	0	0.0
17:00	177	0	0.0	169	95.5	6	3.4	1	0.6	1	0.6
18:00	131	2	1.5	117	89.3	10	7.6	2	1.5	0	0.0
19:00	98	0	0.0	90	91.8	7	7.1	0	0.0	1	1.0
20:00	51	1	2.0	41	80.4	8	15.7	0	0.0	1	2.0
21:00	31	0	0.0	26	83.9	5	16.1	0	0.0	0	0.0
22:00	29	0	0.0	28	96.6	1	3.5	0	0.0	0	0.0
23:00	12	0	0.0	9	75.0	3	25.0	0	0.0	0	0.0
12H,7-19	2388	21	0.9	2069	86.6	231	9.7	57	2.4	10	0.4
16H,6-22	2642	22	0.8	2282	86.4	263	10.0	61	2.3	14	0.5
18H,6-24	2683	22	0.8	2319	86.4	267	10.0	61	2.3	14	0.5
24H,0-24	2728	22	0.8	2354	86.3	276	10.1	62	2.3	14	0.5

11723		WARMINSTER		Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)			
Thu 29-Sep-22 to Wed 05-Oct-22				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 01-Oct-22											
00:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
01:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
02:00	7	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
03:00	2	0	0.0	1	50.0	0	0.0	1	50.0	0	0.0
04:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
05:00	12	0	0.0	8	66.7	4	33.3	0	0.0	0	0.0
06:00	34	0	0.0	33	97.1	0	0.0	0	0.0	1	2.9
07:00	68	1	1.5	57	83.8	9	13.2	1	1.5	0	0.0
08:00	114	0	0.0	96	84.2	14	12.3	4	3.5	0	0.0
09:00	137	5	3.7	127	92.7	3	2.2	1	0.7	1	0.7
10:00	173	4	2.3	159	91.9	8	4.6	2	1.2	0	0.0
11:00	174	3	1.7	156	89.7	14	8.1	1	0.6	0	0.0
12:00	169	1	0.6	159	94.1	9	5.3	0	0.0	0	0.0
13:00	171	3	1.8	150	87.7	12	7.0	6	3.5	0	0.0
14:00	137	4	2.9	127	92.7	6	4.4	0	0.0	0	0.0
15:00	138	2	1.5	125	90.6	9	6.5	2	1.5	0	0.0
16:00	136	4	2.9	123	90.4	6	4.4	3	2.2	0	0.0
17:00	124	1	0.8	113	91.1	8	6.5	2	1.6	0	0.0
18:00	96	0	0.0	91	94.8	5	5.2	0	0.0	0	0.0
19:00	67	1	1.5	57	85.1	9	13.4	0	0.0	0	0.0
20:00	36	0	0.0	34	94.4	2	5.6	0	0.0	0	0.0
21:00	36	0	0.0	35	97.2	1	2.8	0	0.0	0	0.0
22:00	23	1	4.4	19	82.6	3	13.0	0	0.0	0	0.0
23:00	22	0	0.0	20	90.9	1	4.6	1	4.6	0	0.0
12H,7-19	1637	28	1.7	1483	90.6	103	6.3	22	1.3	1	0.1
16H,6-22	1810	29	1.6	1642	90.7	115	6.4	22	1.2	2	0.1
18H,6-24	1855	30	1.6	1681	90.6	119	6.4	23	1.2	2	0.1
24H,0-24	1895	30	1.6	1713	90.4	126	6.7	24	1.3	2	0.1

11723		WARMINSTER		Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)			
Thu 29-Sep-22 to Wed 05-Oct-22		Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 02-Oct-22											
00:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
01:00	9	0	0.0	8	88.9	1	11.1	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	5	71.4	2	28.6	0	0.0	0	0.0
05:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
06:00	18	0	0.0	17	94.4	1	5.6	0	0.0	0	0.0
07:00	28	0	0.0	26	92.9	1	3.6	1	3.6	0	0.0
08:00	45	0	0.0	40	88.9	2	4.4	0	0.0	3	6.7
09:00	73	1	1.4	63	86.3	8	11.0	1	1.4	0	0.0
10:00	101	0	0.0	95	94.1	4	4.0	0	0.0	2	2.0
11:00	195	1	0.5	183	93.9	8	4.1	3	1.5	0	0.0
12:00	168	3	1.8	152	90.5	10	6.0	2	1.2	1	0.6
13:00	144	0	0.0	134	93.1	6	4.2	3	2.1	1	0.7
14:00	140	4	2.9	129	92.1	6	4.3	1	0.7	0	0.0
15:00	139	2	1.4	126	90.7	8	5.8	3	2.2	0	0.0
16:00	107	2	1.9	96	89.7	9	8.4	0	0.0	0	0.0
17:00	94	0	0.0	83	88.3	10	10.6	0	0.0	1	1.1
18:00	110	3	2.7	85	77.3	14	12.7	4	3.6	4	3.6
19:00	70	0	0.0	60	85.7	9	12.9	0	0.0	1	1.4
20:00	36	0	0.0	34	94.4	2	5.6	0	0.0	0	0.0
21:00	24	0	0.0	21	87.5	2	8.3	1	4.2	0	0.0
22:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
23:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	1344	16	1.2	1212	90.2	86	6.4	18	1.3	12	0.9
16H,6-22	1492	16	1.1	1344	90.1	100	6.7	19	1.3	13	0.9
18H,6-24	1506	16	1.1	1358	90.2	100	6.6	19	1.3	13	0.9
24H,0-24	1541	16	1.0	1389	90.1	104	6.8	19	1.2	13	0.8

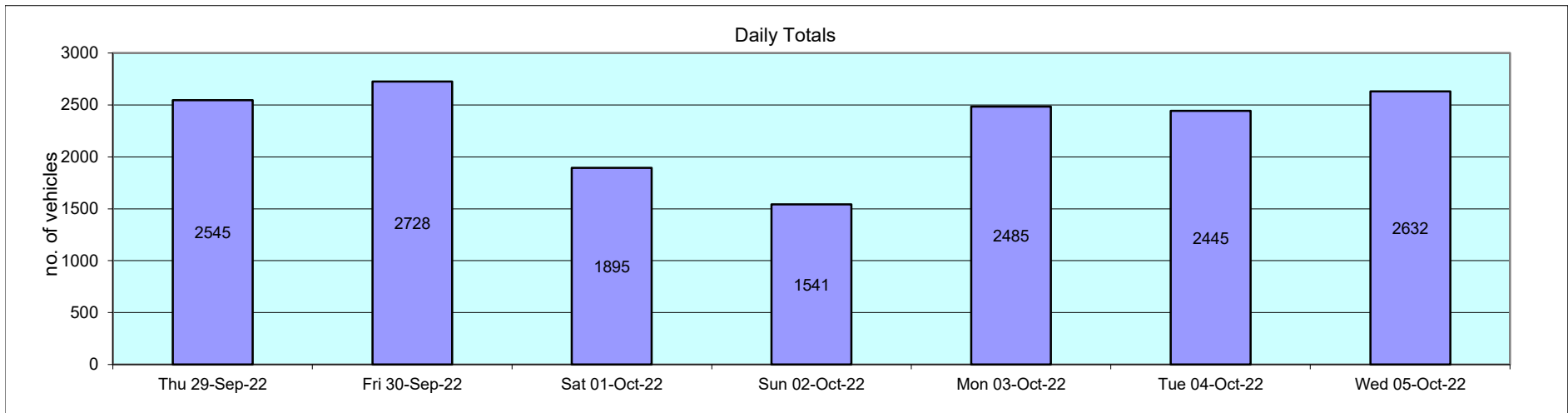
11723		WARMINSTER		Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)			
Thu 29-Sep-22 to Wed 05-Oct-22		Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 03-Oct-22											
00:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
02:00	2	0	0.0	1	50.0	0	0.0	1	50.0	0	0.0
03:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
04:00	12	0	0.0	10	83.3	2	16.7	0	0.0	0	0.0
05:00	36	0	0.0	30	83.3	5	13.9	1	2.8	0	0.0
06:00	83	0	0.0	65	78.3	11	13.3	5	6.0	2	2.4
07:00	223	1	0.5	191	85.7	22	9.9	6	2.7	3	1.4
08:00	236	2	0.9	204	86.4	23	9.8	5	2.1	2	0.9
09:00	182	4	2.2	143	78.6	26	14.3	8	4.4	1	0.6
10:00	120	0	0.0	93	77.5	24	20.0	2	1.7	1	0.8
11:00	145	2	1.4	124	85.5	14	9.7	5	3.5	0	0.0
12:00	172	2	1.2	151	87.8	16	9.3	3	1.7	0	0.0
13:00	145	1	0.7	121	83.5	14	9.7	9	6.2	0	0.0
14:00	166	6	3.6	145	87.4	11	6.6	4	2.4	0	0.0
15:00	196	1	0.5	168	85.7	21	10.7	4	2.0	2	1.0
16:00	245	1	0.4	204	83.3	38	15.5	2	0.8	0	0.0
17:00	188	1	0.5	167	88.8	15	8.0	4	2.1	1	0.5
18:00	128	2	1.6	115	89.8	10	7.8	0	0.0	1	0.8
19:00	107	2	1.9	89	83.2	13	12.2	1	0.9	2	1.9
20:00	37	4	10.8	29	78.4	3	8.1	1	2.7	0	0.0
21:00	36	1	2.8	32	88.9	3	8.3	0	0.0	0	0.0
22:00	12	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
23:00	5	0	0.0	3	60.0	2	40.0	0	0.0	0	0.0
12H,7-19	2146	23	1.1	1826	85.1	234	10.9	52	2.4	11	0.5
16H,6-22	2409	30	1.3	2041	84.7	264	11.0	59	2.5	15	0.6
18H,6-24	2426	30	1.2	2056	84.8	266	11.0	59	2.4	15	0.6
24H,0-24	2485	30	1.2	2104	84.7	275	11.1	61	2.5	15	0.6

11723		WARMINSTER		Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)			
Thu 29-Sep-22 to Wed 05-Oct-22		Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 04-Oct-22											
00:00	1	0	0.0	1	100.0	0	0.0	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	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
05:00	16	0	0.0	12	75.0	4	25.0	0	0.0	0	0.0
06:00	75	0	0.0	59	78.7	10	13.3	3	4.0	3	4.0
07:00	235	1	0.4	211	89.8	15	6.4	7	3.0	1	0.4
08:00	212	0	0.0	181	85.4	22	10.4	6	2.8	3	1.4
09:00	150	2	1.3	114	76.0	26	17.3	6	4.0	2	1.3
10:00	133	1	0.8	113	85.0	13	9.8	6	4.5	0	0.0
11:00	127	0	0.0	109	85.8	11	8.7	6	4.7	1	0.8
12:00	155	0	0.0	134	86.5	17	11.0	4	2.6	0	0.0
13:00	169	1	0.6	147	87.0	11	6.5	8	4.7	2	1.2
14:00	168	1	0.6	144	85.7	19	11.3	3	1.8	1	0.6
15:00	226	1	0.4	183	81.0	33	14.6	7	3.1	2	0.9
16:00	243	2	0.8	207	85.2	31	12.8	3	1.2	0	0.0
17:00	211	1	0.5	189	89.6	18	8.5	2	1.0	1	0.5
18:00	135	2	1.5	111	82.2	18	13.3	2	1.5	2	1.5
19:00	71	1	1.4	65	91.6	4	5.6	1	1.4	0	0.0
20:00	42	1	2.4	35	83.3	5	11.9	0	0.0	1	2.4
21:00	28	1	3.6	22	78.6	5	17.9	0	0.0	0	0.0
22:00	25	0	0.0	22	88.0	3	12.0	0	0.0	0	0.0
23:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
12H,7-19	2164	12	0.6	1843	85.2	234	10.8	60	2.8	15	0.7
16H,6-22	2380	15	0.6	2024	85.0	258	10.8	64	2.7	19	0.8
18H,6-24	2415	15	0.6	2055	85.1	262	10.9	64	2.7	19	0.8
24H,0-24	2445	15	0.6	2079	85.0	268	11.0	64	2.6	19	0.8

11723		WARMINSTER		Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)			
Thu 29-Sep-22 to Wed 05-Oct-22		Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 05-Oct-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	4	0	0.0	1	25.0	2	50.0	0	0.0	1	25.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	13	0	0.0	11	84.6	2	15.4	0	0.0	0	0.0
05:00	14	0	0.0	9	64.3	5	35.7	0	0.0	0	0.0
06:00	98	0	0.0	76	77.6	17	17.4	3	3.1	2	2.0
07:00	241	2	0.8	210	87.1	24	10.0	4	1.7	1	0.4
08:00	201	5	2.5	175	87.1	19	9.5	1	0.5	1	0.5
09:00	162	0	0.0	130	80.3	25	15.4	7	4.3	0	0.0
10:00	151	3	2.0	123	81.5	22	14.6	3	2.0	0	0.0
11:00	167	0	0.0	141	84.4	21	12.6	5	3.0	0	0.0
12:00	141	1	0.7	120	85.1	17	12.1	3	2.1	0	0.0
13:00	129	1	0.8	107	83.0	17	13.2	4	3.1	0	0.0
14:00	184	0	0.0	152	82.6	25	13.6	6	3.3	1	0.5
15:00	193	2	1.0	169	87.6	12	6.2	7	3.6	3	1.6
16:00	291	1	0.3	255	87.6	32	11.0	3	1.0	0	0.0
17:00	301	3	1.0	280	93.0	16	5.3	2	0.7	0	0.0
18:00	151	1	0.7	132	87.4	10	6.6	5	3.3	3	2.0
19:00	72	1	1.4	58	80.6	13	18.1	0	0.0	0	0.0
20:00	50	0	0.0	41	82.0	9	18.0	0	0.0	0	0.0
21:00	31	0	0.0	30	96.8	1	3.2	0	0.0	0	0.0
22:00	28	0	0.0	26	92.9	2	7.1	0	0.0	0	0.0
23:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	2312	19	0.8	1994	86.3	240	10.4	50	2.2	9	0.4
16H,6-22	2563	20	0.8	2199	85.8	280	10.9	53	2.1	11	0.4
18H,6-24	2596	20	0.8	2230	85.9	282	10.9	53	2.0	11	0.4
24H,0-24	2632	20	0.8	2256	85.7	291	11.1	53	2.0	12	0.5

11723	WARMINSTER	Site No: 11723001	Location	Boreham Rd, Warminster (att to T/P)
Thu 29-Sep-22 to Wed 05-Oct-22		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Thu 29-Sep-22	2545	19	0.8	2186	85.9	267	10.5	63	2.5	10	0.4
Fri 30-Sep-22	2728	22	0.8	2354	86.3	276	10.1	62	2.3	14	0.5
Sat 01-Oct-22	1895	30	1.6	1713	90.4	126	6.7	24	1.3	2	0.1
Sun 02-Oct-22	1541	16	1.0	1389	90.1	104	6.8	19	1.2	13	0.8
Mon 03-Oct-22	2485	30	1.2	2104	84.7	275	11.1	61	2.5	15	0.6
Tue 04-Oct-22	2445	15	0.6	2079	85.0	268	11.0	64	2.6	19	0.8
Wed 05-Oct-22	2632	20	0.8	2256	85.7	291	11.1	53	2.0	12	0.5
Total Vehicles											
[--]	16271	152	1.0	14081	86.9	1607	9.6	346	2.0	85	0.5



11723 WARMINSTER					Site No: 11723001					Location Boreham Rd, Warminster (att to T/P)						
Thu 29-Sep-22 to Wed 05-Oct-22					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Thu 29-Sep-22																
00:00	4	-	43.5	7.1	0	0	0	0	0	1	0	1	2	0	0	0
01:00	3	-	33.5	5	0	0	0	0	1	1	1	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	-	41	3.5	0	0	0	0	0	0	1	1	0	0	0	0
04:00	13	43.8	38.1	7.6	0	0	0	0	3	1	6	1	1	1	0	0
05:00	24	43.1	37.5	5.1	0	0	0	0	2	8	7	7	0	0	0	0
06:00	78	40.3	35.6	5.6	0	0	0	2	10	33	24	4	5	0	0	0
07:00	235	39.8	34.8	5.2	0	0	4	3	36	100	74	15	3	0	0	0
08:00	207	38.4	33.3	5.7	0	0	6	7	45	96	45	4	2	1	1	0
09:00	150	38.9	33.3	5.8	0	3	1	6	29	72	28	10	1	0	0	0
10:00	161	37.4	33.3	4.3	0	0	0	1	43	86	23	7	1	0	0	0
11:00	172	37.3	31.6	6.6	3	2	6	8	49	70	29	2	3	0	0	0
12:00	177	37.9	32.7	5.9	0	3	4	3	49	77	36	4	0	0	0	1
13:00	155	38.7	32.6	6.1	0	1	8	9	33	60	38	5	1	0	0	0
14:00	167	36.8	31.9	5.1	0	0	3	17	45	72	27	3	0	0	0	0
15:00	196	38.8	33.1	6.1	0	2	2	13	47	80	39	10	2	0	1	0
16:00	243	39.7	34.4	5.2	0	2	1	1	46	112	60	20	0	1	0	0
17:00	220	40	34.5	5.6	0	2	3	2	37	101	52	20	3	0	0	0
18:00	130	40.1	34.6	6.4	0	0	5	0	28	45	39	10	2	0	0	1
19:00	75	40.6	35.1	5.8	0	0	0	3	15	24	23	8	2	0	0	0
20:00	50	40.4	35.5	6.5	0	0	2	0	6	20	16	3	2	1	0	0
21:00	44	43.1	37	6.1	0	0	0	0	7	13	14	7	2	1	0	0
22:00	24	43.1	36.8	7.2	0	1	0	0	3	4	9	7	0	0	0	0
23:00	15	45.1	38.5	7.9	0	0	0	1	1	4	3	4	1	1	0	0
12H,7-19	2213	39	33.4	5.7	3	15	43	70	487	971	490	110	18	2	2	2
16H,6-22	2460	39.2	33.6	5.8	3	15	45	75	525	1061	567	132	29	4	2	2
18H,6-24	2499	39.3	33.7	5.8	3	16	45	76	529	1069	579	143	30	5	2	2
24H,0-24	2545	39.4	33.8	5.9	3	16	45	76	535	1080	594	153	33	6	2	2

11723 Thu 29-Sep-22 to Wed 05-Oct-22					WARMINSTER					Site No: 11723001					Location Boreham Rd, Warminster (att to T/P)						
					Channel: Eastbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61					
Fri 30-Sep-22																					
00:00	4	-	34.8	4.9	0	0	0	0	1	1	2	0	0	0	0	0					
01:00	4	-	34.8	6.4	0	0	0	0	1	2	0	1	0	0	0	0					
02:00	2	-	33.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0					
03:00	2	-	41	3.5	0	0	0	0	0	0	1	1	0	0	0	0					
04:00	11	40.6	35.3	5.3	0	0	0	0	2	5	2	2	0	0	0	0					
05:00	22	49.7	40.3	8.4	0	0	0	0	3	5	4	4	3	3	0	0					
06:00	74	43.8	37	6.3	0	0	0	1	9	28	16	15	3	2	0	0					
07:00	208	40.4	35.7	5.1	0	0	1	0	25	93	65	21	2	0	0	1					
08:00	219	39.9	33.9	6.1	0	1	6	11	37	89	54	18	2	1	0	0					
09:00	174	37.3	31.9	5.5	0	2	0	16	58	65	24	9	0	0	0	0					
10:00	160	38.1	33.1	5.4	0	2	5	2	32	80	34	4	1	0	0	0					
11:00	228	38.5	32.7	6.7	2	6	4	7	55	92	54	5	0	2	1	0					
12:00	262	36.8	32	4.7	0	0	1	20	87	108	41	5	0	0	0	0					
13:00	205	39.1	34	5.5	0	3	3	1	35	102	48	10	2	1	0	0					
14:00	229	36	30.9	5.3	0	0	9	22	86	77	32	3	0	0	0	0					
15:00	182	37.5	31.3	6.1	0	1	4	32	44	64	31	5	0	1	0	0					
16:00	213	38.8	34	4.9	0	0	3	3	37	112	46	9	2	1	0	0					
17:00	177	39.6	34.3	5.1	0	1	1	2	36	76	47	14	0	0	0	0					
18:00	131	40	34.5	5.5	0	1	1	1	25	61	27	14	0	1	0	0					
19:00	98	39.6	33.9	5.7	0	0	1	6	18	44	19	8	2	0	0	0					
20:00	51	42.1	36.1	6.5	0	0	0	0	9	22	11	4	3	2	0	0					
21:00	31	39.7	34.3	5.7	0	0	0	3	5	9	12	2	0	0	0	0					
22:00	29	40.6	35.7	5.6	0	0	1	0	3	10	11	4	0	0	0	0					
23:00	12	39.9	36.8	3.6	0	0	0	0	0	5	6	1	0	0	0	0					
12H,7-19	2388	38.8	33.1	5.7	2	17	38	117	557	1019	503	117	9	7	1	1					
16H,6-22	2642	39	33.3	5.8	2	17	39	127	598	1122	561	146	17	11	1	1					
18H,6-24	2683	39.1	33.4	5.8	2	17	40	127	601	1137	578	151	17	11	1	1					
24H,0-24	2728	39.2	33.4	5.8	2	17	40	127	609	1150	588	159	20	14	1	1					

11723 Thu 29-Sep-22 to Wed 05-Oct-22					WARMINSTER					Site No: 11723001					Location Boreham Rd, Warminster (att to T/P)						
					Channel: Eastbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61					
Sat 01-Oct-22																					
00:00	8	-	31	4	0	0	0	0	5	2	1	0	0	0	0	0					
01:00	4	-	32.3	4.9	0	0	0	0	2	1	1	0	0	0	0	0					
02:00	7	-	34.9	4.9	0	0	0	0	1	4	1	1	0	0	0	0					
03:00	2	-	36	3.5	0	0	0	0	0	1	1	0	0	0	0	0					
04:00	7	-	34.9	5.7	0	0	0	0	2	2	2	1	0	0	0	0					
05:00	12	40.3	36	5.6	0	0	0	1	0	5	4	2	0	0	0	0					
06:00	34	40.7	35.9	5.2	0	0	0	0	5	14	10	4	1	0	0	0					
07:00	68	41.2	35.5	7	0	1	1	2	10	22	21	7	3	1	0	0					
08:00	114	40.6	34.8	6.1	0	2	1	3	18	42	33	14	1	0	0	0					
09:00	137	39.5	33.6	6.2	1	1	1	10	24	54	36	8	2	0	0	0					
10:00	173	38.9	33.6	6	0	2	3	1	43	77	35	9	2	0	0	1					
11:00	174	38.4	33.2	5	0	1	1	4	50	71	43	2	2	0	0	0					
12:00	169	36.7	31.8	6.1	2	1	7	10	39	81	23	6	0	0	0	0					
13:00	171	38.9	33	6.6	1	1	4	15	32	69	39	7	1	1	1	0					
14:00	137	39.6	33.9	6.1	0	1	3	2	33	56	29	10	1	2	0	0					
15:00	138	36.2	30.9	6.2	0	2	3	22	40	49	19	2	0	0	1	0					
16:00	136	38.9	32.8	7.1	1	4	4	7	24	58	29	4	5	0	0	0					
17:00	124	38.9	33.9	5.7	0	0	1	5	25	59	26	4	1	3	0	0					
18:00	96	38.8	33.2	6.2	0	1	4	6	12	44	25	2	2	0	0	0					
19:00	67	42	33.9	9.5	0	3	4	6	9	14	19	7	3	1	1	0					
20:00	36	46.3	37.9	8.1	0	0	0	1	3	15	8	3	2	3	1	0					
21:00	36	41.2	35.2	6.7	0	0	0	1	8	15	6	3	2	1	0	0					
22:00	23	43.6	34.8	9.5	1	1	0	0	2	10	3	4	2	0	0	0					
23:00	22	41.3	36	7.5	0	0	0	1	4	7	6	3	0	0	1	0					
12H,7-19	1637	39	33.2	6.2	5	17	33	87	350	682	358	75	20	7	2	1					
16H,6-22	1810	39.3	33.4	6.5	5	20	37	95	375	740	401	92	28	12	4	1					
18H,6-24	1855	39.4	33.4	6.5	6	21	37	96	381	757	410	99	30	12	5	1					
24H,0-24	1895	39.4	33.5	6.5	6	21	37	97	391	772	420	103	30	12	5	1					

11723		WARMINSTER			Site No: 11723001		Location Boreham Rd, Warminster (att to T/P)									
Thu 29-Sep-22 to Wed 05-Oct-22					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sun 02-Oct-22																
00:00	5	-	36.5	3.1	0	0	0	0	0	2	3	0	0	0	0	0
01:00	9	-	39.6	10.3	0	0	0	0	1	3	2	2	0	0	0	1
02:00	1	-	43.5	-	0	0	0	0	0	0	0	1	0	0	0	0
03:00	2	-	38.5	14.1	0	0	0	0	1	0	0	0	1	0	0	0
04:00	7	-	34.9	5.7	0	0	0	1	0	2	4	0	0	0	0	0
05:00	11	39.9	35.8	4.9	0	0	0	0	2	3	5	1	0	0	0	0
06:00	18	47.3	39.3	7.4	0	0	0	1	0	5	6	2	3	1	0	0
07:00	28	39.1	34.4	6.1	0	0	1	0	5	13	7	0	2	0	0	0
08:00	45	40.6	35.6	6.7	0	0	2	0	5	18	14	3	2	1	0	0
09:00	73	40.5	36	5.2	0	1	0	1	6	24	33	8	0	0	0	0
10:00	101	41.2	35.7	5.9	0	0	0	1	22	31	31	11	4	1	0	0
11:00	195	40.1	35.2	5.3	0	0	2	3	27	81	63	15	3	1	0	0
12:00	168	39.9	35.1	5	0	1	0	6	16	72	61	11	1	0	0	0
13:00	144	38.6	33.2	5.1	0	0	0	7	42	59	27	8	1	0	0	0
14:00	140	38.3	31.9	6.3	0	0	7	16	35	48	27	6	1	0	0	0
15:00	139	36.2	31.1	6.4	2	1	5	15	35	59	19	1	2	0	0	0
16:00	107	38.5	32.3	6	0	1	4	6	30	39	21	6	0	0	0	0
17:00	94	37.4	32.3	5.5	0	0	1	13	16	45	16	2	1	0	0	0
18:00	110	39.5	32.4	7	0	3	5	5	30	36	20	10	1	0	0	0
19:00	70	43.5	36.6	6.4	0	0	0	3	8	24	20	8	7	0	0	0
20:00	36	41.2	37.7	7	0	0	0	0	4	11	15	3	1	0	2	0
21:00	24	40.8	36.6	6	0	0	0	0	4	7	9	3	0	1	0	0
22:00	8	-	41	7.6	0	0	0	0	0	3	1	2	1	1	0	0
23:00	6	-	36.8	4.3	0	0	0	0	1	0	5	0	0	0	0	0
12H,7-19	1344	39.5	33.6	6	2	7	27	73	269	525	339	81	18	3	0	0
16H,6-22	1492	39.8	34	6.2	2	7	27	77	285	572	389	97	29	5	2	0
18H,6-24	1506	39.9	34	6.2	2	7	27	77	286	575	395	99	30	6	2	0
24H,0-24	1541	39.9	34.1	6.2	2	7	27	78	290	585	409	103	31	6	2	1

11723		WARMINSTER			Site No: 11723001			Location Boreham Rd, Warminster (att to T/P)								
Thu 29-Sep-22 to Wed 05-Oct-22					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Mon 03-Oct-22																
00:00	3	-	41.8	10.4	0	0	0	0	0	1	1	0	0	1	0	0
01:00	3	-	31.8	3.1	0	0	0	0	1	2	0	0	0	0	0	0
02:00	2	-	48.5	14.1	0	0	0	0	0	0	1	0	0	0	1	0
03:00	3	-	36.8	3.1	0	0	0	0	0	1	2	0	0	0	0	0
04:00	12	47.2	41	6	0	0	0	0	0	3	3	3	3	0	0	0
05:00	36	44.6	38.9	7.1	0	0	1	0	1	9	14	7	2	1	1	0
06:00	83	44.7	38.3	6	0	0	0	0	7	24	28	15	7	2	0	0
07:00	223	39.4	34.2	5.1	0	2	0	2	48	94	64	10	3	0	0	0
08:00	236	39.2	33.2	6	0	4	3	15	47	95	57	13	2	0	0	0
09:00	182	36.8	31.2	5.9	0	2	8	17	56	67	27	5	0	0	0	0
10:00	120	38.3	31.8	6.7	0	3	3	16	25	45	21	6	1	0	0	0
11:00	145	35.8	30.5	5.8	1	2	3	16	57	46	16	4	0	0	0	0
12:00	172	37.5	32.7	5.3	0	1	2	9	43	83	26	7	0	1	0	0
13:00	145	36.2	31	6.3	0	3	8	10	45	56	19	3	0	1	0	0
14:00	166	35.9	30.2	6.7	0	6	10	14	59	52	17	8	0	0	0	0
15:00	196	35.3	30.2	5.8	0	0	11	34	55	76	14	6	0	0	0	0
16:00	245	37.8	32.5	5.6	0	0	6	18	61	106	47	4	1	2	0	0
17:00	188	38	32.4	6.1	1	2	2	16	46	79	33	7	1	1	0	0
18:00	128	40.3	34.9	5.4	0	0	2	1	24	48	39	12	2	0	0	0
19:00	107	39.5	34.6	5.2	0	1	0	0	19	53	25	7	1	1	0	0
20:00	37	42	35.3	8.3	0	1	1	1	4	16	7	5	0	1	1	0
21:00	36	45.1	37.7	7.7	0	0	0	0	6	12	8	5	4	0	0	1
22:00	12	39.9	36	6	0	0	0	0	3	2	6	0	1	0	0	0
23:00	5	-	40.5	7.6	0	0	0	0	1	0	1	2	1	0	0	0
12H,7-19	2146	38.1	32.1	6	2	25	58	168	566	847	380	85	10	5	0	0
16H,6-22	2409	38.6	32.6	6.2	2	27	59	169	602	952	448	117	22	9	1	1
18H,6-24	2426	38.7	32.6	6.2	2	27	59	169	606	954	455	119	24	9	1	1
24H,0-24	2485	38.9	32.8	6.3	2	27	60	169	608	970	476	129	29	11	3	1

11723		WARMINSTER			Site No: 11723001		Location Boreham Rd, Warminster (att to T/P)									
Thu 29-Sep-22 to Wed 05-Oct-22					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Tue 04-Oct-22																
00:00	1	-	43.5	-	0	0	0	0	0	0	0	1	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	-	51	10.6	0	0	0	0	0	0	0	1	0	0	1	0
03:00	2	-	38.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
04:00	9	-	36.8	5.7	0	0	0	0	2	1	4	2	0	0	0	0
05:00	16	42.4	36.3	6.2	0	0	0	1	2	4	5	4	0	0	0	0
06:00	75	43.4	36.8	6.8	0	0	2	1	6	28	19	15	2	1	1	0
07:00	235	39.4	33.3	6.4	0	2	8	13	50	88	57	12	4	1	0	0
08:00	212	38	32.9	5.3	0	0	3	13	49	102	32	12	0	1	0	0
09:00	150	38.5	32.6	6.2	1	4	1	5	40	60	32	6	1	0	0	0
10:00	133	35.9	32.3	4.1	0	0	0	5	43	66	18	1	0	0	0	0
11:00	127	35.9	31.1	5.4	0	1	3	14	41	49	17	2	0	0	0	0
12:00	155	35.8	30.7	5.3	0	0	7	14	63	49	20	2	0	0	0	0
13:00	169	35.8	31.2	5.1	0	0	4	19	54	69	21	2	0	0	0	0
14:00	168	36	32.2	5.2	0	0	3	12	47	81	17	6	2	0	0	0
15:00	226	35.5	30.8	5.4	0	1	8	25	76	90	20	6	0	0	0	0
16:00	243	36.3	32	5.1	0	1	3	21	65	114	34	4	1	0	0	0
17:00	211	37.6	32.6	5.4	0	1	4	13	51	99	35	6	2	0	0	0
18:00	135	38.8	33.4	6.6	0	0	4	7	32	54	31	3	1	0	3	0
19:00	71	40.3	33.7	7.5	0	1	5	6	7	20	24	7	1	0	0	0
20:00	42	38.6	31.6	6.9	0	1	1	8	7	13	10	2	0	0	0	0
21:00	28	42.5	36.4	10.6	0	0	1	1	5	12	4	1	0	1	2	1
22:00	25	42.8	36.1	7.8	0	0	1	2	2	6	8	5	0	1	0	0
23:00	10	43.5	37	6.8	0	0	0	0	2	3	2	2	1	0	0	0
12H,7-19	2164	37.3	32.1	5.6	1	10	48	161	611	921	334	62	11	2	3	0
16H,6-22	2380	37.9	32.3	5.9	1	12	57	177	636	994	391	87	14	4	6	1
18H,6-24	2415	38	32.4	5.9	1	12	58	179	640	1003	401	94	15	5	6	1
24H,0-24	2445	38.1	32.5	5.9	1	12	58	180	644	1009	410	103	15	5	7	1

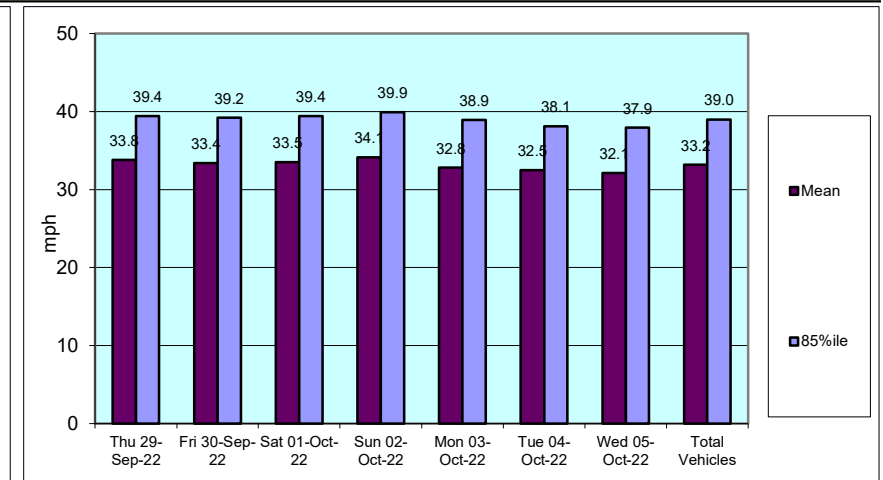
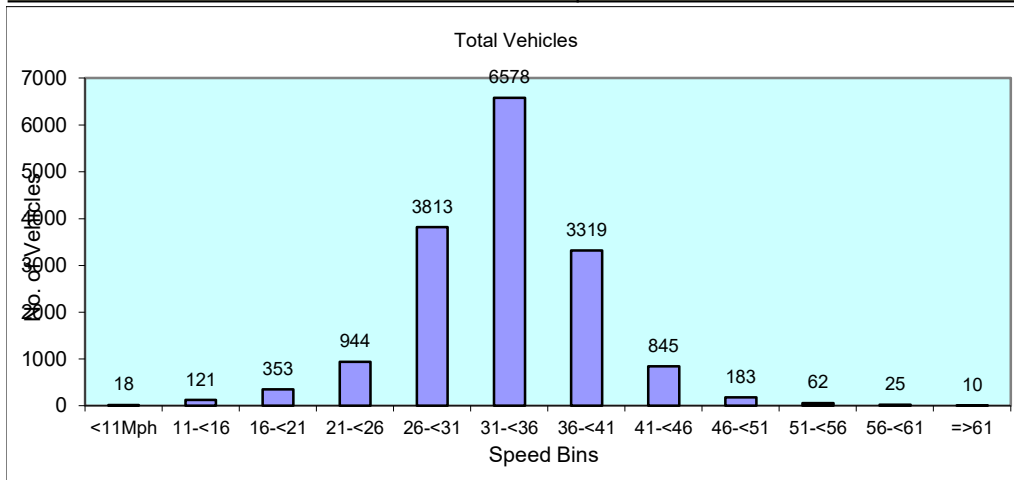
11723		WARMINSTER			Site No: 11723001		Location Boreham Rd, Warminster (att to T/P)									
Thu 29-Sep-22 to Wed 05-Oct-22					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Wed 05-Oct-22																
00:00	2	-	36	3.5	0	0	0	0	0	1	1	0	0	0	0	0
01:00	2	-	58.5	1.8	0	0	0	0	0	0	0	0	0	0	2	0
02:00	4	-	33.5	4.2	0	0	0	0	1	2	1	0	0	0	0	0
03:00	1	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	13	44.9	38.9	6.1	0	0	0	0	1	3	5	2	2	0	0	0
05:00	14	47	38.5	10.1	0	0	0	2	1	3	2	3	2	0	1	0
06:00	98	40.9	34.6	5.8	0	0	0	4	21	39	19	13	2	0	0	0
07:00	241	37.8	32	6.1	1	1	7	28	49	103	42	8	2	0	0	0
08:00	201	37.3	32	5.8	0	0	1	28	54	80	28	6	3	1	0	0
09:00	162	37.8	32.6	5.1	0	0	4	6	47	69	31	5	0	0	0	0
10:00	151	35.2	30	5.4	0	2	7	17	59	51	14	1	0	0	0	0
11:00	167	36	31.2	5.8	0	3	8	10	50	71	22	3	0	0	0	0
12:00	141	37.6	32.2	5.3	0	0	3	8	47	54	23	6	0	0	0	0
13:00	129	35.4	30.6	5.5	0	0	6	17	40	52	11	3	0	0	0	0
14:00	184	34.8	29.7	5.3	0	3	5	22	91	46	13	4	0	0	0	0
15:00	193	35.6	30.7	5.7	0	1	10	16	70	73	20	2	0	0	1	0
16:00	291	37.3	31.4	6.1	0	5	9	25	92	104	46	7	3	0	0	0
17:00	301	38.1	31.8	7.4	1	6	20	25	60	121	54	10	1	0	0	3
18:00	151	39.7	34.8	5.4	0	0	2	0	28	67	42	7	3	2	0	0
19:00	72	42.4	34	8.5	0	0	3	9	15	19	13	6	5	1	1	0
20:00	50	41	36.4	6.5	0	0	1	0	4	23	14	5	0	3	0	0
21:00	31	39.8	35.8	4.1	0	0	0	0	3	13	13	2	0	0	0	0
22:00	28	41.8	36.7	6.3	0	0	0	0	3	13	7	2	2	1	0	0
23:00	5	-	33.5	1.6	0	0	0	0	0	5	0	0	0	0	0	0
12H,7-19	2312	37.2	31.6	6	2	21	82	202	687	891	346	62	12	3	1	3
16H,6-22	2563	37.7	31.9	6.2	2	21	86	215	730	985	405	88	19	7	2	3
18H,6-24	2596	37.8	32	6.2	2	21	86	215	733	1003	412	90	21	8	2	3
24H,0-24	2632	37.9	32.1	6.3	2	21	86	217	736	1012	422	95	25	8	5	3

11723	WARMINSTER	Site No: 11723001	Location Boreham Rd, Warminster (att to T/P)
Thu 29-Sep-22 to Wed 05-Oct-22		Channel: Eastbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
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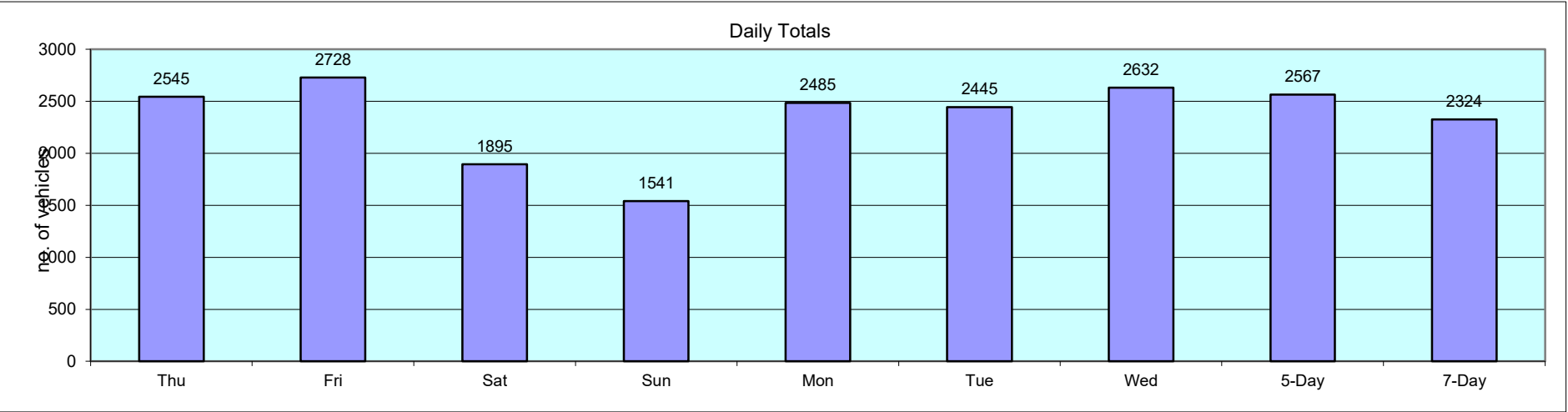
Daily Totals																
Thu 29-Sep-22	2545	39.4	33.8	5.9	3	16	45	76	535	1080	594	153	33	6	2	2
Fri 30-Sep-22	2728	39.2	33.4	5.8	2	17	40	127	609	1150	588	159	20	14	1	1
Sat 01-Oct-22	1895	39.4	33.5	6.5	6	21	37	97	391	772	420	103	30	12	5	1
Sun 02-Oct-22	1541	39.9	34.1	6.2	2	7	27	78	290	585	409	103	31	6	2	1
Mon 03-Oct-22	2485	38.9	32.8	6.3	2	27	60	169	608	970	476	129	29	11	3	1
Tue 04-Oct-22	2445	38.1	32.5	5.9	1	12	58	180	644	1009	410	103	15	5	7	1
Wed 05-Oct-22	2632	37.9	32.1	6.3	2	21	86	217	736	1012	422	95	25	8	5	3

Total Vehicles																
[--]	16271	39.0	33.2	6.1	18	121	353	944	3813	6578	3319	845	183	62	25	10



11723	WARMINSTER		Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)		
			Channel: Eastbound						
TIME PERIOD	Thu 29/09/2022	Fri 30/09/2022	Sat 10/01/22	Sun 10/02/22	Mon 10/03/22	Tue 10/04/22	Wed 10/05/22	5-Day Av	7-Day Av
Week Begin: 29-Sep-22									
00:00	4	4	8	5	3	1	2	3	4
01:00	3	4	4	9	3	0	2	2	4
02:00	0	2	7	1	2	2	4	2	3
03:00	2	2	2	2	3	2	1	2	2
04:00	13	11	7	7	12	9	13	12	10
05:00	24	22	12	11	36	16	14	22	19
06:00	78	74	34	18	83	75	98	82	66
07:00	235	208	68	28	223	235	241	228	177
08:00	207	219	114	45	236	212	201	215	176
09:00	150	174	137	73	182	150	162	164	147
10:00	161	160	173	101	120	133	151	145	143
11:00	172	228	174	195	145	127	167	168	173
12:00	177	262	169	168	172	155	141	181	178
13:00	155	205	171	144	145	169	129	161	160
14:00	167	229	137	140	166	168	184	183	170
15:00	196	182	138	139	196	226	193	199	181
16:00	243	213	136	107	245	243	291	247	211
17:00	220	177	124	94	188	211	301	219	188
18:00	130	131	96	110	128	135	151	135	126
19:00	75	98	67	70	107	71	72	85	80
20:00	50	51	36	36	37	42	50	46	43
21:00	44	31	36	24	36	28	31	34	33
22:00	24	29	23	8	12	25	28	24	21
23:00	15	12	22	6	5	10	5	9	11
12H,7-19	2213	2388	1637	1344	2146	2164	2312	2245	2029
16H,6-22	2460	2642	1810	1492	2409	2380	2563	2491	2251
18H,6-24	2499	2683	1855	1506	2426	2415	2596	2524	2283
24H,0-24	2545	2728	1895	1541	2485	2445	2632	2567	2324
Am	07:00	11:00	11:00	11:00	08:00	07:00	07:00		
Peak	235	228	174	195	236	235	241		
Pm	16:00	12:00	13:00	12:00	16:00	16:00	17:00		
Peak	243	262	171	168	245	243	301		

11723	WARMINSTER		Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)		
			Channel: Eastbound						
	Thu	Fri	Sat	Sun	Mon	Tue	Wed	5-Day	7-Day
TIME PERIOD	29/09/2022	30/09/2022	10/01/22	10/02/22	10/03/22	10/04/22	10/05/22	Av	Av



11723		WARMINSTER					Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)				
Thu 29-Sep-22 to Wed 05-Oct-22			Channel: Westbound												
												FIVE OR LESS AXLE	SIX AXLE	SEVEN OR MORE AXLE	
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	TRAILER ARTIC	TRAILER ARTIC	ARTIC	
Thu 29-Sep-22															
00:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
01:00	5	0	4	0	0	1	0	0	0	0	0	0	0	0	
02:00	2	0	2	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	3	0	2	1	0	0	0	0	0	0	0	0	0	0	
05:00	9	0	6	2	0	0	0	0	1	0	0	0	0	0	
06:00	31	0	18	11	0	1	0	0	1	0	0	0	0	0	
07:00	160	0	130	24	0	1	3	0	2	0	0	0	0	0	
08:00	257	1	220	28	4	2	1	0	1	0	0	0	0	0	
09:00	169	0	136	26	0	1	2	0	3	0	1	0	0	0	
10:00	147	1	129	14	0	0	1	0	1	0	1	0	0	0	
11:00	154	1	130	17	0	1	1	0	3	0	0	1	0	0	
12:00	134	2	108	21	0	0	0	0	1	0	0	2	0	0	
13:00	149	4	127	13	0	3	1	0	1	0	0	0	0	0	
14:00	185	1	159	22	2	0	0	0	1	0	0	0	0	0	
15:00	208	1	176	24	2	3	0	0	1	0	1	0	0	0	
16:00	217	2	194	20	0	0	0	0	1	0	0	0	0	0	
17:00	213	1	200	11	0	1	0	0	0	0	0	0	0	0	
18:00	176	1	159	12	1	1	0	0	1	0	1	0	0	0	
19:00	102	0	94	6	1	1	0	0	0	0	0	0	0	0	
20:00	74	0	70	4	0	0	0	0	0	0	0	0	0	0	
21:00	48	2	39	7	0	0	0	0	0	0	0	0	0	0	
22:00	31	1	28	2	0	0	0	0	0	0	0	0	0	0	
23:00	13	0	11	2	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2169	15	1868	232	9	13	9	0	16	0	4	3	0	0	
16H,6-22	2424	17	2089	260	10	15	9	0	17	0	4	3	0	0	
18H,6-24	2468	18	2128	264	10	15	9	0	17	0	4	3	0	0	
24H,0-24	2494	18	2149	267	10	16	9	0	18	0	4	3	0	0	

11723		WARMINSTER				Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)					
Thu 29-Sep-22 to Wed 05-Oct-22				Channel: Westbound											
			CARS OR	LIGHT		TWO AXLE,	THREE	FOUR OR	FOUR OR		SIX OR	FIVE OR	SIX AXLE	SEVEN	
TIME	TOTAL	MOTOR-	CAR-	GOODS	BUSES	SIX TYRE,	AXLE	MORE	LESS	FIVE	MORE	AXLE	TRAILER	OR	
PERIOD	VEHICLES	CYCLES	BASED	VEHICLES		RIGID/BUSES	RIGID	AXLE	AXLE	AXLE	AXLE	ARTIC	ARTIC	ARTIC	
Fri 30-Sep-22															
00:00	7	0	5	2	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	4	0	4	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	6	0	6	0	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	26	1	14	9	0	1	0	0	1	0	0	0	0	0	
07:00	147	1	120	21	0	2	0	0	0	0	3	0	0	0	
08:00	265	3	233	21	4	3	0	0	0	0	1	0	0	0	
09:00	169	1	141	19	1	3	3	0	1	0	0	0	0	0	
10:00	182	1	151	18	2	1	3	1	4	0	1	0	0	0	
11:00	175	2	155	15	0	0	1	0	2	0	0	0	0	0	
12:00	141	0	124	15	0	1	0	0	0	0	0	1	0	0	
13:00	171	2	144	18	0	3	1	0	1	0	0	2	0	0	
14:00	199	2	176	18	0	1	1	0	0	0	0	1	0	0	
15:00	239	1	207	23	1	2	0	0	1	0	1	3	0	0	
16:00	202	2	183	14	0	0	1	0	2	0	0	0	0	0	
17:00	185	0	167	17	0	1	0	0	0	0	0	0	0	0	
18:00	156	1	141	12	0	2	0	0	0	0	0	0	0	0	
19:00	110	0	95	13	0	1	1	0	0	0	0	0	0	0	
20:00	53	0	45	8	0	0	0	0	0	0	0	0	0	0	
21:00	35	0	32	2	1	0	0	0	0	0	0	0	0	0	
22:00	27	0	26	1	0	0	0	0	0	0	0	0	0	0	
23:00	22	0	19	3	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2231	16	1942	211	8	19	10	1	11	0	6	7	0	0	
16H,6-22	2455	17	2128	243	9	21	11	1	12	0	6	7	0	0	
18H,6-24	2504	17	2173	247	9	21	11	1	12	0	6	7	0	0	
24H,0-24	2536	17	2200	252	9	21	11	1	12	0	6	7	0	0	

11723		WARMINSTER				Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)					
Thu 29-Sep-22 to Wed 05-Oct-22				Channel: Westbound											
												FIVE OR LESS			
			CARS OR	LIGHT		TWO AXLE,	THREE	FOUR OR	FOUR OR		SIX OR	AXLE	SIX AXLE	SEVEN	
TIME	TOTAL	MOTOR-	CAR-	GOODS		SIX TYRE,	AXLE	MORE	LESS	FIVE	MORE	MULTI-	MULTI-	OR	
PERIOD	VEHICLES	CYCLES	BASED	VEHICLES	BUSES	RIGID/BUSES	RIGID	AXLE	AXLE	AXLE	AXLE	TRAILER	TRAILER	MORE	
			LGV					RIGID	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	AXLE	
Sat 01-Oct-22															
00:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0	
01:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
02:00	9	0	7	2	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	3	1	0	0	0	0	0	0	0	0	0	0	
05:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0	
06:00	14	0	9	5	0	0	0	0	0	0	0	0	0	0	
07:00	46	0	38	7	0	0	0	0	1	0	0	0	0	0	
08:00	78	0	69	8	0	0	1	0	0	0	0	0	0	0	
09:00	134	0	124	7	0	2	1	0	0	0	0	0	0	0	
10:00	152	3	137	11	0	0	0	1	0	0	0	0	0	0	
11:00	170	2	156	9	0	1	2	0	0	0	0	0	0	0	
12:00	161	2	146	12	0	0	0	0	0	0	1	0	0	0	
13:00	135	5	120	6	0	2	1	0	0	0	0	1	0	0	
14:00	131	5	111	12	0	0	0	0	1	0	1	1	0	0	
15:00	144	4	130	9	0	1	0	0	0	0	0	0	0	0	
16:00	146	5	135	6	0	0	0	0	0	0	0	0	0	0	
17:00	139	1	130	3	1	1	1	1	1	0	0	0	0	0	
18:00	122	2	110	10	0	0	0	0	0	0	0	0	0	0	
19:00	88	0	83	4	0	1	0	0	0	0	0	0	0	0	
20:00	53	0	47	6	0	0	0	0	0	0	0	0	0	0	
21:00	46	0	44	1	1	0	0	0	0	0	0	0	0	0	
22:00	28	2	25	1	0	0	0	0	0	0	0	0	0	0	
23:00	19	1	18	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	1558	29	1406	100	1	7	6	2	3	0	2	2	0	0	
16H,6-22	1759	29	1589	116	2	8	6	2	3	0	2	2	0	0	
18H,6-24	1806	32	1632	117	2	8	6	2	3	0	2	2	0	0	
24H,0-24	1843	32	1663	123	2	8	6	2	3	0	2	2	0	0	

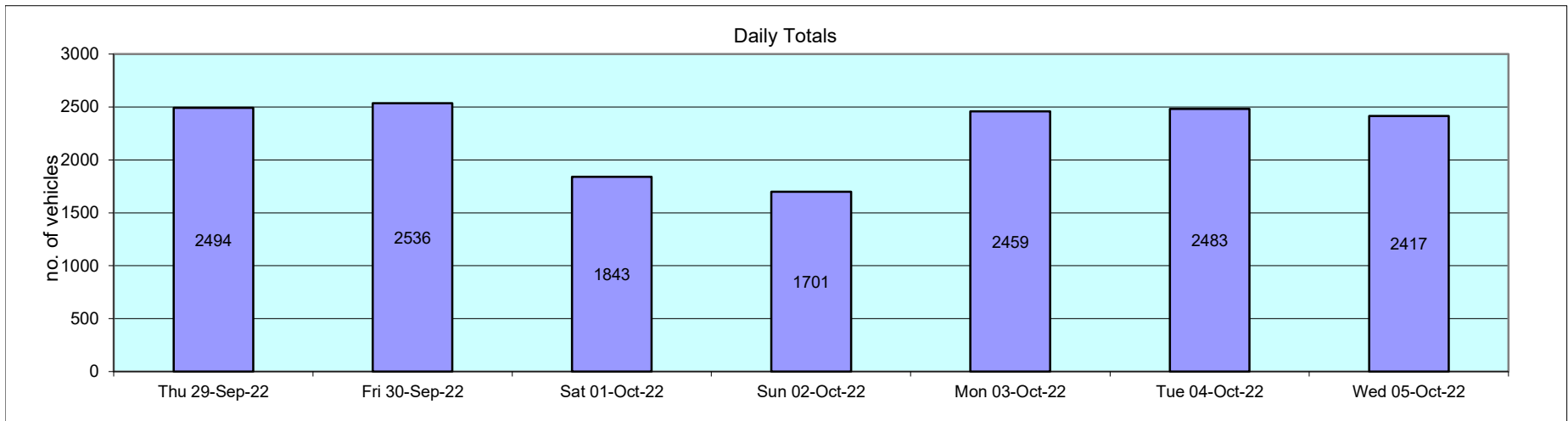
11723		WARMINSTER					Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)				
Thu 29-Sep-22 to Wed 05-Oct-22			Channel: Westbound												
			CARS OR	LIGHT		TWO AXLE,	THREE	FOUR OR	FOUR OR		SIX OR	FIVE OR	SIX AXLE	SEVEN	
TIME	TOTAL	MOTOR-	CAR-	GOODS		SIX TYRE,	AXLE	MORE	LESS	FIVE	MORE	AXLE	AXLE	OR	
PERIOD	VEHICLES	CYCLES	BASED	VEHICLES	BUSES	RIGID/BUSES	RIGID	AXLE	AXLE	AXLE	AXLE	ARTIC	TRAILER	OR	
			LGV					RIGID	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	AXLE	
Sun 02-Oct-22															
00:00	17	0	17	0	0	0	0	0	0	0	0	0	0	0	
01:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	
02:00	2	0	2	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	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
05:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	
06:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0	
07:00	27	0	20	6	1	0	0	0	0	0	0	0	0	0	
08:00	42	0	28	8	6	0	0	0	0	0	0	0	0	0	
09:00	105	0	100	3	1	0	0	0	0	0	1	0	0	0	
10:00	132	0	124	7	0	0	0	0	0	0	1	0	0	0	
11:00	121	3	104	11	2	0	0	0	1	0	0	0	0	0	
12:00	144	0	132	9	0	0	1	0	0	0	1	1	0	0	
13:00	139	3	122	8	3	0	1	0	1	0	1	0	0	0	
14:00	140	2	128	8	0	0	1	0	1	0	0	0	0	0	
15:00	177	6	161	9	0	0	0	0	0	0	0	1	0	0	
16:00	122	4	107	8	0	0	3	0	0	0	0	0	0	0	
17:00	139	5	119	13	1	0	1	0	0	0	0	0	0	0	
18:00	118	2	103	13	0	0	0	0	0	0	0	0	0	0	
19:00	86	1	74	8	1	1	0	0	1	0	0	0	0	0	
20:00	59	0	54	3	1	0	0	0	0	0	1	0	0	0	
21:00	50	0	50	0	0	0	0	0	0	0	0	0	0	0	
22:00	41	1	40	0	0	0	0	0	0	0	0	0	0	0	
23:00	12	0	11	1	0	0	0	0	0	0	0	0	0	0	
12H,7-19	1406	25	1248	103	14	0	7	0	3	0	4	2	0	0	
16H,6-22	1608	26	1431	116	16	1	7	0	4	0	5	2	0	0	
18H,6-24	1661	27	1482	117	16	1	7	0	4	0	5	2	0	0	
24H,0-24	1701	27	1520	119	16	1	7	0	4	0	5	2	0	0	

11723		WARMINSTER					Site No: 11723001		Location Boreham Rd, Warminster (att to T/P)						
Thu 29-Sep-22 to Wed 05-Oct-22					Channel: Westbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT	BUSES	TWO AXLE,	THREE	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR	SIX AXLE	SEVEN	
			CAR-BASED LGV	GOODS VEHICLES		SIX TYRE, RIGID/BUSES	AXLE RIGID	MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	LESS AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC	OR MORE AXLE ARTIC	
Mon 03-Oct-22															
00:00	5	0	4	0	1	0	0	0	0	0	0	0	0	0	
01:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
02:00	5	0	5	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	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
05:00	15	1	11	3	0	0	0	0	0	0	0	0	0	0	
06:00	44	2	36	6	0	0	0	0	0	0	0	0	0	0	
07:00	173	0	142	29	0	0	0	0	2	0	0	0	0	0	
08:00	277	2	230	33	7	2	1	0	1	0	1	0	0	0	
09:00	165	0	141	21	0	1	1	0	1	0	0	0	0	0	
10:00	160	2	127	25	0	3	1	0	0	0	1	1	0	0	
11:00	185	3	159	16	0	3	1	1	1	0	1	0	0	0	
12:00	142	1	117	16	1	2	1	0	1	0	1	2	0	0	
13:00	150	1	122	20	1	3	2	0	0	0	1	0	0	0	
14:00	180	2	158	19	0	0	0	0	1	0	0	0	0	0	
15:00	187	4	165	14	1	2	0	0	0	0	1	0	0	0	
16:00	206	2	184	17	1	2	0	0	0	0	0	0	0	0	
17:00	215	1	199	15	0	0	0	0	0	0	0	0	0	0	
18:00	143	2	121	14	0	5	0	0	1	0	0	0	0	0	
19:00	89	0	80	7	0	1	0	0	1	0	0	0	0	0	
20:00	40	1	32	7	0	0	0	0	0	0	0	0	0	0	
21:00	36	0	33	2	1	0	0	0	0	0	0	0	0	0	
22:00	20	0	20	0	0	0	0	0	0	0	0	0	0	0	
23:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2183	20	1865	239	11	23	7	1	8	0	6	3	0	0	
16H,6-22	2392	23	2046	261	12	24	7	1	9	0	6	3	0	0	
18H,6-24	2425	23	2079	261	12	24	7	1	9	0	6	3	0	0	
24H,0-24	2459	24	2108	264	13	24	7	1	9	0	6	3	0	0	

11723		WARMINSTER					Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)				
Thu 29-Sep-22 to Wed 05-Oct-22			Channel: Westbound												
													FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
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				
Tue 04-Oct-22															
00:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0
01:00	7	1	4	1	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	0
03:00	2	0	2	0	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	0
05:00	13	0	12	1	0	0	0	0	0	0	0	0	0	0	0
06:00	30	2	18	9	0	0	0	0	1	0	0	0	0	0	0
07:00	189	0	162	22	0	3	1	0	1	0	0	0	0	0	0
08:00	287	4	236	32	8	4	0	0	1	0	2	0	0	0	0
09:00	129	0	111	13	3	2	0	0	0	0	0	0	0	0	0
10:00	149	0	126	18	0	1	0	0	0	0	0	4	0	0	0
11:00	152	1	119	24	0	3	1	1	1	0	2	0	0	0	0
12:00	136	1	124	11	0	0	0	0	0	0	0	0	0	0	0
13:00	163	0	134	20	0	2	4	0	0	0	3	0	0	0	0
14:00	167	3	145	15	0	1	1	1	0	0	0	1	0	0	0
15:00	190	3	160	21	0	3	0	0	1	0	1	1	0	0	0
16:00	230	2	207	19	0	0	1	0	0	0	1	0	0	0	0
17:00	223	0	200	16	0	1	1	0	4	0	0	1	0	0	0
18:00	171	1	154	12	2	1	0	0	0	0	1	0	0	0	0
19:00	95	0	83	9	1	1	0	0	0	0	1	0	0	0	0
20:00	57	0	48	8	1	0	0	0	0	0	0	0	0	0	0
21:00	39	0	36	2	1	0	0	0	0	0	0	0	0	0	0
22:00	26	0	25	1	0	0	0	0	0	0	0	0	0	0	0
23:00	18	1	15	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2186	15	1878	223	13	21	9	2	8	0	10	7	0	0	0
16H,6-22	2407	17	2063	251	16	22	9	2	9	0	11	7	0	0	0
18H,6-24	2451	18	2103	254	16	22	9	2	9	0	11	7	0	0	0
24H,0-24	2483	19	2130	257	17	22	9	2	9	0	11	7	0	0	0

11723		WARMINSTER					Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)				
Thu 29-Sep-22 to Wed 05-Oct-22			Channel: Westbound												
			CARS OR	LIGHT		TWO AXLE,	THREE	FOUR OR	FOUR OR		SIX OR	FIVE OR	SIX AXLE	SEVEN	
TIME	TOTAL	MOTOR-	CAR-	GOODS		SIX TYRE,	AXLE	MORE	LESS	FIVE	MORE	AXLE	AXLE	OR	
PERIOD	VEHICLES	CYCLES	BASED	VEHICLES	BUSES	RIGID/BUSES	RIGID	AXLE	AXLE	AXLE	AXLE	TRAILER	TRAILER	AXLE	
			LGV					RIGID	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	
Wed 05-Oct-22															
00:00	6	0	4	2	0	0	0	0	0	0	0	0	0	0	
01:00	6	0	5	0	0	1	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	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
05:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0	
06:00	34	0	24	8	0	0	0	0	2	0	0	0	0	0	
07:00	147	1	122	20	0	1	2	0	0	0	1	0	0	0	
08:00	275	3	224	35	2	7	1	0	2	0	1	0	0	0	
09:00	157	3	116	31	0	3	1	0	0	0	3	0	0	0	
10:00	158	2	133	18	1	2	1	0	0	0	1	0	0	0	
11:00	137	1	118	15	0	1	2	0	0	0	0	0	0	0	
12:00	123	0	100	17	1	0	1	0	3	0	1	0	0	0	
13:00	152	1	122	21	1	3	2	0	1	0	0	1	0	0	
14:00	165	2	146	15	0	0	0	0	0	0	1	1	0	0	
15:00	214	1	183	24	1	2	0	0	0	0	2	1	0	0	
16:00	198	1	174	19	1	0	0	0	2	0	0	1	0	0	
17:00	224	0	201	20	1	1	0	0	0	0	0	1	0	0	
18:00	167	1	149	13	1	1	0	0	0	0	1	1	0	0	
19:00	102	1	87	13	0	1	0	0	0	0	0	0	0	0	
20:00	60	1	55	4	0	0	0	0	0	0	0	0	0	0	
21:00	30	1	28	0	1	0	0	0	0	0	0	0	0	0	
22:00	31	0	31	0	0	0	0	0	0	0	0	0	0	0	
23:00	14	0	12	2	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2117	16	1788	248	9	21	10	0	8	0	11	6	0	0	
16H,6-22	2343	19	1982	273	10	22	10	0	10	0	11	6	0	0	
18H,6-24	2388	19	2025	275	10	22	10	0	10	0	11	6	0	0	
24H,0-24	2417	19	2050	278	10	23	10	0	10	0	11	6	0	0	

11723		WARMINSTER				Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)				
Thu 29-Sep-22 to Wed 05-Oct-22						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	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
												AXLE MULTI-TRAILER ARTIC		
Daily Totals														
Thu 29-Sep-22	2494	18	2149	267	10	16	9	0	18	0	4	3	0	0
Fri 30-Sep-22	2536	17	2200	252	9	21	11	1	12	0	6	7	0	0
Sat 01-Oct-22	1843	32	1663	123	2	8	6	2	3	0	2	2	0	0
Sun 02-Oct-22	1701	27	1520	119	16	1	7	0	4	0	5	2	0	0
Mon 03-Oct-22	2459	24	2108	264	13	24	7	1	9	0	6	3	0	0
Tue 04-Oct-22	2483	19	2130	257	17	22	9	2	9	0	11	7	0	0
Wed 05-Oct-22	2417	19	2050	278	10	23	10	0	10	0	11	6	0	0
Total Vehicles														
[--]	15933	156	13820	1560	77	115	59	6	65	0	45	30	0	0



11723		WARMINSTER		Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)			
Thu 29-Sep-22 to Wed 05-Oct-22		Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 29-Sep-22											
00:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
01:00	5	0	0.0	4	80.0	0	0.0	1	20.0	0	0.0
02:00	2	0	0.0	2	100.0	0	0.0	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	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
05:00	9	0	0.0	6	66.7	2	22.2	1	11.1	0	0.0
06:00	31	0	0.0	18	58.1	11	35.5	2	6.5	0	0.0
07:00	160	0	0.0	130	81.3	24	15.0	6	3.8	0	0.0
08:00	257	1	0.4	220	85.6	28	10.9	4	1.6	4	1.6
09:00	169	0	0.0	136	80.5	26	15.4	7	4.1	0	0.0
10:00	147	1	0.7	129	87.8	14	9.5	3	2.0	0	0.0
11:00	154	1	0.7	130	84.4	17	11.0	6	3.9	0	0.0
12:00	134	2	1.5	108	80.6	21	15.7	3	2.2	0	0.0
13:00	149	4	2.7	127	85.2	13	8.7	5	3.4	0	0.0
14:00	185	1	0.5	159	86.0	22	11.9	1	0.5	2	1.1
15:00	208	1	0.5	176	84.6	24	11.5	5	2.4	2	1.0
16:00	217	2	0.9	194	89.4	20	9.2	1	0.5	0	0.0
17:00	213	1	0.5	200	93.9	11	5.2	1	0.5	0	0.0
18:00	176	1	0.6	159	90.3	12	6.8	3	1.7	1	0.6
19:00	102	0	0.0	94	92.2	6	5.9	1	1.0	1	1.0
20:00	74	0	0.0	70	94.6	4	5.4	0	0.0	0	0.0
21:00	48	2	4.2	39	81.3	7	14.6	0	0.0	0	0.0
22:00	31	1	3.2	28	90.3	2	6.5	0	0.0	0	0.0
23:00	13	0	0.0	11	84.6	2	15.4	0	0.0	0	0.0
12H,7-19	2169	15	0.7	1868	86.1	232	10.7	45	2.1	9	0.4
16H,6-22	2424	17	0.7	2089	86.2	260	10.7	48	2.0	10	0.4
18H,6-24	2468	18	0.7	2128	86.2	264	10.7	48	1.9	10	0.4
24H,0-24	2494	18	0.7	2149	86.2	267	10.7	50	2.0	10	0.4

11723		WARMINSTER		Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)			
Thu 29-Sep-22 to Wed 05-Oct-22		Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 30-Sep-22											
00:00	7	0	0.0	5	71.4	2	28.6	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	4	0	0.0	4	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	6	0	0.0	6	100.0	0	0.0	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	26	1	3.9	14	53.9	9	34.6	2	7.7	0	0.0
07:00	147	1	0.7	120	81.6	21	14.3	5	3.4	0	0.0
08:00	265	3	1.1	233	87.9	21	7.9	4	1.5	4	1.5
09:00	169	1	0.6	141	83.4	19	11.2	7	4.1	1	0.6
10:00	182	1	0.6	151	83.0	18	9.9	10	5.5	2	1.1
11:00	175	2	1.1	155	88.6	15	8.6	3	1.7	0	0.0
12:00	141	0	0.0	124	87.9	15	10.6	2	1.4	0	0.0
13:00	171	2	1.2	144	84.2	18	10.5	7	4.1	0	0.0
14:00	199	2	1.0	176	88.4	18	9.1	3	1.5	0	0.0
15:00	239	1	0.4	207	86.6	23	9.6	7	2.9	1	0.4
16:00	202	2	1.0	183	90.6	14	6.9	3	1.5	0	0.0
17:00	185	0	0.0	167	90.3	17	9.2	1	0.5	0	0.0
18:00	156	1	0.6	141	90.4	12	7.7	2	1.3	0	0.0
19:00	110	0	0.0	95	86.4	13	11.8	2	1.8	0	0.0
20:00	53	0	0.0	45	84.9	8	15.1	0	0.0	0	0.0
21:00	35	0	0.0	32	91.4	2	5.7	0	0.0	1	2.9
22:00	27	0	0.0	26	96.3	1	3.7	0	0.0	0	0.0
23:00	22	0	0.0	19	86.4	3	13.6	0	0.0	0	0.0
12H,7-19	2231	16	0.7	1942	87.1	211	9.5	54	2.4	8	0.4
16H,6-22	2455	17	0.7	2128	86.7	243	9.9	58	2.4	9	0.4
18H,6-24	2504	17	0.7	2173	86.8	247	9.9	58	2.3	9	0.4
24H,0-24	2536	17	0.7	2200	86.8	252	9.9	58	2.3	9	0.4

11723		WARMINSTER		Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)			
Thu 29-Sep-22 to Wed 05-Oct-22		Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 01-Oct-22											
00:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
01:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
02:00	9	0	0.0	7	77.8	2	22.2	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	3	75.0	1	25.0	0	0.0	0	0.0
05:00	7	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
06:00	14	0	0.0	9	64.3	5	35.7	0	0.0	0	0.0
07:00	46	0	0.0	38	82.6	7	15.2	1	2.2	0	0.0
08:00	78	0	0.0	69	88.5	8	10.3	1	1.3	0	0.0
09:00	134	0	0.0	124	92.5	7	5.2	3	2.2	0	0.0
10:00	152	3	2.0	137	90.1	11	7.2	1	0.7	0	0.0
11:00	170	2	1.2	156	91.8	9	5.3	3	1.8	0	0.0
12:00	161	2	1.2	146	90.7	12	7.5	1	0.6	0	0.0
13:00	135	5	3.7	120	88.9	6	4.4	4	3.0	0	0.0
14:00	131	5	3.8	111	84.7	12	9.2	3	2.3	0	0.0
15:00	144	4	2.8	130	90.3	9	6.3	1	0.7	0	0.0
16:00	146	5	3.4	135	92.5	6	4.1	0	0.0	0	0.0
17:00	139	1	0.7	130	93.5	3	2.2	4	2.9	1	0.7
18:00	122	2	1.6	110	90.2	10	8.2	0	0.0	0	0.0
19:00	88	0	0.0	83	94.3	4	4.6	1	1.1	0	0.0
20:00	53	0	0.0	47	88.7	6	11.3	0	0.0	0	0.0
21:00	46	0	0.0	44	95.7	1	2.2	0	0.0	1	2.2
22:00	28	2	7.1	25	89.3	1	3.6	0	0.0	0	0.0
23:00	19	1	5.3	18	94.7	0	0.0	0	0.0	0	0.0
12H,7-19	1558	29	1.9	1406	90.2	100	6.4	22	1.4	1	0.1
16H,6-22	1759	29	1.7	1589	90.3	116	6.6	23	1.3	2	0.1
18H,6-24	1806	32	1.8	1632	90.4	117	6.5	23	1.3	2	0.1
24H,0-24	1843	32	1.7	1663	90.2	123	6.7	23	1.3	2	0.1

11723		WARMINSTER			Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)		
Thu 29-Sep-22 to Wed 05-Oct-22		Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 02-Oct-22											
00:00	17	0	0.0	17	100.0	0	0.0	0	0.0	0	0.0
01:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
02:00	2	0	0.0	2	100.0	0	0.0	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	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
06:00	7	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
07:00	27	0	0.0	20	74.1	6	22.2	0	0.0	1	3.7
08:00	42	0	0.0	28	66.7	8	19.1	0	0.0	6	14.3
09:00	105	0	0.0	100	95.2	3	2.9	1	1.0	1	1.0
10:00	132	0	0.0	124	93.9	7	5.3	1	0.8	0	0.0
11:00	121	3	2.5	104	86.0	11	9.1	1	0.8	2	1.7
12:00	144	0	0.0	132	91.7	9	6.3	3	2.1	0	0.0
13:00	139	3	2.2	122	87.8	8	5.8	3	2.2	3	2.2
14:00	140	2	1.4	128	91.4	8	5.7	2	1.4	0	0.0
15:00	177	6	3.4	161	91.0	9	5.1	1	0.6	0	0.0
16:00	122	4	3.3	107	87.7	8	6.6	3	2.5	0	0.0
17:00	139	5	3.6	119	85.6	13	9.4	1	0.7	1	0.7
18:00	118	2	1.7	103	87.3	13	11.0	0	0.0	0	0.0
19:00	86	1	1.2	74	86.1	8	9.3	2	2.3	1	1.2
20:00	59	0	0.0	54	91.5	3	5.1	1	1.7	1	1.7
21:00	50	0	0.0	50	100.0	0	0.0	0	0.0	0	0.0
22:00	41	1	2.4	40	97.6	0	0.0	0	0.0	0	0.0
23:00	12	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
12H,7-19	1406	25	1.8	1248	88.8	103	7.3	16	1.1	14	1.0
16H,6-22	1608	26	1.6	1431	89.0	116	7.2	19	1.2	16	1.0
18H,6-24	1661	27	1.6	1482	89.2	117	7.0	19	1.1	16	1.0
24H,0-24	1701	27	1.6	1520	89.4	119	7.0	19	1.1	16	0.9

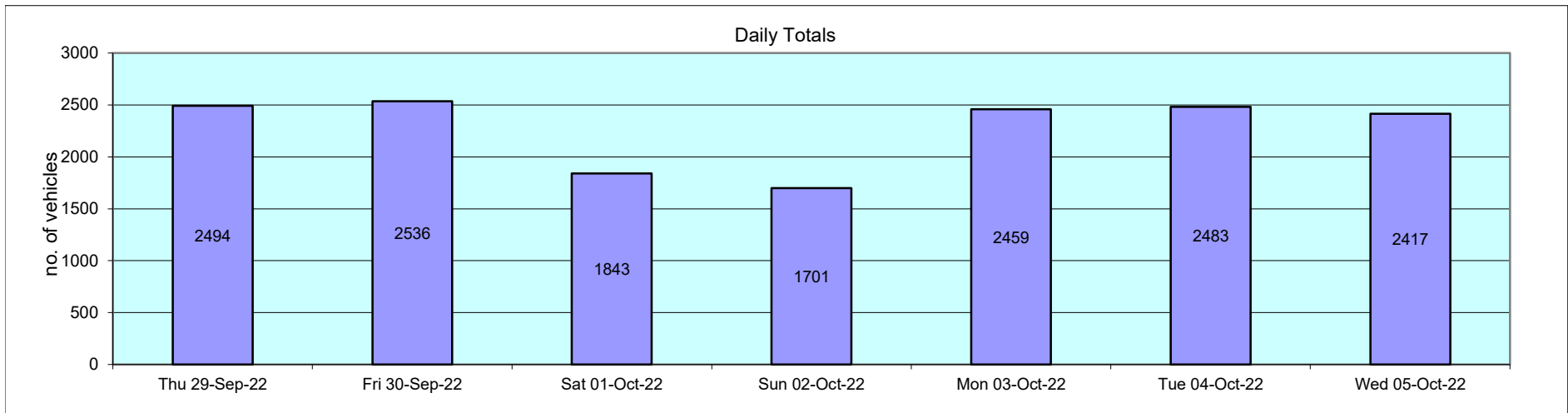
11723		WARMINSTER		Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)			
Thu 29-Sep-22 to Wed 05-Oct-22		Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 03-Oct-22											
00:00	5	0	0.0	4	80.0	0	0.0	0	0.0	1	20.0
01:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	5	0	0.0	5	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	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
05:00	15	1	6.7	11	73.3	3	20.0	0	0.0	0	0.0
06:00	44	2	4.6	36	81.8	6	13.6	0	0.0	0	0.0
07:00	173	0	0.0	142	82.1	29	16.8	2	1.2	0	0.0
08:00	277	2	0.7	230	83.0	33	11.9	5	1.8	7	2.5
09:00	165	0	0.0	141	85.5	21	12.7	3	1.8	0	0.0
10:00	160	2	1.3	127	79.4	25	15.6	6	3.8	0	0.0
11:00	185	3	1.6	159	86.0	16	8.7	7	3.8	0	0.0
12:00	142	1	0.7	117	82.4	16	11.3	7	4.9	1	0.7
13:00	150	1	0.7	122	81.3	20	13.3	6	4.0	1	0.7
14:00	180	2	1.1	158	87.8	19	10.6	1	0.6	0	0.0
15:00	187	4	2.1	165	88.2	14	7.5	3	1.6	1	0.5
16:00	206	2	1.0	184	89.3	17	8.3	2	1.0	1	0.5
17:00	215	1	0.5	199	92.6	15	7.0	0	0.0	0	0.0
18:00	143	2	1.4	121	84.6	14	9.8	6	4.2	0	0.0
19:00	89	0	0.0	80	89.9	7	7.9	2	2.3	0	0.0
20:00	40	1	2.5	32	80.0	7	17.5	0	0.0	0	0.0
21:00	36	0	0.0	33	91.7	2	5.6	0	0.0	1	2.8
22:00	20	0	0.0	20	100.0	0	0.0	0	0.0	0	0.0
23:00	13	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	2183	20	0.9	1865	85.4	239	11.0	48	2.2	11	0.5
16H,6-22	2392	23	1.0	2046	85.5	261	10.9	50	2.1	12	0.5
18H,6-24	2425	23	1.0	2079	85.7	261	10.8	50	2.1	12	0.5
24H,0-24	2459	24	1.0	2108	85.7	264	10.7	50	2.0	13	0.5

11723		WARMINSTER		Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)			
Thu 29-Sep-22 to Wed 05-Oct-22		Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 04-Oct-22											
00:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
01:00	7	1	14.3	4	57.1	1	14.3	0	0.0	1	14.3
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	13	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
06:00	30	2	6.7	18	60.0	9	30.0	1	3.3	0	0.0
07:00	189	0	0.0	162	85.7	22	11.6	5	2.7	0	0.0
08:00	287	4	1.4	236	82.2	32	11.2	7	2.4	8	2.8
09:00	129	0	0.0	111	86.1	13	10.1	2	1.6	3	2.3
10:00	149	0	0.0	126	84.6	18	12.1	5	3.4	0	0.0
11:00	152	1	0.7	119	78.3	24	15.8	8	5.3	0	0.0
12:00	136	1	0.7	124	91.2	11	8.1	0	0.0	0	0.0
13:00	163	0	0.0	134	82.2	20	12.3	9	5.5	0	0.0
14:00	167	3	1.8	145	86.8	15	9.0	4	2.4	0	0.0
15:00	190	3	1.6	160	84.2	21	11.1	6	3.2	0	0.0
16:00	230	2	0.9	207	90.0	19	8.3	2	0.9	0	0.0
17:00	223	0	0.0	200	89.7	16	7.2	7	3.1	0	0.0
18:00	171	1	0.6	154	90.1	12	7.0	2	1.2	2	1.2
19:00	95	0	0.0	83	87.4	9	9.5	2	2.1	1	1.1
20:00	57	0	0.0	48	84.2	8	14.0	0	0.0	1	1.8
21:00	39	0	0.0	36	92.3	2	5.1	0	0.0	1	2.6
22:00	26	0	0.0	25	96.2	1	3.9	0	0.0	0	0.0
23:00	18	1	5.6	15	83.3	2	11.1	0	0.0	0	0.0
12H,7-19	2186	15	0.7	1878	85.9	223	10.2	57	2.6	13	0.6
16H,6-22	2407	17	0.7	2063	85.7	251	10.4	60	2.5	16	0.7
18H,6-24	2451	18	0.7	2103	85.8	254	10.4	60	2.5	16	0.7
24H,0-24	2483	19	0.8	2130	85.8	257	10.4	60	2.4	17	0.7

11723		WARMINSTER		Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)			
Thu 29-Sep-22 to Wed 05-Oct-22		Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 05-Oct-22											
00:00	6	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
01:00	6	0	0.0	5	83.3	0	0.0	1	16.7	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	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
05:00	11	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
06:00	34	0	0.0	24	70.6	8	23.5	2	5.9	0	0.0
07:00	147	1	0.7	122	83.0	20	13.6	4	2.7	0	0.0
08:00	275	3	1.1	224	81.5	35	12.7	11	4.0	2	0.7
09:00	157	3	1.9	116	73.9	31	19.8	7	4.5	0	0.0
10:00	158	2	1.3	133	84.2	18	11.4	4	2.5	1	0.6
11:00	137	1	0.7	118	86.1	15	11.0	3	2.2	0	0.0
12:00	123	0	0.0	100	81.3	17	13.8	5	4.1	1	0.8
13:00	152	1	0.7	122	80.3	21	13.8	7	4.6	1	0.7
14:00	165	2	1.2	146	88.5	15	9.1	2	1.2	0	0.0
15:00	214	1	0.5	183	85.5	24	11.2	5	2.3	1	0.5
16:00	198	1	0.5	174	87.9	19	9.6	3	1.5	1	0.5
17:00	224	0	0.0	201	89.7	20	8.9	2	0.9	1	0.5
18:00	167	1	0.6	149	89.2	13	7.8	3	1.8	1	0.6
19:00	102	1	1.0	87	85.3	13	12.8	1	1.0	0	0.0
20:00	60	1	1.7	55	91.7	4	6.7	0	0.0	0	0.0
21:00	30	1	3.3	28	93.3	0	0.0	0	0.0	1	3.3
22:00	31	0	0.0	31	100.0	0	0.0	0	0.0	0	0.0
23:00	14	0	0.0	12	85.7	2	14.3	0	0.0	0	0.0
12H,7-19	2117	16	0.8	1788	84.5	248	11.7	56	2.7	9	0.4
16H,6-22	2343	19	0.8	1982	84.6	273	11.7	59	2.5	10	0.4
18H,6-24	2388	19	0.8	2025	84.8	275	11.5	59	2.5	10	0.4
24H,0-24	2417	19	0.8	2050	84.8	278	11.5	60	2.5	10	0.4

11723	WARMINSTER	Site No: 11723001	Location	Boreham Rd, Warminster (att to T/P)
Thu 29-Sep-22 to Wed 05-Oct-22		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Thu 29-Sep-22	2494	18	0.7	2149	86.2	267	10.7	50	2.0	10	0.4
Fri 30-Sep-22	2536	17	0.7	2200	86.8	252	9.9	58	2.3	9	0.4
Sat 01-Oct-22	1843	32	1.7	1663	90.2	123	6.7	23	1.3	2	0.1
Sun 02-Oct-22	1701	27	1.6	1520	89.4	119	7.0	19	1.1	16	0.9
Mon 03-Oct-22	2459	24	1.0	2108	85.7	264	10.7	50	2.0	13	0.5
Tue 04-Oct-22	2483	19	0.8	2130	85.8	257	10.4	60	2.4	17	0.7
Wed 05-Oct-22	2417	19	0.8	2050	84.8	278	11.5	60	2.5	10	0.4
Total Vehicles											
[--]	15933	156	1.0	13820	87.0	1560	9.6	320	1.9	77	0.5



11723 Thu 29-Sep-22 to Wed 05-Oct-22					WARMINSTER					Site No: 11723001					Location Boreham Rd, Warminster (att to T/P)						
					Channel: Westbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61					
Thu 29-Sep-22																					
00:00	4	-	34.8	6.4	0	0	0	0	1	2	0	1	0	0	0	0					
01:00	5	-	29.5	6.6	0	0	0	2	1	1	1	0	0	0	0	0					
02:00	2	-	33.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0					
03:00	3	-	35.2	3.1	0	0	0	0	0	2	1	0	0	0	0	0					
04:00	3	-	43.5	1.7	0	0	0	0	0	0	0	3	0	0	0	0					
05:00	9	-	36.3	5.2	0	0	0	0	1	4	2	2	0	0	0	0					
06:00	31	38.9	34.3	4.5	0	0	0	0	6	17	5	3	0	0	0	0					
07:00	160	37.8	33.3	4.8	0	2	1	2	31	89	29	6	0	0	0	0					
08:00	257	35.7	31.4	5.2	0	6	0	19	84	117	26	5	0	0	0	0					
09:00	169	35.7	31.4	5.1	1	2	2	5	65	73	19	1	1	0	0	0					
10:00	147	35.7	31.5	4.6	1	0	1	5	60	61	18	1	0	0	0	0					
11:00	154	35.4	31.3	5.3	0	5	0	3	62	69	12	1	2	0	0	0					
12:00	134	36.4	32.3	4.7	0	0	0	10	37	65	19	2	1	0	0	0					
13:00	149	37	31.6	6	2	3	1	7	49	59	25	2	1	0	0	0					
14:00	185	37.4	32.1	5.3	0	3	0	8	67	70	31	5	1	0	0	0					
15:00	208	37	32.8	5	0	1	0	14	44	111	31	5	1	1	0	0					
16:00	217	38.8	33.9	4.8	0	2	0	2	43	110	48	12	0	0	0	0					
17:00	213	38.2	33.6	4.5	0	1	0	1	52	105	48	4	2	0	0	0					
18:00	176	38.2	33.2	4.7	0	1	1	1	51	77	41	3	1	0	0	0					
19:00	102	38.3	33.7	4.6	0	0	0	2	23	52	20	4	1	0	0	0					
20:00	74	38.7	33.6	6.4	0	0	1	3	19	33	12	4	1	0	0	1					
21:00	48	37.3	32.4	5	0	0	1	2	15	20	9	1	0	0	0	0					
22:00	31	37.5	31.7	5.1	0	0	0	2	15	7	6	1	0	0	0	0					
23:00	13	39.6	35.4	4.6	0	0	0	0	2	5	5	1	0	0	0	0					
12H,7-19	2169	37.1	32.4	5.1	4	26	6	77	645	1006	347	47	10	1	0	0					
16H,6-22	2424	37.3	32.5	5.1	4	26	8	84	708	1128	393	59	12	1	0	1					
18H,6-24	2468	37.3	32.5	5.1	4	26	8	86	725	1140	404	61	12	1	0	1					
24H,0-24	2494	37.4	32.6	5.1	4	26	8	88	728	1151	408	67	12	1	0	1					

11723		WARMINSTER			Site No: 11723001		Location Boreham Rd, Warminster (att to T/P)									
Thu 29-Sep-22 to Wed 05-Oct-22					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Fri 30-Sep-22																
00:00	7	-	32.1	4.9	0	0	0	1	1	4	1	0	0	0	0	0
01:00	3	-	30.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
02:00	4	-	41	8.7	0	0	0	0	0	1	2	0	0	1	0	0
03:00	3	-	36.8	7.6	0	0	0	0	1	0	1	1	0	0	0	0
04:00	6	-	36	7	0	0	0	0	1	3	1	0	1	0	0	0
05:00	9	-	34.6	5.6	0	0	0	0	2	5	0	2	0	0	0	0
06:00	26	37.6	32.7	5.2	0	0	1	0	8	11	5	1	0	0	0	0
07:00	147	39.3	33.7	5.5	0	1	1	8	28	64	34	10	1	0	0	0
08:00	265	35.8	31.8	4.9	1	2	4	11	80	133	31	3	0	0	0	0
09:00	169	35.9	31.4	5.2	1	2	2	5	69	65	22	3	0	0	0	0
10:00	182	37	31.7	5.9	1	5	0	9	64	70	27	5	1	0	0	0
11:00	175	37.1	31.6	5.6	0	3	2	14	60	63	28	5	0	0	0	0
12:00	141	35.9	31.7	5.2	0	3	1	3	56	58	15	5	0	0	0	0
13:00	171	35.9	31.2	5.8	0	5	6	8	51	76	23	1	1	0	0	0
14:00	199	36.8	31.9	4.9	0	1	3	5	82	73	30	5	0	0	0	0
15:00	239	36.3	31.7	5	0	1	2	18	85	95	30	8	0	0	0	0
16:00	202	38.3	32.9	5.2	1	0	2	7	57	83	47	4	0	1	0	0
17:00	185	38	33.2	4.7	0	1	1	1	52	89	32	9	0	0	0	0
18:00	156	37.6	33.3	4.5	0	0	1	1	42	79	28	3	2	0	0	0
19:00	110	37.3	32.1	5	0	0	0	8	40	41	16	5	0	0	0	0
20:00	53	39.2	34	4.9	0	0	0	2	12	21	15	3	0	0	0	0
21:00	35	41.2	35.5	5.2	0	0	0	0	7	13	9	6	0	0	0	0
22:00	27	39.1	33.5	5.7	0	0	0	0	11	9	4	2	1	0	0	0
23:00	22	39.2	33.7	5.4	0	0	0	1	6	8	5	2	0	0	0	0
12H,7-19	2231	37.1	32.1	5.3	4	24	25	90	726	948	347	61	5	1	0	0
16H,6-22	2455	37.3	32.2	5.3	4	24	26	100	793	1034	392	76	5	1	0	0
18H,6-24	2504	37.4	32.3	5.3	4	24	26	101	810	1051	401	80	6	1	0	0
24H,0-24	2536	37.4	32.3	5.3	4	24	26	102	817	1065	406	83	7	2	0	0

11723 Thu 29-Sep-22 to Wed 05-Oct-22					WARMINSTER					Site No: 11723001					Location Boreham Rd, Warminster (att to T/P)						
					Channel: Westbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61					
Sat 01-Oct-22																					
00:00	11	35	32.1	3.5	0	0	0	0	4	6	1	0	0	0	0	0					
01:00	4	-	33.5	4.2	0	0	0	0	1	2	1	0	0	0	0	0					
02:00	9	-	31.8	3.8	0	0	0	0	4	4	1	0	0	0	0	0					
03:00	2	-	41	3.5	0	0	0	0	0	0	1	1	0	0	0	0					
04:00	4	-	34.8	4.9	0	0	0	0	1	1	2	0	0	0	0	0					
05:00	7	-	31.4	8.2	0	1	0	0	0	5	1	0	0	0	0	0					
06:00	14	39	35.3	4	0	0	0	0	1	8	4	1	0	0	0	0					
07:00	46	39.1	33.3	6.2	0	1	0	2	12	18	9	3	1	0	0	0					
08:00	78	38.6	33	5.4	0	1	0	2	25	30	15	5	0	0	0	0					
09:00	134	36.6	32.3	4.4	0	1	0	1	52	57	21	2	0	0	0	0					
10:00	152	37.3	32	5.2	0	1	2	7	56	56	25	5	0	0	0	0					
11:00	170	36.7	31.8	5.3	1	3	0	10	52	74	29	1	0	0	0	0					
12:00	161	36.8	32	5.5	0	4	4	3	46	75	27	2	0	0	0	0					
13:00	135	38.1	33.1	5.3	1	2	0	1	34	64	29	4	0	0	0	0					
14:00	131	37.3	32.5	4.5	0	0	1	3	45	55	26	0	1	0	0	0					
15:00	144	36.8	31.5	5.5	0	2	3	10	50	53	23	3	0	0	0	0					
16:00	146	36.2	32	5.2	0	2	3	6	42	70	19	4	0	0	0	0					
17:00	139	38.2	33.1	5.5	1	0	1	3	39	62	27	3	2	1	0	0					
18:00	122	39.1	33.5	6	0	2	1	2	33	48	28	5	2	1	0	0					
19:00	88	38.6	32.7	6.3	0	0	1	12	18	37	12	5	3	0	0	0					
20:00	53	37.8	32	5.9	0	0	3	4	13	21	10	2	0	0	0	0					
21:00	46	38.3	32.9	5.8	1	0	0	0	15	18	10	2	0	0	0	0					
22:00	28	39.9	34.6	7.1	1	0	0	0	4	12	8	2	1	0	0	0					
23:00	19	43.7	36.1	9	0	0	0	2	5	2	4	5	0	0	1	0					
12H,7-19	1558	37.6	32.4	5.3	3	19	15	50	486	662	278	37	6	2	0	0					
16H,6-22	1759	37.7	32.4	5.4	4	19	19	66	533	746	314	47	9	2	0	0					
18H,6-24	1806	37.9	32.5	5.5	5	19	19	68	542	760	326	54	10	2	1	0					
24H,0-24	1843	37.9	32.5	5.5	5	20	19	68	552	778	333	55	10	2	1	0					

11723		WARMINSTER			Site No: 11723001		Location Boreham Rd, Warminster (att to T/P)									
Thu 29-Sep-22 to Wed 05-Oct-22					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sun 02-Oct-22																
00:00	17	38.4	33.8	5	0	0	0	1	3	8	4	1	0	0	0	0
01:00	8	-	37.9	5.8	0	0	0	0	0	4	2	1	1	0	0	0
02:00	2	-	48.5	7.1	0	0	0	0	0	0	0	1	0	1	0	0
03:00	4	-	31	6.5	0	0	0	1	1	1	1	0	0	0	0	0
04:00	4	-	33.5	4.2	0	0	0	0	1	2	1	0	0	0	0	0
05:00	5	-	30.5	4.6	0	0	0	1	1	3	0	0	0	0	0	0
06:00	7	-	34.2	5.5	0	0	0	0	2	3	1	1	0	0	0	0
07:00	27	39.5	34.1	7.2	1	0	0	1	2	15	5	2	1	0	0	0
08:00	42	37	33.6	4	0	0	0	0	9	25	6	2	0	0	0	0
09:00	105	38.8	33.7	5	0	1	0	3	22	48	26	5	0	0	0	0
10:00	132	37.9	32.7	5.1	0	2	0	3	42	55	26	4	0	0	0	0
11:00	121	38.7	33.2	5.6	0	2	0	6	28	51	28	5	1	0	0	0
12:00	144	37.6	32.9	4.8	0	2	0	4	35	72	28	3	0	0	0	0
13:00	139	37.1	32.6	4.9	1	0	0	2	47	63	21	4	1	0	0	0
14:00	140	35.9	31.4	5.9	0	3	2	10	48	56	17	2	1	1	0	0
15:00	177	37.6	32.6	5.2	0	2	2	6	50	81	28	8	0	0	0	0
16:00	122	39.1	33.7	5.1	0	0	2	1	32	51	28	8	0	0	0	0
17:00	139	35.6	31.2	5.4	0	4	2	6	50	61	14	1	1	0	0	0
18:00	118	38.2	33	5.1	0	1	0	2	38	49	22	5	1	0	0	0
19:00	86	37.6	32.5	4.9	0	0	0	4	32	31	17	1	1	0	0	0
20:00	59	38.6	33.6	6.6	0	0	0	3	17	26	7	4	1	0	0	1
21:00	50	38.7	33.1	5.2	0	0	0	3	15	18	11	3	0	0	0	0
22:00	41	39.8	34.6	6.1	0	0	0	2	9	15	11	1	3	0	0	0
23:00	12	39.5	35.2	7.6	0	0	0	0	4	4	2	1	0	1	0	0
12H,7-19	1406	37.9	32.7	5.3	2	17	8	44	403	627	249	49	6	1	0	0
16H,6-22	1608	38	32.7	5.3	2	17	8	54	469	705	285	58	8	1	0	1
18H,6-24	1661	38.1	32.8	5.4	2	17	8	56	482	724	298	60	11	2	0	1
24H,0-24	1701	38.1	32.8	5.4	2	17	8	59	488	742	306	63	12	3	0	1

11723 Thu 29-Sep-22 to Wed 05-Oct-22					WARMINSTER					Site No: 11723001					Location Boreham Rd, Warminster (att to T/P)						
					Channel: Westbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61					
Mon 03-Oct-22																					
00:00	5	-	35.5	7.7	0	0	0	0	2	1	0	2	0	0	0	0					
01:00	4	-	34.8	4.9	0	0	0	0	1	1	2	0	0	0	0	0					
02:00	5	-	32.5	2.6	0	0	0	0	1	4	0	0	0	0	0	0					
03:00	2	-	36	3.5	0	0	0	0	0	1	1	0	0	0	0	0					
04:00	3	-	40.2	5.9	0	0	0	0	0	1	0	2	0	0	0	0					
05:00	15	39.3	35.5	3.9	0	0	0	0	1	8	5	1	0	0	0	0					
06:00	44	39.4	33.2	7.1	0	1	2	3	7	15	13	2	1	0	0	0					
07:00	173	37.6	33.2	4.5	0	0	1	2	47	89	24	10	0	0	0	0					
08:00	277	36.3	32.4	5.2	0	3	0	14	82	134	35	6	1	1	1	0					
09:00	165	36.8	31.8	5	0	1	2	9	61	62	28	2	0	0	0	0					
10:00	160	35.6	31.2	5.5	1	3	3	6	60	68	15	4	0	0	0	0					
11:00	185	35.6	31.2	5.1	1	3	0	11	73	75	19	3	0	0	0	0					
12:00	142	38.1	32.7	5.7	0	3	2	8	28	67	29	5	0	0	0	0					
13:00	150	36.6	32.5	4.5	0	0	0	1	62	62	18	6	1	0	0	0					
14:00	180	35.4	30.4	5.8	0	8	5	9	66	74	18	0	0	0	0	0					
15:00	187	36	32.1	5	0	1	3	6	62	87	24	1	3	0	0	0					
16:00	206	36.6	32.3	5	1	0	4	6	63	97	30	4	1	0	0	0					
17:00	215	36.9	32.7	4.7	0	2	0	7	59	108	34	4	1	0	0	0					
18:00	143	38.3	33	4.7	0	0	0	5	45	57	31	5	0	0	0	0					
19:00	89	37.5	32.9	4.5	0	0	0	1	31	39	14	4	0	0	0	0					
20:00	40	36.5	32.5	6.3	0	1	0	2	11	19	5	1	0	1	0	0					
21:00	36	38.6	32.7	5.6	0	0	0	3	12	12	6	3	0	0	0	0					
22:00	20	41.6	36	5.5	0	0	0	0	4	6	6	4	0	0	0	0					
23:00	13	39.9	34.7	5.6	0	0	0	0	4	4	3	2	0	0	0	0					
12H,7-19	2183	36.6	32.1	5.1	3	24	20	84	708	980	305	50	7	1	1	0					
16H,6-22	2392	36.8	32.2	5.2	3	26	22	93	769	1065	343	60	8	2	1	0					
18H,6-24	2425	36.9	32.2	5.2	3	26	22	93	777	1075	352	66	8	2	1	0					
24H,0-24	2459	37	32.3	5.2	3	26	22	93	782	1091	360	71	8	2	1	0					

11723		WARMINSTER			Site No: 11723001		Location Boreham Rd, Warminster (att to T/P)									
Thu 29-Sep-22 to Wed 05-Oct-22					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Tue 04-Oct-22																
00:00	7	-	42.8	9.8	0	0	0	0	0	1	3	2	0	0	0	1
01:00	7	-	36.4	3.1	0	0	0	0	0	3	4	0	0	0	0	0
02:00	1	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	2	-	23.5	14.1	0	1	0	0	0	1	0	0	0	0	0	0
04:00	2	-	41	3.5	0	0	0	0	0	0	1	1	0	0	0	0
05:00	13	41.9	37.3	4.4	0	0	0	0	0	6	4	3	0	0	0	0
06:00	30	40.1	34.3	8	0	0	1	4	4	7	11	2	0	0	1	0
07:00	189	37.8	32.8	4.8	0	1	1	2	64	80	34	6	1	0	0	0
08:00	287	35	30.1	5.3	1	6	2	28	132	94	22	1	0	1	0	0
09:00	129	35.1	31.5	3.6	0	0	0	4	52	65	8	0	0	0	0	0
10:00	149	35.5	30.9	4.7	0	1	2	8	71	49	17	1	0	0	0	0
11:00	152	35.1	30.5	5.1	0	5	1	6	72	54	13	1	0	0	0	0
12:00	136	35.8	30.9	5.4	0	3	1	9	59	45	16	3	0	0	0	0
13:00	163	35.6	31	5.5	0	1	1	23	56	62	15	3	1	1	0	0
14:00	167	35.8	31.8	4.6	0	1	0	9	61	73	20	3	0	0	0	0
15:00	190	35.8	31.2	5.5	1	2	4	17	55	86	22	3	0	0	0	0
16:00	230	36.2	31.8	5	0	2	1	15	78	98	29	7	0	0	0	0
17:00	223	36.6	32	4.4	0	0	0	7	95	83	34	4	0	0	0	0
18:00	171	36.5	31.5	5.5	0	3	4	9	57	69	26	3	0	0	0	0
19:00	95	35.9	31.3	5.3	0	1	1	11	29	39	12	2	0	0	0	0
20:00	57	37.3	31.9	5.2	0	1	0	2	23	19	11	1	0	0	0	0
21:00	39	36.7	32.3	5.4	0	0	0	3	13	16	5	1	1	0	0	0
22:00	26	39	33.1	8.7	0	2	0	0	7	9	6	1	0	0	1	0
23:00	18	40.7	33.5	7.2	0	1	0	0	4	8	2	3	0	0	0	0
12H,7-19	2186	35.8	31.3	5	2	25	17	137	852	858	256	35	2	2	0	0
16H,6-22	2407	35.9	31.4	5.1	2	27	19	157	921	939	295	41	3	2	1	0
18H,6-24	2451	35.9	31.4	5.2	2	30	19	157	932	956	303	45	3	2	2	0
24H,0-24	2483	36	31.5	5.3	2	31	19	157	932	967	316	51	3	2	2	1

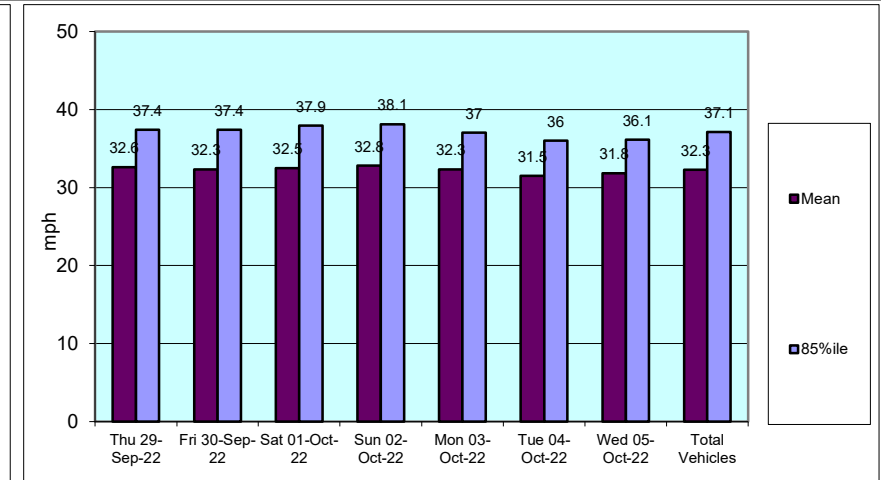
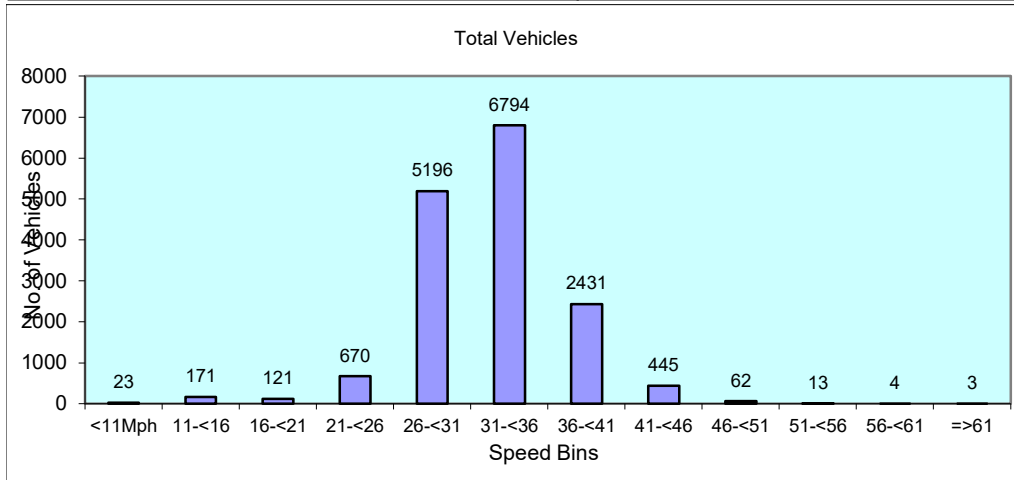
11723 Thu 29-Sep-22 to Wed 05-Oct-22					WARMINSTER					Site No: 11723001					Location Boreham Rd, Warminster (att to T/P)						
					Channel: Westbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61					
Wed 05-Oct-22																					
00:00	6	-	33.5	3.4	0	0	0	0	1	4	1	0	0	0	0	0					
01:00	6	-	32.7	4	0	0	0	0	2	3	1	0	0	0	0	0					
02:00	1	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0					
03:00	2	-	33.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0					
04:00	3	-	33.5	8.8	0	0	0	0	2	0	0	1	0	0	0	0					
05:00	11	39.1	35.3	4.3	0	0	0	0	1	6	3	1	0	0	0	0					
06:00	34	38.1	32.6	5.2	0	0	0	3	10	12	8	1	0	0	0	0					
07:00	147	36.1	31.7	5.2	0	4	1	3	53	63	21	2	0	0	0	0					
08:00	275	35.7	30.8	5.5	1	7	2	15	124	89	32	4	1	0	0	0					
09:00	157	35.1	30.9	4.5	0	1	1	10	72	59	12	2	0	0	0	0					
10:00	158	35.1	30.9	4.3	0	1	0	8	78	57	12	2	0	0	0	0					
11:00	137	34.8	30.5	4.5	0	0	2	13	61	52	6	3	0	0	0	0					
12:00	123	35.9	32.3	4.3	0	0	1	4	38	62	16	2	0	0	0	0					
13:00	152	35.8	30.8	5.4	1	3	1	10	63	53	20	1	0	0	0	0					
14:00	165	35.7	31.5	4.6	0	2	0	5	73	63	20	2	0	0	0	0					
15:00	214	36.1	31.8	5.2	0	3	5	8	66	99	29	4	0	0	0	0					
16:00	198	35.8	32.1	5.1	1	1	1	9	61	98	21	4	2	0	0	0					
17:00	224	35.9	31.8	4.9	0	1	2	9	89	90	25	7	1	0	0	0					
18:00	167	37.2	33.2	4.7	0	2	0	1	40	92	26	5	1	0	0	0					
19:00	102	38.3	32.6	5.8	0	2	2	3	28	43	18	6	0	0	0	0					
20:00	60	38.7	33.7	4.9	0	0	0	1	17	25	14	2	1	0	0	0					
21:00	30	46	36.8	7.7	0	0	0	0	8	9	4	4	4	1	0	0					
22:00	31	39	33.2	5.8	0	0	1	1	9	10	8	2	0	0	0	0					
23:00	14	37.8	34.6	3.2	0	0	0	0	1	9	4	0	0	0	0	0					
12H,7-19	2117	35.8	31.5	5	3	25	16	95	818	877	240	38	5	0	0	0					
16H,6-22	2343	36	31.7	5.1	3	27	18	102	881	966	284	51	10	1	0	0					
18H,6-24	2388	36	31.7	5.1	3	27	19	103	891	985	296	53	10	1	0	0					
24H,0-24	2417	36.1	31.8	5.1	3	27	19	103	897	1000	302	55	10	1	0	0					

11723	WARMINSTER	Site No: 11723001	Location Boreham Rd, Warminster (att to T/P)
Thu 29-Sep-22 to Wed 05-Oct-22		Channel: Westbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
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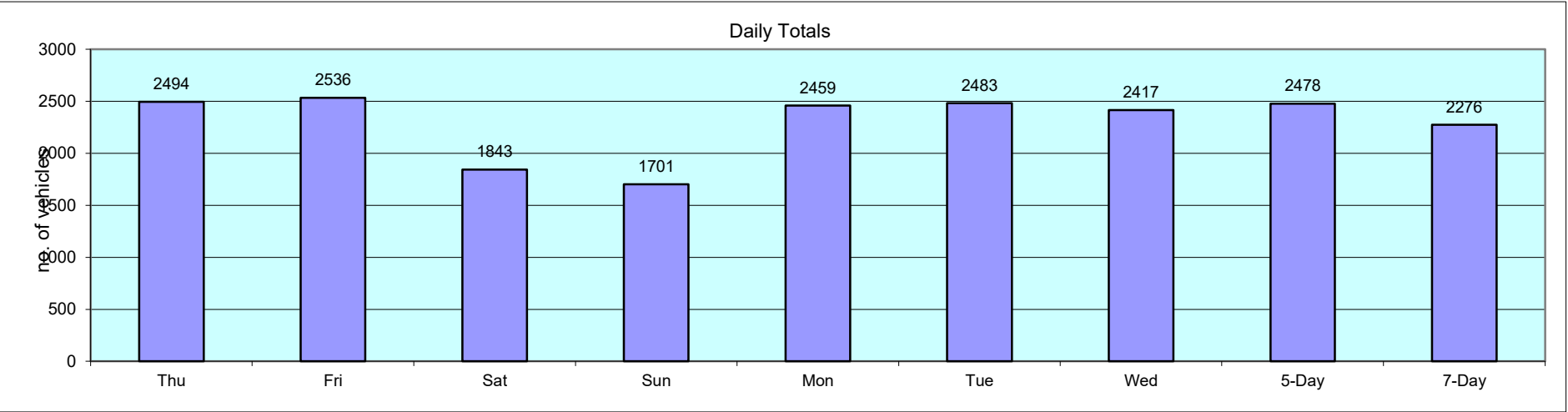
Daily Totals																
Thu 29-Sep-22	2494	37.4	32.6	5.1	4	26	8	88	728	1151	408	67	12	1	0	1
Fri 30-Sep-22	2536	37.4	32.3	5.3	4	24	26	102	817	1065	406	83	7	2	0	0
Sat 01-Oct-22	1843	37.9	32.5	5.5	5	20	19	68	552	778	333	55	10	2	1	0
Sun 02-Oct-22	1701	38.1	32.8	5.4	2	17	8	59	488	742	306	63	12	3	0	1
Mon 03-Oct-22	2459	37	32.3	5.2	3	26	22	93	782	1091	360	71	8	2	1	0
Tue 04-Oct-22	2483	36	31.5	5.3	2	31	19	157	932	967	316	51	3	2	2	1
Wed 05-Oct-22	2417	36.1	31.8	5.1	3	27	19	103	897	1000	302	55	10	1	0	0

Total Vehicles																
[--]	15933	37.1	32.3	5.3	23	171	121	670	5196	6794	2431	445	62	13	4	3



11723	WARMINSTER		Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)		
			Channel: Westbound						
TIME PERIOD	Thu 29/09/2022	Fri 30/09/2022	Sat 10/01/22	Sun 10/02/22	Mon 10/03/22	Tue 10/04/22	Wed 10/05/22	5-Day Av	7-Day Av
Week Begin: 29-Sep-22									
00:00	4	7	11	17	5	7	6	6	8
01:00	5	3	4	8	4	7	6	5	5
02:00	2	4	9	2	5	1	1	3	3
03:00	3	3	2	4	2	2	2	2	3
04:00	3	6	4	4	3	2	3	3	4
05:00	9	9	7	5	15	13	11	11	10
06:00	31	26	14	7	44	30	34	33	27
07:00	160	147	46	27	173	189	147	163	127
08:00	257	265	78	42	277	287	275	272	212
09:00	169	169	134	105	165	129	157	158	147
10:00	147	182	152	132	160	149	158	159	154
11:00	154	175	170	121	185	152	137	161	156
12:00	134	141	161	144	142	136	123	135	140
13:00	149	171	135	139	150	163	152	157	151
14:00	185	199	131	140	180	167	165	179	167
15:00	208	239	144	177	187	190	214	208	194
16:00	217	202	146	122	206	230	198	211	189
17:00	213	185	139	139	215	223	224	212	191
18:00	176	156	122	118	143	171	167	163	150
19:00	102	110	88	86	89	95	102	100	96
20:00	74	53	53	59	40	57	60	57	57
21:00	48	35	46	50	36	39	30	38	41
22:00	31	27	28	41	20	26	31	27	29
23:00	13	22	19	12	13	18	14	16	16
12H,7-19	2169	2231	1558	1406	2183	2186	2117	2177	1979
16H,6-22	2424	2455	1759	1608	2392	2407	2343	2404	2198
18H,6-24	2468	2504	1806	1661	2425	2451	2388	2447	2243
24H,0-24	2494	2536	1843	1701	2459	2483	2417	2478	2276
Am	08:00	08:00	11:00	10:00	08:00	08:00	08:00		
Peak	257	265	170	132	277	287	275		
Pm	16:00	15:00	12:00	15:00	17:00	16:00	17:00		
Peak	217	239	161	177	215	230	224		

11723	WARMINSTER			Site No: 11723001		Location	Boreham Rd, Warminster (att to T/P)		
				Channel: Westbound					
	Thu	Fri	Sat	Sun	Mon	Tue	Wed	5-Day	7-Day
TIME PERIOD	29/09/2022	30/09/2022	10/01/22	10/02/22	10/03/22	10/04/22	10/05/22	Av	Av



Classification Schemes

Scheme F Classification Scheme (Non-metric)

Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	<6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	<10.0	10.0 - 18.0			
	car + 2 axle trailer	4	<10.0		<3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0			
	pickup + 2 axle trailer	4	10.0 - 15.0		<3.5		
	pickup + 3 axle trailer	5	9.9 - 15.0			<3.5	
4	Traditional bus/coach	2	>20.0				
	Traditional bus/coach	3	>19.0				
5	single unit truck/bus - dual rear axle	2	14.9 - 20.0			<3.5	
6	3 axle truck	3		<18.0			
7	4 axle truck	4					
8	2S1	3		>18.0			
	2S2	4		>5.0	>3.5		
	3S1	4		<5.0	>10.0		
9	3S2	5		<6.1		3.5 - 8.0	
	5 axle combination	5					
10	6 axle combination	6			3.5 - 5.0		
	3S3	6					
11	2S1-2	5		>6.0			
12	3S1-2	6					>10.0
13	truck	7 or more					

Appendix D

Proposed Site Layout

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Issue:



KEY: SITE LAYOUT

- APPLICATION BOUNDARY
- PROPOSED SITE ACCESS

SURFACE MATERIALS:

- GARDEN/POS/HIGHWAY VERGE (SEE DETAILED LANDSCAPE PROPOSALS)
- TARMACADUM
- BLOCK PAVING

ENCLOSURE DETAILS:

- 1.8M HIGH BRICK WALL
- 1.8M HIGH TIMBER PANEL FENCING
- 1.2M ESTATE RAILING
- 0.45M ESTATE RAILING
- LOW LEVEL HEDGEROW (SEE DETAILED LANDSCAPE PROPOSALS)

LANDSCAPING:

- INDICATIVE TREE PLANTING (SEE DETAILED LANDSCAPE PROPOSALS)
- RETAINED VEGETATION (SEE TREE RETENTION PLAN)
- RETAINED TREE (CATEGORY A)
- ROOT PROTECTION ZONE
- ROOT PROTECTION ZONE - VETERAN

- TREE / VEGETATION REMOVED

OTHER:

- BIN COLLECTION POINT
- GATE/PERSONNEL DOOR
- STREET LIGHTING - COLUMN
- STREET LIGHTING - BOLLARD
- AFFORDABLE HOUSING (SEE AFFORDABLE HOUSING PLAN)
- PEDESTRIAN LINKS
- KEY IDENTIFIED VIEWS TO EXISTING MONUMENT FROM THE SITE
- EXISTING PUBLIC RIGHT OF WAY
- LAP
- LEAP
- SUB STATION LOCATION
- PROPOSED DRAINAGE (SEE DETAILED DRAINAGE PLAN)

SHOW HOMES:

- SHOW HOME
- SALES OFFICE

LAND NORTH OF BOREHAM ROAD, WARMINSTER

Accommodation Schedule							
Housetype	Sq.ft	Sq.m	St.	Beds	No's	Total Sqft	Total Sqm
OPEN MARKET HOUSING							
2B HOOPER	790	73.4	2	2	4	3,160	294
COINER	876	81.4	2	2	4	3,504	326
BLEMMERE	1,026	95.3	2	3	12	12,312	1,144
3B COPPER SMITH	1,026	95.3	2	3	12	12,312	1,144
HILLARD	1,052	97.7	2	3	6	6,312	586
REEDMAKER	1,309	121.6	2	4	10	13,090	1,216
4B BOWYER	1,356	126.0	2	4	11	14,916	1,386
LUTHIER	1,392	129.3	2	4	9	12,528	1,164
PHILOSOPHER	1,507	140.0	2	4	9	13,563	1,260
5B WATCHMAKER	1,901	176.6	2	5	4	7,604	706
Sub Total (Open Market)					81	99,301	9,225
AFFORDABLE							
1B STATIONER	496	46.1	2	1	3	1,488	138
BOOKBINDER	646	60.0	2	1	3	1,938	180
2B BAKER	876	81.4	2	2	16	14,016	1,302
3B DRAFTSMAN	935	86.9	2	3	10	9,350	869
TILLMAN	1,026	95.3	2	3	20	20,520	1,906
4B CARTOGRAPHER	1,109	103.0	2	4	2	2,218	206
Sub Total (Affordable)					54	49,530	4,601
TOTAL					135	148,831	13,827
DENSITY dwelling/acre					15	no./ac	
DENSITY dwelling/hectare					36	no./ac	

LAND AT HOME FARM, WARMINSTER – SITE LAYOUT



Appendix E

Stage 1 Road Safety Audit

BOREHAM ROAD, WARMINSTER

DOCUMENT CONTROL SHEET

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Issue for WC Review	SL	PR	DRAFT	13.11.25
-	Issue to Safety Auditors	SL	SL	PR	25.11.25
A	Updated to Reflect Revised Access Design	SL	SL	WIP	02.03.26

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General details				
Highway scheme name and road number:		Boreham Road, Warminster		
Type of scheme:	Application stage of a residential development.			
RSA stage tick as appropriate.	1 ✓	2	3	4
	Interim			
Overseeing Organisation details		Design organisation details		
Wiltshire Council chris.manns@wiltshire.gov.uk		Ardent Consulting Engineers slee@ardent-ce.co.uk prynton@ardent-ce.co.uk		
Police contact details		Maintaining agent contact details		
N/A (Required for stage 3 RSAs)		N/A		
RSA team membership				
Audit team will comprise Bryan Shawyer and Martin Morris of M&S Traffic.				
Terms of reference				
Guidance within GG119 was followed in preparing this Audit Brief.				

Scheme description/objective
General The Stage 1 RSA will cover the area in the vicinity of the proposed site access. A Google Maps aerial view of the site boundary in red and surrounding area is shown below.  Vehicular access to the site will be provided from Boreham Road along the site's southern boundary via upgrades to the existing vehicular access. The existing access currently serves 14 properties, including a farm and the rear of properties fronting Boreham Road, with access to these to be retained as part of the proposals. The upgraded access arrangements will involve the widening of the existing access to provide a simple priority T-junction. The access arrangements include some localised narrowing in proximity to the access, with a retained carriageway width of 7.3m which is sufficient for two-way vehicle movement. The design incorporates a 5.5m carriageway with 2m footways either side, which tie into the existing provision along the northern side of Boreham Road. The access junction incorporates a 10m kerb radius on the western side, and a 4m kerb radius on the eastern side, which can accommodate the swept path of larger vehicles. The access design has been informed by pre-application discussions with Wiltshire Highways, with the design incorporating the comments received. It is pertinent to note the removal of a section of wall along the northern side of Boreham Road is required to facilitate the new vehicular access, much of which is considered a non-designate heritage asset. The proposals have sought to minimise the amount of wall to be removed, with a total of approximately 12m of wall being taken down to facilitate the access. In addition to the footways proposed either side of the vehicular access junction, an additional pedestrian access point is provided approximately 200m west of the vehicular access along Boreham

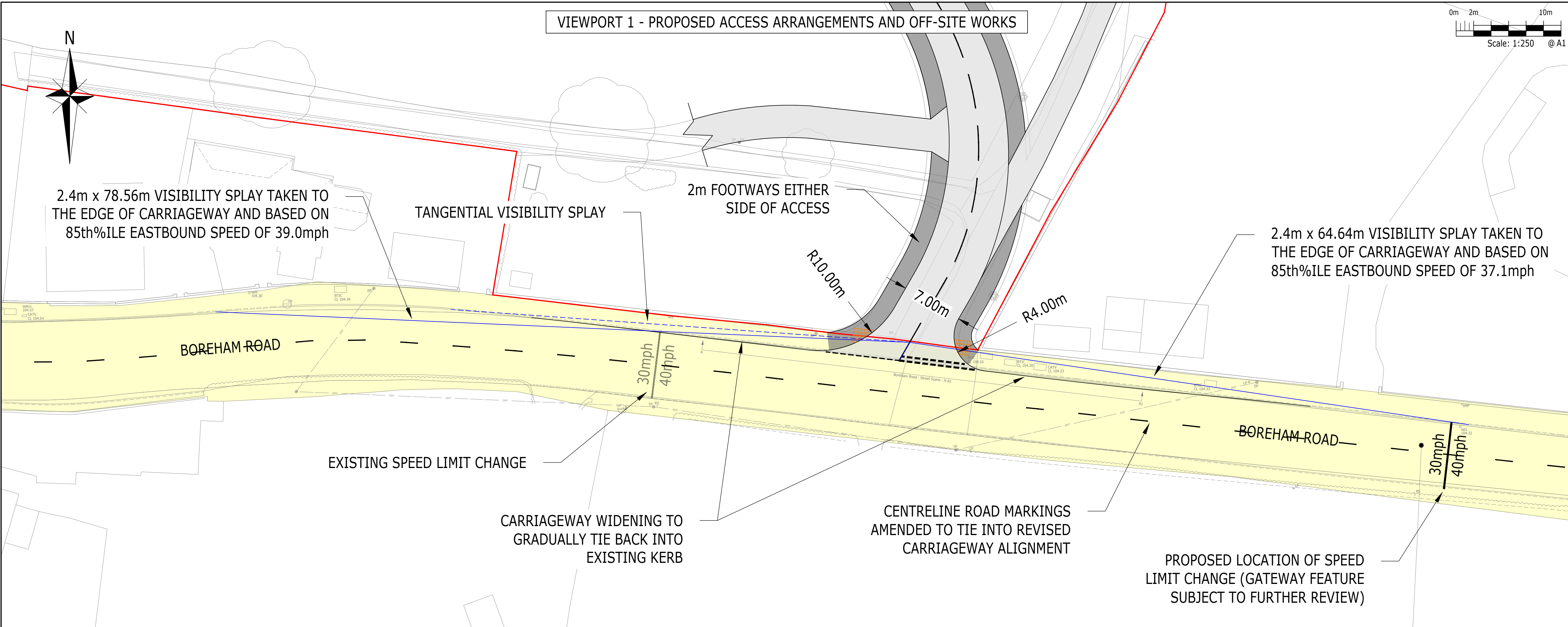
Road.
The proposed site access is shown at Drawing Number 2204791-ACE-XX-XX-DR-C-0507F .
Design standards applied to the scheme design
Manual for Streets (MfS) and Design Manual for Roads and Bridges (DMRB)
Design speeds
Based on measured speeds from an ATC survey (visibility calculator attached at Appendix A). The results demonstrate 85 th percentile vehicle speeds were 39.0mph (62.8kph) in the eastbound direction and 37.1mph (59.7kph) in the westbound direction. The ATC survey results contained in Appendix B .
Speed limits
The posted speed limit at the existing / proposed site access is 40mph, although there is a speed limit change (to 30mph) situated approximately 30m west of the access junction. As part of the revised access proposals, it is proposed to relocate the existing speed limit change east of the access junction (as shown on Drawing Number 2204791-ACE-XX-XX-DR-C-0507F). Given the speeds recorded along Boreham Road are in excess of 37mph, it is considered the application of DMRB is appropriate.
Existing traffic flows/queues
An Automatic Traffic Counter (ATC) survey was carried out between Thursday 29 th September and Wednesday 5 th October 2022. The ATC survey recorded vehicle speeds and traffic volumes in each direction along Boreham Road. The ATC survey results are contained in Appendix B .
Forecast traffic flows
It is anticipated that the proposed development could generate approximately 96 (two-way) car trips during the AM peak period (0800 to 09:00 hours) and approximately 83 (two-way) car trips during the PM peak (17:00 to 18:00 hours), with 766 (two-way) car trips throughout the day.
Pedestrian, cyclist and equestrian desire lines
The key desire lines for pedestrians are likely to be west along Boreham Road towards the local facilities within Warminster town centre. As well as the footways adjacent to the vehicular access, pedestrians will be able to leave the site on foot via the additional pedestrian connection onto Boreham Road to the west of the vehicular access point. The existing PRow footpaths which run through the site are to be maintained / upgraded as part of the proposals, including a connection into the site via Grange Lane. There are a number of on-street cycle routes in vicinity of the site which provide connections into central Warminster and the wider area. Warminster town centre (including the railway station) is accessible in a 9-minute cycle from the site access.

Environmental constraints
There are no environmental constraints associated with this design.
Description of locality
The application site is bound by farmland and MOD sports facilities to the north, Bishopstrow Hotel / grounds to the east, Boreham Road and existing residential properties to the south / west.
General description
Boreham Road is a local distributor road with a carriageway width of approximately 7.5m in vicinity of the existing access point. It is provided with a continuous footway on the northern (site) side and provides direct access to existing houses on both sides.
Relevant factors which may affect road safety
N/A
Collision data analysis
A review of the most recent 5-year personal injury collision data (2019-2023 [inclusive]) has been undertaken using Crashmap.co.uk. The data is attached at Appendix C and includes the study area considered. It can be seen from the extract that there has been a total of two collisions in the study area over the most recent 5-year period, all of which resulted in 'slight' injuries being sustained. Considering the volume of traffic carried by local roads, the number of accidents indicates there is no significant existing safety concern locally. Based on the information available, and considering the volume of traffic using the surrounding, the accident record does not provide cause for concern.
Departures from standards
n/a
Previous road safety audit stage reports, road safety audit response reports and evidence of agreed actions
A previous Stage 1 Road Safety Audit was undertaken by M&S Traffic in December 2025 and is attached at Appendix D for reference. The access proposals have since been updated in accordance with the comments raised as part of the application, including the addition of dropped kerb along the access. A Stage 1 Designer's Response was prepared and issued to Wiltshire Council as Overseeing Organisation; however no response has been received. Since the previous Stage 1 RSA, the proposed access junction has been realigned to retain the existing right of access for the properties currently served via the existing junction. It is considered that the amendments are significant enough to warrant an updated Stage 1 RSA to be undertaken based on the revised proposals.

Strategic decisions
N/A
List of included documents and drawings
Documents
Reference and revision..... Title..... Date.....
Visibility calculator is provided at Appendix A .
Baseline traffic flow data included at Appendix B .
Collision data is attached at Appendix C .
Previous Stage 1 Road Safety Audit is attached at Appendix D .
Drawings
Drawing no. and revision..... Title.....
2204791-ACE-XX-XX-DR-C-0507F Proposed Site Access Design

Tick all that are included and provide reasons for those that are not included			
Site location plan	✓	Scale layout plans	✓
Departures and relaxations from standards	✓	Construction/ typical details	n/a
Previous RSA reports	n/a	Previous RSA response reports and evidence of agreed actions	✓
Collision data and collision data analysis	✓	Road traffic collision plot	✓
Traffic signal staging	n/a	Traffic counts	✓
Speed surveys	✓	Pedestrian, cyclist and horse riding desire lines and volumes	✓
Walking, cycling and horse riding assessment and reviews	n/a	Items outside the scope of the RSA/ strategic decisions	n/a
Other factors that may impact on road safety	✓	Design speeds/ speed limits	✓
Design standards used	✓	Adjacent land uses	✓

Drawings



NOTES:

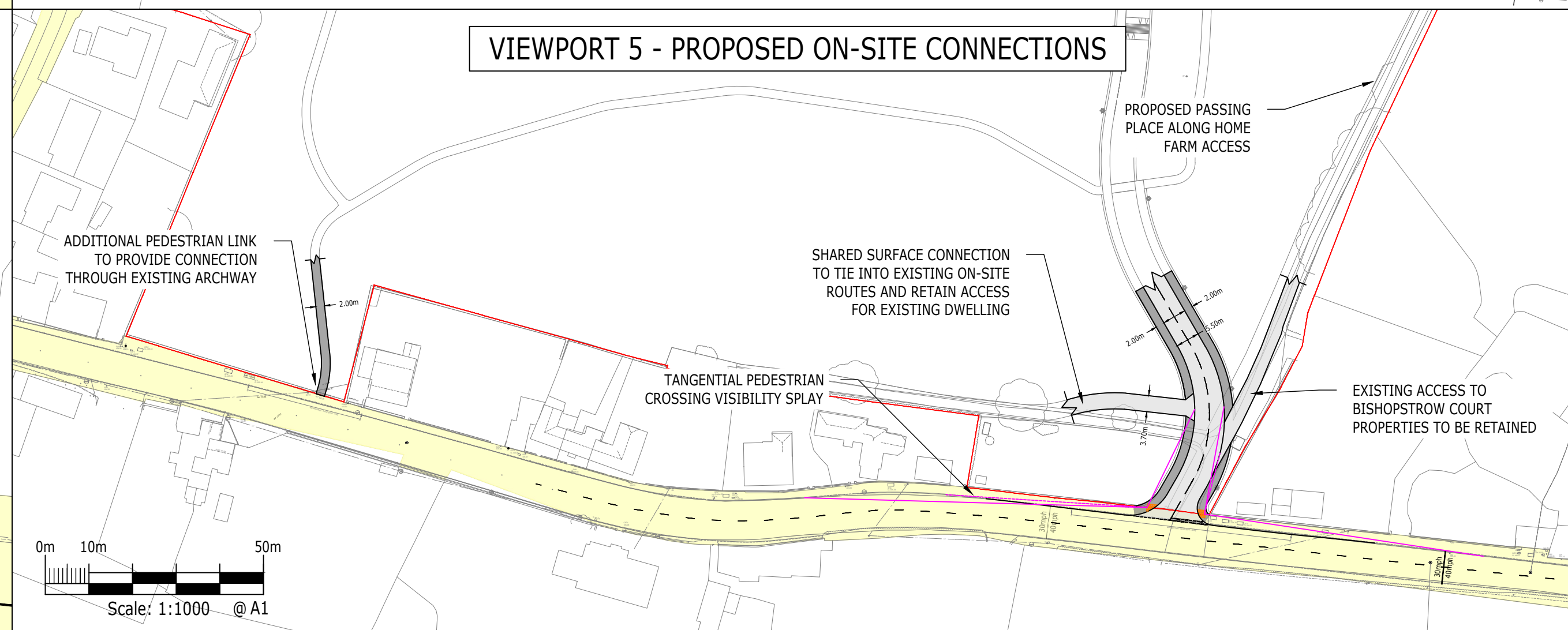
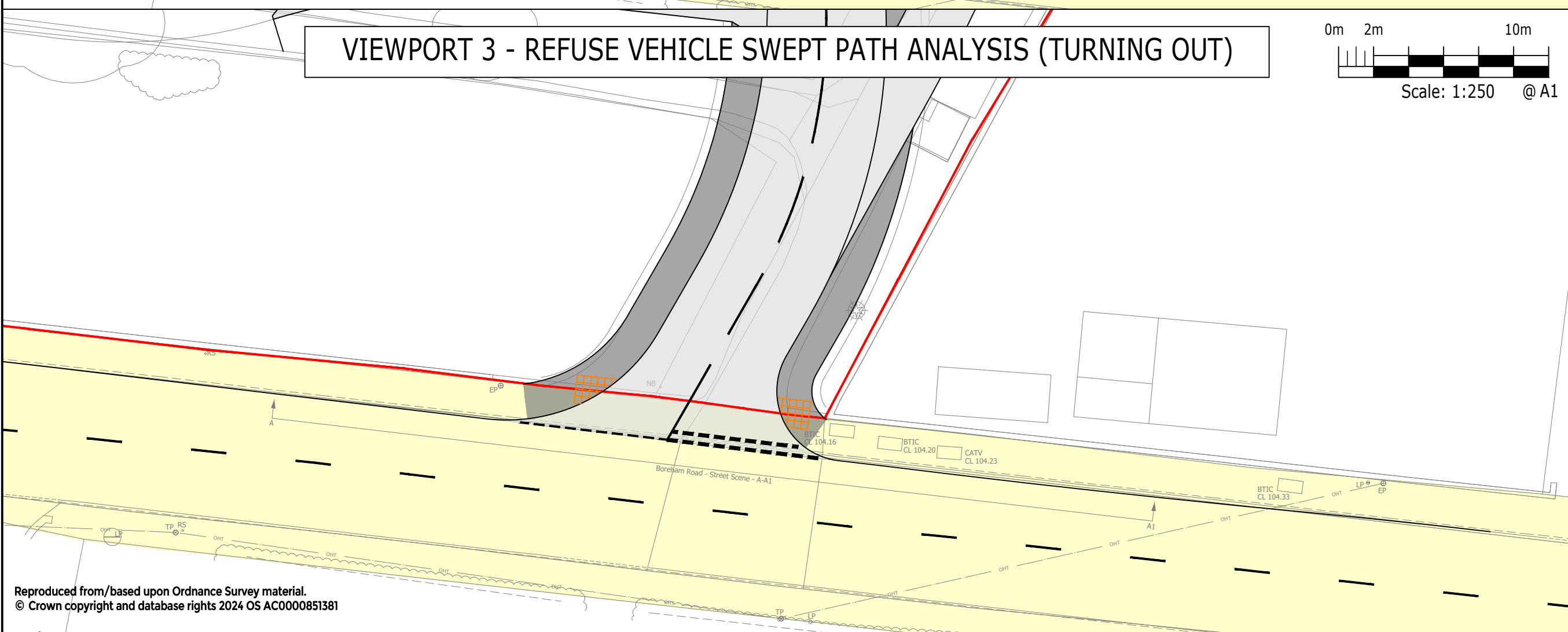
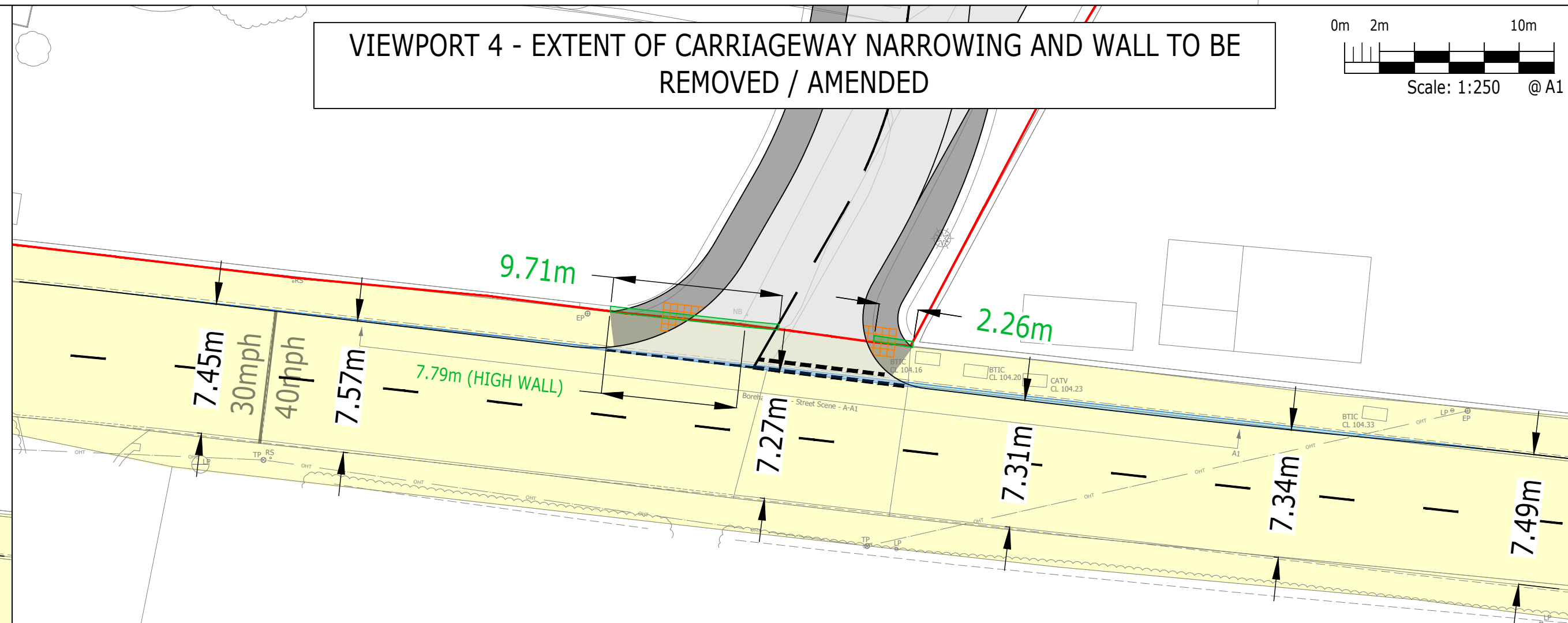
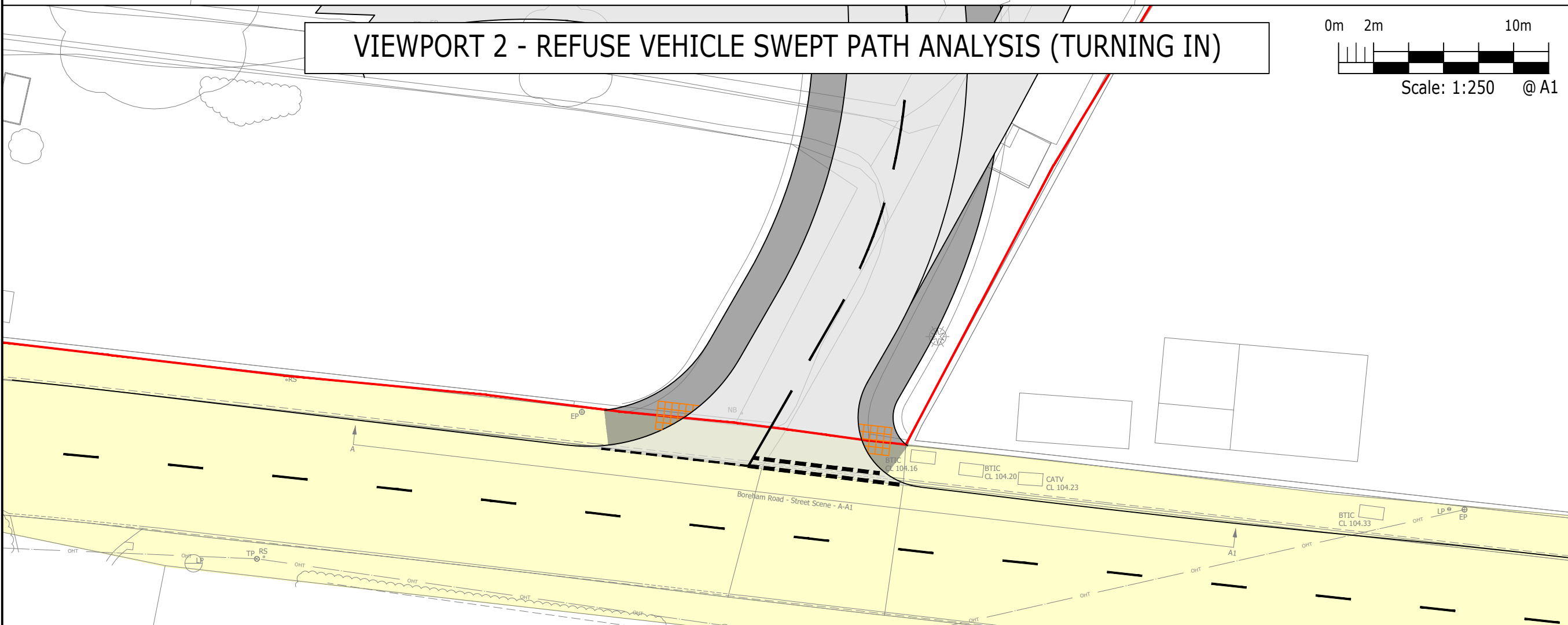
- SUBJECT TO DISCUSSIONS WITH THE LOCAL HIGHWAY AUTHORITY.
- HIGHWAY BOUNDARY INFORMATION BASED ON LAND REGISTRY INFORMATION AND IS TRANSCRIBED TO BEST FIT.
- TOPOGRAPHICAL SURVEY AND OS MAPPING ALIGNED TO BEST FIT.
- EXISTING ROAD MARKINGS PLOTTED INDICATIVELY BASED ON GOOGLE EARTH IMAGERY.
- VISIBILITY TO NOT BE OBSTRUCTED BY ANYTHING ABOVE 0.6m, SO WALL COULD BE LOWERED TO 0.6m IF REQUIRED.
- PEDESTRIAN CROSSING VISIBILITY SPLAYS ALONG BOREHAM ROAD SHOWN IN ACCORDANCE WITH SURVEYED VEHICLE SPEEDS. INTERNAL VISIBILITY SPLAYS SHOWN IN ACCORDANCE WITH 20mph SPEED LIMIT ALONG INTERNAL ACCESS ROAD (1.5m x 25m).

KEY:

- RED LINE BOUNDARY
- EXTENT OF HIGHWAY BOUNDARY
- JUNCTION VISIBILITY SPLAY
- TANGENTIAL JUNCTION VISIBILITY SPLAY
- PEDESTRIAN CROSSING VISIBILITY SPLAY (SEE NOTE 6)
- TANGENTIAL PED CROSSING VISIBILITY SPLAY
- EXTENT OF CARRIAGEWAY NARROWING REQUIRED
- EXISTING WALL TO BE REMOVED / AMENDED (SEE NOTE 5)

VEHICLES USED:

Wiltshire Council - Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.300m
Overall Width 2.900m
Overall Body Height 3.760m
Min Body Ground Clearance 0.321m
Track Width 2.600m
Lock to lock time 4.00s
Wall to Wall Turning Radius 10.150m



Rev	Description	Drn	Chk	App	Date
F	ACCESS JUNCTION REALIGNED	SL	SL	PR	02.03.26
E	UPDATED AS PER CLIENT / STAGE 1 RSA COMMENTS	SL	SL	PR	19.01.25
D	UPDATED AS PER CLIENT COMMENTS	BT	SL	PR	28.11.25
C	CROSSOVER LOCATION UPDATED	BT	SL	PR	27.11.25
B	UPDATED FOLLOWING DISCUSSIONS WITH WILTSHIRE COUNCIL	SL	SL	PR	24.10.25
A	UPDATED FOLLOWING DISCUSSIONS WITH WILTSHIRE COUNCIL	SL	SL	PR	23.06.25

Purpose:	Status:
FOR PLANNING	-

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Client:
BELLWAY HOMES LIMITED

Project Title:
BOREHAM ROAD, WARMINSTER

Drawing Title:
PROPOSED SITE ACCESS ARRANGEMENTS

Drawn by	Checked by	Approved by	Revision
SL	SL	PR	F

Scale: 1:250@A1 Date: MARCH 2025

Drawing Number:
2204791-ACE-XX-XX-DR-C-0507

Appendices

Appendix A

Visibility Calculator

Vehicle speeds	39.00 mph 62.75 kph 17.43 v (m/s) 303.83 v ²	Formula: $SSD = vt + v^2 / 2(d+0.1a)$	
Driver Perception-Reaction time	2 t (s)		
	34.86 v x t		
Deceleration Rate	0.375 g 3.68 d (m/s) 7.36 50 0.00 a* 3.68 d+0.1a 7.3575 2(d+0.1a)		
Gradient		Enter gradient as positive for uphill towards junction and negative for downhill towards junction	
Stopping Sight Distance (SSD) =	v t + $v^2 / 2(d+0.1a)$ 34.86 + 41.30 = 76.16		
SSD Bonnet Adjusted (SSD+2.4)**	78.56		

* for simplicity, gradient will be given as zero where details of levels are unavailable and observed gradients are deemed to be insignificant in terms of the effect on vehicle braking

** 2.4 metres added to splay to allow for bonnet length of approaching vehicles

VISIBILITY SPLAY CALCULATOR: Boreham Road, Westminster - EASTBOUND

Vehicle speeds	37.10 mph 59.69 kph 16.58 v (m/s) 274.95 v ²	Formula: $SSD = vt + v^2 / 2(d+0.1a)$																							
Driver Perception-Reaction time	1.5 t (s) 24.87 v x t	<table border="1"> <thead> <tr> <th></th> <th colspan="2">Manual for Streets 2</th> <th colspan="2">DMRB</th> </tr> <tr> <th></th> <th>Light Vehicles (less than 5% HGVs)</th> <th>HGVs/Buses (over 5% of total vehicles)</th> <th>All traffic (Maximum decel.)</th> <th>All traffic (Desirable Decel.)</th> </tr> </thead> <tbody> <tr> <td>Perception-Reaction Time (t)</td> <td>1.5s</td> <td>1.5s</td> <td>2s</td> <td>2s</td> </tr> <tr> <td>Deceleration Rate (g = 9.81m/s²)</td> <td>0.45g</td> <td>0.375g</td> <td>0.375g</td> <td>0.25g</td> </tr> </tbody> </table>					Manual for Streets 2		DMRB			Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum decel.)	All traffic (Desirable Decel.)	Perception-Reaction Time (t)	1.5s	1.5s	2s	2s	Deceleration Rate (g = 9.81m/s ²)	0.45g	0.375g	0.375g	0.25g
	Manual for Streets 2		DMRB																						
	Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum decel.)	All traffic (Desirable Decel.)																					
Perception-Reaction Time (t)	1.5s	1.5s	2s	2s																					
Deceleration Rate (g = 9.81m/s ²)	0.45g	0.375g	0.375g	0.25g																					
Deceleration Rate	0.375 g 3.68 d (m/s) 7.36 50																								
Gradient	0.00 a* 3.68 d+0.1a 7.3575 2(d+0.1a)	Enter gradient as positive for uphill towards junction and negative for downhill towards junction																							
Stopping Sight Distance (SSD) =	<table border="1"> <tr> <td>v t</td> <td>+</td> <td>v² / 2(d+0.1a)</td> <td>=</td> <td>SSD</td> </tr> <tr> <td>24.87</td> <td>+</td> <td>37.37</td> <td>=</td> <td>62.24</td> </tr> </table>	v t	+	v ² / 2(d+0.1a)	=	SSD	24.87	+	37.37	=	62.24														
v t	+	v ² / 2(d+0.1a)	=	SSD																					
24.87	+	37.37	=	62.24																					
SSD Bonnet Adjusted (SSD+2.4)**	64.64																								

* for simplicity, gradient will be given as zero where details of levels are unavailable and observed gradients are deemed to be insignificant in terms of the effect on vehicle braking

** 2.4 metres added to splay to allow for bonnet length of approaching vehicles

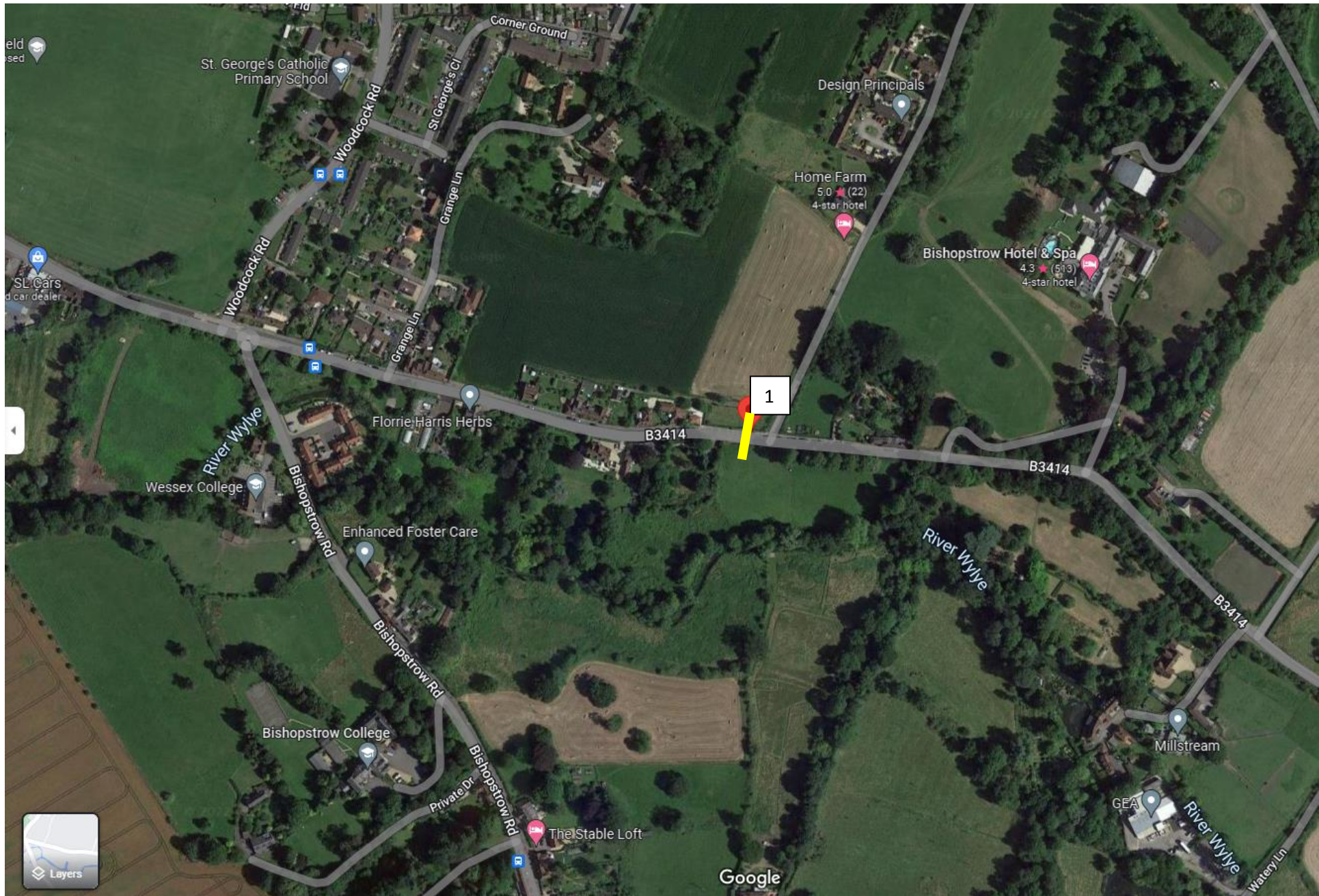
VISIBILITY SPLAY CALCULATOR: Boreham Road, Warminster - WESTBOUND

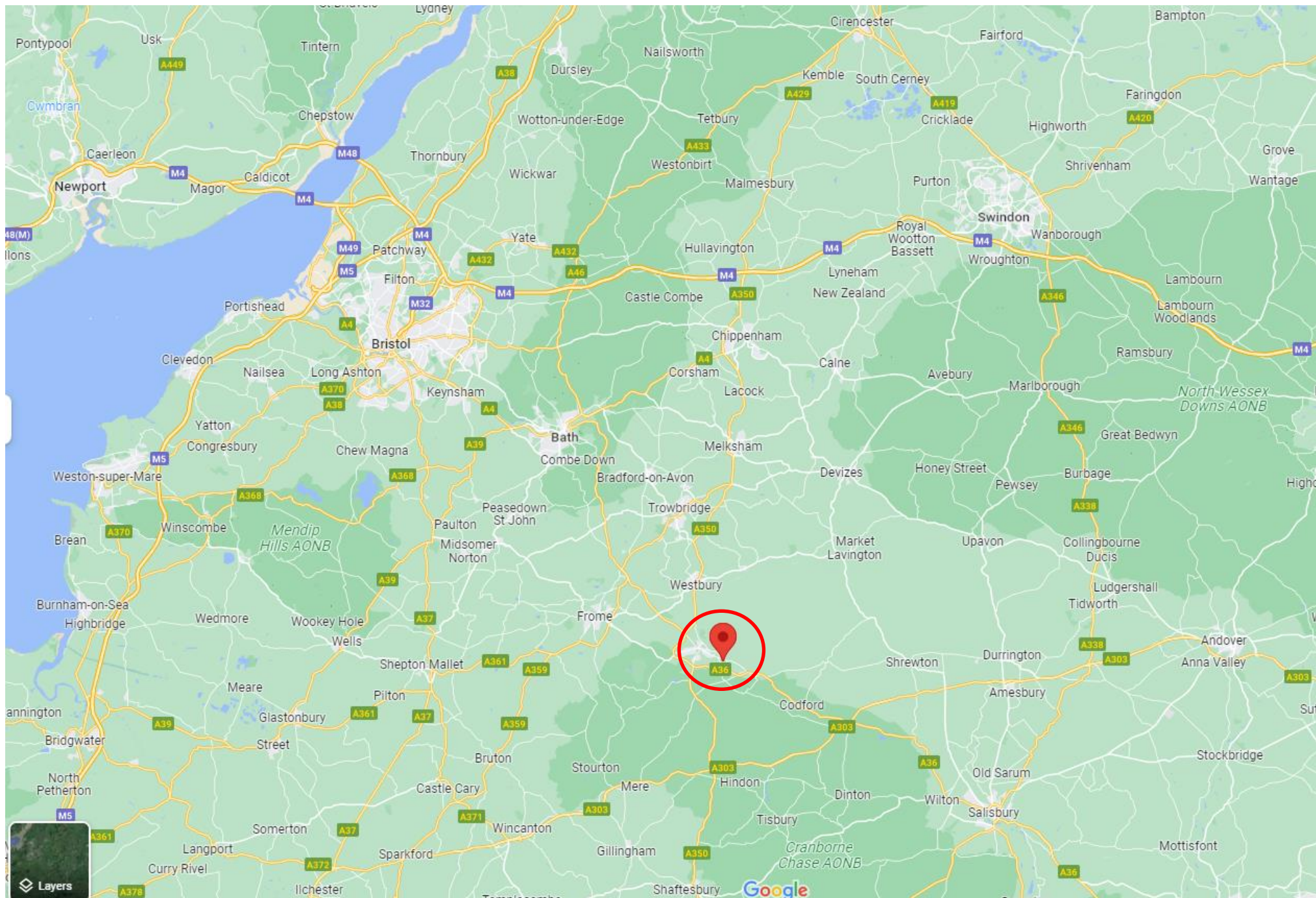
Appendix B

ATC Survey Data

Site 1 51.1966469,-2.1519646







11723		WARMINSTER								
OCTOBER 2022					Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site	Location	Direction	Start Date	End Date						
Site No: 11723001	Boreham Rd, Warminster (att to T/P) 51.196647, -2.151965	Channel: Eastbound	Thu 29-Sep-22	Wed 05-Oct-22	40	16271	2567	2324	39.0	33.2
		Channel: Westbound	Thu 29-Sep-22	Wed 05-Oct-22		15933	2478	2276	37.1	32.3

11723		WARMINSTER					Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)					
Thu 29-Sep-22 to Wed 05-Oct-22						Channel: Eastbound										
												FIVE OR LESS AXLE	SIX AXLE	SEVEN OR MORE AXLE		
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	MULTI- TRAILER ARTIC	MULTI- TRAILER ARTIC			
Thu 29-Sep-22																
00:00	4	1	3	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0		
04:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0		
05:00	24	0	19	4	0	1	0	0	0	0	0	0	0	0		
06:00	78	0	62	12	2	1	0	0	1	0	0	0	0	0		
07:00	235	1	206	19	2	2	2	0	1	0	1	1	0	0		
08:00	207	0	178	25	1	0	1	0	2	0	0	0	0	0		
09:00	150	1	115	27	1	1	1	0	2	0	1	1	0	0		
10:00	161	0	135	21	0	2	0	0	1	1	1	0	0	0		
11:00	172	2	142	20	0	1	4	0	2	0	0	1	0	0		
12:00	177	0	153	16	1	2	0	0	1	0	1	3	0	0		
13:00	155	2	130	17	0	2	3	0	1	0	0	0	0	0		
14:00	167	0	149	14	0	1	1	0	1	0	0	1	0	0		
15:00	196	3	169	19	2	3	0	0	0	0	0	0	0	0		
16:00	243	2	204	32	0	2	1	0	1	0	1	0	0	0		
17:00	220	3	198	15	1	2	0	0	1	0	0	0	0	0		
18:00	130	1	119	9	0	0	0	0	0	0	0	1	0	0		
19:00	75	0	67	6	0	0	1	0	1	0	0	0	0	0		
20:00	50	0	46	4	0	0	0	0	0	0	0	0	0	0		
21:00	44	1	40	3	0	0	0	0	0	0	0	0	0	0		
22:00	24	1	22	1	0	0	0	0	0	0	0	0	0	0		
23:00	15	1	11	3	0	0	0	0	0	0	0	0	0	0		
12H,7-19	2213	15	1898	234	8	18	13	0	13	1	5	8	0	0		
16H,6-22	2460	16	2113	259	10	19	14	0	15	1	5	8	0	0		
18H,6-24	2499	18	2146	263	10	19	14	0	15	1	5	8	0	0		
24H,0-24	2545	19	2186	267	10	20	14	0	15	1	5	8	0	0		

11723		WARMINSTER					Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)				
Thu 29-Sep-22 to Wed 05-Oct-22					Channel: Eastbound										
												FIVE OR LESS AXLE	SIX AXLE	SEVEN OR MORE AXLE	
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	TRAILER ARTIC	TRAILER ARTIC	ARTIC	
Fri 30-Sep-22															
00:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
01:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
02:00	2	0	2	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	11	0	9	2	0	0	0	0	0	0	0	0	0	0	
05:00	22	0	16	5	0	0	1	0	0	0	0	0	0	0	
06:00	74	0	56	12	2	1	1	0	0	0	1	1	0	0	
07:00	208	3	180	20	1	1	1	0	0	0	1	1	0	0	
08:00	219	3	189	22	3	1	0	0	1	0	0	0	0	0	
09:00	174	2	132	30	1	6	2	0	1	0	0	0	0	0	
10:00	160	0	144	12	1	1	0	0	2	0	0	0	0	0	
11:00	228	4	194	21	1	1	3	0	1	0	0	3	0	0	
12:00	262	2	234	21	0	1	1	0	0	0	2	1	0	0	
13:00	205	3	172	25	0	4	0	0	1	0	0	0	0	0	
14:00	229	0	199	22	1	1	1	0	3	0	1	1	0	0	
15:00	182	0	156	17	1	6	0	0	2	0	0	0	0	0	
16:00	213	2	183	25	0	1	1	0	0	0	0	1	0	0	
17:00	177	0	169	6	1	1	0	0	0	0	0	0	0	0	
18:00	131	2	117	10	0	1	0	0	1	0	0	0	0	0	
19:00	98	0	90	7	1	0	0	0	0	0	0	0	0	0	
20:00	51	1	41	8	1	0	0	0	0	0	0	0	0	0	
21:00	31	0	26	5	0	0	0	0	0	0	0	0	0	0	
22:00	29	0	28	1	0	0	0	0	0	0	0	0	0	0	
23:00	12	0	9	3	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2388	21	2069	231	10	25	9	0	12	0	4	7	0	0	
16H,6-22	2642	22	2282	263	14	26	10	0	12	0	5	8	0	0	
18H,6-24	2683	22	2319	267	14	26	10	0	12	0	5	8	0	0	
24H,0-24	2728	22	2354	276	14	26	11	0	12	0	5	8	0	0	

11723		WARMINSTER					Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)				
Thu 29-Sep-22 to Wed 05-Oct-22			Channel: Eastbound												
												FIVE OR LESS AXLE	SIX AXLE	SEVEN OR MORE AXLE	
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	TRAILER ARTIC	TRAILER ARTIC	ARTIC	
Sat 01-Oct-22															
00:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	
01:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
02:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0	
03:00	2	0	1	0	0	0	0	0	1	0	0	0	0	0	
04:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
05:00	12	0	8	4	0	0	0	0	0	0	0	0	0	0	
06:00	34	0	33	0	1	0	0	0	0	0	0	0	0	0	
07:00	68	1	57	9	0	1	0	0	0	0	0	0	0	0	
08:00	114	0	96	14	0	1	0	0	2	0	1	0	0	0	
09:00	137	5	127	3	1	1	0	0	0	0	0	0	0	0	
10:00	173	4	159	8	0	0	1	0	0	0	1	0	0	0	
11:00	174	3	156	14	0	1	0	0	0	0	0	0	0	0	
12:00	169	1	159	9	0	0	0	0	0	0	0	0	0	0	
13:00	171	3	150	12	0	1	0	1	3	0	0	1	0	0	
14:00	137	4	127	6	0	0	0	0	0	0	0	0	0	0	
15:00	138	2	125	9	0	1	0	0	1	0	0	0	0	0	
16:00	136	4	123	6	0	0	1	0	1	0	0	1	0	0	
17:00	124	1	113	8	0	1	1	0	0	0	0	0	0	0	
18:00	96	0	91	5	0	0	0	0	0	0	0	0	0	0	
19:00	67	1	57	9	0	0	0	0	0	0	0	0	0	0	
20:00	36	0	34	2	0	0	0	0	0	0	0	0	0	0	
21:00	36	0	35	1	0	0	0	0	0	0	0	0	0	0	
22:00	23	1	19	3	0	0	0	0	0	0	0	0	0	0	
23:00	22	0	20	1	0	1	0	0	0	0	0	0	0	0	
12H,7-19	1637	28	1483	103	1	7	3	1	7	0	2	2	0	0	
16H,6-22	1810	29	1642	115	2	7	3	1	7	0	2	2	0	0	
18H,6-24	1855	30	1681	119	2	8	3	1	7	0	2	2	0	0	
24H,0-24	1895	30	1713	126	2	8	3	1	8	0	2	2	0	0	

11723		WARMINSTER				Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)					
Thu 29-Sep-22 to Wed 05-Oct-22				Channel: Eastbound											
													FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
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				
Sun 02-Oct-22															
00:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
01:00	9	0	8	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	0
03:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
04:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0	0
05:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0
06:00	18	0	17	1	0	0	0	0	0	0	0	0	0	0	0
07:00	28	0	26	1	0	0	0	0	0	0	1	0	0	0	0
08:00	45	0	40	2	3	0	0	0	0	0	0	0	0	0	0
09:00	73	1	63	8	0	0	0	0	0	0	1	0	0	0	0
10:00	101	0	95	4	2	0	0	0	0	0	0	0	0	0	0
11:00	195	1	183	8	0	1	0	0	0	0	0	2	0	0	0
12:00	168	3	152	10	1	0	1	0	0	0	0	1	0	0	0
13:00	144	0	134	6	1	0	1	0	0	0	1	1	0	0	0
14:00	140	4	129	6	0	0	0	0	1	0	0	0	0	0	0
15:00	139	2	126	8	0	0	1	0	1	0	1	0	0	0	0
16:00	107	2	96	9	0	0	0	0	0	0	0	0	0	0	0
17:00	94	0	83	10	1	0	0	0	0	0	0	0	0	0	0
18:00	110	3	85	14	4	2	1	0	1	0	0	0	0	0	0
19:00	70	0	60	9	1	0	0	0	0	0	0	0	0	0	0
20:00	36	0	34	2	0	0	0	0	0	0	0	0	0	0	0
21:00	24	0	21	2	0	0	0	0	0	0	0	1	0	0	0
22:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
23:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	1344	16	1212	86	12	3	4	0	3	0	4	4	0	0	0
16H,6-22	1492	16	1344	100	13	3	4	0	3	0	4	5	0	0	0
18H,6-24	1506	16	1358	100	13	3	4	0	3	0	4	5	0	0	0
24H,0-24	1541	16	1389	104	13	3	4	0	3	0	4	5	0	0	0

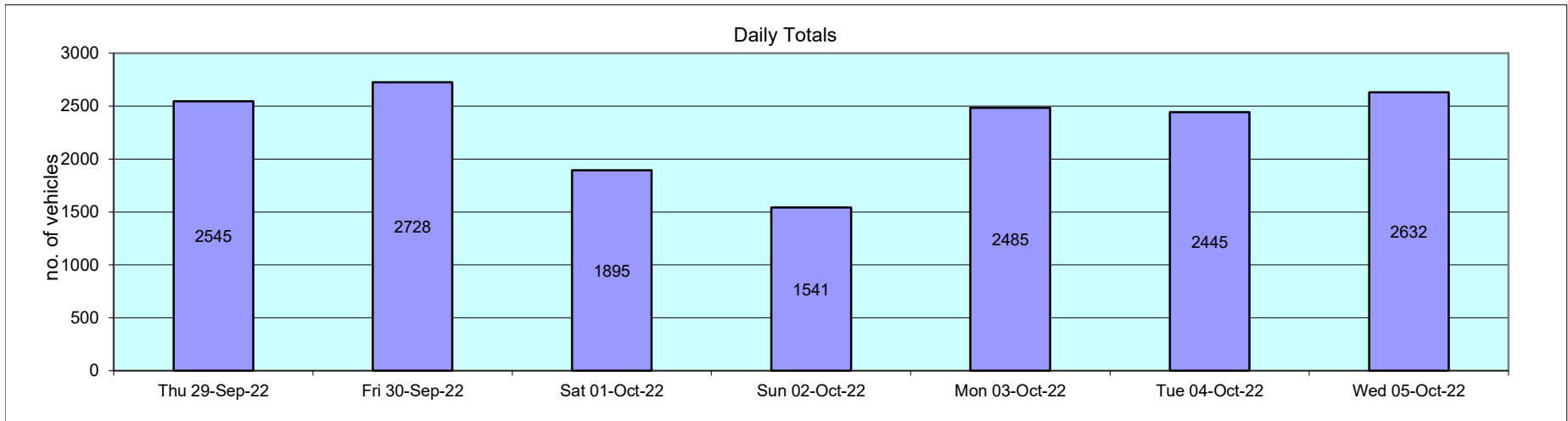
11723		WARMINSTER					Site No: 11723001		Location Boreham Rd, Warminster (att to T/P)						
Thu 29-Sep-22 to Wed 05-Oct-22					Channel: Eastbound										
			CARS OR	LIGHT		TWO AXLE,	THREE	FOUR OR	FOUR OR		SIX OR	FIVE OR	SIX AXLE	SEVEN	
TIME	TOTAL	MOTOR-	CAR-	GOODS		SIX TYRE,	AXLE	MORE	LESS	FIVE	MORE	AXLE	AXLE	OR	
PERIOD	VEHICLES	CYCLES	BASED	VEHICLES	BUSES	RIGID/BUSES	RIGID	AXLE	AXLE	AXLE	AXLE	ARTIC	ARTIC	ARTIC	
Mon 03-Oct-22															
00:00	3	0	3	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	2	0	1	0	0	0	1	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	12	0	10	2	0	0	0	0	0	0	0	0	0	0	
05:00	36	0	30	5	0	0	1	0	0	0	0	0	0	0	
06:00	83	0	65	11	2	1	1	0	1	0	0	2	0	0	
07:00	223	1	191	22	3	2	0	1	1	0	0	2	0	0	
08:00	236	2	204	23	2	3	1	0	1	0	0	0	0	0	
09:00	182	4	143	26	1	2	2	0	3	0	0	1	0	0	
10:00	120	0	93	24	1	1	1	0	0	0	0	0	0	0	
11:00	145	2	124	14	0	2	0	0	1	1	0	1	0	0	
12:00	172	2	151	16	0	0	1	0	1	0	0	1	0	0	
13:00	145	1	121	14	0	2	3	0	0	1	1	2	0	0	
14:00	166	6	145	11	0	0	0	0	3	0	1	0	0	0	
15:00	196	1	168	21	2	3	0	0	1	0	0	0	0	0	
16:00	245	1	204	38	0	1	0	0	1	0	0	0	0	0	
17:00	188	1	167	15	1	2	1	0	1	0	0	0	0	0	
18:00	128	2	115	10	1	0	0	0	0	0	0	0	0	0	
19:00	107	2	89	13	2	1	0	0	0	0	0	0	0	0	
20:00	37	4	29	3	0	0	0	0	1	0	0	0	0	0	
21:00	36	1	32	3	0	0	0	0	0	0	0	0	0	0	
22:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0	
23:00	5	0	3	2	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2146	23	1826	234	11	18	9	1	13	2	2	7	0	0	
16H,6-22	2409	30	2041	264	15	20	10	1	15	2	2	9	0	0	
18H,6-24	2426	30	2056	266	15	20	10	1	15	2	2	9	0	0	
24H,0-24	2485	30	2104	275	15	20	12	1	15	2	2	9	0	0	

11723		WARMINSTER					Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)					
Thu 29-Sep-22 to Wed 05-Oct-22					Channel: Eastbound											
			CARS OR	LIGHT		TWO AXLE,	THREE	FOUR OR	FOUR OR		SIX OR	FIVE OR	SIX AXLE	SEVEN		
TIME	TOTAL	MOTOR-	CAR-	GOODS	BUSES	SIX TYRE,	AXLE	MORE	LESS	FIVE	MORE	AXLE	TRAILER	OR		
PERIOD	VEHICLES	CYCLES	BASED	VEHICLES		RIGID/BUSES	RIGID	AXLE	AXLE	AXLE	AXLE	ARTIC	ARTIC	ARTIC		
Tue 04-Oct-22																
00:00	1	0	1	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	9	0	8	1	0	0	0	0	0	0	0	0	0	0		
05:00	16	0	12	4	0	0	0	0	0	0	0	0	0	0		
06:00	75	0	59	10	3	1	0	0	1	0	0	1	0	0		
07:00	235	1	211	15	1	2	3	0	0	0	1	1	0	0		
08:00	212	0	181	22	3	2	2	0	1	0	1	0	0	0		
09:00	150	2	114	26	2	3	1	0	0	0	1	1	0	0		
10:00	133	1	113	13	0	1	2	0	1	0	2	0	0	0		
11:00	127	0	109	11	1	3	0	1	1	0	1	0	0	0		
12:00	155	0	134	17	0	0	1	0	1	0	2	0	0	0		
13:00	169	1	147	11	2	4	2	0	1	0	0	1	0	0		
14:00	168	1	144	19	1	0	0	1	0	0	2	0	0	0		
15:00	226	1	183	33	2	3	2	0	0	0	0	2	0	0		
16:00	243	2	207	31	0	1	1	0	0	0	0	1	0	0		
17:00	211	1	189	18	1	1	0	0	1	0	0	0	0	0		
18:00	135	2	111	18	2	0	1	0	0	0	0	1	0	0		
19:00	71	1	65	4	0	0	0	0	1	0	0	0	0	0		
20:00	42	1	35	5	1	0	0	0	0	0	0	0	0	0		
21:00	28	1	22	5	0	0	0	0	0	0	0	0	0	0		
22:00	25	0	22	3	0	0	0	0	0	0	0	0	0	0		
23:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0		
12H,7-19	2164	12	1843	234	15	20	15	2	6	0	10	7	0	0		
16H,6-22	2380	15	2024	258	19	21	15	2	8	0	10	8	0	0		
18H,6-24	2415	15	2055	262	19	21	15	2	8	0	10	8	0	0		
24H,0-24	2445	15	2079	268	19	21	15	2	8	0	10	8	0	0		

WARMINSTER						Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)						
Thu 29-Sep-22 to Wed 05-Oct-22						Channel: Eastbound										
			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		
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES														
Wed 05-Oct-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	4	0	1	2	1	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	13	0	11	2	0	0	0	0	0	0	0	0	0	0		
05:00	14	0	9	5	0	0	0	0	0	0	0	0	0	0		
06:00	98	0	76	17	2	2	0	0	1	0	0	0	0	0		
07:00	241	2	210	24	1	1	1	0	1	0	1	0	0	0		
08:00	201	5	175	19	1	1	0	0	0	0	0	0	0	0		
09:00	162	0	130	25	0	2	1	0	1	0	3	0	0	0		
10:00	151	3	123	22	0	0	2	1	0	0	0	0	0	0		
11:00	167	0	141	21	0	1	0	2	1	0	1	0	0	0		
12:00	141	1	120	17	0	2	0	0	0	0	0	1	0	0		
13:00	129	1	107	17	0	1	1	0	1	0	1	0	0	0		
14:00	184	0	152	25	1	2	0	0	2	0	0	2	0	0		
15:00	193	2	169	12	3	4	1	0	1	0	0	1	0	0		
16:00	291	1	255	32	0	1	0	0	1	0	0	1	0	0		
17:00	301	3	280	16	0	1	0	0	1	0	0	0	0	0		
18:00	151	1	132	10	3	2	1	0	2	0	0	0	0	0		
19:00	72	1	58	13	0	0	0	0	0	0	0	0	0	0		
20:00	50	0	41	9	0	0	0	0	0	0	0	0	0	0		
21:00	31	0	30	1	0	0	0	0	0	0	0	0	0	0		
22:00	28	0	26	2	0	0	0	0	0	0	0	0	0	0		
23:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0		
12H,7-19	2312	19	1994	240	9	18	7	3	11	0	6	5	0	0		
16H,6-22	2563	20	2199	280	11	20	7	3	12	0	6	5	0	0		
18H,6-24	2596	20	2230	282	11	20	7	3	12	0	6	5	0	0		
24H,0-24	2632	20	2256	291	12	20	7	3	12	0	6	5	0	0		

11723 WARMINSTER Site No: 11723001 Location Boreham Rd, Warminster (att to T/P)
 Thu 29-Sep-22 to Wed 05-Oct-22 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
Daily Totals														
Thu 29-Sep-22	2545	19	2186	267	10	20	14	0	15	1	5	8	0	0
Fri 30-Sep-22	2728	22	2354	276	14	26	11	0	12	0	5	8	0	0
Sat 01-Oct-22	1895	30	1713	126	2	8	3	1	8	0	2	2	0	0
Sun 02-Oct-22	1541	16	1389	104	13	3	4	0	3	0	4	5	0	0
Mon 03-Oct-22	2485	30	2104	275	15	20	12	1	15	2	2	9	0	0
Tue 04-Oct-22	2445	15	2079	268	19	21	15	2	8	0	10	8	0	0
Wed 05-Oct-22	2632	20	2256	291	12	20	7	3	12	0	6	5	0	0
Total Vehicles														
[--]	16271	152	14081	1607	85	118	66	7	73	3	34	45	0	0



11723				WARMINSTER		Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)		
Thu 29-Sep-22 to Wed 05-Oct-22				Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %	
Thu 29-Sep-22												
00:00	4	1	25.0	3	75.0	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	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0	
04:00	13	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0	
05:00	24	0	0.0	19	79.2	4	16.7	1	4.2	0	0.0	
06:00	78	0	0.0	62	79.5	12	15.4	2	2.6	2	2.6	
07:00	235	1	0.4	206	87.7	19	8.1	7	3.0	2	0.9	
08:00	207	0	0.0	178	86.0	25	12.1	3	1.5	1	0.5	
09:00	150	1	0.7	115	76.7	27	18.0	6	4.0	1	0.7	
10:00	161	0	0.0	135	83.9	21	13.0	5	3.1	0	0.0	
11:00	172	2	1.2	142	82.6	20	11.6	8	4.7	0	0.0	
12:00	177	0	0.0	153	86.4	16	9.0	7	4.0	1	0.6	
13:00	155	2	1.3	130	83.9	17	11.0	6	3.9	0	0.0	
14:00	167	0	0.0	149	89.2	14	8.4	4	2.4	0	0.0	
15:00	196	3	1.5	169	86.2	19	9.7	3	1.5	2	1.0	
16:00	243	2	0.8	204	84.0	32	13.2	5	2.1	0	0.0	
17:00	220	3	1.4	198	90.0	15	6.8	3	1.4	1	0.5	
18:00	130	1	0.8	119	91.5	9	6.9	1	0.8	0	0.0	
19:00	75	0	0.0	67	89.3	6	8.0	2	2.7	0	0.0	
20:00	50	0	0.0	46	92.0	4	8.0	0	0.0	0	0.0	
21:00	44	1	2.3	40	90.9	3	6.8	0	0.0	0	0.0	
22:00	24	1	4.2	22	91.7	1	4.2	0	0.0	0	0.0	
23:00	15	1	6.7	11	73.3	3	20.0	0	0.0	0	0.0	
12H,7-19	2213	15	0.7	1898	85.8	234	10.6	58	2.6	8	0.4	
16H,6-22	2460	16	0.7	2113	85.9	259	10.5	62	2.5	10	0.4	
18H,6-24	2499	18	0.7	2146	85.9	263	10.5	62	2.5	10	0.4	
24H,0-24	2545	19	0.8	2186	85.9	267	10.5	63	2.5	10	0.4	

11723		WARMINSTER		Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)			
Thu 29-Sep-22 to Wed 05-Oct-22		Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 30-Sep-22											
00:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
01:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
02:00	2	0	0.0	2	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	11	0	0.0	9	81.8	2	18.2	0	0.0	0	0.0
05:00	22	0	0.0	16	72.7	5	22.7	1	4.6	0	0.0
06:00	74	0	0.0	56	75.7	12	16.2	4	5.4	2	2.7
07:00	208	3	1.4	180	86.5	20	9.6	4	1.9	1	0.5
08:00	219	3	1.4	189	86.3	22	10.1	2	0.9	3	1.4
09:00	174	2	1.2	132	75.9	30	17.2	9	5.2	1	0.6
10:00	160	0	0.0	144	90.0	12	7.5	3	1.9	1	0.6
11:00	228	4	1.8	194	85.1	21	9.2	8	3.5	1	0.4
12:00	262	2	0.8	234	89.3	21	8.0	5	1.9	0	0.0
13:00	205	3	1.5	172	83.9	25	12.2	5	2.4	0	0.0
14:00	229	0	0.0	199	86.9	22	9.6	7	3.1	1	0.4
15:00	182	0	0.0	156	85.7	17	9.3	8	4.4	1	0.6
16:00	213	2	0.9	183	85.9	25	11.7	3	1.4	0	0.0
17:00	177	0	0.0	169	95.5	6	3.4	1	0.6	1	0.6
18:00	131	2	1.5	117	89.3	10	7.6	2	1.5	0	0.0
19:00	98	0	0.0	90	91.8	7	7.1	0	0.0	1	1.0
20:00	51	1	2.0	41	80.4	8	15.7	0	0.0	1	2.0
21:00	31	0	0.0	26	83.9	5	16.1	0	0.0	0	0.0
22:00	29	0	0.0	28	96.6	1	3.5	0	0.0	0	0.0
23:00	12	0	0.0	9	75.0	3	25.0	0	0.0	0	0.0
12H,7-19	2388	21	0.9	2069	86.6	231	9.7	57	2.4	10	0.4
16H,6-22	2642	22	0.8	2282	86.4	263	10.0	61	2.3	14	0.5
18H,6-24	2683	22	0.8	2319	86.4	267	10.0	61	2.3	14	0.5
24H,0-24	2728	22	0.8	2354	86.3	276	10.1	62	2.3	14	0.5

11723		WARMINSTER		Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)			
Thu 29-Sep-22 to Wed 05-Oct-22		Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 01-Oct-22											
00:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
01:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
02:00	7	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
03:00	2	0	0.0	1	50.0	0	0.0	1	50.0	0	0.0
04:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
05:00	12	0	0.0	8	66.7	4	33.3	0	0.0	0	0.0
06:00	34	0	0.0	33	97.1	0	0.0	0	0.0	1	2.9
07:00	68	1	1.5	57	83.8	9	13.2	1	1.5	0	0.0
08:00	114	0	0.0	96	84.2	14	12.3	4	3.5	0	0.0
09:00	137	5	3.7	127	92.7	3	2.2	1	0.7	1	0.7
10:00	173	4	2.3	159	91.9	8	4.6	2	1.2	0	0.0
11:00	174	3	1.7	156	89.7	14	8.1	1	0.6	0	0.0
12:00	169	1	0.6	159	94.1	9	5.3	0	0.0	0	0.0
13:00	171	3	1.8	150	87.7	12	7.0	6	3.5	0	0.0
14:00	137	4	2.9	127	92.7	6	4.4	0	0.0	0	0.0
15:00	138	2	1.5	125	90.6	9	6.5	2	1.5	0	0.0
16:00	136	4	2.9	123	90.4	6	4.4	3	2.2	0	0.0
17:00	124	1	0.8	113	91.1	8	6.5	2	1.6	0	0.0
18:00	96	0	0.0	91	94.8	5	5.2	0	0.0	0	0.0
19:00	67	1	1.5	57	85.1	9	13.4	0	0.0	0	0.0
20:00	36	0	0.0	34	94.4	2	5.6	0	0.0	0	0.0
21:00	36	0	0.0	35	97.2	1	2.8	0	0.0	0	0.0
22:00	23	1	4.4	19	82.6	3	13.0	0	0.0	0	0.0
23:00	22	0	0.0	20	90.9	1	4.6	1	4.6	0	0.0
12H,7-19	1637	28	1.7	1483	90.6	103	6.3	22	1.3	1	0.1
16H,6-22	1810	29	1.6	1642	90.7	115	6.4	22	1.2	2	0.1
18H,6-24	1855	30	1.6	1681	90.6	119	6.4	23	1.2	2	0.1
24H,0-24	1895	30	1.6	1713	90.4	126	6.7	24	1.3	2	0.1

11723		WARMINSTER		Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)			
Thu 29-Sep-22 to Wed 05-Oct-22		Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 02-Oct-22											
00:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
01:00	9	0	0.0	8	88.9	1	11.1	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	5	71.4	2	28.6	0	0.0	0	0.0
05:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
06:00	18	0	0.0	17	94.4	1	5.6	0	0.0	0	0.0
07:00	28	0	0.0	26	92.9	1	3.6	1	3.6	0	0.0
08:00	45	0	0.0	40	88.9	2	4.4	0	0.0	3	6.7
09:00	73	1	1.4	63	86.3	8	11.0	1	1.4	0	0.0
10:00	101	0	0.0	95	94.1	4	4.0	0	0.0	2	2.0
11:00	195	1	0.5	183	93.9	8	4.1	3	1.5	0	0.0
12:00	168	3	1.8	152	90.5	10	6.0	2	1.2	1	0.6
13:00	144	0	0.0	134	93.1	6	4.2	3	2.1	1	0.7
14:00	140	4	2.9	129	92.1	6	4.3	1	0.7	0	0.0
15:00	139	2	1.4	126	90.7	8	5.8	3	2.2	0	0.0
16:00	107	2	1.9	96	89.7	9	8.4	0	0.0	0	0.0
17:00	94	0	0.0	83	88.3	10	10.6	0	0.0	1	1.1
18:00	110	3	2.7	85	77.3	14	12.7	4	3.6	4	3.6
19:00	70	0	0.0	60	85.7	9	12.9	0	0.0	1	1.4
20:00	36	0	0.0	34	94.4	2	5.6	0	0.0	0	0.0
21:00	24	0	0.0	21	87.5	2	8.3	1	4.2	0	0.0
22:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
23:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	1344	16	1.2	1212	90.2	86	6.4	18	1.3	12	0.9
16H,6-22	1492	16	1.1	1344	90.1	100	6.7	19	1.3	13	0.9
18H,6-24	1506	16	1.1	1358	90.2	100	6.6	19	1.3	13	0.9
24H,0-24	1541	16	1.0	1389	90.1	104	6.8	19	1.2	13	0.8

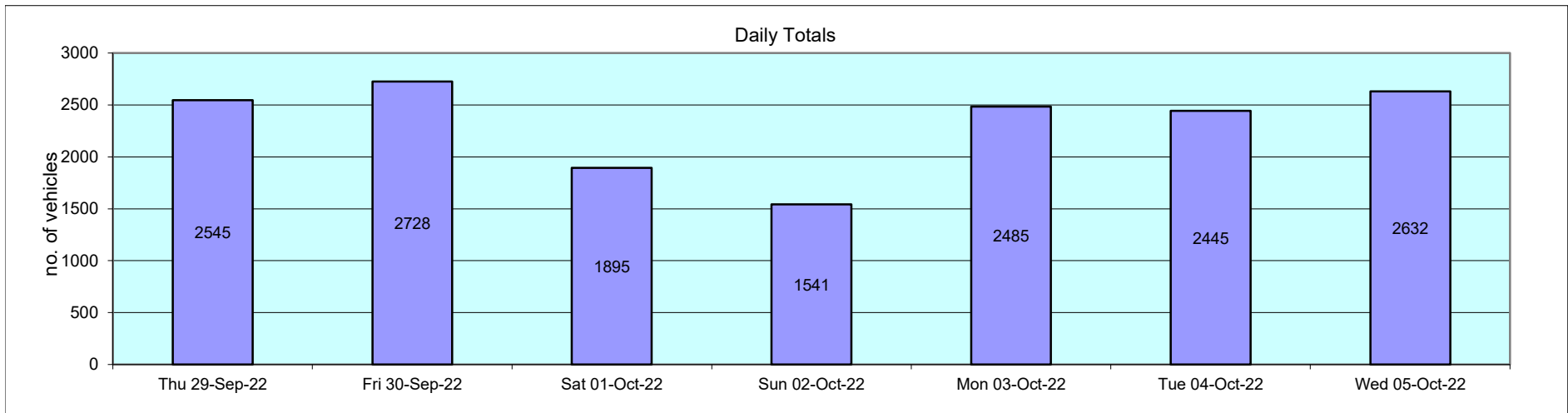
11723		WARMINSTER		Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)			
Thu 29-Sep-22 to Wed 05-Oct-22		Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 03-Oct-22											
00:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
02:00	2	0	0.0	1	50.0	0	0.0	1	50.0	0	0.0
03:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
04:00	12	0	0.0	10	83.3	2	16.7	0	0.0	0	0.0
05:00	36	0	0.0	30	83.3	5	13.9	1	2.8	0	0.0
06:00	83	0	0.0	65	78.3	11	13.3	5	6.0	2	2.4
07:00	223	1	0.5	191	85.7	22	9.9	6	2.7	3	1.4
08:00	236	2	0.9	204	86.4	23	9.8	5	2.1	2	0.9
09:00	182	4	2.2	143	78.6	26	14.3	8	4.4	1	0.6
10:00	120	0	0.0	93	77.5	24	20.0	2	1.7	1	0.8
11:00	145	2	1.4	124	85.5	14	9.7	5	3.5	0	0.0
12:00	172	2	1.2	151	87.8	16	9.3	3	1.7	0	0.0
13:00	145	1	0.7	121	83.5	14	9.7	9	6.2	0	0.0
14:00	166	6	3.6	145	87.4	11	6.6	4	2.4	0	0.0
15:00	196	1	0.5	168	85.7	21	10.7	4	2.0	2	1.0
16:00	245	1	0.4	204	83.3	38	15.5	2	0.8	0	0.0
17:00	188	1	0.5	167	88.8	15	8.0	4	2.1	1	0.5
18:00	128	2	1.6	115	89.8	10	7.8	0	0.0	1	0.8
19:00	107	2	1.9	89	83.2	13	12.2	1	0.9	2	1.9
20:00	37	4	10.8	29	78.4	3	8.1	1	2.7	0	0.0
21:00	36	1	2.8	32	88.9	3	8.3	0	0.0	0	0.0
22:00	12	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
23:00	5	0	0.0	3	60.0	2	40.0	0	0.0	0	0.0
12H,7-19	2146	23	1.1	1826	85.1	234	10.9	52	2.4	11	0.5
16H,6-22	2409	30	1.3	2041	84.7	264	11.0	59	2.5	15	0.6
18H,6-24	2426	30	1.2	2056	84.8	266	11.0	59	2.4	15	0.6
24H,0-24	2485	30	1.2	2104	84.7	275	11.1	61	2.5	15	0.6

11723		WARMINSTER		Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)			
Thu 29-Sep-22 to Wed 05-Oct-22		Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 04-Oct-22											
00:00	1	0	0.0	1	100.0	0	0.0	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	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
05:00	16	0	0.0	12	75.0	4	25.0	0	0.0	0	0.0
06:00	75	0	0.0	59	78.7	10	13.3	3	4.0	3	4.0
07:00	235	1	0.4	211	89.8	15	6.4	7	3.0	1	0.4
08:00	212	0	0.0	181	85.4	22	10.4	6	2.8	3	1.4
09:00	150	2	1.3	114	76.0	26	17.3	6	4.0	2	1.3
10:00	133	1	0.8	113	85.0	13	9.8	6	4.5	0	0.0
11:00	127	0	0.0	109	85.8	11	8.7	6	4.7	1	0.8
12:00	155	0	0.0	134	86.5	17	11.0	4	2.6	0	0.0
13:00	169	1	0.6	147	87.0	11	6.5	8	4.7	2	1.2
14:00	168	1	0.6	144	85.7	19	11.3	3	1.8	1	0.6
15:00	226	1	0.4	183	81.0	33	14.6	7	3.1	2	0.9
16:00	243	2	0.8	207	85.2	31	12.8	3	1.2	0	0.0
17:00	211	1	0.5	189	89.6	18	8.5	2	1.0	1	0.5
18:00	135	2	1.5	111	82.2	18	13.3	2	1.5	2	1.5
19:00	71	1	1.4	65	91.6	4	5.6	1	1.4	0	0.0
20:00	42	1	2.4	35	83.3	5	11.9	0	0.0	1	2.4
21:00	28	1	3.6	22	78.6	5	17.9	0	0.0	0	0.0
22:00	25	0	0.0	22	88.0	3	12.0	0	0.0	0	0.0
23:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
12H,7-19	2164	12	0.6	1843	85.2	234	10.8	60	2.8	15	0.7
16H,6-22	2380	15	0.6	2024	85.0	258	10.8	64	2.7	19	0.8
18H,6-24	2415	15	0.6	2055	85.1	262	10.9	64	2.7	19	0.8
24H,0-24	2445	15	0.6	2079	85.0	268	11.0	64	2.6	19	0.8

11723		WARMINSTER		Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)			
Thu 29-Sep-22 to Wed 05-Oct-22		Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 05-Oct-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	4	0	0.0	1	25.0	2	50.0	0	0.0	1	25.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	13	0	0.0	11	84.6	2	15.4	0	0.0	0	0.0
05:00	14	0	0.0	9	64.3	5	35.7	0	0.0	0	0.0
06:00	98	0	0.0	76	77.6	17	17.4	3	3.1	2	2.0
07:00	241	2	0.8	210	87.1	24	10.0	4	1.7	1	0.4
08:00	201	5	2.5	175	87.1	19	9.5	1	0.5	1	0.5
09:00	162	0	0.0	130	80.3	25	15.4	7	4.3	0	0.0
10:00	151	3	2.0	123	81.5	22	14.6	3	2.0	0	0.0
11:00	167	0	0.0	141	84.4	21	12.6	5	3.0	0	0.0
12:00	141	1	0.7	120	85.1	17	12.1	3	2.1	0	0.0
13:00	129	1	0.8	107	83.0	17	13.2	4	3.1	0	0.0
14:00	184	0	0.0	152	82.6	25	13.6	6	3.3	1	0.5
15:00	193	2	1.0	169	87.6	12	6.2	7	3.6	3	1.6
16:00	291	1	0.3	255	87.6	32	11.0	3	1.0	0	0.0
17:00	301	3	1.0	280	93.0	16	5.3	2	0.7	0	0.0
18:00	151	1	0.7	132	87.4	10	6.6	5	3.3	3	2.0
19:00	72	1	1.4	58	80.6	13	18.1	0	0.0	0	0.0
20:00	50	0	0.0	41	82.0	9	18.0	0	0.0	0	0.0
21:00	31	0	0.0	30	96.8	1	3.2	0	0.0	0	0.0
22:00	28	0	0.0	26	92.9	2	7.1	0	0.0	0	0.0
23:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	2312	19	0.8	1994	86.3	240	10.4	50	2.2	9	0.4
16H,6-22	2563	20	0.8	2199	85.8	280	10.9	53	2.1	11	0.4
18H,6-24	2596	20	0.8	2230	85.9	282	10.9	53	2.0	11	0.4
24H,0-24	2632	20	0.8	2256	85.7	291	11.1	53	2.0	12	0.5

11723	WARMINSTER	Site No: 11723001	Location	Boreham Rd, Warminster (att to T/P)
Thu 29-Sep-22 to Wed 05-Oct-22		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Thu 29-Sep-22	2545	19	0.8	2186	85.9	267	10.5	63	2.5	10	0.4
Fri 30-Sep-22	2728	22	0.8	2354	86.3	276	10.1	62	2.3	14	0.5
Sat 01-Oct-22	1895	30	1.6	1713	90.4	126	6.7	24	1.3	2	0.1
Sun 02-Oct-22	1541	16	1.0	1389	90.1	104	6.8	19	1.2	13	0.8
Mon 03-Oct-22	2485	30	1.2	2104	84.7	275	11.1	61	2.5	15	0.6
Tue 04-Oct-22	2445	15	0.6	2079	85.0	268	11.0	64	2.6	19	0.8
Wed 05-Oct-22	2632	20	0.8	2256	85.7	291	11.1	53	2.0	12	0.5
Total Vehicles											
[--]	16271	152	1.0	14081	86.9	1607	9.6	346	2.0	85	0.5



11723 Thu 29-Sep-22 to Wed 05-Oct-22					WARMINSTER					Site No: 11723001					Location Boreham Rd, Warminster (att to T/P)						
					Channel: Eastbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61					
Thu 29-Sep-22																					
00:00	4	-	43.5	7.1	0	0	0	0	0	1	0	1	2	0	0	0					
01:00	3	-	33.5	5	0	0	0	0	1	1	1	0	0	0	0	0					
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0					
03:00	2	-	41	3.5	0	0	0	0	0	0	1	1	0	0	0	0					
04:00	13	43.8	38.1	7.6	0	0	0	0	3	1	6	1	1	1	0	0					
05:00	24	43.1	37.5	5.1	0	0	0	0	2	8	7	7	0	0	0	0					
06:00	78	40.3	35.6	5.6	0	0	0	2	10	33	24	4	5	0	0	0					
07:00	235	39.8	34.8	5.2	0	0	4	3	36	100	74	15	3	0	0	0					
08:00	207	38.4	33.3	5.7	0	0	6	7	45	96	45	4	2	1	1	0					
09:00	150	38.9	33.3	5.8	0	3	1	6	29	72	28	10	1	0	0	0					
10:00	161	37.4	33.3	4.3	0	0	0	1	43	86	23	7	1	0	0	0					
11:00	172	37.3	31.6	6.6	3	2	6	8	49	70	29	2	3	0	0	0					
12:00	177	37.9	32.7	5.9	0	3	4	3	49	77	36	4	0	0	0	1					
13:00	155	38.7	32.6	6.1	0	1	8	9	33	60	38	5	1	0	0	0					
14:00	167	36.8	31.9	5.1	0	0	3	17	45	72	27	3	0	0	0	0					
15:00	196	38.8	33.1	6.1	0	2	2	13	47	80	39	10	2	0	1	0					
16:00	243	39.7	34.4	5.2	0	2	1	1	46	112	60	20	0	1	0	0					
17:00	220	40	34.5	5.6	0	2	3	2	37	101	52	20	3	0	0	0					
18:00	130	40.1	34.6	6.4	0	0	5	0	28	45	39	10	2	0	0	1					
19:00	75	40.6	35.1	5.8	0	0	0	3	15	24	23	8	2	0	0	0					
20:00	50	40.4	35.5	6.5	0	0	2	0	6	20	16	3	2	1	0	0					
21:00	44	43.1	37	6.1	0	0	0	0	7	13	14	7	2	1	0	0					
22:00	24	43.1	36.8	7.2	0	1	0	0	3	4	9	7	0	0	0	0					
23:00	15	45.1	38.5	7.9	0	0	0	1	1	4	3	4	1	1	0	0					
12H,7-19	2213	39	33.4	5.7	3	15	43	70	487	971	490	110	18	2	2	2					
16H,6-22	2460	39.2	33.6	5.8	3	15	45	75	525	1061	567	132	29	4	2	2					
18H,6-24	2499	39.3	33.7	5.8	3	16	45	76	529	1069	579	143	30	5	2	2					
24H,0-24	2545	39.4	33.8	5.9	3	16	45	76	535	1080	594	153	33	6	2	2					

11723 Thu 29-Sep-22 to Wed 05-Oct-22					WARMINSTER					Site No: 11723001					Location Boreham Rd, Warminster (att to T/P)						
					Channel: Eastbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61					
Fri 30-Sep-22																					
00:00	4	-	34.8	4.9	0	0	0	0	1	1	2	0	0	0	0	0					
01:00	4	-	34.8	6.4	0	0	0	0	1	2	0	1	0	0	0	0					
02:00	2	-	33.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0					
03:00	2	-	41	3.5	0	0	0	0	0	0	1	1	0	0	0	0					
04:00	11	40.6	35.3	5.3	0	0	0	0	2	5	2	2	0	0	0	0					
05:00	22	49.7	40.3	8.4	0	0	0	0	3	5	4	4	3	3	0	0					
06:00	74	43.8	37	6.3	0	0	0	1	9	28	16	15	3	2	0	0					
07:00	208	40.4	35.7	5.1	0	0	1	0	25	93	65	21	2	0	0	1					
08:00	219	39.9	33.9	6.1	0	1	6	11	37	89	54	18	2	1	0	0					
09:00	174	37.3	31.9	5.5	0	2	0	16	58	65	24	9	0	0	0	0					
10:00	160	38.1	33.1	5.4	0	2	5	2	32	80	34	4	1	0	0	0					
11:00	228	38.5	32.7	6.7	2	6	4	7	55	92	54	5	0	2	1	0					
12:00	262	36.8	32	4.7	0	0	1	20	87	108	41	5	0	0	0	0					
13:00	205	39.1	34	5.5	0	3	3	1	35	102	48	10	2	1	0	0					
14:00	229	36	30.9	5.3	0	0	9	22	86	77	32	3	0	0	0	0					
15:00	182	37.5	31.3	6.1	0	1	4	32	44	64	31	5	0	1	0	0					
16:00	213	38.8	34	4.9	0	0	3	3	37	112	46	9	2	1	0	0					
17:00	177	39.6	34.3	5.1	0	1	1	2	36	76	47	14	0	0	0	0					
18:00	131	40	34.5	5.5	0	1	1	1	25	61	27	14	0	1	0	0					
19:00	98	39.6	33.9	5.7	0	0	1	6	18	44	19	8	2	0	0	0					
20:00	51	42.1	36.1	6.5	0	0	0	0	9	22	11	4	3	2	0	0					
21:00	31	39.7	34.3	5.7	0	0	0	3	5	9	12	2	0	0	0	0					
22:00	29	40.6	35.7	5.6	0	0	1	0	3	10	11	4	0	0	0	0					
23:00	12	39.9	36.8	3.6	0	0	0	0	0	5	6	1	0	0	0	0					
12H,7-19	2388	38.8	33.1	5.7	2	17	38	117	557	1019	503	117	9	7	1	1					
16H,6-22	2642	39	33.3	5.8	2	17	39	127	598	1122	561	146	17	11	1	1					
18H,6-24	2683	39.1	33.4	5.8	2	17	40	127	601	1137	578	151	17	11	1	1					
24H,0-24	2728	39.2	33.4	5.8	2	17	40	127	609	1150	588	159	20	14	1	1					

11723		WARMINSTER			Site No: 11723001		Location Boreham Rd, Warminster (att to T/P)									
Thu 29-Sep-22 to Wed 05-Oct-22					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sat 01-Oct-22																
00:00	8	-	31	4	0	0	0	0	5	2	1	0	0	0	0	0
01:00	4	-	32.3	4.9	0	0	0	0	2	1	1	0	0	0	0	0
02:00	7	-	34.9	4.9	0	0	0	0	1	4	1	1	0	0	0	0
03:00	2	-	36	3.5	0	0	0	0	0	1	1	0	0	0	0	0
04:00	7	-	34.9	5.7	0	0	0	0	2	2	2	1	0	0	0	0
05:00	12	40.3	36	5.6	0	0	0	1	0	5	4	2	0	0	0	0
06:00	34	40.7	35.9	5.2	0	0	0	0	5	14	10	4	1	0	0	0
07:00	68	41.2	35.5	7	0	1	1	2	10	22	21	7	3	1	0	0
08:00	114	40.6	34.8	6.1	0	2	1	3	18	42	33	14	1	0	0	0
09:00	137	39.5	33.6	6.2	1	1	1	10	24	54	36	8	2	0	0	0
10:00	173	38.9	33.6	6	0	2	3	1	43	77	35	9	2	0	0	1
11:00	174	38.4	33.2	5	0	1	1	4	50	71	43	2	2	0	0	0
12:00	169	36.7	31.8	6.1	2	1	7	10	39	81	23	6	0	0	0	0
13:00	171	38.9	33	6.6	1	1	4	15	32	69	39	7	1	1	1	0
14:00	137	39.6	33.9	6.1	0	1	3	2	33	56	29	10	1	2	0	0
15:00	138	36.2	30.9	6.2	0	2	3	22	40	49	19	2	0	0	1	0
16:00	136	38.9	32.8	7.1	1	4	4	7	24	58	29	4	5	0	0	0
17:00	124	38.9	33.9	5.7	0	0	1	5	25	59	26	4	1	3	0	0
18:00	96	38.8	33.2	6.2	0	1	4	6	12	44	25	2	2	0	0	0
19:00	67	42	33.9	9.5	0	3	4	6	9	14	19	7	3	1	1	0
20:00	36	46.3	37.9	8.1	0	0	0	1	3	15	8	3	2	3	1	0
21:00	36	41.2	35.2	6.7	0	0	0	1	8	15	6	3	2	1	0	0
22:00	23	43.6	34.8	9.5	1	1	0	0	2	10	3	4	2	0	0	0
23:00	22	41.3	36	7.5	0	0	0	1	4	7	6	3	0	0	1	0
12H,7-19	1637	39	33.2	6.2	5	17	33	87	350	682	358	75	20	7	2	1
16H,6-22	1810	39.3	33.4	6.5	5	20	37	95	375	740	401	92	28	12	4	1
18H,6-24	1855	39.4	33.4	6.5	6	21	37	96	381	757	410	99	30	12	5	1
24H,0-24	1895	39.4	33.5	6.5	6	21	37	97	391	772	420	103	30	12	5	1

11723		WARMINSTER			Site No: 11723001		Location Boreham Rd, Warminster (att to T/P)									
Thu 29-Sep-22 to Wed 05-Oct-22					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sun 02-Oct-22																
00:00	5	-	36.5	3.1	0	0	0	0	0	2	3	0	0	0	0	0
01:00	9	-	39.6	10.3	0	0	0	0	1	3	2	2	0	0	0	1
02:00	1	-	43.5	-	0	0	0	0	0	0	0	1	0	0	0	0
03:00	2	-	38.5	14.1	0	0	0	0	1	0	0	0	1	0	0	0
04:00	7	-	34.9	5.7	0	0	0	1	0	2	4	0	0	0	0	0
05:00	11	39.9	35.8	4.9	0	0	0	0	2	3	5	1	0	0	0	0
06:00	18	47.3	39.3	7.4	0	0	0	1	0	5	6	2	3	1	0	0
07:00	28	39.1	34.4	6.1	0	0	1	0	5	13	7	0	2	0	0	0
08:00	45	40.6	35.6	6.7	0	0	2	0	5	18	14	3	2	1	0	0
09:00	73	40.5	36	5.2	0	1	0	1	6	24	33	8	0	0	0	0
10:00	101	41.2	35.7	5.9	0	0	0	1	22	31	31	11	4	1	0	0
11:00	195	40.1	35.2	5.3	0	0	2	3	27	81	63	15	3	1	0	0
12:00	168	39.9	35.1	5	0	1	0	6	16	72	61	11	1	0	0	0
13:00	144	38.6	33.2	5.1	0	0	0	7	42	59	27	8	1	0	0	0
14:00	140	38.3	31.9	6.3	0	0	7	16	35	48	27	6	1	0	0	0
15:00	139	36.2	31.1	6.4	2	1	5	15	35	59	19	1	2	0	0	0
16:00	107	38.5	32.3	6	0	1	4	6	30	39	21	6	0	0	0	0
17:00	94	37.4	32.3	5.5	0	0	1	13	16	45	16	2	1	0	0	0
18:00	110	39.5	32.4	7	0	3	5	5	30	36	20	10	1	0	0	0
19:00	70	43.5	36.6	6.4	0	0	0	3	8	24	20	8	7	0	0	0
20:00	36	41.2	37.7	7	0	0	0	0	4	11	15	3	1	0	2	0
21:00	24	40.8	36.6	6	0	0	0	0	4	7	9	3	0	1	0	0
22:00	8	-	41	7.6	0	0	0	0	0	3	1	2	1	1	0	0
23:00	6	-	36.8	4.3	0	0	0	0	1	0	5	0	0	0	0	0
12H,7-19	1344	39.5	33.6	6	2	7	27	73	269	525	339	81	18	3	0	0
16H,6-22	1492	39.8	34	6.2	2	7	27	77	285	572	389	97	29	5	2	0
18H,6-24	1506	39.9	34	6.2	2	7	27	77	286	575	395	99	30	6	2	0
24H,0-24	1541	39.9	34.1	6.2	2	7	27	78	290	585	409	103	31	6	2	1

11723		WARMINSTER			Site No: 11723001			Location Boreham Rd, Warminster (att to T/P)								
Thu 29-Sep-22 to Wed 05-Oct-22					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Mon 03-Oct-22																
00:00	3	-	41.8	10.4	0	0	0	0	0	1	1	0	0	1	0	0
01:00	3	-	31.8	3.1	0	0	0	0	1	2	0	0	0	0	0	0
02:00	2	-	48.5	14.1	0	0	0	0	0	0	1	0	0	0	1	0
03:00	3	-	36.8	3.1	0	0	0	0	0	1	2	0	0	0	0	0
04:00	12	47.2	41	6	0	0	0	0	0	3	3	3	3	0	0	0
05:00	36	44.6	38.9	7.1	0	0	1	0	1	9	14	7	2	1	1	0
06:00	83	44.7	38.3	6	0	0	0	0	7	24	28	15	7	2	0	0
07:00	223	39.4	34.2	5.1	0	2	0	2	48	94	64	10	3	0	0	0
08:00	236	39.2	33.2	6	0	4	3	15	47	95	57	13	2	0	0	0
09:00	182	36.8	31.2	5.9	0	2	8	17	56	67	27	5	0	0	0	0
10:00	120	38.3	31.8	6.7	0	3	3	16	25	45	21	6	1	0	0	0
11:00	145	35.8	30.5	5.8	1	2	3	16	57	46	16	4	0	0	0	0
12:00	172	37.5	32.7	5.3	0	1	2	9	43	83	26	7	0	1	0	0
13:00	145	36.2	31	6.3	0	3	8	10	45	56	19	3	0	1	0	0
14:00	166	35.9	30.2	6.7	0	6	10	14	59	52	17	8	0	0	0	0
15:00	196	35.3	30.2	5.8	0	0	11	34	55	76	14	6	0	0	0	0
16:00	245	37.8	32.5	5.6	0	0	6	18	61	106	47	4	1	2	0	0
17:00	188	38	32.4	6.1	1	2	2	16	46	79	33	7	1	1	0	0
18:00	128	40.3	34.9	5.4	0	0	2	1	24	48	39	12	2	0	0	0
19:00	107	39.5	34.6	5.2	0	1	0	0	19	53	25	7	1	1	0	0
20:00	37	42	35.3	8.3	0	1	1	1	4	16	7	5	0	1	1	0
21:00	36	45.1	37.7	7.7	0	0	0	0	6	12	8	5	4	0	0	1
22:00	12	39.9	36	6	0	0	0	0	3	2	6	0	1	0	0	0
23:00	5	-	40.5	7.6	0	0	0	0	1	0	1	2	1	0	0	0
12H,7-19	2146	38.1	32.1	6	2	25	58	168	566	847	380	85	10	5	0	0
16H,6-22	2409	38.6	32.6	6.2	2	27	59	169	602	952	448	117	22	9	1	1
18H,6-24	2426	38.7	32.6	6.2	2	27	59	169	606	954	455	119	24	9	1	1
24H,0-24	2485	38.9	32.8	6.3	2	27	60	169	608	970	476	129	29	11	3	1

11723		WARMINSTER				Site No: 11723001				Location Boreham Rd, Warminster (att to T/P)							
Thu 29-Sep-22 to Wed 05-Oct-22					Channel: Eastbound												
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61	
Tue 04-Oct-22																	
00:00	1	-	43.5	-	0	0	0	0	0	0	0	1	0	0	0	0	
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	2	-	51	10.6	0	0	0	0	0	0	0	1	0	0	1	0	
03:00	2	-	38.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0	
04:00	9	-	36.8	5.7	0	0	0	0	2	1	4	2	0	0	0	0	
05:00	16	42.4	36.3	6.2	0	0	0	1	2	4	5	4	0	0	0	0	
06:00	75	43.4	36.8	6.8	0	0	2	1	6	28	19	15	2	1	1	0	
07:00	235	39.4	33.3	6.4	0	2	8	13	50	88	57	12	4	1	0	0	
08:00	212	38	32.9	5.3	0	0	3	13	49	102	32	12	0	1	0	0	
09:00	150	38.5	32.6	6.2	1	4	1	5	40	60	32	6	1	0	0	0	
10:00	133	35.9	32.3	4.1	0	0	0	5	43	66	18	1	0	0	0	0	
11:00	127	35.9	31.1	5.4	0	1	3	14	41	49	17	2	0	0	0	0	
12:00	155	35.8	30.7	5.3	0	0	7	14	63	49	20	2	0	0	0	0	
13:00	169	35.8	31.2	5.1	0	0	4	19	54	69	21	2	0	0	0	0	
14:00	168	36	32.2	5.2	0	0	3	12	47	81	17	6	2	0	0	0	
15:00	226	35.5	30.8	5.4	0	1	8	25	76	90	20	6	0	0	0	0	
16:00	243	36.3	32	5.1	0	1	3	21	65	114	34	4	1	0	0	0	
17:00	211	37.6	32.6	5.4	0	1	4	13	51	99	35	6	2	0	0	0	
18:00	135	38.8	33.4	6.6	0	0	4	7	32	54	31	3	1	0	3	0	
19:00	71	40.3	33.7	7.5	0	1	5	6	7	20	24	7	1	0	0	0	
20:00	42	38.6	31.6	6.9	0	1	1	8	7	13	10	2	0	0	0	0	
21:00	28	42.5	36.4	10.6	0	0	1	1	5	12	4	1	0	1	2	1	
22:00	25	42.8	36.1	7.8	0	0	1	2	2	6	8	5	0	1	0	0	
23:00	10	43.5	37	6.8	0	0	0	0	2	3	2	2	1	0	0	0	
12H,7-19	2164	37.3	32.1	5.6	1	10	48	161	611	921	334	62	11	2	3	0	
16H,6-22	2380	37.9	32.3	5.9	1	12	57	177	636	994	391	87	14	4	6	1	
18H,6-24	2415	38	32.4	5.9	1	12	58	179	640	1003	401	94	15	5	6	1	
24H,0-24	2445	38.1	32.5	5.9	1	12	58	180	644	1009	410	103	15	5	7	1	

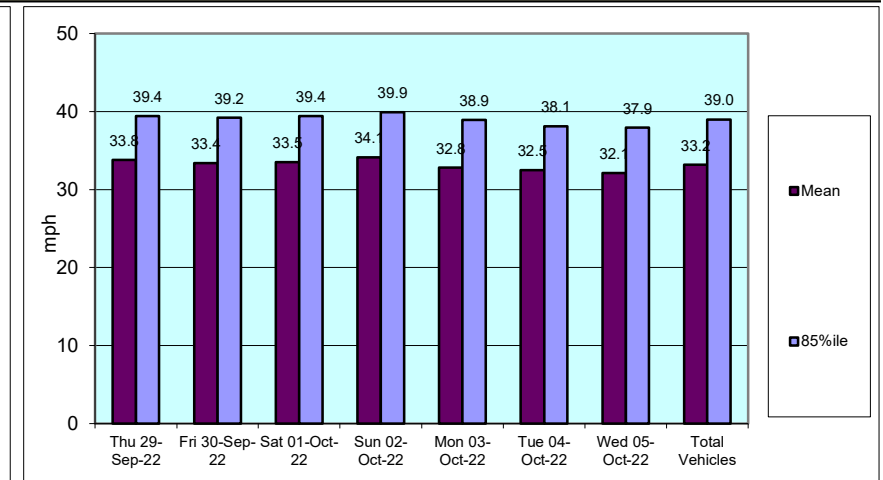
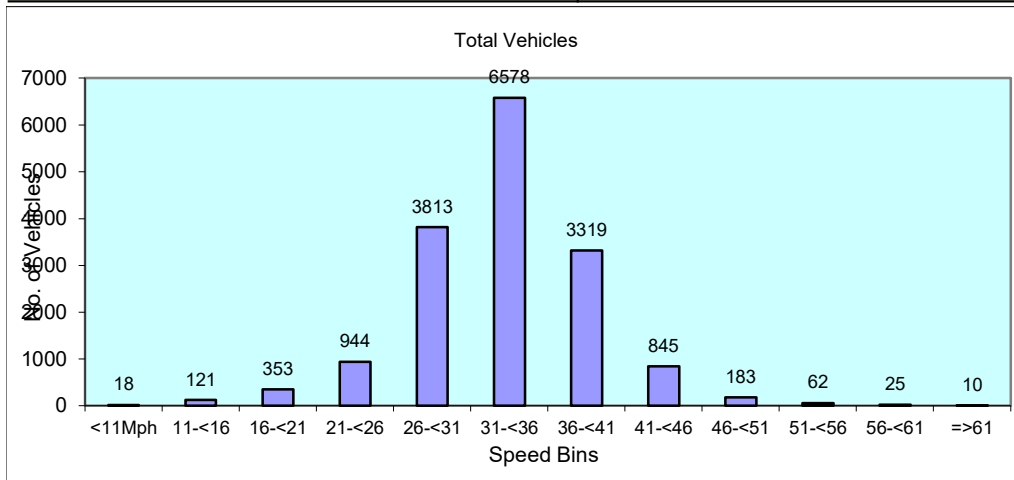
11723 Thu 29-Sep-22 to Wed 05-Oct-22					WARMINSTER					Site No: 11723001					Location Boreham Rd, Warminster (att to T/P)						
					Channel: Eastbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61					
Wed 05-Oct-22																					
00:00	2	-	36	3.5	0	0	0	0	0	1	1	0	0	0	0	0					
01:00	2	-	58.5	1.8	0	0	0	0	0	0	0	0	0	0	2	0					
02:00	4	-	33.5	4.2	0	0	0	0	1	2	1	0	0	0	0	0					
03:00	1	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0					
04:00	13	44.9	38.9	6.1	0	0	0	0	1	3	5	2	2	0	0	0					
05:00	14	47	38.5	10.1	0	0	0	2	1	3	2	3	2	0	1	0					
06:00	98	40.9	34.6	5.8	0	0	0	4	21	39	19	13	2	0	0	0					
07:00	241	37.8	32	6.1	1	1	7	28	49	103	42	8	2	0	0	0					
08:00	201	37.3	32	5.8	0	0	1	28	54	80	28	6	3	1	0	0					
09:00	162	37.8	32.6	5.1	0	0	4	6	47	69	31	5	0	0	0	0					
10:00	151	35.2	30	5.4	0	2	7	17	59	51	14	1	0	0	0	0					
11:00	167	36	31.2	5.8	0	3	8	10	50	71	22	3	0	0	0	0					
12:00	141	37.6	32.2	5.3	0	0	3	8	47	54	23	6	0	0	0	0					
13:00	129	35.4	30.6	5.5	0	0	6	17	40	52	11	3	0	0	0	0					
14:00	184	34.8	29.7	5.3	0	3	5	22	91	46	13	4	0	0	0	0					
15:00	193	35.6	30.7	5.7	0	1	10	16	70	73	20	2	0	0	1	0					
16:00	291	37.3	31.4	6.1	0	5	9	25	92	104	46	7	3	0	0	0					
17:00	301	38.1	31.8	7.4	1	6	20	25	60	121	54	10	1	0	0	3					
18:00	151	39.7	34.8	5.4	0	0	2	0	28	67	42	7	3	2	0	0					
19:00	72	42.4	34	8.5	0	0	3	9	15	19	13	6	5	1	1	0					
20:00	50	41	36.4	6.5	0	0	1	0	4	23	14	5	0	3	0	0					
21:00	31	39.8	35.8	4.1	0	0	0	0	3	13	13	2	0	0	0	0					
22:00	28	41.8	36.7	6.3	0	0	0	0	3	13	7	2	2	1	0	0					
23:00	5	-	33.5	1.6	0	0	0	0	0	5	0	0	0	0	0	0					
12H,7-19	2312	37.2	31.6	6	2	21	82	202	687	891	346	62	12	3	1	3					
16H,6-22	2563	37.7	31.9	6.2	2	21	86	215	730	985	405	88	19	7	2	3					
18H,6-24	2596	37.8	32	6.2	2	21	86	215	733	1003	412	90	21	8	2	3					
24H,0-24	2632	37.9	32.1	6.3	2	21	86	217	736	1012	422	95	25	8	5	3					

11723	WARMINSTER	Site No: 11723001	Location Boreham Rd, Warminster (att to T/P)
Thu 29-Sep-22 to Wed 05-Oct-22		Channel: Eastbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
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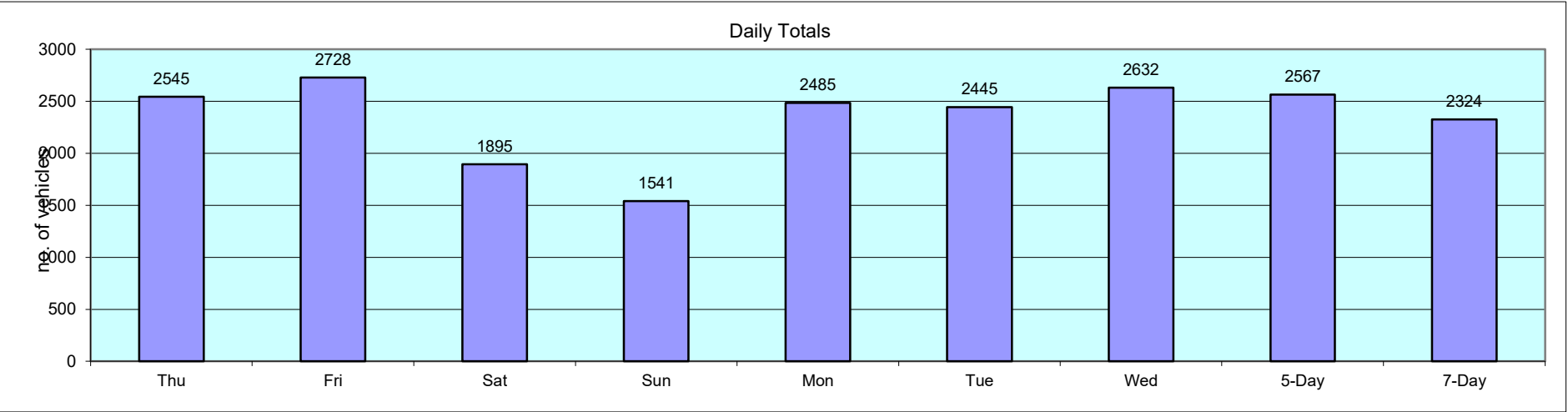
Daily Totals																
Thu 29-Sep-22	2545	39.4	33.8	5.9	3	16	45	76	535	1080	594	153	33	6	2	2
Fri 30-Sep-22	2728	39.2	33.4	5.8	2	17	40	127	609	1150	588	159	20	14	1	1
Sat 01-Oct-22	1895	39.4	33.5	6.5	6	21	37	97	391	772	420	103	30	12	5	1
Sun 02-Oct-22	1541	39.9	34.1	6.2	2	7	27	78	290	585	409	103	31	6	2	1
Mon 03-Oct-22	2485	38.9	32.8	6.3	2	27	60	169	608	970	476	129	29	11	3	1
Tue 04-Oct-22	2445	38.1	32.5	5.9	1	12	58	180	644	1009	410	103	15	5	7	1
Wed 05-Oct-22	2632	37.9	32.1	6.3	2	21	86	217	736	1012	422	95	25	8	5	3

Total Vehicles																
[--]	16271	39.0	33.2	6.1	18	121	353	944	3813	6578	3319	845	183	62	25	10



11723	WARMINSTER		Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)		
			Channel: Eastbound						
TIME PERIOD	Thu 29/09/2022	Fri 30/09/2022	Sat 10/01/22	Sun 10/02/22	Mon 10/03/22	Tue 10/04/22	Wed 10/05/22	5-Day Av	7-Day Av
Week Begin: 29-Sep-22									
00:00	4	4	8	5	3	1	2	3	4
01:00	3	4	4	9	3	0	2	2	4
02:00	0	2	7	1	2	2	4	2	3
03:00	2	2	2	2	3	2	1	2	2
04:00	13	11	7	7	12	9	13	12	10
05:00	24	22	12	11	36	16	14	22	19
06:00	78	74	34	18	83	75	98	82	66
07:00	235	208	68	28	223	235	241	228	177
08:00	207	219	114	45	236	212	201	215	176
09:00	150	174	137	73	182	150	162	164	147
10:00	161	160	173	101	120	133	151	145	143
11:00	172	228	174	195	145	127	167	168	173
12:00	177	262	169	168	172	155	141	181	178
13:00	155	205	171	144	145	169	129	161	160
14:00	167	229	137	140	166	168	184	183	170
15:00	196	182	138	139	196	226	193	199	181
16:00	243	213	136	107	245	243	291	247	211
17:00	220	177	124	94	188	211	301	219	188
18:00	130	131	96	110	128	135	151	135	126
19:00	75	98	67	70	107	71	72	85	80
20:00	50	51	36	36	37	42	50	46	43
21:00	44	31	36	24	36	28	31	34	33
22:00	24	29	23	8	12	25	28	24	21
23:00	15	12	22	6	5	10	5	9	11
12H,7-19	2213	2388	1637	1344	2146	2164	2312	2245	2029
16H,6-22	2460	2642	1810	1492	2409	2380	2563	2491	2251
18H,6-24	2499	2683	1855	1506	2426	2415	2596	2524	2283
24H,0-24	2545	2728	1895	1541	2485	2445	2632	2567	2324
Am	07:00	11:00	11:00	11:00	08:00	07:00	07:00		
Peak	235	228	174	195	236	235	241		
Pm	16:00	12:00	13:00	12:00	16:00	16:00	17:00		
Peak	243	262	171	168	245	243	301		

11723	WARMINSTER		Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)		
			Channel: Eastbound						
	Thu	Fri	Sat	Sun	Mon	Tue	Wed	5-Day	7-Day
TIME PERIOD	29/09/2022	30/09/2022	10/01/22	10/02/22	10/03/22	10/04/22	10/05/22	Av	Av



11723		WARMINSTER					Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)				
Thu 29-Sep-22 to Wed 05-Oct-22			Channel: Westbound												
												FIVE OR LESS			
			CARS OR	LIGHT		TWO AXLE,	THREE	FOUR OR	FOUR OR		SIX OR	AXLE	SIX AXLE	SEVEN	
TIME	TOTAL	MOTOR-	CAR-	GOODS		SIX TYRE,	AXLE	MORE	LESS	FIVE	MORE	MULTI-	MULTI-	OR	
PERIOD	VEHICLES	CYCLES	BASED	VEHICLES	BUSES	RIGID/BUSES	RIGID	AXLE	AXLE	AXLE	AXLE	TRAILER	TRAILER	MORE	
			LGV					RIGID	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	AXLE	
Thu 29-Sep-22															
00:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
01:00	5	0	4	0	0	1	0	0	0	0	0	0	0	0	
02:00	2	0	2	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	3	0	2	1	0	0	0	0	0	0	0	0	0	0	
05:00	9	0	6	2	0	0	0	0	1	0	0	0	0	0	
06:00	31	0	18	11	0	1	0	0	1	0	0	0	0	0	
07:00	160	0	130	24	0	1	3	0	2	0	0	0	0	0	
08:00	257	1	220	28	4	2	1	0	1	0	0	0	0	0	
09:00	169	0	136	26	0	1	2	0	3	0	1	0	0	0	
10:00	147	1	129	14	0	0	1	0	1	0	1	0	0	0	
11:00	154	1	130	17	0	1	1	0	3	0	0	1	0	0	
12:00	134	2	108	21	0	0	0	0	1	0	0	2	0	0	
13:00	149	4	127	13	0	3	1	0	1	0	0	0	0	0	
14:00	185	1	159	22	2	0	0	0	1	0	0	0	0	0	
15:00	208	1	176	24	2	3	0	0	1	0	1	0	0	0	
16:00	217	2	194	20	0	0	0	0	1	0	0	0	0	0	
17:00	213	1	200	11	0	1	0	0	0	0	0	0	0	0	
18:00	176	1	159	12	1	1	0	0	1	0	1	0	0	0	
19:00	102	0	94	6	1	1	0	0	0	0	0	0	0	0	
20:00	74	0	70	4	0	0	0	0	0	0	0	0	0	0	
21:00	48	2	39	7	0	0	0	0	0	0	0	0	0	0	
22:00	31	1	28	2	0	0	0	0	0	0	0	0	0	0	
23:00	13	0	11	2	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2169	15	1868	232	9	13	9	0	16	0	4	3	0	0	
16H,6-22	2424	17	2089	260	10	15	9	0	17	0	4	3	0	0	
18H,6-24	2468	18	2128	264	10	15	9	0	17	0	4	3	0	0	
24H,0-24	2494	18	2149	267	10	16	9	0	18	0	4	3	0	0	

11723		WARMINSTER				Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)					
Thu 29-Sep-22 to Wed 05-Oct-22				Channel: Westbound											
			CARS OR	LIGHT		TWO AXLE,	THREE	FOUR OR	FOUR OR		SIX OR	FIVE OR	SIX AXLE	SEVEN	
TIME	TOTAL	MOTOR-	CAR-	GOODS	BUSES	SIX TYRE,	AXLE	MORE	LESS	FIVE	MORE	AXLE	TRAILER	OR	
PERIOD	VEHICLES	CYCLES	BASED	VEHICLES		RIGID/BUSES	RIGID	AXLE	AXLE	AXLE	AXLE	ARTIC	ARTIC	ARTIC	
Fri 30-Sep-22															
00:00	7	0	5	2	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	4	0	4	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	6	0	6	0	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	26	1	14	9	0	1	0	0	1	0	0	0	0	0	
07:00	147	1	120	21	0	2	0	0	0	0	3	0	0	0	
08:00	265	3	233	21	4	3	0	0	0	0	1	0	0	0	
09:00	169	1	141	19	1	3	3	0	1	0	0	0	0	0	
10:00	182	1	151	18	2	1	3	1	4	0	1	0	0	0	
11:00	175	2	155	15	0	0	1	0	2	0	0	0	0	0	
12:00	141	0	124	15	0	1	0	0	0	0	0	1	0	0	
13:00	171	2	144	18	0	3	1	0	1	0	0	2	0	0	
14:00	199	2	176	18	0	1	1	0	0	0	0	1	0	0	
15:00	239	1	207	23	1	2	0	0	1	0	1	3	0	0	
16:00	202	2	183	14	0	0	1	0	2	0	0	0	0	0	
17:00	185	0	167	17	0	1	0	0	0	0	0	0	0	0	
18:00	156	1	141	12	0	2	0	0	0	0	0	0	0	0	
19:00	110	0	95	13	0	1	1	0	0	0	0	0	0	0	
20:00	53	0	45	8	0	0	0	0	0	0	0	0	0	0	
21:00	35	0	32	2	1	0	0	0	0	0	0	0	0	0	
22:00	27	0	26	1	0	0	0	0	0	0	0	0	0	0	
23:00	22	0	19	3	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2231	16	1942	211	8	19	10	1	11	0	6	7	0	0	
16H,6-22	2455	17	2128	243	9	21	11	1	12	0	6	7	0	0	
18H,6-24	2504	17	2173	247	9	21	11	1	12	0	6	7	0	0	
24H,0-24	2536	17	2200	252	9	21	11	1	12	0	6	7	0	0	

11723		WARMINSTER				Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)					
Thu 29-Sep-22 to Wed 05-Oct-22			Channel: Westbound												
												FIVE OR LESS AXLE	SIX AXLE	SEVEN OR MORE AXLE	
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	TRAILER ARTIC	TRAILER ARTIC	ARTIC	
Sat 01-Oct-22															
00:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0	
01:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
02:00	9	0	7	2	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	3	1	0	0	0	0	0	0	0	0	0	0	
05:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0	
06:00	14	0	9	5	0	0	0	0	0	0	0	0	0	0	
07:00	46	0	38	7	0	0	0	0	1	0	0	0	0	0	
08:00	78	0	69	8	0	0	1	0	0	0	0	0	0	0	
09:00	134	0	124	7	0	2	1	0	0	0	0	0	0	0	
10:00	152	3	137	11	0	0	0	1	0	0	0	0	0	0	
11:00	170	2	156	9	0	1	2	0	0	0	0	0	0	0	
12:00	161	2	146	12	0	0	0	0	0	0	1	0	0	0	
13:00	135	5	120	6	0	2	1	0	0	0	0	1	0	0	
14:00	131	5	111	12	0	0	0	0	1	0	1	1	0	0	
15:00	144	4	130	9	0	1	0	0	0	0	0	0	0	0	
16:00	146	5	135	6	0	0	0	0	0	0	0	0	0	0	
17:00	139	1	130	3	1	1	1	1	1	0	0	0	0	0	
18:00	122	2	110	10	0	0	0	0	0	0	0	0	0	0	
19:00	88	0	83	4	0	1	0	0	0	0	0	0	0	0	
20:00	53	0	47	6	0	0	0	0	0	0	0	0	0	0	
21:00	46	0	44	1	1	0	0	0	0	0	0	0	0	0	
22:00	28	2	25	1	0	0	0	0	0	0	0	0	0	0	
23:00	19	1	18	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	1558	29	1406	100	1	7	6	2	3	0	2	2	0	0	
16H,6-22	1759	29	1589	116	2	8	6	2	3	0	2	2	0	0	
18H,6-24	1806	32	1632	117	2	8	6	2	3	0	2	2	0	0	
24H,0-24	1843	32	1663	123	2	8	6	2	3	0	2	2	0	0	

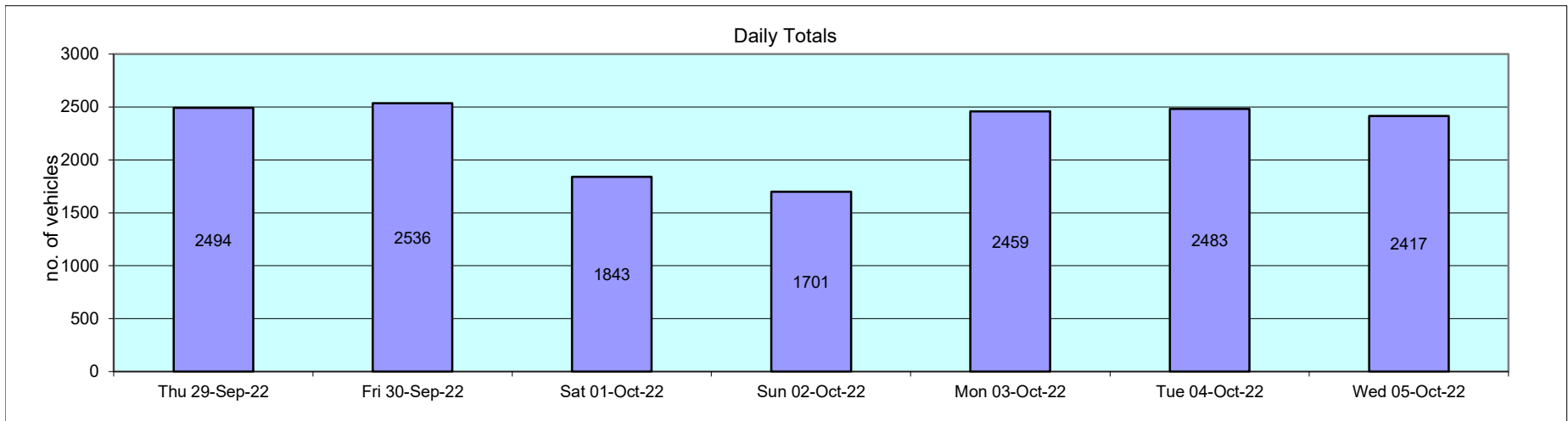
11723		WARMINSTER				Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)					
Thu 29-Sep-22 to Wed 05-Oct-22			Channel: Westbound												
												FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS 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				
Sun 02-Oct-22															
00:00	17	0	17	0	0	0	0	0	0	0	0	0	0	0	
01:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	
02:00	2	0	2	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	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
05:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	
06:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0	
07:00	27	0	20	6	1	0	0	0	0	0	0	0	0	0	
08:00	42	0	28	8	6	0	0	0	0	0	0	0	0	0	
09:00	105	0	100	3	1	0	0	0	0	0	1	0	0	0	
10:00	132	0	124	7	0	0	0	0	0	0	1	0	0	0	
11:00	121	3	104	11	2	0	0	0	1	0	0	0	0	0	
12:00	144	0	132	9	0	0	1	0	0	0	1	1	0	0	
13:00	139	3	122	8	3	0	1	0	1	0	1	0	0	0	
14:00	140	2	128	8	0	0	1	0	1	0	0	0	0	0	
15:00	177	6	161	9	0	0	0	0	0	0	0	1	0	0	
16:00	122	4	107	8	0	0	3	0	0	0	0	0	0	0	
17:00	139	5	119	13	1	0	1	0	0	0	0	0	0	0	
18:00	118	2	103	13	0	0	0	0	0	0	0	0	0	0	
19:00	86	1	74	8	1	1	0	0	1	0	0	0	0	0	
20:00	59	0	54	3	1	0	0	0	0	0	1	0	0	0	
21:00	50	0	50	0	0	0	0	0	0	0	0	0	0	0	
22:00	41	1	40	0	0	0	0	0	0	0	0	0	0	0	
23:00	12	0	11	1	0	0	0	0	0	0	0	0	0	0	
12H,7-19	1406	25	1248	103	14	0	7	0	3	0	4	2	0	0	
16H,6-22	1608	26	1431	116	16	1	7	0	4	0	5	2	0	0	
18H,6-24	1661	27	1482	117	16	1	7	0	4	0	5	2	0	0	
24H,0-24	1701	27	1520	119	16	1	7	0	4	0	5	2	0	0	

11723		WARMINSTER					Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)				
Thu 29-Sep-22 to Wed 05-Oct-22			Channel: Westbound												
			CARS OR	LIGHT		TWO AXLE,	THREE	FOUR OR	FOUR OR		SIX OR	FIVE OR	SIX AXLE	SEVEN	
TIME	TOTAL	MOTOR-	CAR-	GOODS	BUSES	SIX TYRE,	AXLE	MORE	LESS	FIVE	MORE	AXLE	AXLE	OR	
PERIOD	VEHICLES	CYCLES	BASED	VEHICLES		RIGID/BUSES	RIGID	AXLE	AXLE	AXLE	AXLE	ARTIC	ARTIC	ARTIC	
Mon 03-Oct-22															
00:00	5	0	4	0	1	0	0	0	0	0	0	0	0	0	
01:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
02:00	5	0	5	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	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
05:00	15	1	11	3	0	0	0	0	0	0	0	0	0	0	
06:00	44	2	36	6	0	0	0	0	0	0	0	0	0	0	
07:00	173	0	142	29	0	0	0	0	2	0	0	0	0	0	
08:00	277	2	230	33	7	2	1	0	1	0	1	0	0	0	
09:00	165	0	141	21	0	1	1	0	1	0	0	0	0	0	
10:00	160	2	127	25	0	3	1	0	0	0	1	1	0	0	
11:00	185	3	159	16	0	3	1	1	1	0	1	0	0	0	
12:00	142	1	117	16	1	2	1	0	1	0	1	2	0	0	
13:00	150	1	122	20	1	3	2	0	0	0	1	0	0	0	
14:00	180	2	158	19	0	0	0	0	1	0	0	0	0	0	
15:00	187	4	165	14	1	2	0	0	0	0	1	0	0	0	
16:00	206	2	184	17	1	2	0	0	0	0	0	0	0	0	
17:00	215	1	199	15	0	0	0	0	0	0	0	0	0	0	
18:00	143	2	121	14	0	5	0	0	1	0	0	0	0	0	
19:00	89	0	80	7	0	1	0	0	1	0	0	0	0	0	
20:00	40	1	32	7	0	0	0	0	0	0	0	0	0	0	
21:00	36	0	33	2	1	0	0	0	0	0	0	0	0	0	
22:00	20	0	20	0	0	0	0	0	0	0	0	0	0	0	
23:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2183	20	1865	239	11	23	7	1	8	0	6	3	0	0	
16H,6-22	2392	23	2046	261	12	24	7	1	9	0	6	3	0	0	
18H,6-24	2425	23	2079	261	12	24	7	1	9	0	6	3	0	0	
24H,0-24	2459	24	2108	264	13	24	7	1	9	0	6	3	0	0	

11723		WARMINSTER					Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)				
Thu 29-Sep-22 to Wed 05-Oct-22					Channel: Westbound										
			CARS OR	LIGHT		TWO AXLE,	THREE	FOUR OR	FOUR OR		SIX OR	FIVE OR	SIX AXLE	SEVEN	
TIME	TOTAL	MOTOR-	CAR-	GOODS	BUSES	SIX TYRE,	AXLE	MORE	LESS	FIVE	MORE	AXLE	TRAILER	OR	
PERIOD	VEHICLES	CYCLES	BASED	VEHICLES		RIGID/BUSES	RIGID	AXLE	AXLE	AXLE	AXLE	ARTIC	ARTIC	ARTIC	
Tue 04-Oct-22															
00:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	
01:00	7	1	4	1	1	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	13	0	12	1	0	0	0	0	0	0	0	0	0	0	
06:00	30	2	18	9	0	0	0	0	1	0	0	0	0	0	
07:00	189	0	162	22	0	3	1	0	1	0	0	0	0	0	
08:00	287	4	236	32	8	4	0	0	1	0	2	0	0	0	
09:00	129	0	111	13	3	2	0	0	0	0	0	0	0	0	
10:00	149	0	126	18	0	1	0	0	0	0	0	4	0	0	
11:00	152	1	119	24	0	3	1	1	1	0	2	0	0	0	
12:00	136	1	124	11	0	0	0	0	0	0	0	0	0	0	
13:00	163	0	134	20	0	2	4	0	0	0	3	0	0	0	
14:00	167	3	145	15	0	1	1	1	0	0	0	1	0	0	
15:00	190	3	160	21	0	3	0	0	1	0	1	1	0	0	
16:00	230	2	207	19	0	0	1	0	0	0	1	0	0	0	
17:00	223	0	200	16	0	1	1	0	4	0	0	1	0	0	
18:00	171	1	154	12	2	1	0	0	0	0	1	0	0	0	
19:00	95	0	83	9	1	1	0	0	0	0	1	0	0	0	
20:00	57	0	48	8	1	0	0	0	0	0	0	0	0	0	
21:00	39	0	36	2	1	0	0	0	0	0	0	0	0	0	
22:00	26	0	25	1	0	0	0	0	0	0	0	0	0	0	
23:00	18	1	15	2	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2186	15	1878	223	13	21	9	2	8	0	10	7	0	0	
16H,6-22	2407	17	2063	251	16	22	9	2	9	0	11	7	0	0	
18H,6-24	2451	18	2103	254	16	22	9	2	9	0	11	7	0	0	
24H,0-24	2483	19	2130	257	17	22	9	2	9	0	11	7	0	0	

11723		WARMINSTER					Site No: 11723001		Location Boreham Rd, Warminster (att to T/P)						
Thu 29-Sep-22 to Wed 05-Oct-22					Channel: Westbound										
			CARS OR	LIGHT		TWO AXLE,	THREE	FOUR OR	FOUR OR		SIX OR	FIVE OR	SIX AXLE	SEVEN	
TIME	TOTAL	MOTOR-	CAR-	GOODS		SIX TYRE,	AXLE	MORE	LESS	FIVE	MORE	LESS	AXLE	OR	
PERIOD	VEHICLES	CYCLES	BASED	VEHICLES	BUSES	RIGID/BUSES	RIGID	AXLE	AXLE	AXLE	AXLE	AXLE	TRAILER	OR	
			LGV										ARTIC	ARTIC	
Wed 05-Oct-22															
00:00	6	0	4	2	0	0	0	0	0	0	0	0	0	0	
01:00	6	0	5	0	0	1	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	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
05:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0	
06:00	34	0	24	8	0	0	0	0	2	0	0	0	0	0	
07:00	147	1	122	20	0	1	2	0	0	0	1	0	0	0	
08:00	275	3	224	35	2	7	1	0	2	0	1	0	0	0	
09:00	157	3	116	31	0	3	1	0	0	0	3	0	0	0	
10:00	158	2	133	18	1	2	1	0	0	0	1	0	0	0	
11:00	137	1	118	15	0	1	2	0	0	0	0	0	0	0	
12:00	123	0	100	17	1	0	1	0	3	0	1	0	0	0	
13:00	152	1	122	21	1	3	2	0	1	0	0	1	0	0	
14:00	165	2	146	15	0	0	0	0	0	0	1	1	0	0	
15:00	214	1	183	24	1	2	0	0	0	0	2	1	0	0	
16:00	198	1	174	19	1	0	0	0	2	0	0	1	0	0	
17:00	224	0	201	20	1	1	0	0	0	0	0	1	0	0	
18:00	167	1	149	13	1	1	0	0	0	0	1	1	0	0	
19:00	102	1	87	13	0	1	0	0	0	0	0	0	0	0	
20:00	60	1	55	4	0	0	0	0	0	0	0	0	0	0	
21:00	30	1	28	0	1	0	0	0	0	0	0	0	0	0	
22:00	31	0	31	0	0	0	0	0	0	0	0	0	0	0	
23:00	14	0	12	2	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2117	16	1788	248	9	21	10	0	8	0	11	6	0	0	
16H,6-22	2343	19	1982	273	10	22	10	0	10	0	11	6	0	0	
18H,6-24	2388	19	2025	275	10	22	10	0	10	0	11	6	0	0	
24H,0-24	2417	19	2050	278	10	23	10	0	10	0	11	6	0	0	

11723		WARMINSTER				Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)				
Thu 29-Sep-22 to Wed 05-Oct-22						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	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
												AXLE MULTI-TRAILER ARTIC		
Daily Totals														
Thu 29-Sep-22	2494	18	2149	267	10	16	9	0	18	0	4	3	0	0
Fri 30-Sep-22	2536	17	2200	252	9	21	11	1	12	0	6	7	0	0
Sat 01-Oct-22	1843	32	1663	123	2	8	6	2	3	0	2	2	0	0
Sun 02-Oct-22	1701	27	1520	119	16	1	7	0	4	0	5	2	0	0
Mon 03-Oct-22	2459	24	2108	264	13	24	7	1	9	0	6	3	0	0
Tue 04-Oct-22	2483	19	2130	257	17	22	9	2	9	0	11	7	0	0
Wed 05-Oct-22	2417	19	2050	278	10	23	10	0	10	0	11	6	0	0
Total Vehicles														
[--]	15933	156	13820	1560	77	115	59	6	65	0	45	30	0	0



11723		WARMINSTER		Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)			
Thu 29-Sep-22 to Wed 05-Oct-22				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 29-Sep-22											
00:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
01:00	5	0	0.0	4	80.0	0	0.0	1	20.0	0	0.0
02:00	2	0	0.0	2	100.0	0	0.0	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	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
05:00	9	0	0.0	6	66.7	2	22.2	1	11.1	0	0.0
06:00	31	0	0.0	18	58.1	11	35.5	2	6.5	0	0.0
07:00	160	0	0.0	130	81.3	24	15.0	6	3.8	0	0.0
08:00	257	1	0.4	220	85.6	28	10.9	4	1.6	4	1.6
09:00	169	0	0.0	136	80.5	26	15.4	7	4.1	0	0.0
10:00	147	1	0.7	129	87.8	14	9.5	3	2.0	0	0.0
11:00	154	1	0.7	130	84.4	17	11.0	6	3.9	0	0.0
12:00	134	2	1.5	108	80.6	21	15.7	3	2.2	0	0.0
13:00	149	4	2.7	127	85.2	13	8.7	5	3.4	0	0.0
14:00	185	1	0.5	159	86.0	22	11.9	1	0.5	2	1.1
15:00	208	1	0.5	176	84.6	24	11.5	5	2.4	2	1.0
16:00	217	2	0.9	194	89.4	20	9.2	1	0.5	0	0.0
17:00	213	1	0.5	200	93.9	11	5.2	1	0.5	0	0.0
18:00	176	1	0.6	159	90.3	12	6.8	3	1.7	1	0.6
19:00	102	0	0.0	94	92.2	6	5.9	1	1.0	1	1.0
20:00	74	0	0.0	70	94.6	4	5.4	0	0.0	0	0.0
21:00	48	2	4.2	39	81.3	7	14.6	0	0.0	0	0.0
22:00	31	1	3.2	28	90.3	2	6.5	0	0.0	0	0.0
23:00	13	0	0.0	11	84.6	2	15.4	0	0.0	0	0.0
12H,7-19	2169	15	0.7	1868	86.1	232	10.7	45	2.1	9	0.4
16H,6-22	2424	17	0.7	2089	86.2	260	10.7	48	2.0	10	0.4
18H,6-24	2468	18	0.7	2128	86.2	264	10.7	48	1.9	10	0.4
24H,0-24	2494	18	0.7	2149	86.2	267	10.7	50	2.0	10	0.4

11723		WARMINSTER		Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)			
Thu 29-Sep-22 to Wed 05-Oct-22		Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 30-Sep-22											
00:00	7	0	0.0	5	71.4	2	28.6	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	4	0	0.0	4	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	6	0	0.0	6	100.0	0	0.0	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	26	1	3.9	14	53.9	9	34.6	2	7.7	0	0.0
07:00	147	1	0.7	120	81.6	21	14.3	5	3.4	0	0.0
08:00	265	3	1.1	233	87.9	21	7.9	4	1.5	4	1.5
09:00	169	1	0.6	141	83.4	19	11.2	7	4.1	1	0.6
10:00	182	1	0.6	151	83.0	18	9.9	10	5.5	2	1.1
11:00	175	2	1.1	155	88.6	15	8.6	3	1.7	0	0.0
12:00	141	0	0.0	124	87.9	15	10.6	2	1.4	0	0.0
13:00	171	2	1.2	144	84.2	18	10.5	7	4.1	0	0.0
14:00	199	2	1.0	176	88.4	18	9.1	3	1.5	0	0.0
15:00	239	1	0.4	207	86.6	23	9.6	7	2.9	1	0.4
16:00	202	2	1.0	183	90.6	14	6.9	3	1.5	0	0.0
17:00	185	0	0.0	167	90.3	17	9.2	1	0.5	0	0.0
18:00	156	1	0.6	141	90.4	12	7.7	2	1.3	0	0.0
19:00	110	0	0.0	95	86.4	13	11.8	2	1.8	0	0.0
20:00	53	0	0.0	45	84.9	8	15.1	0	0.0	0	0.0
21:00	35	0	0.0	32	91.4	2	5.7	0	0.0	1	2.9
22:00	27	0	0.0	26	96.3	1	3.7	0	0.0	0	0.0
23:00	22	0	0.0	19	86.4	3	13.6	0	0.0	0	0.0
12H,7-19	2231	16	0.7	1942	87.1	211	9.5	54	2.4	8	0.4
16H,6-22	2455	17	0.7	2128	86.7	243	9.9	58	2.4	9	0.4
18H,6-24	2504	17	0.7	2173	86.8	247	9.9	58	2.3	9	0.4
24H,0-24	2536	17	0.7	2200	86.8	252	9.9	58	2.3	9	0.4

11723		WARMINSTER		Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)			
Thu 29-Sep-22 to Wed 05-Oct-22		Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 01-Oct-22											
00:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
01:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
02:00	9	0	0.0	7	77.8	2	22.2	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	3	75.0	1	25.0	0	0.0	0	0.0
05:00	7	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
06:00	14	0	0.0	9	64.3	5	35.7	0	0.0	0	0.0
07:00	46	0	0.0	38	82.6	7	15.2	1	2.2	0	0.0
08:00	78	0	0.0	69	88.5	8	10.3	1	1.3	0	0.0
09:00	134	0	0.0	124	92.5	7	5.2	3	2.2	0	0.0
10:00	152	3	2.0	137	90.1	11	7.2	1	0.7	0	0.0
11:00	170	2	1.2	156	91.8	9	5.3	3	1.8	0	0.0
12:00	161	2	1.2	146	90.7	12	7.5	1	0.6	0	0.0
13:00	135	5	3.7	120	88.9	6	4.4	4	3.0	0	0.0
14:00	131	5	3.8	111	84.7	12	9.2	3	2.3	0	0.0
15:00	144	4	2.8	130	90.3	9	6.3	1	0.7	0	0.0
16:00	146	5	3.4	135	92.5	6	4.1	0	0.0	0	0.0
17:00	139	1	0.7	130	93.5	3	2.2	4	2.9	1	0.7
18:00	122	2	1.6	110	90.2	10	8.2	0	0.0	0	0.0
19:00	88	0	0.0	83	94.3	4	4.6	1	1.1	0	0.0
20:00	53	0	0.0	47	88.7	6	11.3	0	0.0	0	0.0
21:00	46	0	0.0	44	95.7	1	2.2	0	0.0	1	2.2
22:00	28	2	7.1	25	89.3	1	3.6	0	0.0	0	0.0
23:00	19	1	5.3	18	94.7	0	0.0	0	0.0	0	0.0
12H,7-19	1558	29	1.9	1406	90.2	100	6.4	22	1.4	1	0.1
16H,6-22	1759	29	1.7	1589	90.3	116	6.6	23	1.3	2	0.1
18H,6-24	1806	32	1.8	1632	90.4	117	6.5	23	1.3	2	0.1
24H,0-24	1843	32	1.7	1663	90.2	123	6.7	23	1.3	2	0.1

11723		WARMINSTER			Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)		
Thu 29-Sep-22 to Wed 05-Oct-22		Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 02-Oct-22											
00:00	17	0	0.0	17	100.0	0	0.0	0	0.0	0	0.0
01:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
02:00	2	0	0.0	2	100.0	0	0.0	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	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
06:00	7	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
07:00	27	0	0.0	20	74.1	6	22.2	0	0.0	1	3.7
08:00	42	0	0.0	28	66.7	8	19.1	0	0.0	6	14.3
09:00	105	0	0.0	100	95.2	3	2.9	1	1.0	1	1.0
10:00	132	0	0.0	124	93.9	7	5.3	1	0.8	0	0.0
11:00	121	3	2.5	104	86.0	11	9.1	1	0.8	2	1.7
12:00	144	0	0.0	132	91.7	9	6.3	3	2.1	0	0.0
13:00	139	3	2.2	122	87.8	8	5.8	3	2.2	3	2.2
14:00	140	2	1.4	128	91.4	8	5.7	2	1.4	0	0.0
15:00	177	6	3.4	161	91.0	9	5.1	1	0.6	0	0.0
16:00	122	4	3.3	107	87.7	8	6.6	3	2.5	0	0.0
17:00	139	5	3.6	119	85.6	13	9.4	1	0.7	1	0.7
18:00	118	2	1.7	103	87.3	13	11.0	0	0.0	0	0.0
19:00	86	1	1.2	74	86.1	8	9.3	2	2.3	1	1.2
20:00	59	0	0.0	54	91.5	3	5.1	1	1.7	1	1.7
21:00	50	0	0.0	50	100.0	0	0.0	0	0.0	0	0.0
22:00	41	1	2.4	40	97.6	0	0.0	0	0.0	0	0.0
23:00	12	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
12H,7-19	1406	25	1.8	1248	88.8	103	7.3	16	1.1	14	1.0
16H,6-22	1608	26	1.6	1431	89.0	116	7.2	19	1.2	16	1.0
18H,6-24	1661	27	1.6	1482	89.2	117	7.0	19	1.1	16	1.0
24H,0-24	1701	27	1.6	1520	89.4	119	7.0	19	1.1	16	0.9

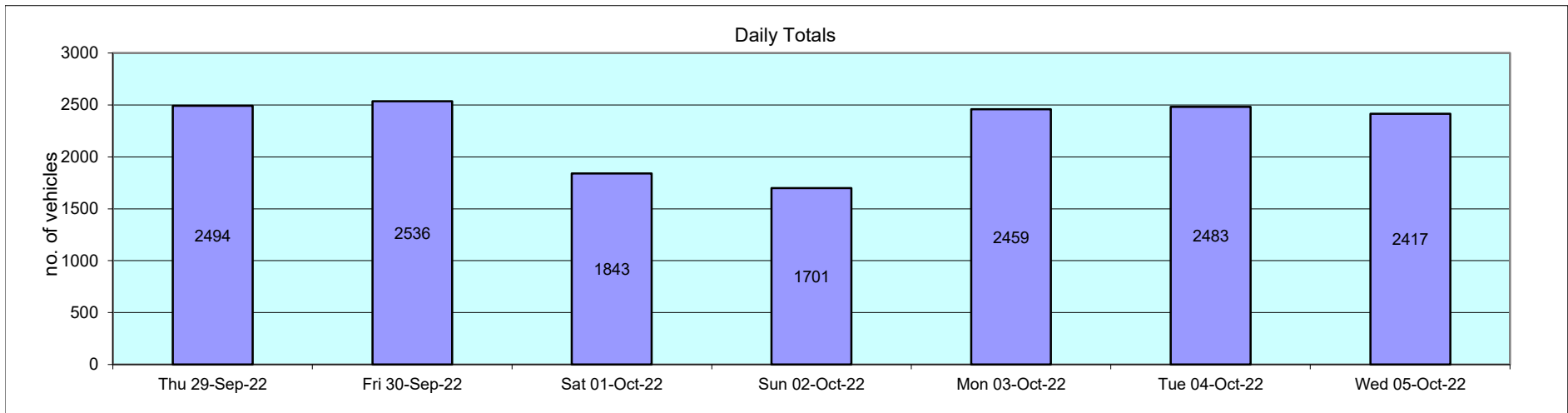
11723		WARMINSTER		Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)			
Thu 29-Sep-22 to Wed 05-Oct-22		Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 03-Oct-22											
00:00	5	0	0.0	4	80.0	0	0.0	0	0.0	1	20.0
01:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	5	0	0.0	5	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	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
05:00	15	1	6.7	11	73.3	3	20.0	0	0.0	0	0.0
06:00	44	2	4.6	36	81.8	6	13.6	0	0.0	0	0.0
07:00	173	0	0.0	142	82.1	29	16.8	2	1.2	0	0.0
08:00	277	2	0.7	230	83.0	33	11.9	5	1.8	7	2.5
09:00	165	0	0.0	141	85.5	21	12.7	3	1.8	0	0.0
10:00	160	2	1.3	127	79.4	25	15.6	6	3.8	0	0.0
11:00	185	3	1.6	159	86.0	16	8.7	7	3.8	0	0.0
12:00	142	1	0.7	117	82.4	16	11.3	7	4.9	1	0.7
13:00	150	1	0.7	122	81.3	20	13.3	6	4.0	1	0.7
14:00	180	2	1.1	158	87.8	19	10.6	1	0.6	0	0.0
15:00	187	4	2.1	165	88.2	14	7.5	3	1.6	1	0.5
16:00	206	2	1.0	184	89.3	17	8.3	2	1.0	1	0.5
17:00	215	1	0.5	199	92.6	15	7.0	0	0.0	0	0.0
18:00	143	2	1.4	121	84.6	14	9.8	6	4.2	0	0.0
19:00	89	0	0.0	80	89.9	7	7.9	2	2.3	0	0.0
20:00	40	1	2.5	32	80.0	7	17.5	0	0.0	0	0.0
21:00	36	0	0.0	33	91.7	2	5.6	0	0.0	1	2.8
22:00	20	0	0.0	20	100.0	0	0.0	0	0.0	0	0.0
23:00	13	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	2183	20	0.9	1865	85.4	239	11.0	48	2.2	11	0.5
16H,6-22	2392	23	1.0	2046	85.5	261	10.9	50	2.1	12	0.5
18H,6-24	2425	23	1.0	2079	85.7	261	10.8	50	2.1	12	0.5
24H,0-24	2459	24	1.0	2108	85.7	264	10.7	50	2.0	13	0.5

11723		WARMINSTER		Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)			
Thu 29-Sep-22 to Wed 05-Oct-22		Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 04-Oct-22											
00:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
01:00	7	1	14.3	4	57.1	1	14.3	0	0.0	1	14.3
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	13	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
06:00	30	2	6.7	18	60.0	9	30.0	1	3.3	0	0.0
07:00	189	0	0.0	162	85.7	22	11.6	5	2.7	0	0.0
08:00	287	4	1.4	236	82.2	32	11.2	7	2.4	8	2.8
09:00	129	0	0.0	111	86.1	13	10.1	2	1.6	3	2.3
10:00	149	0	0.0	126	84.6	18	12.1	5	3.4	0	0.0
11:00	152	1	0.7	119	78.3	24	15.8	8	5.3	0	0.0
12:00	136	1	0.7	124	91.2	11	8.1	0	0.0	0	0.0
13:00	163	0	0.0	134	82.2	20	12.3	9	5.5	0	0.0
14:00	167	3	1.8	145	86.8	15	9.0	4	2.4	0	0.0
15:00	190	3	1.6	160	84.2	21	11.1	6	3.2	0	0.0
16:00	230	2	0.9	207	90.0	19	8.3	2	0.9	0	0.0
17:00	223	0	0.0	200	89.7	16	7.2	7	3.1	0	0.0
18:00	171	1	0.6	154	90.1	12	7.0	2	1.2	2	1.2
19:00	95	0	0.0	83	87.4	9	9.5	2	2.1	1	1.1
20:00	57	0	0.0	48	84.2	8	14.0	0	0.0	1	1.8
21:00	39	0	0.0	36	92.3	2	5.1	0	0.0	1	2.6
22:00	26	0	0.0	25	96.2	1	3.9	0	0.0	0	0.0
23:00	18	1	5.6	15	83.3	2	11.1	0	0.0	0	0.0
12H,7-19	2186	15	0.7	1878	85.9	223	10.2	57	2.6	13	0.6
16H,6-22	2407	17	0.7	2063	85.7	251	10.4	60	2.5	16	0.7
18H,6-24	2451	18	0.7	2103	85.8	254	10.4	60	2.5	16	0.7
24H,0-24	2483	19	0.8	2130	85.8	257	10.4	60	2.4	17	0.7

11723		WARMINSTER		Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)			
Thu 29-Sep-22 to Wed 05-Oct-22		Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 05-Oct-22											
00:00	6	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
01:00	6	0	0.0	5	83.3	0	0.0	1	16.7	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	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
05:00	11	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
06:00	34	0	0.0	24	70.6	8	23.5	2	5.9	0	0.0
07:00	147	1	0.7	122	83.0	20	13.6	4	2.7	0	0.0
08:00	275	3	1.1	224	81.5	35	12.7	11	4.0	2	0.7
09:00	157	3	1.9	116	73.9	31	19.8	7	4.5	0	0.0
10:00	158	2	1.3	133	84.2	18	11.4	4	2.5	1	0.6
11:00	137	1	0.7	118	86.1	15	11.0	3	2.2	0	0.0
12:00	123	0	0.0	100	81.3	17	13.8	5	4.1	1	0.8
13:00	152	1	0.7	122	80.3	21	13.8	7	4.6	1	0.7
14:00	165	2	1.2	146	88.5	15	9.1	2	1.2	0	0.0
15:00	214	1	0.5	183	85.5	24	11.2	5	2.3	1	0.5
16:00	198	1	0.5	174	87.9	19	9.6	3	1.5	1	0.5
17:00	224	0	0.0	201	89.7	20	8.9	2	0.9	1	0.5
18:00	167	1	0.6	149	89.2	13	7.8	3	1.8	1	0.6
19:00	102	1	1.0	87	85.3	13	12.8	1	1.0	0	0.0
20:00	60	1	1.7	55	91.7	4	6.7	0	0.0	0	0.0
21:00	30	1	3.3	28	93.3	0	0.0	0	0.0	1	3.3
22:00	31	0	0.0	31	100.0	0	0.0	0	0.0	0	0.0
23:00	14	0	0.0	12	85.7	2	14.3	0	0.0	0	0.0
12H,7-19	2117	16	0.8	1788	84.5	248	11.7	56	2.7	9	0.4
16H,6-22	2343	19	0.8	1982	84.6	273	11.7	59	2.5	10	0.4
18H,6-24	2388	19	0.8	2025	84.8	275	11.5	59	2.5	10	0.4
24H,0-24	2417	19	0.8	2050	84.8	278	11.5	60	2.5	10	0.4

11723	WARMINSTER	Site No: 11723001	Location	Boreham Rd, Warminster (att to T/P)
Thu 29-Sep-22 to Wed 05-Oct-22		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Thu 29-Sep-22	2494	18	0.7	2149	86.2	267	10.7	50	2.0	10	0.4
Fri 30-Sep-22	2536	17	0.7	2200	86.8	252	9.9	58	2.3	9	0.4
Sat 01-Oct-22	1843	32	1.7	1663	90.2	123	6.7	23	1.3	2	0.1
Sun 02-Oct-22	1701	27	1.6	1520	89.4	119	7.0	19	1.1	16	0.9
Mon 03-Oct-22	2459	24	1.0	2108	85.7	264	10.7	50	2.0	13	0.5
Tue 04-Oct-22	2483	19	0.8	2130	85.8	257	10.4	60	2.4	17	0.7
Wed 05-Oct-22	2417	19	0.8	2050	84.8	278	11.5	60	2.5	10	0.4
Total Vehicles											
[--]	15933	156	1.0	13820	87.0	1560	9.6	320	1.9	77	0.5



11723		WARMINSTER				Site No: 11723001				Location Boreham Rd, Warminster (att to T/P)							
Thu 29-Sep-22 to Wed 05-Oct-22					Channel: Westbound												
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61	
Thu 29-Sep-22																	
00:00	4	-	34.8	6.4	0	0	0	0	1	2	0	1	0	0	0	0	
01:00	5	-	29.5	6.6	0	0	0	2	1	1	1	0	0	0	0	0	
02:00	2	-	33.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0	
03:00	3	-	35.2	3.1	0	0	0	0	0	2	1	0	0	0	0	0	
04:00	3	-	43.5	1.7	0	0	0	0	0	0	0	3	0	0	0	0	
05:00	9	-	36.3	5.2	0	0	0	0	1	4	2	2	0	0	0	0	
06:00	31	38.9	34.3	4.5	0	0	0	0	6	17	5	3	0	0	0	0	
07:00	160	37.8	33.3	4.8	0	2	1	2	31	89	29	6	0	0	0	0	
08:00	257	35.7	31.4	5.2	0	6	0	19	84	117	26	5	0	0	0	0	
09:00	169	35.7	31.4	5.1	1	2	2	5	65	73	19	1	1	0	0	0	
10:00	147	35.7	31.5	4.6	1	0	1	5	60	61	18	1	0	0	0	0	
11:00	154	35.4	31.3	5.3	0	5	0	3	62	69	12	1	2	0	0	0	
12:00	134	36.4	32.3	4.7	0	0	0	10	37	65	19	2	1	0	0	0	
13:00	149	37	31.6	6	2	3	1	7	49	59	25	2	1	0	0	0	
14:00	185	37.4	32.1	5.3	0	3	0	8	67	70	31	5	1	0	0	0	
15:00	208	37	32.8	5	0	1	0	14	44	111	31	5	1	1	0	0	
16:00	217	38.8	33.9	4.8	0	2	0	2	43	110	48	12	0	0	0	0	
17:00	213	38.2	33.6	4.5	0	1	0	1	52	105	48	4	2	0	0	0	
18:00	176	38.2	33.2	4.7	0	1	1	1	51	77	41	3	1	0	0	0	
19:00	102	38.3	33.7	4.6	0	0	0	2	23	52	20	4	1	0	0	0	
20:00	74	38.7	33.6	6.4	0	0	1	3	19	33	12	4	1	0	0	1	
21:00	48	37.3	32.4	5	0	0	1	2	15	20	9	1	0	0	0	0	
22:00	31	37.5	31.7	5.1	0	0	0	2	15	7	6	1	0	0	0	0	
23:00	13	39.6	35.4	4.6	0	0	0	0	2	5	5	1	0	0	0	0	
12H,7-19	2169	37.1	32.4	5.1	4	26	6	77	645	1006	347	47	10	1	0	0	
16H,6-22	2424	37.3	32.5	5.1	4	26	8	84	708	1128	393	59	12	1	0	1	
18H,6-24	2468	37.3	32.5	5.1	4	26	8	86	725	1140	404	61	12	1	0	1	
24H,0-24	2494	37.4	32.6	5.1	4	26	8	88	728	1151	408	67	12	1	0	1	

11723		WARMINSTER			Site No: 11723001		Location Boreham Rd, Warminster (att to T/P)									
Thu 29-Sep-22 to Wed 05-Oct-22					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Fri 30-Sep-22																
00:00	7	-	32.1	4.9	0	0	0	1	1	4	1	0	0	0	0	0
01:00	3	-	30.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
02:00	4	-	41	8.7	0	0	0	0	0	1	2	0	0	1	0	0
03:00	3	-	36.8	7.6	0	0	0	0	1	0	1	1	0	0	0	0
04:00	6	-	36	7	0	0	0	0	1	3	1	0	1	0	0	0
05:00	9	-	34.6	5.6	0	0	0	0	2	5	0	2	0	0	0	0
06:00	26	37.6	32.7	5.2	0	0	1	0	8	11	5	1	0	0	0	0
07:00	147	39.3	33.7	5.5	0	1	1	8	28	64	34	10	1	0	0	0
08:00	265	35.8	31.8	4.9	1	2	4	11	80	133	31	3	0	0	0	0
09:00	169	35.9	31.4	5.2	1	2	2	5	69	65	22	3	0	0	0	0
10:00	182	37	31.7	5.9	1	5	0	9	64	70	27	5	1	0	0	0
11:00	175	37.1	31.6	5.6	0	3	2	14	60	63	28	5	0	0	0	0
12:00	141	35.9	31.7	5.2	0	3	1	3	56	58	15	5	0	0	0	0
13:00	171	35.9	31.2	5.8	0	5	6	8	51	76	23	1	1	0	0	0
14:00	199	36.8	31.9	4.9	0	1	3	5	82	73	30	5	0	0	0	0
15:00	239	36.3	31.7	5	0	1	2	18	85	95	30	8	0	0	0	0
16:00	202	38.3	32.9	5.2	1	0	2	7	57	83	47	4	0	1	0	0
17:00	185	38	33.2	4.7	0	1	1	1	52	89	32	9	0	0	0	0
18:00	156	37.6	33.3	4.5	0	0	1	1	42	79	28	3	2	0	0	0
19:00	110	37.3	32.1	5	0	0	0	8	40	41	16	5	0	0	0	0
20:00	53	39.2	34	4.9	0	0	0	2	12	21	15	3	0	0	0	0
21:00	35	41.2	35.5	5.2	0	0	0	0	7	13	9	6	0	0	0	0
22:00	27	39.1	33.5	5.7	0	0	0	0	11	9	4	2	1	0	0	0
23:00	22	39.2	33.7	5.4	0	0	0	1	6	8	5	2	0	0	0	0
12H,7-19	2231	37.1	32.1	5.3	4	24	25	90	726	948	347	61	5	1	0	0
16H,6-22	2455	37.3	32.2	5.3	4	24	26	100	793	1034	392	76	5	1	0	0
18H,6-24	2504	37.4	32.3	5.3	4	24	26	101	810	1051	401	80	6	1	0	0
24H,0-24	2536	37.4	32.3	5.3	4	24	26	102	817	1065	406	83	7	2	0	0

11723		WARMINSTER			Site No: 11723001		Location Boreham Rd, Warminster (att to T/P)									
Thu 29-Sep-22 to Wed 05-Oct-22					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sat 01-Oct-22																
00:00	11	35	32.1	3.5	0	0	0	0	4	6	1	0	0	0	0	0
01:00	4	-	33.5	4.2	0	0	0	0	1	2	1	0	0	0	0	0
02:00	9	-	31.8	3.8	0	0	0	0	4	4	1	0	0	0	0	0
03:00	2	-	41	3.5	0	0	0	0	0	0	1	1	0	0	0	0
04:00	4	-	34.8	4.9	0	0	0	0	1	1	2	0	0	0	0	0
05:00	7	-	31.4	8.2	0	1	0	0	0	5	1	0	0	0	0	0
06:00	14	39	35.3	4	0	0	0	0	1	8	4	1	0	0	0	0
07:00	46	39.1	33.3	6.2	0	1	0	2	12	18	9	3	1	0	0	0
08:00	78	38.6	33	5.4	0	1	0	2	25	30	15	5	0	0	0	0
09:00	134	36.6	32.3	4.4	0	1	0	1	52	57	21	2	0	0	0	0
10:00	152	37.3	32	5.2	0	1	2	7	56	56	25	5	0	0	0	0
11:00	170	36.7	31.8	5.3	1	3	0	10	52	74	29	1	0	0	0	0
12:00	161	36.8	32	5.5	0	4	4	3	46	75	27	2	0	0	0	0
13:00	135	38.1	33.1	5.3	1	2	0	1	34	64	29	4	0	0	0	0
14:00	131	37.3	32.5	4.5	0	0	1	3	45	55	26	0	1	0	0	0
15:00	144	36.8	31.5	5.5	0	2	3	10	50	53	23	3	0	0	0	0
16:00	146	36.2	32	5.2	0	2	3	6	42	70	19	4	0	0	0	0
17:00	139	38.2	33.1	5.5	1	0	1	3	39	62	27	3	2	1	0	0
18:00	122	39.1	33.5	6	0	2	1	2	33	48	28	5	2	1	0	0
19:00	88	38.6	32.7	6.3	0	0	1	12	18	37	12	5	3	0	0	0
20:00	53	37.8	32	5.9	0	0	3	4	13	21	10	2	0	0	0	0
21:00	46	38.3	32.9	5.8	1	0	0	0	15	18	10	2	0	0	0	0
22:00	28	39.9	34.6	7.1	1	0	0	0	4	12	8	2	1	0	0	0
23:00	19	43.7	36.1	9	0	0	0	2	5	2	4	5	0	0	1	0
12H,7-19	1558	37.6	32.4	5.3	3	19	15	50	486	662	278	37	6	2	0	0
16H,6-22	1759	37.7	32.4	5.4	4	19	19	66	533	746	314	47	9	2	0	0
18H,6-24	1806	37.9	32.5	5.5	5	19	19	68	542	760	326	54	10	2	1	0
24H,0-24	1843	37.9	32.5	5.5	5	20	19	68	552	778	333	55	10	2	1	0

11723		WARMINSTER			Site No: 11723001		Location Boreham Rd, Warminster (att to T/P)									
Thu 29-Sep-22 to Wed 05-Oct-22					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sun 02-Oct-22																
00:00	17	38.4	33.8	5	0	0	0	1	3	8	4	1	0	0	0	0
01:00	8	-	37.9	5.8	0	0	0	0	0	4	2	1	1	0	0	0
02:00	2	-	48.5	7.1	0	0	0	0	0	0	0	1	0	1	0	0
03:00	4	-	31	6.5	0	0	0	1	1	1	1	0	0	0	0	0
04:00	4	-	33.5	4.2	0	0	0	0	1	2	1	0	0	0	0	0
05:00	5	-	30.5	4.6	0	0	0	1	1	3	0	0	0	0	0	0
06:00	7	-	34.2	5.5	0	0	0	0	2	3	1	1	0	0	0	0
07:00	27	39.5	34.1	7.2	1	0	0	1	2	15	5	2	1	0	0	0
08:00	42	37	33.6	4	0	0	0	0	9	25	6	2	0	0	0	0
09:00	105	38.8	33.7	5	0	1	0	3	22	48	26	5	0	0	0	0
10:00	132	37.9	32.7	5.1	0	2	0	3	42	55	26	4	0	0	0	0
11:00	121	38.7	33.2	5.6	0	2	0	6	28	51	28	5	1	0	0	0
12:00	144	37.6	32.9	4.8	0	2	0	4	35	72	28	3	0	0	0	0
13:00	139	37.1	32.6	4.9	1	0	0	2	47	63	21	4	1	0	0	0
14:00	140	35.9	31.4	5.9	0	3	2	10	48	56	17	2	1	1	0	0
15:00	177	37.6	32.6	5.2	0	2	2	6	50	81	28	8	0	0	0	0
16:00	122	39.1	33.7	5.1	0	0	2	1	32	51	28	8	0	0	0	0
17:00	139	35.6	31.2	5.4	0	4	2	6	50	61	14	1	1	0	0	0
18:00	118	38.2	33	5.1	0	1	0	2	38	49	22	5	1	0	0	0
19:00	86	37.6	32.5	4.9	0	0	0	4	32	31	17	1	1	0	0	0
20:00	59	38.6	33.6	6.6	0	0	0	3	17	26	7	4	1	0	0	1
21:00	50	38.7	33.1	5.2	0	0	0	3	15	18	11	3	0	0	0	0
22:00	41	39.8	34.6	6.1	0	0	0	2	9	15	11	1	3	0	0	0
23:00	12	39.5	35.2	7.6	0	0	0	0	4	4	2	1	0	1	0	0
12H,7-19	1406	37.9	32.7	5.3	2	17	8	44	403	627	249	49	6	1	0	0
16H,6-22	1608	38	32.7	5.3	2	17	8	54	469	705	285	58	8	1	0	1
18H,6-24	1661	38.1	32.8	5.4	2	17	8	56	482	724	298	60	11	2	0	1
24H,0-24	1701	38.1	32.8	5.4	2	17	8	59	488	742	306	63	12	3	0	1

11723 Thu 29-Sep-22 to Wed 05-Oct-22					WARMINSTER					Site No: 11723001					Location Boreham Rd, Warminster (att to T/P)						
					Channel: Westbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61					
Mon 03-Oct-22																					
00:00	5	-	35.5	7.7	0	0	0	0	2	1	0	2	0	0	0	0					
01:00	4	-	34.8	4.9	0	0	0	0	1	1	2	0	0	0	0	0					
02:00	5	-	32.5	2.6	0	0	0	0	1	4	0	0	0	0	0	0					
03:00	2	-	36	3.5	0	0	0	0	0	1	1	0	0	0	0	0					
04:00	3	-	40.2	5.9	0	0	0	0	0	1	0	2	0	0	0	0					
05:00	15	39.3	35.5	3.9	0	0	0	0	1	8	5	1	0	0	0	0					
06:00	44	39.4	33.2	7.1	0	1	2	3	7	15	13	2	1	0	0	0					
07:00	173	37.6	33.2	4.5	0	0	1	2	47	89	24	10	0	0	0	0					
08:00	277	36.3	32.4	5.2	0	3	0	14	82	134	35	6	1	1	1	0					
09:00	165	36.8	31.8	5	0	1	2	9	61	62	28	2	0	0	0	0					
10:00	160	35.6	31.2	5.5	1	3	3	6	60	68	15	4	0	0	0	0					
11:00	185	35.6	31.2	5.1	1	3	0	11	73	75	19	3	0	0	0	0					
12:00	142	38.1	32.7	5.7	0	3	2	8	28	67	29	5	0	0	0	0					
13:00	150	36.6	32.5	4.5	0	0	0	1	62	62	18	6	1	0	0	0					
14:00	180	35.4	30.4	5.8	0	8	5	9	66	74	18	0	0	0	0	0					
15:00	187	36	32.1	5	0	1	3	6	62	87	24	1	3	0	0	0					
16:00	206	36.6	32.3	5	1	0	4	6	63	97	30	4	1	0	0	0					
17:00	215	36.9	32.7	4.7	0	2	0	7	59	108	34	4	1	0	0	0					
18:00	143	38.3	33	4.7	0	0	0	5	45	57	31	5	0	0	0	0					
19:00	89	37.5	32.9	4.5	0	0	0	1	31	39	14	4	0	0	0	0					
20:00	40	36.5	32.5	6.3	0	1	0	2	11	19	5	1	0	1	0	0					
21:00	36	38.6	32.7	5.6	0	0	0	3	12	12	6	3	0	0	0	0					
22:00	20	41.6	36	5.5	0	0	0	0	4	6	6	4	0	0	0	0					
23:00	13	39.9	34.7	5.6	0	0	0	0	4	4	3	2	0	0	0	0					
12H,7-19	2183	36.6	32.1	5.1	3	24	20	84	708	980	305	50	7	1	1	0					
16H,6-22	2392	36.8	32.2	5.2	3	26	22	93	769	1065	343	60	8	2	1	0					
18H,6-24	2425	36.9	32.2	5.2	3	26	22	93	777	1075	352	66	8	2	1	0					
24H,0-24	2459	37	32.3	5.2	3	26	22	93	782	1091	360	71	8	2	1	0					

11723		WARMINSTER			Site No: 11723001		Location Boreham Rd, Warminster (att to T/P)									
Thu 29-Sep-22 to Wed 05-Oct-22					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Tue 04-Oct-22																
00:00	7	-	42.8	9.8	0	0	0	0	0	1	3	2	0	0	0	1
01:00	7	-	36.4	3.1	0	0	0	0	0	3	4	0	0	0	0	0
02:00	1	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	2	-	23.5	14.1	0	1	0	0	0	1	0	0	0	0	0	0
04:00	2	-	41	3.5	0	0	0	0	0	0	1	1	0	0	0	0
05:00	13	41.9	37.3	4.4	0	0	0	0	0	6	4	3	0	0	0	0
06:00	30	40.1	34.3	8	0	0	1	4	4	7	11	2	0	0	1	0
07:00	189	37.8	32.8	4.8	0	1	1	2	64	80	34	6	1	0	0	0
08:00	287	35	30.1	5.3	1	6	2	28	132	94	22	1	0	1	0	0
09:00	129	35.1	31.5	3.6	0	0	0	4	52	65	8	0	0	0	0	0
10:00	149	35.5	30.9	4.7	0	1	2	8	71	49	17	1	0	0	0	0
11:00	152	35.1	30.5	5.1	0	5	1	6	72	54	13	1	0	0	0	0
12:00	136	35.8	30.9	5.4	0	3	1	9	59	45	16	3	0	0	0	0
13:00	163	35.6	31	5.5	0	1	1	23	56	62	15	3	1	1	0	0
14:00	167	35.8	31.8	4.6	0	1	0	9	61	73	20	3	0	0	0	0
15:00	190	35.8	31.2	5.5	1	2	4	17	55	86	22	3	0	0	0	0
16:00	230	36.2	31.8	5	0	2	1	15	78	98	29	7	0	0	0	0
17:00	223	36.6	32	4.4	0	0	0	7	95	83	34	4	0	0	0	0
18:00	171	36.5	31.5	5.5	0	3	4	9	57	69	26	3	0	0	0	0
19:00	95	35.9	31.3	5.3	0	1	1	11	29	39	12	2	0	0	0	0
20:00	57	37.3	31.9	5.2	0	1	0	2	23	19	11	1	0	0	0	0
21:00	39	36.7	32.3	5.4	0	0	0	3	13	16	5	1	1	0	0	0
22:00	26	39	33.1	8.7	0	2	0	0	7	9	6	1	0	0	1	0
23:00	18	40.7	33.5	7.2	0	1	0	0	4	8	2	3	0	0	0	0
12H,7-19	2186	35.8	31.3	5	2	25	17	137	852	858	256	35	2	2	0	0
16H,6-22	2407	35.9	31.4	5.1	2	27	19	157	921	939	295	41	3	2	1	0
18H,6-24	2451	35.9	31.4	5.2	2	30	19	157	932	956	303	45	3	2	2	0
24H,0-24	2483	36	31.5	5.3	2	31	19	157	932	967	316	51	3	2	2	1

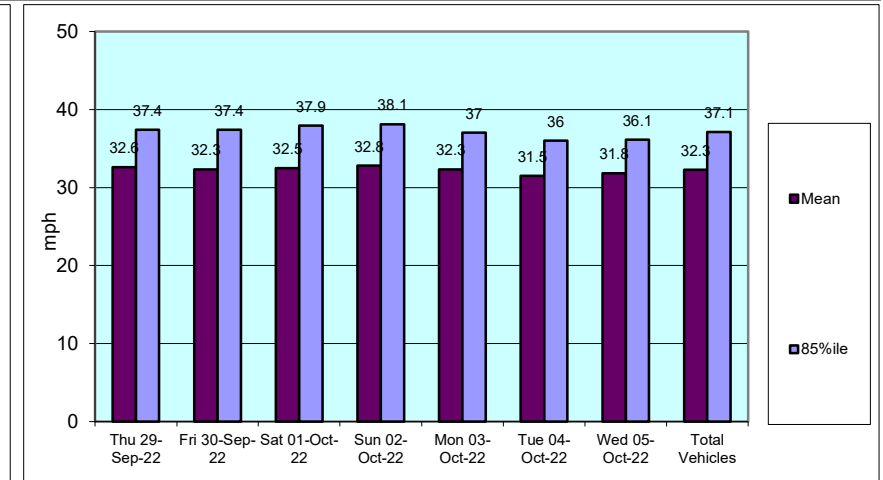
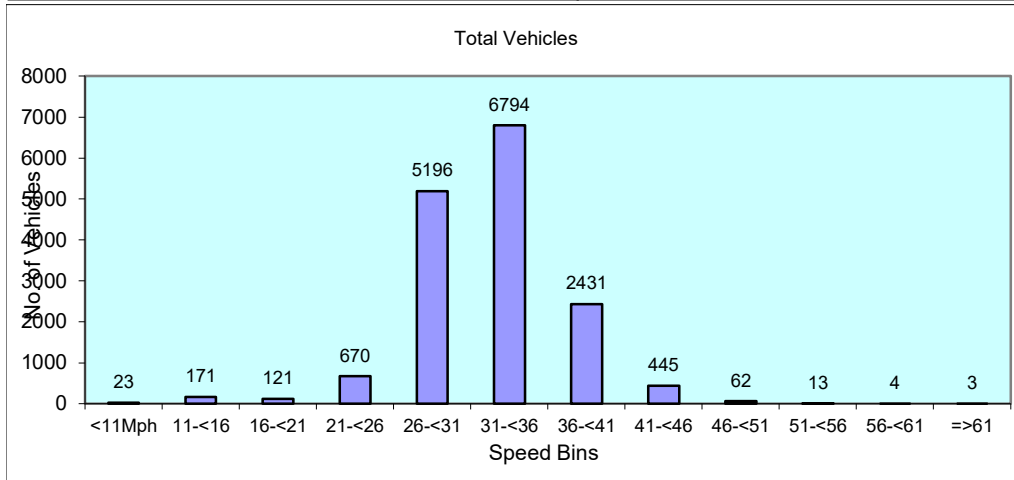
11723 Thu 29-Sep-22 to Wed 05-Oct-22					WARMINSTER					Site No: 11723001					Location Boreham Rd, Warminster (att to T/P)						
					Channel: Westbound																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61					
Wed 05-Oct-22																					
00:00	6	-	33.5	3.4	0	0	0	0	1	4	1	0	0	0	0	0					
01:00	6	-	32.7	4	0	0	0	0	2	3	1	0	0	0	0	0					
02:00	1	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0					
03:00	2	-	33.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0					
04:00	3	-	33.5	8.8	0	0	0	0	2	0	0	1	0	0	0	0					
05:00	11	39.1	35.3	4.3	0	0	0	0	1	6	3	1	0	0	0	0					
06:00	34	38.1	32.6	5.2	0	0	0	3	10	12	8	1	0	0	0	0					
07:00	147	36.1	31.7	5.2	0	4	1	3	53	63	21	2	0	0	0	0					
08:00	275	35.7	30.8	5.5	1	7	2	15	124	89	32	4	1	0	0	0					
09:00	157	35.1	30.9	4.5	0	1	1	10	72	59	12	2	0	0	0	0					
10:00	158	35.1	30.9	4.3	0	1	0	8	78	57	12	2	0	0	0	0					
11:00	137	34.8	30.5	4.5	0	0	2	13	61	52	6	3	0	0	0	0					
12:00	123	35.9	32.3	4.3	0	0	1	4	38	62	16	2	0	0	0	0					
13:00	152	35.8	30.8	5.4	1	3	1	10	63	53	20	1	0	0	0	0					
14:00	165	35.7	31.5	4.6	0	2	0	5	73	63	20	2	0	0	0	0					
15:00	214	36.1	31.8	5.2	0	3	5	8	66	99	29	4	0	0	0	0					
16:00	198	35.8	32.1	5.1	1	1	1	9	61	98	21	4	2	0	0	0					
17:00	224	35.9	31.8	4.9	0	1	2	9	89	90	25	7	1	0	0	0					
18:00	167	37.2	33.2	4.7	0	2	0	1	40	92	26	5	1	0	0	0					
19:00	102	38.3	32.6	5.8	0	2	2	3	28	43	18	6	0	0	0	0					
20:00	60	38.7	33.7	4.9	0	0	0	1	17	25	14	2	1	0	0	0					
21:00	30	46	36.8	7.7	0	0	0	0	8	9	4	4	4	1	0	0					
22:00	31	39	33.2	5.8	0	0	1	1	9	10	8	2	0	0	0	0					
23:00	14	37.8	34.6	3.2	0	0	0	0	1	9	4	0	0	0	0	0					
12H,7-19	2117	35.8	31.5	5	3	25	16	95	818	877	240	38	5	0	0	0					
16H,6-22	2343	36	31.7	5.1	3	27	18	102	881	966	284	51	10	1	0	0					
18H,6-24	2388	36	31.7	5.1	3	27	19	103	891	985	296	53	10	1	0	0					
24H,0-24	2417	36.1	31.8	5.1	3	27	19	103	897	1000	302	55	10	1	0	0					

11723	WARMINSTER	Site No: 11723001	Location Boreham Rd, Warminster (att to T/P)
Thu 29-Sep-22 to Wed 05-Oct-22		Channel: Westbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
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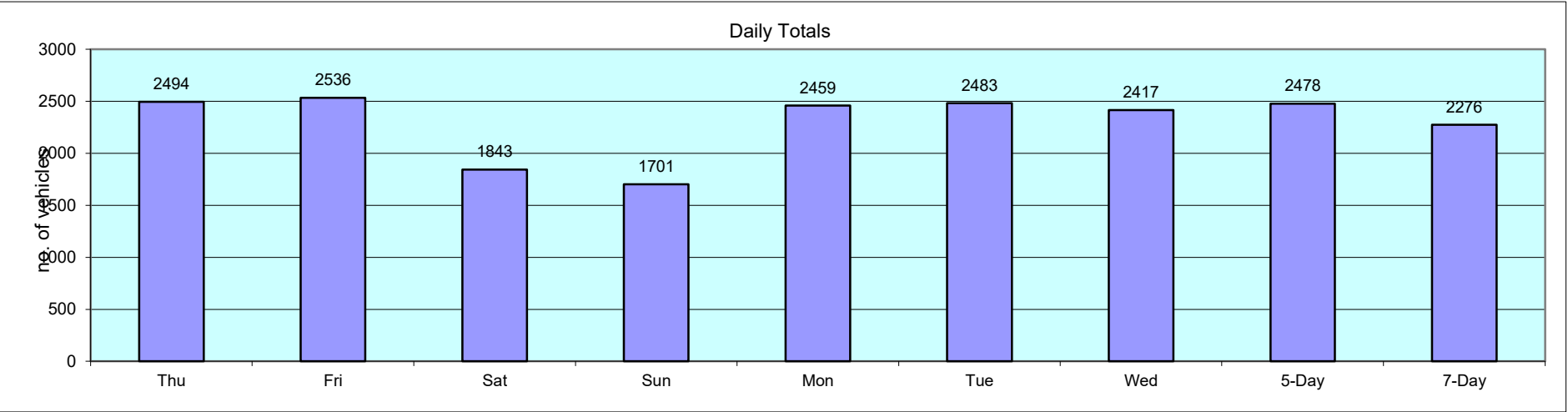
Daily Totals																
Thu 29-Sep-22	2494	37.4	32.6	5.1	4	26	8	88	728	1151	408	67	12	1	0	1
Fri 30-Sep-22	2536	37.4	32.3	5.3	4	24	26	102	817	1065	406	83	7	2	0	0
Sat 01-Oct-22	1843	37.9	32.5	5.5	5	20	19	68	552	778	333	55	10	2	1	0
Sun 02-Oct-22	1701	38.1	32.8	5.4	2	17	8	59	488	742	306	63	12	3	0	1
Mon 03-Oct-22	2459	37	32.3	5.2	3	26	22	93	782	1091	360	71	8	2	1	0
Tue 04-Oct-22	2483	36	31.5	5.3	2	31	19	157	932	967	316	51	3	2	2	1
Wed 05-Oct-22	2417	36.1	31.8	5.1	3	27	19	103	897	1000	302	55	10	1	0	0

Total Vehicles																
[--]	15933	37.1	32.3	5.3	23	171	121	670	5196	6794	2431	445	62	13	4	3



11723	WARMINSTER		Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)		
			Channel: Westbound						
TIME PERIOD	Thu 29/09/2022	Fri 30/09/2022	Sat 10/01/22	Sun 10/02/22	Mon 10/03/22	Tue 10/04/22	Wed 10/05/22	5-Day Av	7-Day Av
Week Begin: 29-Sep-22									
00:00	4	7	11	17	5	7	6	6	8
01:00	5	3	4	8	4	7	6	5	5
02:00	2	4	9	2	5	1	1	3	3
03:00	3	3	2	4	2	2	2	2	3
04:00	3	6	4	4	3	2	3	3	4
05:00	9	9	7	5	15	13	11	11	10
06:00	31	26	14	7	44	30	34	33	27
07:00	160	147	46	27	173	189	147	163	127
08:00	257	265	78	42	277	287	275	272	212
09:00	169	169	134	105	165	129	157	158	147
10:00	147	182	152	132	160	149	158	159	154
11:00	154	175	170	121	185	152	137	161	156
12:00	134	141	161	144	142	136	123	135	140
13:00	149	171	135	139	150	163	152	157	151
14:00	185	199	131	140	180	167	165	179	167
15:00	208	239	144	177	187	190	214	208	194
16:00	217	202	146	122	206	230	198	211	189
17:00	213	185	139	139	215	223	224	212	191
18:00	176	156	122	118	143	171	167	163	150
19:00	102	110	88	86	89	95	102	100	96
20:00	74	53	53	59	40	57	60	57	57
21:00	48	35	46	50	36	39	30	38	41
22:00	31	27	28	41	20	26	31	27	29
23:00	13	22	19	12	13	18	14	16	16
12H,7-19	2169	2231	1558	1406	2183	2186	2117	2177	1979
16H,6-22	2424	2455	1759	1608	2392	2407	2343	2404	2198
18H,6-24	2468	2504	1806	1661	2425	2451	2388	2447	2243
24H,0-24	2494	2536	1843	1701	2459	2483	2417	2478	2276
Am	08:00	08:00	11:00	10:00	08:00	08:00	08:00		
Peak	257	265	170	132	277	287	275		
Pm	16:00	15:00	12:00	15:00	17:00	16:00	17:00		
Peak	217	239	161	177	215	230	224		

11723	WARMINSTER		Site No: 11723001		Location		Boreham Rd, Warminster (att to T/P)		
			Channel: Westbound						
	Thu	Fri	Sat	Sun	Mon	Tue	Wed	5-Day	7-Day
TIME PERIOD	29/09/2022	30/09/2022	10/01/22	10/02/22	10/03/22	10/04/22	10/05/22	Av	Av



Classification Schemes

Scheme F Classification Scheme (Non-metric)

Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	<6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	<10.0	10.0 - 18.0			
	car + 2 axle trailer	4	<10.0		<3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0			
	pickup + 2 axle trailer	4	10.0 - 15.0		<3.5		
	pickup + 3 axle trailer	5	9.9 - 15.0			<3.5	
4	Traditional bus/coach	2	>20.0				
	Traditional bus/coach	3	>19.0				
5	single unit truck/bus - dual rear axle	2	14.9 - 20.0			<3.5	
6	3 axle truck	3		<18.0			
7	4 axle truck	4					
8	2S1	3		>18.0			
	2S2	4		>5.0	>3.5		
	3S1	4		<5.0	>10.0		
9	3S2	5		<6.1		3.5 - 8.0	
	5 axle combination	5					
10	6 axle combination	6			3.5 - 5.0		
	3S3	6					
11	2S1-2	5		>6.0			
12	3S1-2	6					>10.0
13	truck	7 or more					

Appendix C

Collision Data



Incident Severity



Slight Serious Fatal

Appendix D

Previous Stage 1 Road Safety Audit



Road Safety Audit Stage 1

Proposed Access Arrangements

Boreham Road

Warminster

Wiltshire

Date: December 2025

Report produced for: Ardent Consulting Engineers

Report produced by: M & S Traffic

DOCUMENT CONTROL SHEET

M&S Traffic has prepared this report in accordance with the instructions from Ardent Consulting Engineers. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Report Title:	Boreham Road, Warminster Road Safety Audit Stage 1
Document reference:	ARD/25/2204791/1/BS
Prepared by:	M & S Traffic
On behalf of:	Wiltshire County Council

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
0	Bryan Shawyer	Martin Morris		5 th December 2025

Distribution

Organisation	Contact	Copies
Ardent Consulting Engineers	Sam Lee	-
Ardent Consulting Engineers	Paul Rynton	-

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2 Safety issues raised at previous Audits	6
3 Items raised at the Stage 1 Audit	7
4 Issues identified during the road safety audit that are outside the terms of reference	10
5 Auditors Statement	11

Appendix A..... List of drawings

Appendix B..... Comment location drawing

1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit carried out on a proposed access arrangements associated with a 135-unit residential development off Boreham Road, Warminster, as below:

- Vehicular access to the site will be provided from Boreham Road along the site's southern boundary via upgrades to the existing vehicular access. The existing access currently serves 14 properties, including a farm and the rear of properties fronting Boreham Road, with access to these to be retained as part of the proposals.
- The upgraded access arrangements will involve the widening of the existing access to provide a simple priority T-junction. The access arrangements include some localised narrowing in proximity to the access, with a retained carriageway width of 7.3m. The design incorporates a 5.5m carriageway with 2m footways either side, which tie into the existing provision along the northern side of Boreham Road.
- The removal of a section of wall along the northern side of Boreham Road is required to facilitate the new vehicular access, much of which is considered a non-designated heritage asset. The proposals have sought to minimise the amount of wall to be removed, with a total of approximately 14.5m of wall being taken down to facilitate the access.
- In addition to the footways proposed either side of the vehicular access junction, a further pedestrian access point is provided approximately 200m west of the vehicular access along Boreham Road.
- The posted speed limit at the existing/proposed site access is 40mph, although there is a speed limit changes (to 30mph) situated approximately 30m west of the access junction. As part of the revised access proposals, it is proposed to relocate the existing speed limit change east of the access junction.

The Audit was requested by the design organisation, Ardent Consulting Engineers, Third Floor, The Hallmark Building, 52-56 Leadenhall Street, London, EC3M 5JE on behalf of Wiltshire County Council as the Overseeing Organisation.

1.2 The Audit Team membership was as follows:

Audit Team Leader

Bryan Shawyer, B.Eng. (Hons), MSc, MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency

Audit Team Member

Martin Morris, PGD, MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency

1.3 The audit was undertaken following the principles of GG119, The Design Manual for Roads and Bridges. The documents available at the time of the report are detailed in Appendix A.

1.4 The Audit took place at the Gillingham offices of M&S Traffic during December 2025 and comprised an examination of the documents provided as listed in Appendix A. A site visit and inspection were undertaken on the 3rd December 2025 between 14:30 and 15:00 hours. Weather conditions at the time were fine and the road surface was damp. Traffic flows were low and free flow speeds were

moderate. There were low pedestrian flows and no cyclist movements were observed during the site visit.

- 1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any “Technical Check” function on these proposals. It is assumed that the Project Sponsor is satisfied that such a “Technical Check” has been successfully completed prior to requesting this safety audit.
- 1.6 The auditors have not been informed of any Departures from Standards in this scheme construction.
- 1.7 All comments and recommendations are referenced to the detailed drawings, and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 ITEMS RAISED BY PREVIOUS AUDITS

2.1 No previous safety audits were submitted for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 No Problems were identified in this category at this Stage 1 Road Safety Audit.

3.2 Local Alignment

3.2.1 No Problems were identified in this category at this Stage 1 Road Safety Audit.

3.3 Junctions

3.3.1 PROBLEM

Location: Proposed junction with Boreham Road.

Summary: Restricted visibility could lead to side impact collisions.

Visibility splays have been provided at the access, where there is concern that existing on-street parking could provide an obstruction for road users using the junction, see figures 1 and 2 below. Restricted visibility could increase the risk of side impact collisions.



Figure 1: Visibility to the east.



Figure 2: Visibility to the west.

RECOMMENDATION

It is recommended that measures be introduced to control parking at the junction.

3.3.2 PROBLEM

Location: Proposed junction with Boreham Road.

Summary: Restricted visibility could lead to side impact collisions or rear end shunts.

Visibility splays have been provided at the access, where there is concern that the existing wall could provide an obstruction for road users using the junction, see figure 3 below. Restricted visibility could increase the risk of side impact collisions.



Figure 3: Existing wall in visibility splay.

RECOMMENDATION

It is recommended that the sections of wall within the visibility splays be 600mm or less.

3.4 Non-Motorised User (NMU) Provision

3.4.1 PROBLEM

Location: Proposed access.

Summary: Lack of pedestrian facilities could compromise pedestrian safety.

There is no pedestrian crossing point across the proposed junction mouth, where this may be a pedestrian desire line. This may present difficulties particularly for the blind, and visually and mobility impaired pedestrians, which could lead to pedestrian trips and falls.

RECOMMENDATION

It is recommended that a pedestrian crossing point including drop kerbs and tactile paving be provided at the access.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 No Problems were identified in this category at this Stage 1 Road Safety Audit.

4 ISSUES IDENTIFIED DURING THE ROAD SAFETY AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

- 4.1 Safety issues identified during the audit and site inspection that are outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, are set out in this section. It is to be understood that, in raising these issues, the Audit Team in no way warrant that a full review of the highway environment has been undertaken beyond that necessary to undertake the Audit as commissioned.
- 4.2 The Audit Team had no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

Audit Team Leader

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency

Signed:  Date: 05/12/2025

Audit Team Member

Martin Morris
PGD, MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency

Signed:  Date: 05/1/2025

M & S Traffic

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Gillingham
Kent ME7 3EX



+44 (0) 1634 307 498



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www.mstraffic.co.uk

APPENDIX A

List of Drawings and other information submitted for auditing:

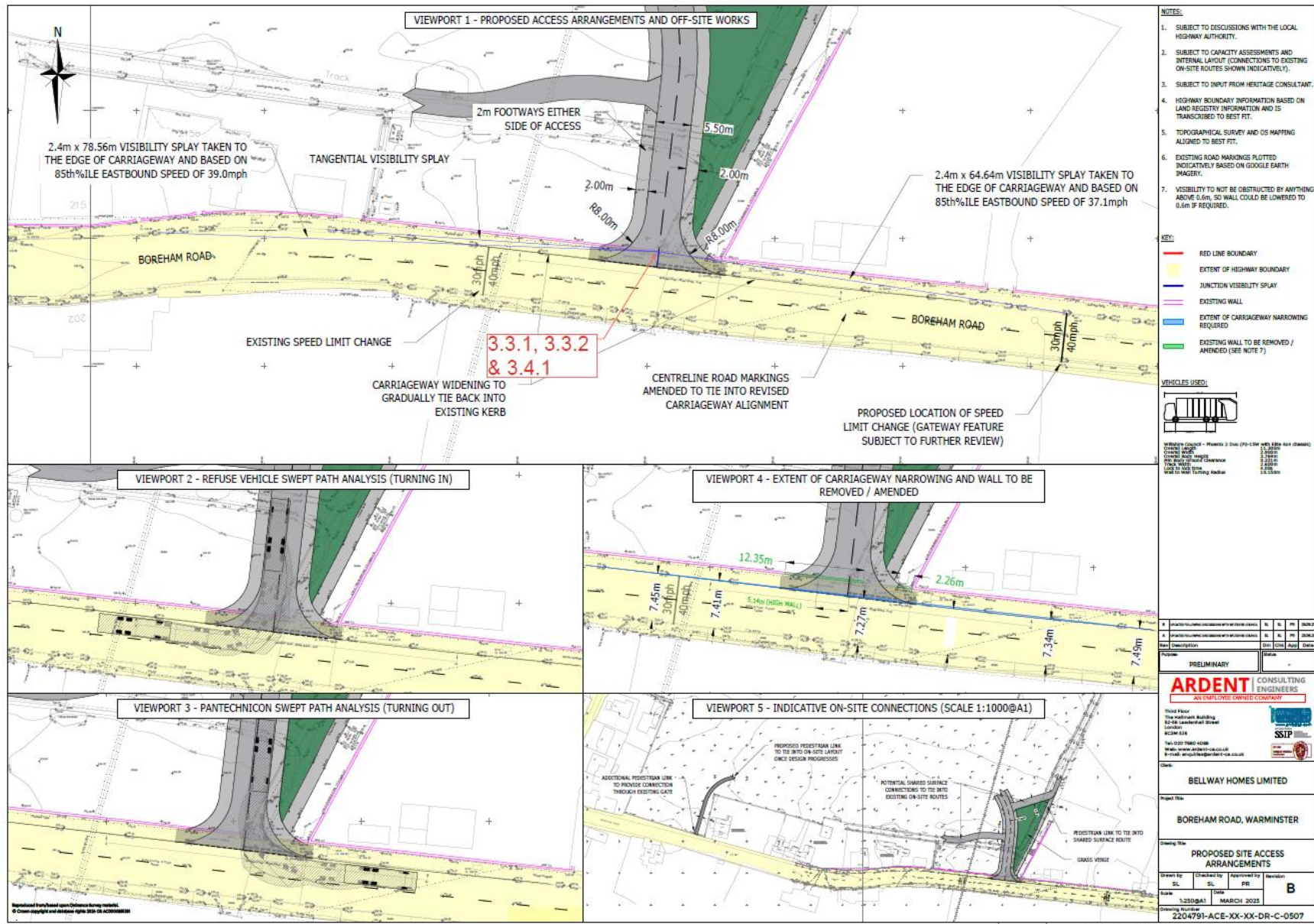
Drawing Number	Title
2204791-ACE-XX-XX-DR-C-0507 B	PROPOSED SITE ACCESS ARRANGEMENTS

Supporting documentation:

- Road Safety Audit Brief, Ardent Consulting Engineers, November 2025.
- Email dated 02/12/25 from Ardent Consulting Engineers confirming the size of the residential development at 135-units.
- Covering emails, Ardent Consulting Engineers.

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).





Road Safety Audit Stage 1

Proposed Access Arrangements

Boreham Road

Warminster

Wiltshire

Date: March 2026

Report produced for: Ardent Consulting Engineers

Report produced by: M & S Traffic

DOCUMENT CONTROL SHEET

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Document reference:	ARD/25/2204791/1-1/BS
Prepared by:	M & S Traffic
On behalf of:	Wiltshire County Council

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
0	Bryan Shawyer	Martin Morris		5 th December 2025
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- The upgraded access arrangements will involve the widening of the existing access to provide a priority T-junction. The design incorporates a 7.0m carriageway with 2m footways either side, which tie into the existing provision along the northern side of Boreham Road.
- The amendment/removal of a section of wall along the northern side of Boreham Road is required to facilitate the new vehicular access, much of which is considered a non-designated heritage asset.
- In addition to the footways proposed either side of the vehicular access junction, a further pedestrian access point is provided approximately 200m west of the vehicular access along Boreham Road.
- The posted speed limit at the existing/proposed site access is 40mph, although there is a speed limit changes (to 30mph) situated approximately 30m west of the access junction. As part of the revised access proposals, it is proposed to relocate the existing speed limit change east of the access junction.

The Audit was requested by the design organisation, Ardent Consulting Engineers, Third Floor, The Hallmark Building, 52-56 Leadenhall Street, London, EC3M 5JE on behalf of Wiltshire County Council as the Overseeing Organisation.

1.2 The Audit Team membership was as follows:

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3.2 Local Alignment

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3.3.1 PROBLEM

Location: Proposed junction with Boreham Road.

Summary: Restricted visibility could lead to side impact collisions.

Visibility splays have been provided at the access, where there is concern that existing on-street parking could provide an obstruction for road users using the junction, see figures 1 and 2 below. Restricted visibility could increase the risk of side impact collisions.



Figure 1: Visibility to the east.



Figure 2: Visibility to the west.

RECOMMENDATION

It is recommended that measures be introduced to control parking at the junction.

3.3.2 PROBLEM

Location: Proposed junction with Boreham Road.

Summary: Restricted visibility could lead to side impact collisions or rear end shunts.

Visibility splays have been provided at the access, where there is concern that the existing wall could provide an obstruction for road users using the junction, see figure 3 below. Restricted visibility could increase the risk of side impact collisions.



Figure 3: Existing wall in visibility splay.

RECOMMENDATION

It is recommended that the sections of wall within the visibility splays be 600mm or less.

3.4 Non-Motorised User (NMU) Provision

3.4.1 No problems were identified in this category at this Stage 1 Road Safety Audit.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 No Problems were identified in this category at this Stage 1 Road Safety Audit.

4 ISSUES IDENTIFIED DURING THE ROAD SAFETY AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

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4.2 The Audit Team had no issues to raise within this section.

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5.1 We certify that this audit has been carried out following the principles of GG 119.

Audit Team Leader

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency

Signed:  Date: 05/03/2026

Audit Team Member

Martin Morris
PGD, MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency

Signed:  Date: 05/03/2026

M & S Traffic

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32 Hamelin Road
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Kent ME7 3EX



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APPENDIX A

List of Drawings and other information submitted for auditing:

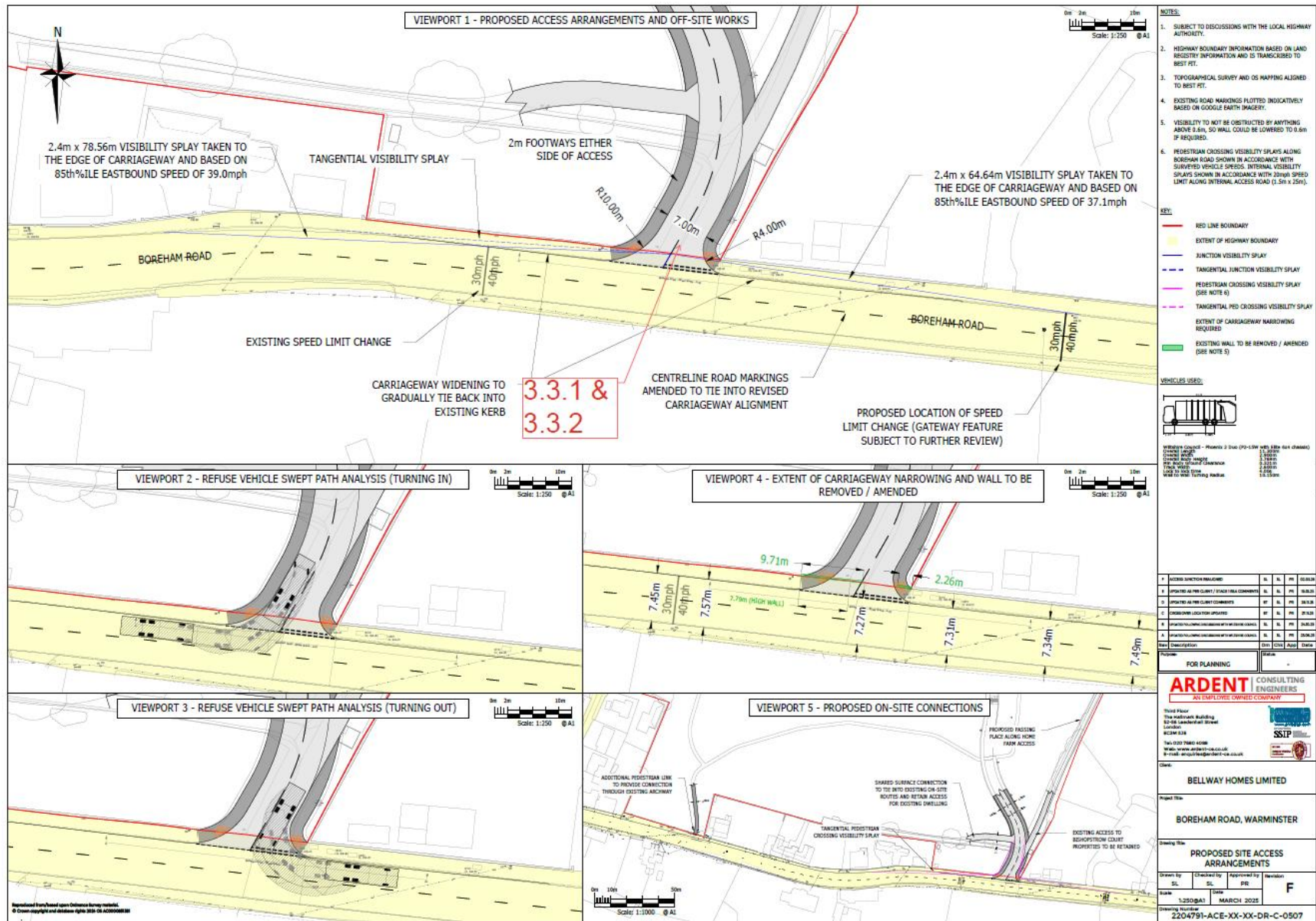
Drawing Number	Title
2204791-ACE-XX-XX-DR-C-0507 B	PROPOSED SITE ACCESS ARRANGEMENTS

Supporting documentation:

- Road Safety Audit Brief, Ardent Consulting Engineers, November 2025.
- Email dated 02/12/25 from Ardent Consulting Engineers confirming the size of the residential development at 135-units.
- Email dated 05/03/23 from Ardent Consulting Engineers containing the swept paths of a large car using the proposed access.
- Covering emails, Ardent Consulting Engineers.

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).



Appendix F

TRICS Output

Calculation Reference: AUDIT-437201-250304-0302

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	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	2 days
	HF HERTFORDSHIRE	1 days
	KC KENT	2 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	5 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	IM ISLE OF MAN	2 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: 24 to 300 (units:)
 Range Selected by User: 6 to 500 (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: 01/01/16 to 18/09/24

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

Selected survey days:

Monday	1 days
Tuesday	5 days
Wednesday	2 days
Thursday	6 days
Friday	1 days

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

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	13

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	15
------------------	----

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	24 days - Selected
Servicing vehicles Excluded	61 days - Selected

Secondary Filtering selection:

Use Class:

C3	15 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	11 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	8 days
25,001 to 50,000	3 days
50,001 to 75,000	4 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	12 days
1.6 to 2.0	3 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	12 days
No	3 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	15 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	AC-03-A-04 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 Survey date: THURSDAY 06/06/19	TOWN HOUSES	CHESHIRE WEST & CHESTER	Survey Type: MANUAL
2	DC-03-A-10 ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Total No of Dwellings: 26 Survey date: WEDNESDAY 09/11/22	MIXED HOUSES	DORSET	Survey Type: MANUAL
3	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Total No of Dwellings: 91 Survey date: THURSDAY 07/11/19	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: MANUAL
4	HC-03-A-23 CANADA WAY LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 Survey date: TUESDAY 19/11/19	HOUSES & FLATS	HAMPSHIRE	Survey Type: MANUAL
5	HC-03-A-31 KILN ROAD LIPHOOK Edge of Town Residential Zone Total No of Dwellings: 44 Survey date: FRIDAY 07/10/22	MIXED HOUSES	HERTFORDSHIRE	Survey Type: MANUAL
6	HF-03-A-03 HARE STREET ROAD BUNTINGFORD Edge of Town Residential Zone Total No of Dwellings: 160 Survey date: MONDAY 08/07/19	MIXED HOUSES	ISLE OF MAN	Survey Type: MANUAL
7	IM-03-A-05 SCARLETT ROAD CASTLETOWN Edge of Town Residential Zone Total No of Dwellings: 45 Survey date: TUESDAY 21/05/24	MIXED HOUSES		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	IM-03-A-06 MOORAGH PROMENADE RAMSEY	MIXED HOUSES	ISLE OF MAN
	Edge of Town Residential Zone Total No of Dwellings:	129	
	Survey date: THURSDAY	23/05/24	Survey Type: MANUAL
9	KC-03-A-07 RECULVER ROAD HERNE BAY	MIXED HOUSES	KENT
	Edge of Town Residential Zone Total No of Dwellings:	288	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
10	KC-03-A-10 HEADCORN ROAD STAPLEHURST	MIXED HOUSES	KENT
	Edge of Town Residential Zone Total No of Dwellings:	106	
	Survey date: TUESDAY	09/05/23	Survey Type: MANUAL
11	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	40	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL
12	NF-03-A-30 BRANDON ROAD SWAFFHAM	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	266	
	Survey date: THURSDAY	23/09/21	Survey Type: MANUAL
13	NF-03-A-33 LONDON ROAD ATTLEBOROUGH	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	143	
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL
14	NF-03-A-39 HEATH DRIVE HOLT	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	212	
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL
15	NF-03-A-46 BURGH ROAD AYLSHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	300	
	Survey date: TUESDAY	14/09/21	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): 1.78

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	129	0.077	15	129	0.286	15	129	0.363
08:00 - 09:00	15	129	0.163	15	129	0.331	15	129	0.494
09:00 - 10:00	15	129	0.151	15	129	0.178	15	129	0.329
10:00 - 11:00	15	129	0.118	15	129	0.162	15	129	0.280
11:00 - 12:00	15	129	0.157	15	129	0.156	15	129	0.313
12:00 - 13:00	15	129	0.149	15	129	0.135	15	129	0.284
13:00 - 14:00	15	129	0.160	15	129	0.146	15	129	0.306
14:00 - 15:00	15	129	0.179	15	129	0.176	15	129	0.355
15:00 - 16:00	15	129	0.263	15	129	0.168	15	129	0.431
16:00 - 17:00	15	129	0.271	15	129	0.171	15	129	0.442
17:00 - 18:00	15	129	0.336	15	129	0.159	15	129	0.495
18:00 - 19:00	15	129	0.284	15	129	0.168	15	129	0.452
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.308			2.236			4.544

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: 24 - 300 (units:)
 Survey date range: 01/01/16 - 18/09/24
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 3
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	129	0.002	15	129	0.003	15	129	0.005
08:00 - 09:00	15	129	0.002	15	129	0.002	15	129	0.004
09:00 - 10:00	15	129	0.002	15	129	0.002	15	129	0.004
10:00 - 11:00	15	129	0.002	15	129	0.002	15	129	0.004
11:00 - 12:00	15	129	0.002	15	129	0.003	15	129	0.005
12:00 - 13:00	15	129	0.002	15	129	0.002	15	129	0.004
13:00 - 14:00	15	129	0.003	15	129	0.002	15	129	0.005
14:00 - 15:00	15	129	0.002	15	129	0.003	15	129	0.005
15:00 - 16:00	15	129	0.002	15	129	0.003	15	129	0.005
16:00 - 17:00	15	129	0.002	15	129	0.002	15	129	0.004
17:00 - 18:00	15	129	0.001	15	129	0.000	15	129	0.001
18:00 - 19:00	15	129	0.001	15	129	0.001	15	129	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.025			0.048

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

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

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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	129	0.001	15	129	0.001	15	129	0.002
08:00 - 09:00	15	129	0.002	15	129	0.001	15	129	0.003
09:00 - 10:00	15	129	0.006	15	129	0.004	15	129	0.010
10:00 - 11:00	15	129	0.003	15	129	0.004	15	129	0.007
11:00 - 12:00	15	129	0.003	15	129	0.004	15	129	0.007
12:00 - 13:00	15	129	0.001	15	129	0.001	15	129	0.002
13:00 - 14:00	15	129	0.002	15	129	0.001	15	129	0.003
14:00 - 15:00	15	129	0.002	15	129	0.002	15	129	0.004
15:00 - 16:00	15	129	0.004	15	129	0.003	15	129	0.007
16:00 - 17:00	15	129	0.001	15	129	0.002	15	129	0.003
17:00 - 18:00	15	129	0.003	15	129	0.001	15	129	0.004
18:00 - 19:00	15	129	0.001	15	129	0.001	15	129	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.025			0.054

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

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	129	0.003	15	129	0.005	15	129	0.008
08:00 - 09:00	15	129	0.002	15	129	0.011	15	129	0.013
09:00 - 10:00	15	129	0.001	15	129	0.002	15	129	0.003
10:00 - 11:00	15	129	0.004	15	129	0.004	15	129	0.008
11:00 - 12:00	15	129	0.002	15	129	0.004	15	129	0.006
12:00 - 13:00	15	129	0.003	15	129	0.001	15	129	0.004
13:00 - 14:00	15	129	0.003	15	129	0.002	15	129	0.005
14:00 - 15:00	15	129	0.004	15	129	0.002	15	129	0.006
15:00 - 16:00	15	129	0.006	15	129	0.002	15	129	0.008
16:00 - 17:00	15	129	0.006	15	129	0.005	15	129	0.011
17:00 - 18:00	15	129	0.005	15	129	0.008	15	129	0.013
18:00 - 19:00	15	129	0.009	15	129	0.004	15	129	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.050			0.098

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	129	0.093	15	129	0.413	15	129	0.506
08:00 - 09:00	15	129	0.220	15	129	0.588	15	129	0.808
09:00 - 10:00	15	129	0.190	15	129	0.250	15	129	0.440
10:00 - 11:00	15	129	0.152	15	129	0.225	15	129	0.377
11:00 - 12:00	15	129	0.212	15	129	0.225	15	129	0.437
12:00 - 13:00	15	129	0.205	15	129	0.185	15	129	0.390
13:00 - 14:00	15	129	0.221	15	129	0.197	15	129	0.418
14:00 - 15:00	15	129	0.249	15	129	0.241	15	129	0.490
15:00 - 16:00	15	129	0.466	15	129	0.246	15	129	0.712
16:00 - 17:00	15	129	0.432	15	129	0.243	15	129	0.675
17:00 - 18:00	15	129	0.512	15	129	0.231	15	129	0.743
18:00 - 19:00	15	129	0.421	15	129	0.272	15	129	0.693
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.373			3.316			6.689

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	129	0.016	15	129	0.038	15	129	0.054
08:00 - 09:00	15	129	0.043	15	129	0.101	15	129	0.144
09:00 - 10:00	15	129	0.049	15	129	0.035	15	129	0.084
10:00 - 11:00	15	129	0.023	15	129	0.019	15	129	0.042
11:00 - 12:00	15	129	0.030	15	129	0.036	15	129	0.066
12:00 - 13:00	15	129	0.030	15	129	0.029	15	129	0.059
13:00 - 14:00	15	129	0.024	15	129	0.027	15	129	0.051
14:00 - 15:00	15	129	0.030	15	129	0.036	15	129	0.066
15:00 - 16:00	15	129	0.107	15	129	0.069	15	129	0.176
16:00 - 17:00	15	129	0.057	15	129	0.048	15	129	0.105
17:00 - 18:00	15	129	0.054	15	129	0.044	15	129	0.098
18:00 - 19:00	15	129	0.051	15	129	0.060	15	129	0.111
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.514			0.542			1.056

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

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

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	129	0.000	15	129	0.012	15	129	0.012
08:00 - 09:00	15	129	0.002	15	129	0.027	15	129	0.029
09:00 - 10:00	15	129	0.003	15	129	0.011	15	129	0.014
10:00 - 11:00	15	129	0.005	15	129	0.003	15	129	0.008
11:00 - 12:00	15	129	0.005	15	129	0.003	15	129	0.008
12:00 - 13:00	15	129	0.004	15	129	0.004	15	129	0.008
13:00 - 14:00	15	129	0.003	15	129	0.004	15	129	0.007
14:00 - 15:00	15	129	0.004	15	129	0.004	15	129	0.008
15:00 - 16:00	15	129	0.019	15	129	0.010	15	129	0.029
16:00 - 17:00	15	129	0.011	15	129	0.003	15	129	0.014
17:00 - 18:00	15	129	0.004	15	129	0.003	15	129	0.007
18:00 - 19:00	15	129	0.017	15	129	0.006	15	129	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.077			0.090			0.167

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

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	129	0.000	15	129	0.013	15	129	0.013
08:00 - 09:00	15	129	0.000	15	129	0.012	15	129	0.012
09:00 - 10:00	15	129	0.000	15	129	0.003	15	129	0.003
10:00 - 11:00	15	129	0.000	15	129	0.001	15	129	0.001
11:00 - 12:00	15	129	0.000	15	129	0.000	15	129	0.000
12:00 - 13:00	15	129	0.001	15	129	0.000	15	129	0.001
13:00 - 14:00	15	129	0.001	15	129	0.000	15	129	0.001
14:00 - 15:00	15	129	0.000	15	129	0.001	15	129	0.001
15:00 - 16:00	15	129	0.002	15	129	0.001	15	129	0.003
16:00 - 17:00	15	129	0.006	15	129	0.001	15	129	0.007
17:00 - 18:00	15	129	0.012	15	129	0.000	15	129	0.012
18:00 - 19:00	15	129	0.011	15	129	0.001	15	129	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.033			0.033			0.066

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

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	129	0.000	15	129	0.025	15	129	0.025
08:00 - 09:00	15	129	0.002	15	129	0.039	15	129	0.041
09:00 - 10:00	15	129	0.003	15	129	0.014	15	129	0.017
10:00 - 11:00	15	129	0.005	15	129	0.003	15	129	0.008
11:00 - 12:00	15	129	0.005	15	129	0.003	15	129	0.008
12:00 - 13:00	15	129	0.004	15	129	0.004	15	129	0.008
13:00 - 14:00	15	129	0.004	15	129	0.004	15	129	0.008
14:00 - 15:00	15	129	0.004	15	129	0.004	15	129	0.008
15:00 - 16:00	15	129	0.020	15	129	0.011	15	129	0.031
16:00 - 17:00	15	129	0.017	15	129	0.004	15	129	0.021
17:00 - 18:00	15	129	0.016	15	129	0.003	15	129	0.019
18:00 - 19:00	15	129	0.028	15	129	0.007	15	129	0.035
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.108			0.121			0.229

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.78

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	129	0.112	15	129	0.481	15	129	0.593
08:00 - 09:00	15	129	0.267	15	129	0.740	15	129	1.007
09:00 - 10:00	15	129	0.243	15	129	0.301	15	129	0.544
10:00 - 11:00	15	129	0.183	15	129	0.251	15	129	0.434
11:00 - 12:00	15	129	0.248	15	129	0.267	15	129	0.515
12:00 - 13:00	15	129	0.242	15	129	0.218	15	129	0.460
13:00 - 14:00	15	129	0.253	15	129	0.230	15	129	0.483
14:00 - 15:00	15	129	0.287	15	129	0.283	15	129	0.570
15:00 - 16:00	15	129	0.600	15	129	0.327	15	129	0.927
16:00 - 17:00	15	129	0.512	15	129	0.300	15	129	0.812
17:00 - 18:00	15	129	0.588	15	129	0.287	15	129	0.875
18:00 - 19:00	15	129	0.509	15	129	0.343	15	129	0.852
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.044			4.028			8.072

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

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

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

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	129	0.067	15	129	0.251	15	129	0.318
08:00 - 09:00	15	129	0.140	15	129	0.301	15	129	0.441
09:00 - 10:00	15	129	0.112	15	129	0.150	15	129	0.262
10:00 - 11:00	15	129	0.089	15	129	0.134	15	129	0.223
11:00 - 12:00	15	129	0.122	15	129	0.123	15	129	0.245
12:00 - 13:00	15	129	0.125	15	129	0.112	15	129	0.237
13:00 - 14:00	15	129	0.129	15	129	0.112	15	129	0.241
14:00 - 15:00	15	129	0.154	15	129	0.146	15	129	0.300
15:00 - 16:00	15	129	0.236	15	129	0.137	15	129	0.373
16:00 - 17:00	15	129	0.242	15	129	0.148	15	129	0.390
17:00 - 18:00	15	129	0.305	15	129	0.144	15	129	0.449
18:00 - 19:00	15	129	0.263	15	129	0.154	15	129	0.417
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.984			1.912			3.896

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

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

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

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	129	0.007	15	129	0.031	15	129	0.038
08:00 - 09:00	15	129	0.020	15	129	0.025	15	129	0.045
09:00 - 10:00	15	129	0.030	15	129	0.022	15	129	0.052
10:00 - 11:00	15	129	0.024	15	129	0.022	15	129	0.046
11:00 - 12:00	15	129	0.028	15	129	0.025	15	129	0.053
12:00 - 13:00	15	129	0.021	15	129	0.020	15	129	0.041
13:00 - 14:00	15	129	0.026	15	129	0.030	15	129	0.056
14:00 - 15:00	15	129	0.019	15	129	0.025	15	129	0.044
15:00 - 16:00	15	129	0.019	15	129	0.024	15	129	0.043
16:00 - 17:00	15	129	0.025	15	129	0.019	15	129	0.044
17:00 - 18:00	15	129	0.026	15	129	0.012	15	129	0.038
18:00 - 19:00	15	129	0.019	15	129	0.011	15	129	0.030
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.264			0.266			0.530

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

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

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

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	129	0.000	15	129	0.001	15	129	0.001
08:00 - 09:00	15	129	0.001	15	129	0.002	15	129	0.003
09:00 - 10:00	15	129	0.001	15	129	0.001	15	129	0.002
10:00 - 11:00	15	129	0.000	15	129	0.000	15	129	0.000
11:00 - 12:00	15	129	0.001	15	129	0.001	15	129	0.002
12:00 - 13:00	15	129	0.001	15	129	0.001	15	129	0.002
13:00 - 14:00	15	129	0.001	15	129	0.001	15	129	0.002
14:00 - 15:00	15	129	0.002	15	129	0.001	15	129	0.003
15:00 - 16:00	15	129	0.003	15	129	0.002	15	129	0.005
16:00 - 17:00	15	129	0.002	15	129	0.001	15	129	0.003
17:00 - 18:00	15	129	0.002	15	129	0.002	15	129	0.004
18:00 - 19:00	15	129	0.001	15	129	0.002	15	129	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.015			0.030

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 G

2011 Census Traffic Distribution

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population	All usual residents aged 16 and over
units	Persons
date	2011
usual residence	E02006692 : Wiltshire 042



area of workplace : 2011 local authority: district / unitary	Driving a car or van	% of all Car Trips
Wiltshire		
E02006692 : Wiltshire 042	210	17.7%
E02006695 : Wiltshire 047	167	14.1%
E02006694 : Wiltshire 044	157	13.2%
E02006661 : Wiltshire 045	57	4.8%
E02006691 : Wiltshire 040	48	4.1%
E02006684 : Wiltshire 031	44	3.7%
E02006690 : Wiltshire 039	42	3.5%
E02006693 : Wiltshire 043	35	3.0%
E02006643 : Wiltshire 041	23	1.9%
E02006669 : Wiltshire 054	23	1.9%
E02006689 : Wiltshire 037	21	1.8%
E02006663 : Wiltshire 048	21	1.8%
E02006665 : Wiltshire 050	17	1.4%
E02006660 : Wiltshire 018	14	1.2%
E02006687 : Wiltshire 035	14	1.2%
E02006664 : Wiltshire 049	13	1.1%
E02006672 : Wiltshire 057	13	1.1%
E02006682 : Wiltshire 027	11	0.9%
E02006670 : Wiltshire 055	11	0.9%
E02006671 : Wiltshire 056	9	0.8%
E02006654 : Wiltshire 011	8	0.7%
E02006680 : Wiltshire 022	7	0.6%
E02006683 : Wiltshire 030	7	0.6%
E02006637 : Wiltshire 025	6	0.5%
E02006641 : Wiltshire 034	6	0.5%
E02006642 : Wiltshire 038	6	0.5%
E02006673 : Wiltshire 058	6	0.5%
Bath and North East Somerset	54	4.6%
Mendip	39	3.3%
South Gloucestershire	21	1.8%
Test Valley	20	1.7%
North Dorset	16	1.4%
Bristol, City of	15	1.3%
Swindon	14	1.2%
South Somerset	10	0.8%
Total	1,185	100%

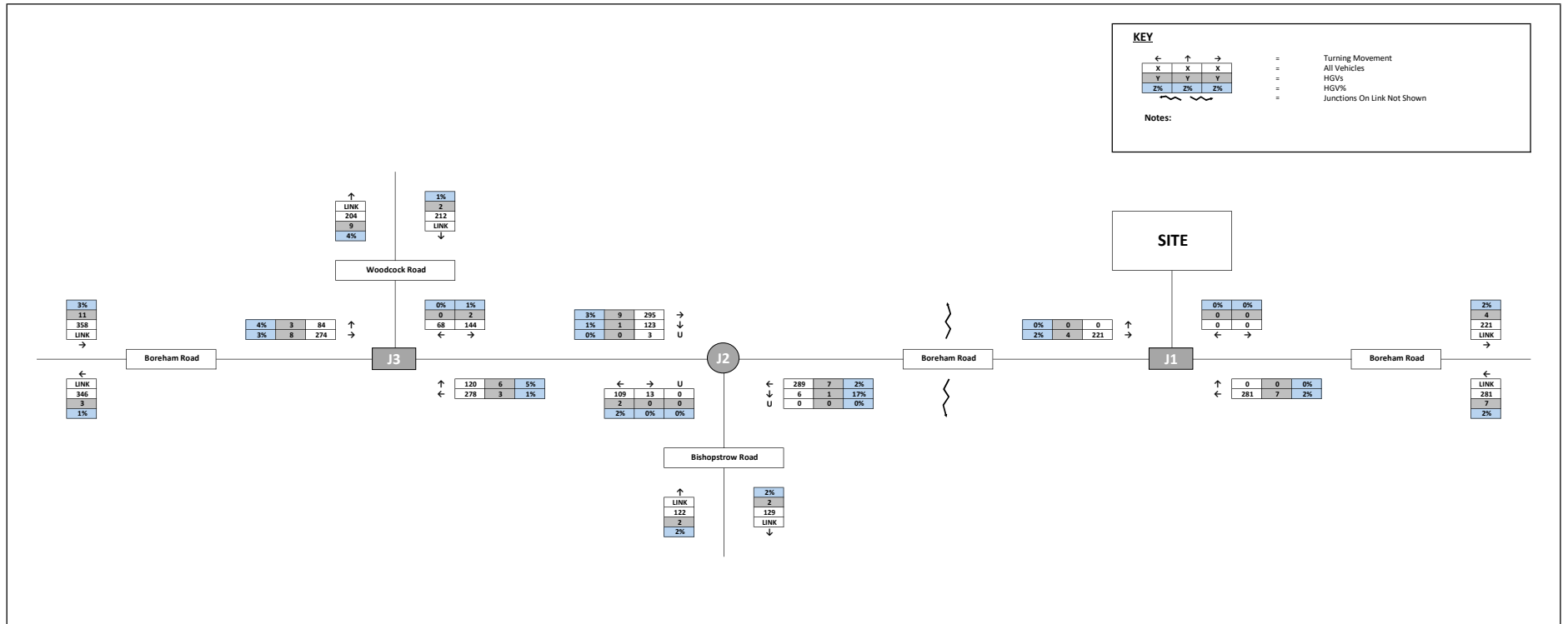
[illegible]

1	2	3	4	5	6	7	8	TOTAL
Boreham Rd (W) - Imber Road (N)	Boreham Road (E) - A36 (W)	Boreham Road (W) - Weymouth St (S)	Boreham Road (W) - Station Road N	Boreham Road (W) - B3414 (W)	Boreham Road (E) - A36 (E)	Boreham Road (W) - Woodcock Road (N)	Boreham Road (W) - Bishopstrow Road (S)	ALL
84	0	0	0	0	0	126	0	210
0	100	67	0	0	0	0	0	167
0	0	0	79	79	0	0	0	157
0	0	0	0	0	57	0	0	57
48	0	0	0	0	0	0	0	48
22	0	0	0	22	0	0	0	44
21	0	0	0	21	0	0	0	42
0	0	0	0	35	0	0	0	35
0	0	0	0	0	23	0	0	23
0	0	0	0	0	23	0	0	23
21	0	0	0	0	0	0	0	21
0	0	0	0	0	21	0	0	21
0	0	0	0	0	0	0	17	17
7	0	0	0	7	0	0	0	14
7	0	0	0	7	0	0	0	14
0	0	0	0	0	13	0	0	13
0	0	0	0	0	13	0	0	13
0	0	0	0	11	0	0	0	11
0	0	0	0	0	11	0	0	11
0	0	0	0	0	9	0	0	9
4	0	0	0	4	0	0	0	8
4	0	0	0	4	0	0	0	7
4	0	0	0	4	0	0	0	7
1	0	0	0	0	5	0	0	6
0	0	0	0	0	6	0	0	6
0	0	0	0	0	6	0	0	6
0	0	0	0	0	6	0	0	6
0	0	0	0	0	0	0	10	10
0	0	0	0	54	0	0	0	54
0	31	0	0	8	0	0	0	39
0	0	0	0	21	0	0	0	21
0	0	0	0	0	20	0	0	20
0	0	0	0	0	0	0	16	16
0	0	0	0	15	0	0	0	15
0	0	0	0	0	14	0	0	14
0	0	0	0	0	0	0	10	10
222	131	67	79	290	227	126	43	1,185
19%	11%	6%	7%	24%	19%	11%	4%	100%

PERCENTAGE DISTRIBUTION

Appendix H

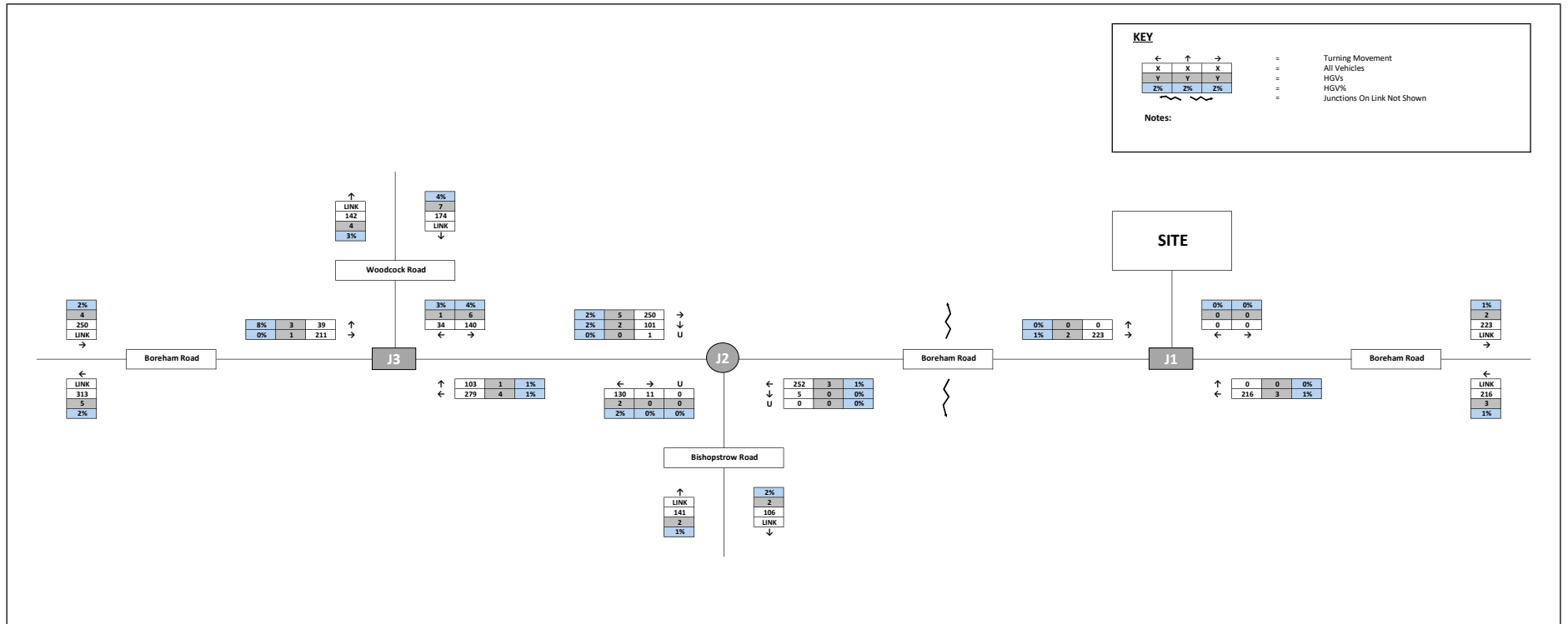
Traffic Flow Figures



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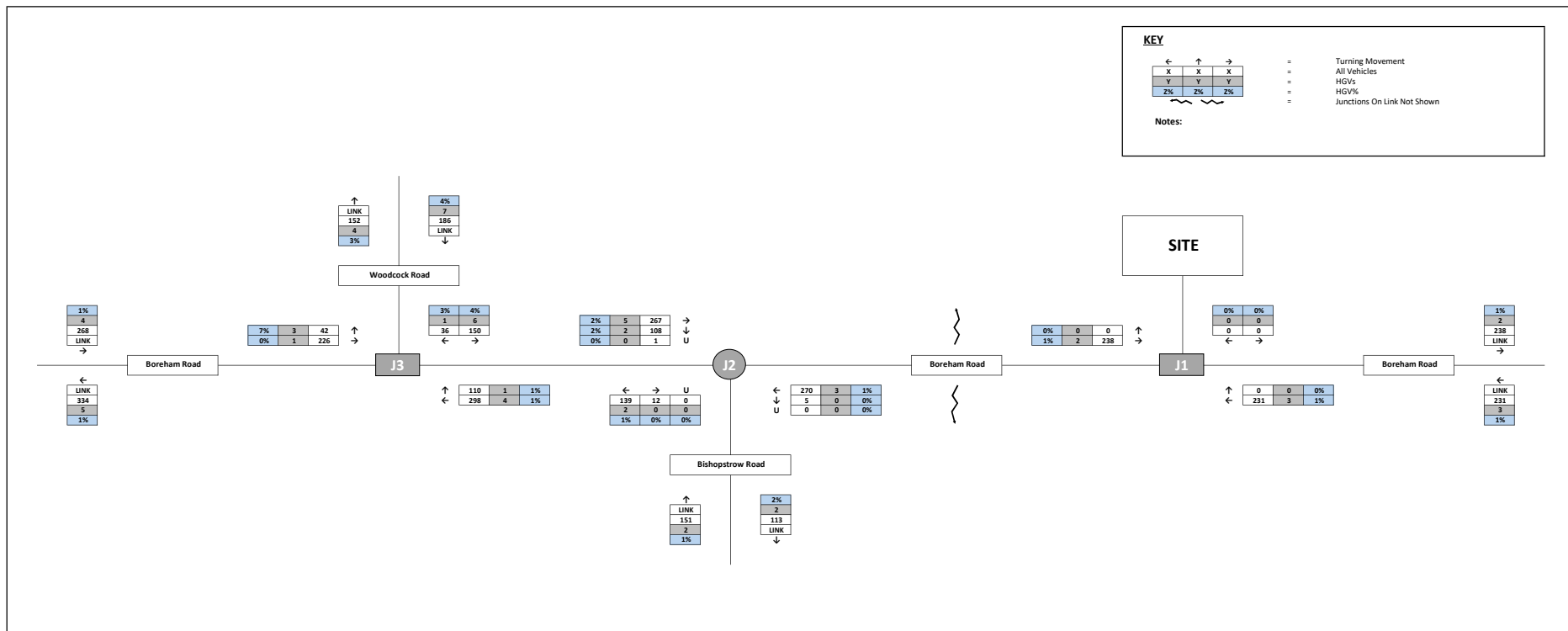
FIGURE TF1
2025 OBSERVED TRAFFIC FLOWS
AM PEAK HOUR (07:45-08:45)
BOREHAM ROAD, WARMINSTER
JOB NUMBER: 2204791
DRAWN BY: SL



ARDENT
CONSULTING ENGINEERS

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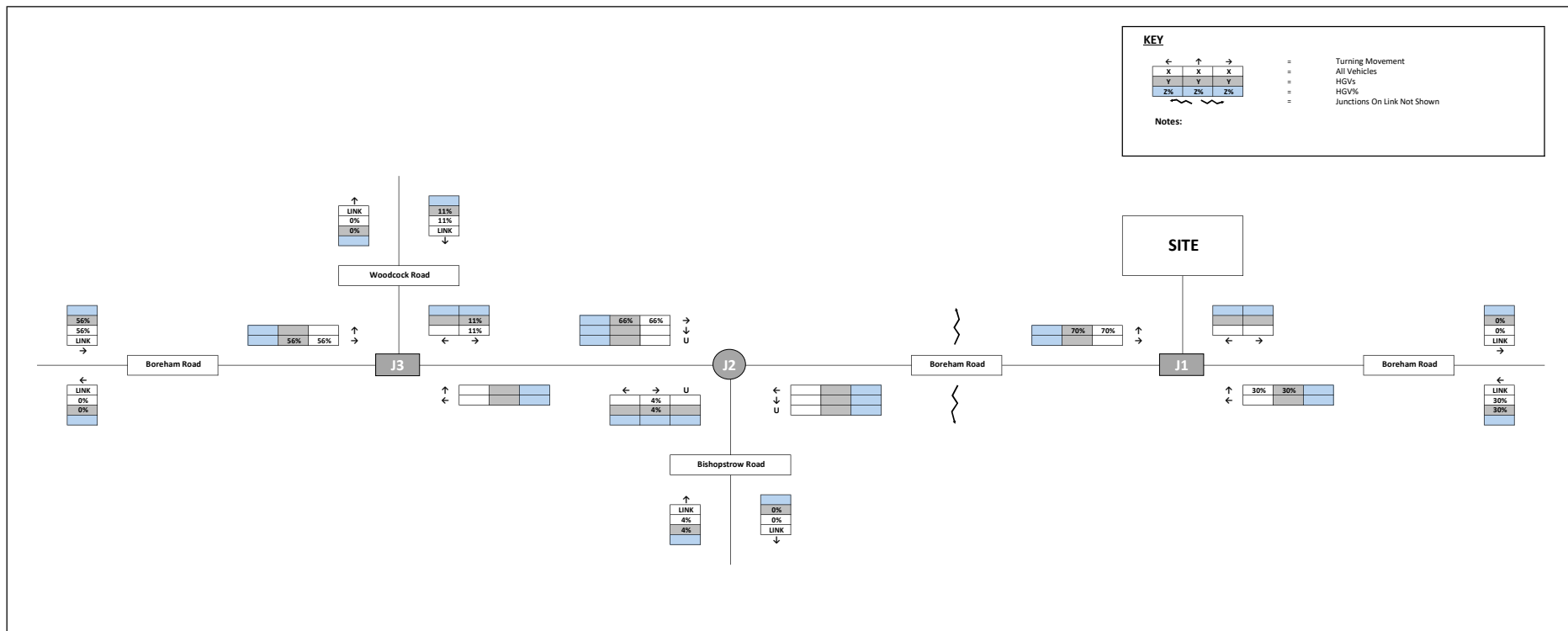
FIGURE TF2
2025 OBSERVED TRAFFIC FLOWS
PM PEAK HOUR (16:15-17:15)
BOREHAM ROAD, WARMINSTER
JOB NUMBER: 2204791
DRAWN BY: SL



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FIGURE TF4
2031 FUTURE BASELINE TRAFFIC FLOWS
PM PEAK HOUR
BOREHAM ROAD, WARMINSTER
JOB NUMBER: 2204791
DRAWN BY: SL

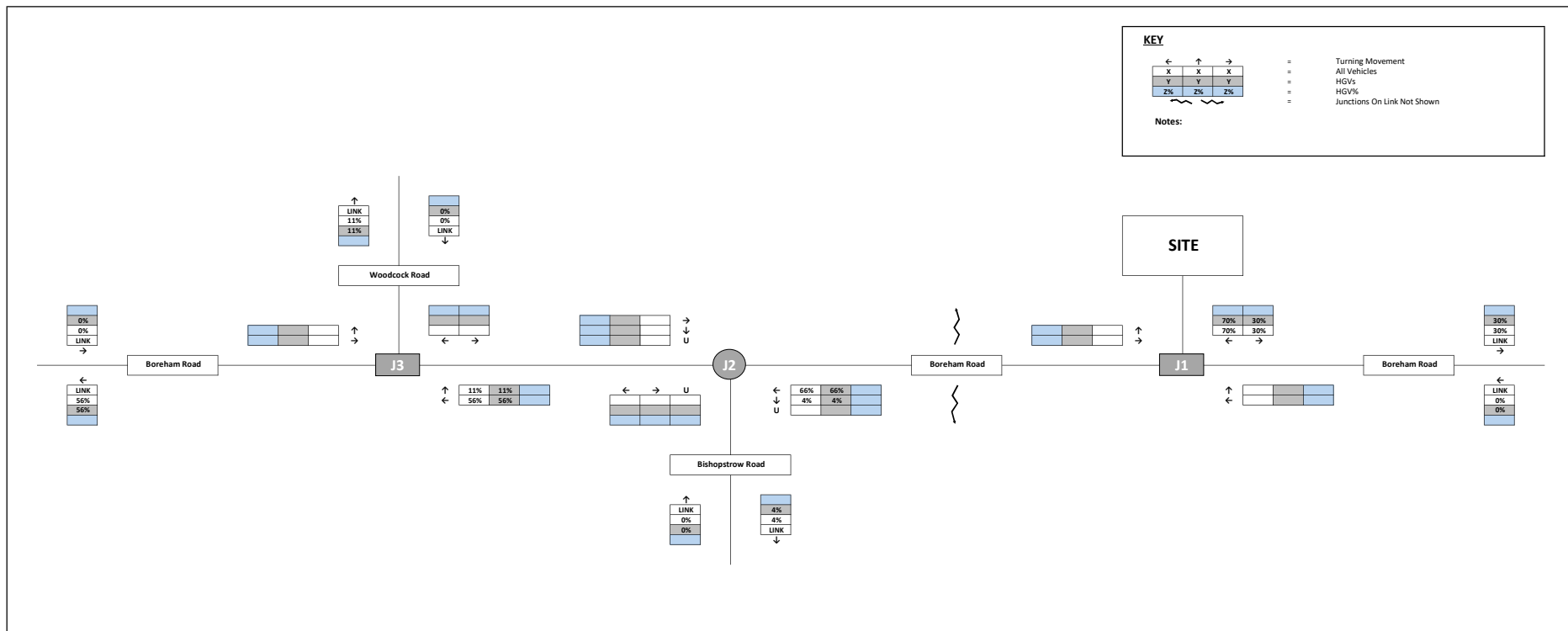


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FIGURE TF5
DEVELOPMENT TRAFFIC DISTRIBUTION - ARRIVALS

BOREHAM ROAD, WARMINSTER
JOB NUMBER: 2204791
DRAWN BY: SL



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FIGURE TF6
DEVELOPMENT TRAFFIC DISTRIBUTION - DEPARTURES

BOREHAM ROAD, WARMINSTER
JOB NUMBER: 2204791
DRAWN BY: SL

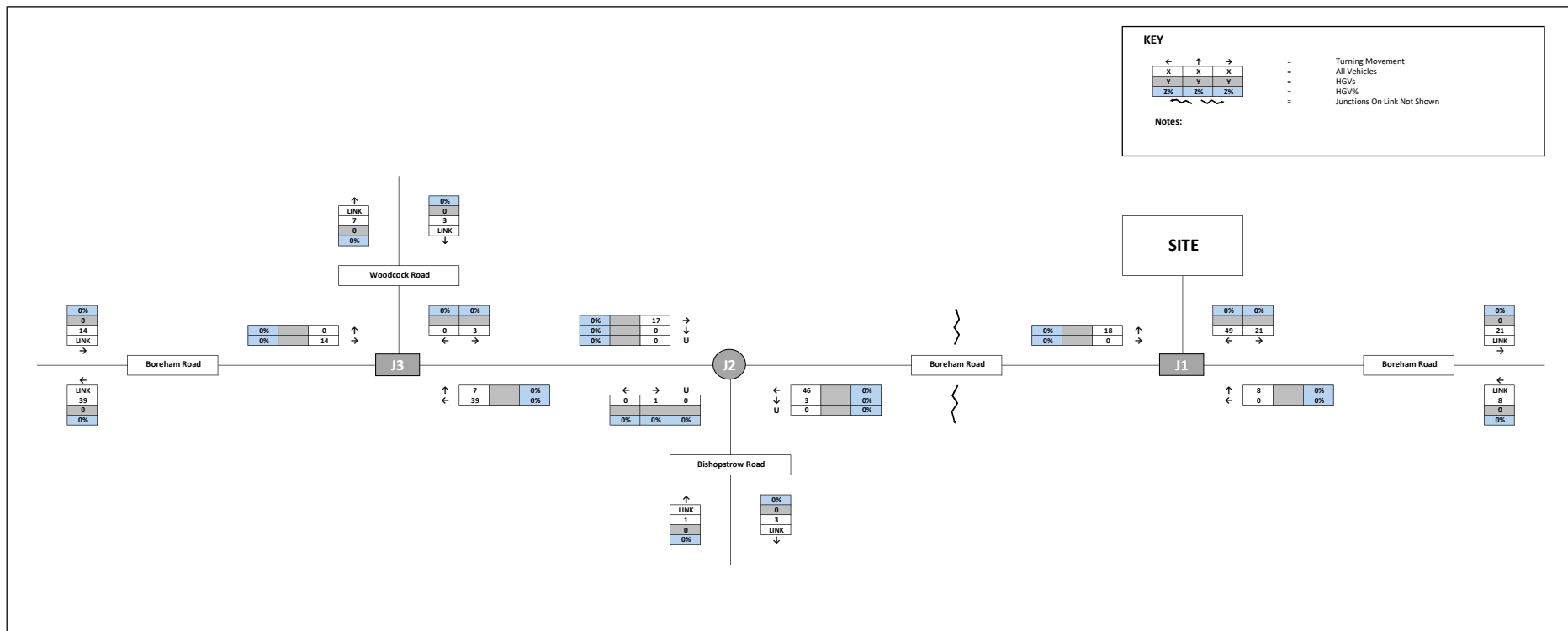


FIGURE TF7
 DEVELOPMENT TRAFFIC ASSIGNMENT
 AM PEAK HOUR
BOREHAM ROAD, WARMINSTER
 JOB NUMBER: 2204791
 DRAWN BY: SL

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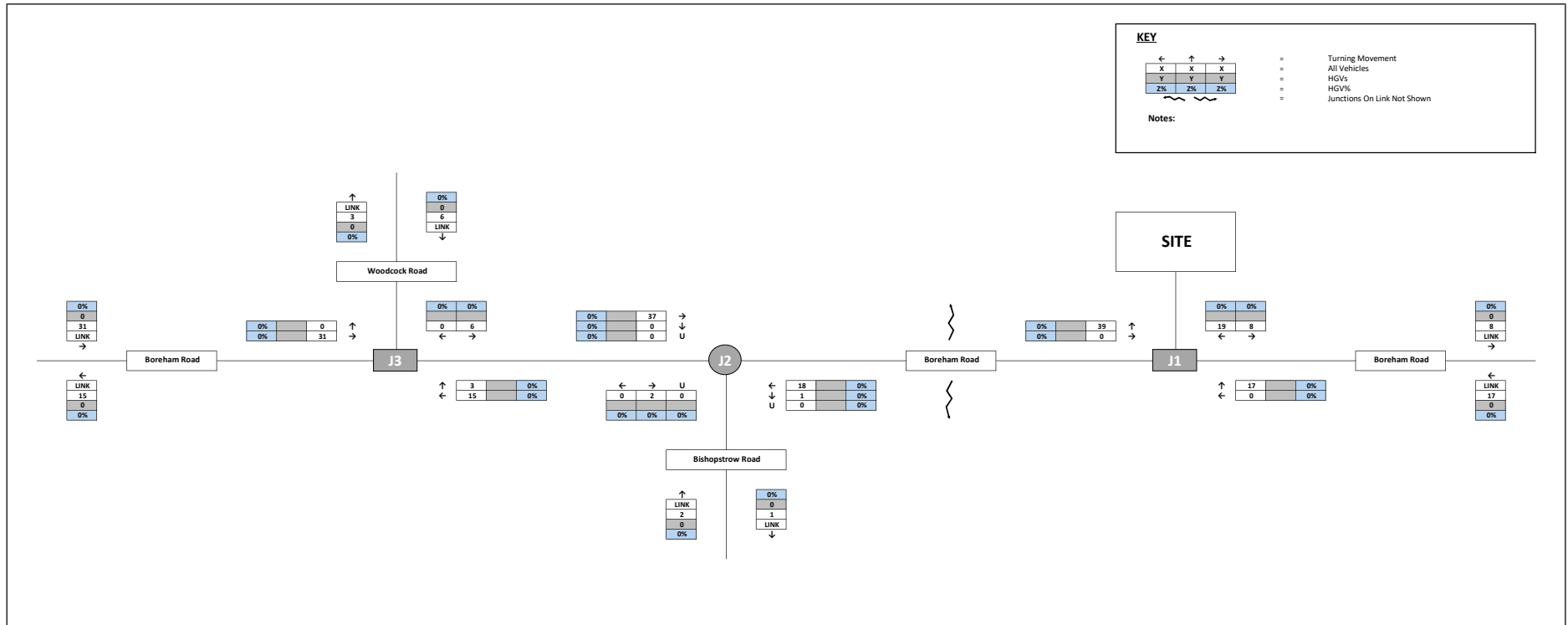
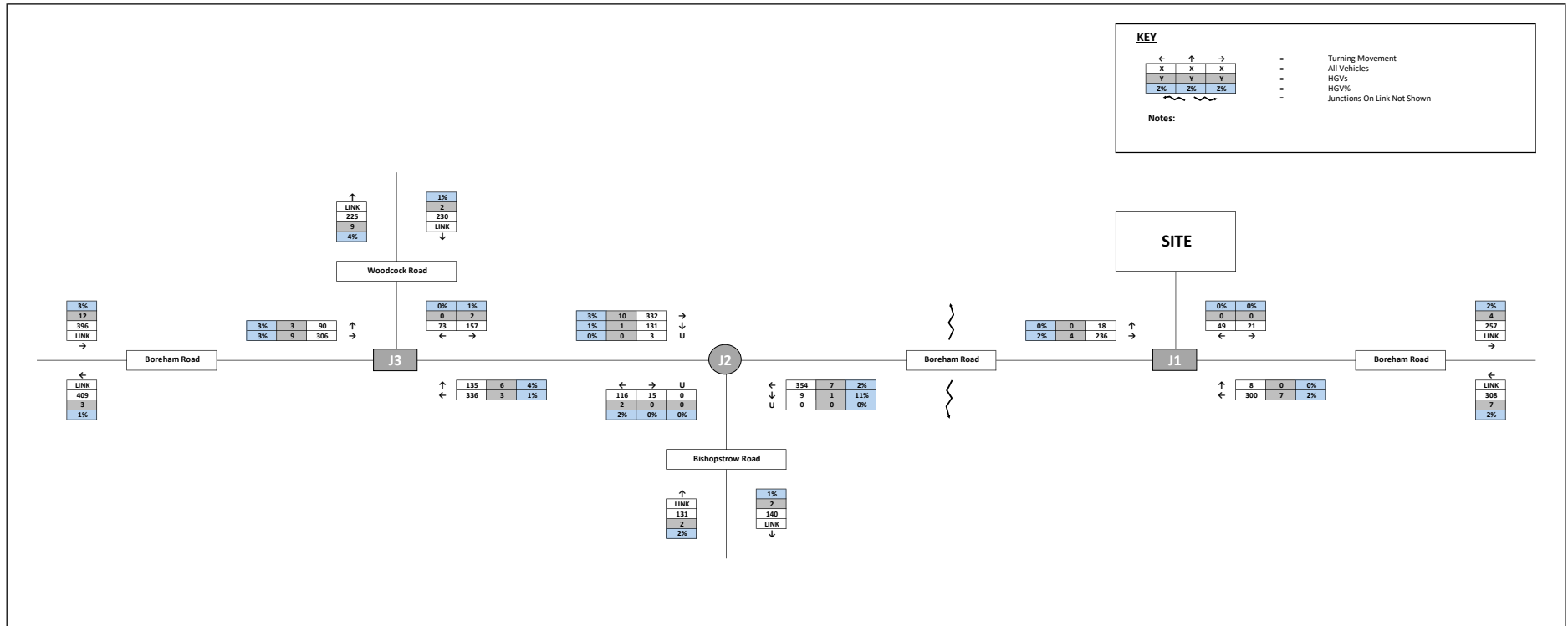


FIGURE TF8
 DEVELOPMENT TRAFFIC ASSIGNMENT
 PM PEAK HOUR
BOREHAM ROAD, WARMINSTER
 JOB NUMBER: 2204791
 DRAWN BY: SL

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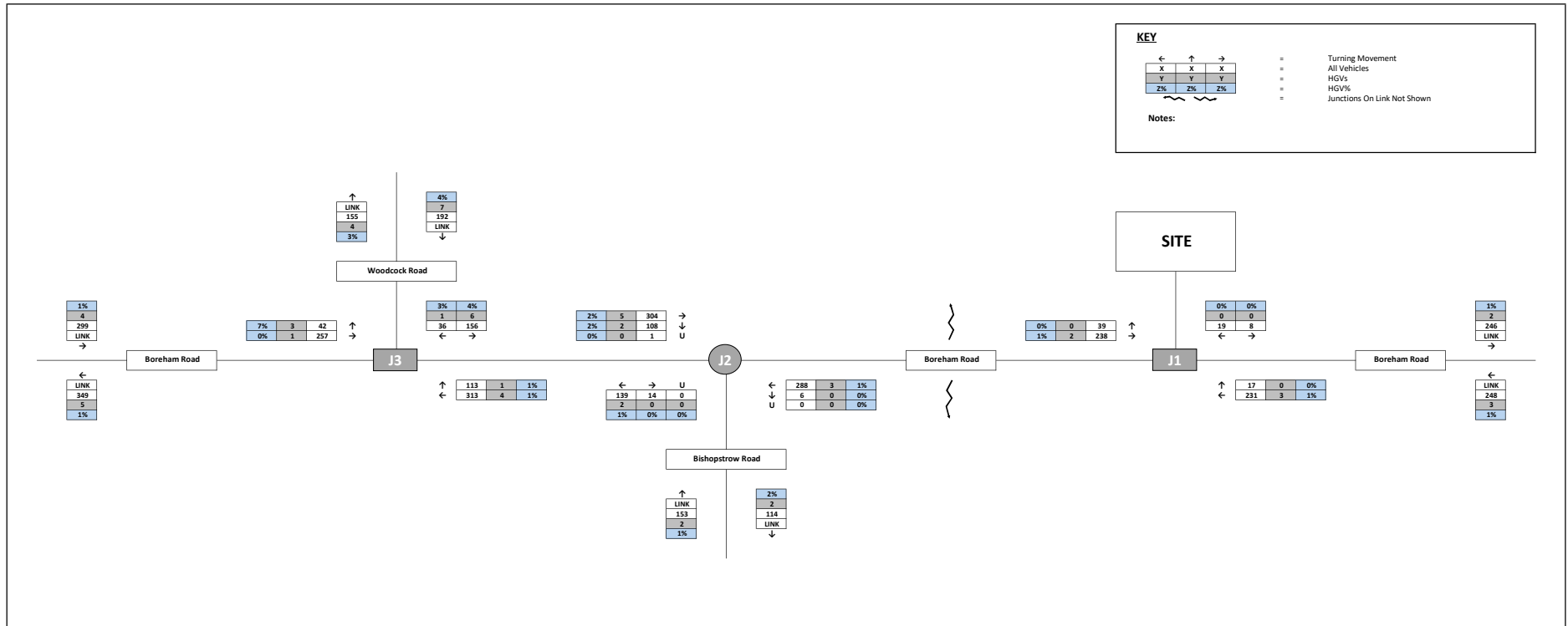
AN EMPLOYEE OWNED COMPANY



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FIGURE TF9
2031 FUTURE BASELINE + DEVELOPMENT TRAFFIC
AM PEAK HOUR
BOREHAM ROAD, WARMINSTER
JOB NUMBER: 2204791
DRAWN BY: SL



ARDENT
CONSULTING ENGINEERS

AN EMPLOYEE OWNED COMPANY

FIGURE TF10

2031 FUTURE BASELINE + DEVELOPMENT TRAFFIC

PM PEAK HOUR

BOREHAM ROAD, WARMINSTER

JOB NUMBER: 2204791

DRAWN BY: SL

Appendix I

Junctions 10 Output Reports

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.2.2275
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Site Access_Boreham Road Junction.j10
Path: Y:\ARDENT PROJECTS\2204791 - Boreham Road, Warminster\Transport\PICADY\Junction 1 - Site Access_Boreham Road
Report generation date: 02/03/2026 17:03:35

»2031 Future Base + Dev, AM
»2031 Future Base + Dev, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2031 Future Base + Dev													
Stream B-AC	D1	0.2	9.25	0.17	A	1.10	150 %	D2	0.1	8.16	0.06	A	0.62	240 %
Stream C-AB		0.0	4.85	0.02	A		[Stream B-AC]		0.1	5.17	0.04	A		[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. 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	02/12/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARDENTCE\Transportation
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	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
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	2031 Future Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D2	2031 Future Base + Dev	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

2031 Future Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access / Boreham Road	T-Junction	Two-way	Two-way	Two-way		1.10	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	150	Stream B-AC	1.10	A

Arms

Arms

Arm	Name	Description	Arm type
A	Boreham Road (W)		Major
B	Site Access		Minor
C	Boreham Road (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.36			128.3	✓	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	3.84	18	23

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	537	0.092	0.233	0.147	0.333
B-C	692	0.100	0.252	-	-
C-B	648	0.236	0.236	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031 Future Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	254	100.000
B		ONE HOUR	✓	70	100.000
C		ONE HOUR	✓	308	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	18	236
	B	49	0	21
	C	300	8	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	2
	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	0.17	9.25	0.2	A	64	96
C-AB	0.02	4.85	0.0	A	12	17
C-A					271	407
A-B					17	25
A-C					217	325

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	53	13	501	0.105	52	0.0	0.1	8.012	A
C-AB	9	2	751	0.011	9	0.0	0.0	4.848	A
C-A	223	56			223				
A-B	14	3			14				
A-C	178	44			178				

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	63	16	486	0.129	63	0.1	0.1	8.494	A
C-AB	11	3	772	0.014	11	0.0	0.0	4.726	A
C-A	266	66			266				
A-B	16	4			16				
A-C	212	53			212				

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	77	19	466	0.165	77	0.1	0.2	9.243	A
C-AB	15	4	802	0.019	15	0.0	0.0	4.568	A
C-A	324	81			324				
A-B	20	5			20				
A-C	260	65			260				

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	77	19	466	0.165	77	0.2	0.2	9.252	A
C-AB	15	4	802	0.019	15	0.0	0.0	4.573	A
C-A	324	81			324				
A-B	20	5			20				
A-C	260	65			260				

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	63	16	486	0.129	63	0.2	0.2	8.508	A
C-AB	11	3	772	0.014	11	0.0	0.0	4.734	A
C-A	266	66			266				
A-B	16	4			16				
A-C	212	53			212				

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	53	13	501	0.105	53	0.2	0.1	8.033	A
C-AB	9	2	751	0.011	9	0.0	0.0	4.853	A
C-A	223	56			223				
A-B	14	3			14				
A-C	178	44			178				

2031 Future Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access / Boreham Road	T-Junction	Two-way	Two-way	Two-way		0.62	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	240	Stream B-AC	0.62	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2031 Future Base + Dev	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	277	100.000
B		ONE HOUR	✓	27	100.000
C		ONE HOUR	✓	248	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	39	238
	B	19	0	8
	C	231	17	0

Vehicle Mix

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

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	8.16	0.1	A	25	37
C-AB	0.04	5.17	0.1	A	22	33
C-A					205	308
A-B					36	54
A-C					218	328

Main Results for each time segment

16:15 - 16:30

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	20	5	504	0.040	20	0.0	0.0	7.440	A
C-AB	17	4	714	0.024	17	0.0	0.0	5.163	A
C-A	170	42			170				
A-B	29	7			29				
A-C	179	45			179				

16:30 - 16:45

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	24	6	490	0.050	24	0.0	0.1	7.730	A
C-AB	21	5	728	0.029	21	0.0	0.0	5.093	A
C-A	202	50			202				
A-B	35	9			35				
A-C	214	53			214				

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	30	7	471	0.063	30	0.1	0.1	8.163	A
C-AB	28	7	748	0.038	28	0.0	0.1	5.002	A
C-A	245	61			245				
A-B	43	11			43				
A-C	262	66			262				

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	30	7	471	0.063	30	0.1	0.1	8.165	A
C-AB	28	7	748	0.038	28	0.1	0.1	5.006	A
C-A	245	61			245				
A-B	43	11			43				
A-C	262	66			262				

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	24	6	490	0.050	24	0.1	0.1	7.732	A
C-AB	21	5	728	0.029	21	0.1	0.0	5.099	A
C-A	202	50			202				
A-B	35	9			35				
A-C	214	53			214				

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	20	5	504	0.040	20	0.1	0.0	7.445	A
C-AB	17	4	714	0.024	17	0.0	0.0	5.167	A
C-A	170	42			170				
A-B	29	7			29				
A-C	179	45			179				

Junctions 10													
ARCADY 10 - Roundabout Module PICADY 10 - Priority Intersection Module													
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Filename: Linked Junctions 2 and 3.j10
Path: Y:\ARDENT PROJECTS\2204791 - Boreham Road, Warminster\Transport\PICADY\Junction 3 - Boreham Road_Woodcock Road
Report generation date: 02/03/2026 17:16:37

- »2025 Base, AM
- »2025 Base, PM
- »2031 Future Base, AM
- »2031 Future Base, PM
- »2031 Future Base + Dev, AM
- »2031 Future Base + Dev, PM

Summary of junction performance

	AM							PM							
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	
	[Lane Simulation] - 2025 Base														
Junction 2 - Arm A	D1	0.6	8.18	0.41	A	5.76	%	D2	0.6	7.03	0.36	A	5.43	%	
Junction 2 - Arm B		0.4	7.52	0.21	A				0.4	7.40	0.23	A			
Junction 2 - Arm C		0.5	3.56		A				0.4	3.51		A			
Junction 3 - Arm A		0.1	0.84		A	5.23			0.1	0.56		A	3.98		[]
Junction 3 - Arm B		1.1	18.38	0.48	C				0.6	12.88	0.35	B			
Junction 3 - Arm C		0.4	2.44		A				0.3	1.96		A			
	[Lane Simulation] - 2031 Future Base														
Junction 2 - Arm A	D3	0.8	8.65	0.44	A	5.96	%	D4	0.8	7.61	0.38	A	5.72	%	
Junction 2 - Arm B		0.5	7.92	0.23	A				0.5	7.58	0.26	A			
Junction 2 - Arm C		0.6	3.52		A				0.4	3.58		A			
Junction 3 - Arm A		0.2	1.03		A	6.75			0.2	0.70		A	4.43		[]
Junction 3 - Arm B		1.8	25.01	0.53	D				0.9	15.07	0.38	C			
Junction 3 - Arm C		0.3	2.41		A				0.2	1.95		A			
	[Lane Simulation] - 2031 Future Base + Dev														
Junction 2 - Arm A	D5	1.3	11.08	0.50	B	7.06	%	D6	0.5	6.47	0.32	A	5.14	%	
Junction 2 - Arm B		0.4	8.43	0.23	A				0.3	6.73	0.23	A			
Junction 2 - Arm C		0.6	3.54		A				0.5	3.81		A			
Junction 3 - Arm A		0.1	1.13		A	7.53			0.1	1.23		A	5.91		[]
Junction 3 - Arm B		1.6	28.81	0.54	D				1.2	18.14	0.39	C			
Junction 3 - Arm C		0.4	2.44		A				0.2	1.82		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. Arm and junction delays are averages for all movements, including movements with zero delay. 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	02/12/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARDENTCE\Transportation
Description	

Units

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

Analysis Options

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

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Calculate RFCs	Relaxation factor for capacity/RFC runs	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)	Last run total time taken (s)
Delay	1.00	100000	100000	Calculate for all arms	3.00	-1	3	1	60	✓			1962579184	101	6.53	45.19

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	2025 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025 Base	PM	ONE HOUR	16:15	17:45	15	✓
D3	2031 Future Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031 Future Base	PM	ONE HOUR	16:15	17:45	15	✓
D5	2031 Future Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031 Future Base + Dev	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

2025 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	Junction 2	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 85% of the total flow for the roundabout for one or more time segments]
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.
Info	Linked junctions	Junction 3	Capacities and RFCs in lane simulation mode will not be reported for linked arms.
Info	Linked junctions	Junction 2	Capacities and RFCs in lane simulation mode will not be reported for linked arms.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
2	Boreham Road / Bishopstrow Road	Mini-roundabout					A, B, C	5.76	A
3	Boreham Road / Woodcock Road	T-Junction	Two-way	Two-way	Two-way			5.23	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.47	A

Arms

Arms

Junction	Arm	Name	Description	Arm type
2	A	Boreham Road (E)		
	B	Bishopstrow Road		
	C	Boreham Road (W)		
3	A	Boreham Road (W)		Major
	B	Woodcock Road		Minor
	C	Boreham Road (E)		Major

Mini Roundabout Geometry

Junction	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
2	A	3.82	2.97	4.23	2.0	9.51	5.15	0.0	✓
	B	3.92	3.22	5.18	4.1	9.83	6.44	0.0	
	C	3.21	2.84	4.23	21.0	16.03	6.07	0.0	

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)	Vehicles causing blocking (%)
3	C	6.81		✓	2.55	147.6	✓	1.00	100

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
3	B	One lane	3.70	30	99

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
2	A	0.494	899
	B	0.628	870
	C	0.628	1060

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

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	574	0.099	0.249	0.157	0.356
	B-C	735	0.111	0.280	-	-
	C-B	685	0.256	0.256	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Lane Simulation: Arm options

Junction	Arm	Lane capacity source	Traffic considering secondary lanes (%)
2	A	Evenly split	10.00
	B	Evenly split	10.00
	C	Evenly split	10.00
3	A		10.00
	B		10.00
	C		10.00

Lanes

Junction	Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
2	A	Entry	1	1	B, C		Infinity			0	99999	
		Exit	1	1			Infinity					
	B	Entry	1	1	A, C		Infinity			0	99999	
		Exit	1	1			Infinity					
	C	Entry	1	1	A, B	✓	1.00			0	99999	
		Exit	1	1		✓	1.00					
3	A	Entry	1	1	B, C		Infinity			0	99999	
		Exit	1	1			Infinity					
	B	Entry	1	1	A, C		Infinity			0	99999	
		Exit	1	1			Infinity					
	C	Entry	1	1	A	✓	1.00			0	99999	
				2	B	✓	1.00			0	99999	
		Exit	2	1	(A, B)	✓	1.00					
			1	1		✓	1.00					

Entry Lane slope and intercept

Junction	Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
2	A	Entry	1	1	0.494	899
	B	Entry	1	1	0.628	870
	C	Entry	1	1	0.628	1060

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				A	B	C
3	A	1	1		✓	✓
	B	1	1	✓		✓
	C	1	1	✓		
			2		✓	
		2	1	✓	✓	

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				A	B	C
2	A	1	1		✓	✓
	B	1	1	✓		✓
	C	1	1	✓	✓	

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	2025 Base	AM	ONE HOUR	07:45	09:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
2	C	3	C	Simple (vertical queueing)	Normal	0	100.00	
3	C	2	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2	A		ONE HOUR	✓	295	100.000
	B		ONE HOUR	✓	122	100.000
	C	✓				
3	A		ONE HOUR	✓	358	100.000
	B		ONE HOUR	✓	212	100.000
	C	✓				

Origin-Destination Data

Demand (Veh/hr)

Junction 3	From	To			
			A	B	C
		A	0	84	274
		B	68	0	144
		C	278	120	0

Demand (Veh/hr)

Junction 2	From	To			
			A	B	C
		A	0	6	289
		B	13	0	109
		C	295	123	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
2	0.20	0.80
3	0.20	0.80

Heavy Vehicle %

Junction 3	From	To			
			A	B	C
		A	0	4	3
		B	0	0	1
		C	1	5	0

Cyclist %

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

Heavy Vehicle %

Junction 2	From	To			
			A	B	C
		A	0	17	2
		B	0	0	2
		C	3	3	0

Cyclist %

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

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2	A	0.41	8.18	0.6	A	273	410
	B	0.21	7.52	0.4	A	113	169
	C		3.56	0.5	A	388	583
3	A		0.84	0.1	A	333	500
	B	0.48	18.38	1.1	C	194	291
	C		2.44	0.4	A	369	554

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	220	55	91	820	0.269	222	231	234	0.0	0.3	6.227	A
	B	88	22	218	714	0.124	89	93	95	0.0	0.2	6.114	A
	C	316	79	9			316	328	299	0.0	0.3	3.556	A
3	A	269	67				270	278	265	0.0	0.0	0.417	A
	B	159	40		558	0.286	162	162	151	0.0	0.5	10.553	B
	C	299	75				300	310	316	0.0	0.1	2.046	A

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	274	69	106	842	0.326	272	272	285	0.3	0.6	6.519	A
	B	113	28	267	679	0.167	114	110	111	0.2	0.2	6.618	A
	C	380	95	12			379	387	369	0.3	0.4	3.551	A
3	A	329	82				328	332	316	0.0	0.1	0.547	A
	B	192	48		529	0.363	190	192	191	0.5	0.9	12.749	B
	C	369	92				370	365	380	0.1	0.2	2.301	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	331	83	133	798	0.415	332	333	352	0.6	0.5	7.787	A
	B	137	34	325	645	0.213	138	134	140	0.2	0.4	7.043	A
	C	469	117	17			469	472	446	0.4	0.5	3.521	A
3	A	399	100				399	407	386	0.1	0.1	0.779	A
	B	231	58		482	0.479	233	232	221	0.9	1.1	18.383	C
	C	447	112				445	446	469	0.2	0.3	2.437	A

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	322	80	130	826	0.389	324	335	347	0.5	0.6	8.184	A
	B	139	35	316	653	0.213	139	136	137	0.4	0.3	7.516	A
	C	461	115	14			463	472	442	0.5	0.4	3.507	A
3	A	397	99				398	407	379	0.1	0.0	0.836	A
	B	226	57		489	0.463	230	231	232	1.1	1.0	17.949	C
	C	442	110				443	449	461	0.3	0.3	2.436	A

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	270	67	112	819	0.330	270	273	289	0.6	0.5	6.783	A
	B	109	27	265	685	0.160	108	114	118	0.3	0.3	6.656	A
	C	389	97	11			390	391	362	0.4	0.4	3.526	A
3	A	330	83				330	332	317	0.0	0.0	0.509	A
	B	197	49		542	0.364	198	197	184	1.0	0.6	12.837	B
	C	362	91				362	371	389	0.3	0.2	2.284	A

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	223	56	88	826	0.269	221	226	236	0.5	0.5	6.048	A
	B	88	22	218	714	0.123	87	93	91	0.3	0.1	6.045	A
	C	315	79	8			315	324	297	0.4	0.3	3.443	A
3	A	274	69				274	280	258	0.0	0.0	0.349	A
	B	158	39		570	0.277	159	162	156	0.6	0.4	10.005	B
	C	297	74				296	305	315	0.2	0.2	2.178	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	220	830	0.265	222	231	0.0	0.3	6.227	A
		Exit	1	1		234			234	240	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	88	719	0.123	89	93	0.0	0.2	6.114	A
		Exit	1	1		95			95	102	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	316	1021	0.310	316	328	0.0	0.3	3.556	A
		Exit	1	1		299			299	310	0.0	0.0	0.105	A
3	A	Entry	1	1	B, C	269			270	278	0.0	0.0	0.417	A
		Exit	1	1		265			265	268	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	159			162	162	0.0	0.5	10.553	B
		Exit	1	1		151			151	157	0.0	0.0	0.000	A
	C	Entry	1	1	A	212			212	216	0.0	0.0	0.000	A
				2	B	88			89	94	0.0	0.1	5.991	A
		Exit	2	1	(A, B)	299			300	310	0.0	0.0	0.281	A
			1	1		316			316	325	0.0	0.1	1.059	A
		Exit	1	1										

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	274	827	0.332	272	272	0.3	0.6	6.519	A
		Exit	1	1		285			285	286	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	113	683	0.166	114	110	0.2	0.2	6.618	A
		Exit	1	1		111			111	120	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	380	1018	0.373	379	387	0.3	0.4	3.551	A
		Exit	1	1		369			369	364	0.0	0.0	0.142	A
3	A	Entry	1	1	B, C	329			328	332	0.0	0.1	0.547	A
		Exit	1	1		316			316	310	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	192			190	192	0.5	0.9	12.749	B
		Exit	1	1		191			191	194	0.0	0.0	0.000	A
	C	Entry	1	1	A	255			255	249	0.0	0.0	0.000	A
				2	B	115			115	116	0.1	0.1	6.221	A
		Exit	2	1	(A, B)	369			369	365	0.0	0.0	0.369	A
			1	1		380			380	384	0.1	0.2	1.243	A

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	331	815	0.407	332	333	0.6	0.5	7.787	A
		Exit	1	1		352			352	349	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	137	646	0.212	138	134	0.2	0.4	7.043	A
		Exit	1	1		140			140	145	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	469	1022	0.459	469	472	0.4	0.5	3.521	A
		Exit	1	1		447			446	445	0.0	0.0	0.221	A
3	A	Entry	1	1	B, C	399			399	407	0.1	0.1	0.779	A
		Exit	1	1		386			386	381	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	231			233	232	0.9	1.1	18.383	C
		Exit	1	1		221			221	235	0.0	0.0	0.000	A
	C	Entry	1	1	A	318			318	310	0.0	0.0	0.000	A
				2	B	128			127	136	0.1	0.3	6.599	A
		Exit	2	1	(A, B)	447			446	446	0.0	0.1	0.468	A
			1	1		469			469	470	0.2	0.2	1.446	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	322	812	0.395	324	335	0.5	0.6	8.184	A
		Exit	1	1		347			347	351	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	139	658	0.211	139	136	0.4	0.3	7.516	A
		Exit	1	1		137			137	145	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	461	1018	0.453	463	472	0.5	0.4	3.507	A
		Exit	1	1		442			442	448	0.0	0.0	0.215	A
3	A	Entry	1	1	B, C	397			398	407	0.1	0.0	0.836	A
		Exit	1	1		379			379	383	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	226			230	231	1.1	1.0	17.949	C
		Exit	1	1		232			232	235	0.0	0.0	0.000	A
	C	Entry	1	1	A	307			307	310	0.0	0.0	0.000	A
				2	B	135			136	139	0.3	0.2	6.549	A
		Exit	2	1	(A, B)	442			442	448	0.1	0.1	0.455	A
			1	1		461			461	470	0.2	0.2	1.428	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	270	825	0.328	270	273	0.6	0.5	6.783	A
		Exit	1	1		289			289	289	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	109	687	0.159	108	114	0.3	0.3	6.656	A
		Exit	1	1		118			118	120	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	389	1019	0.382	390	391	0.4	0.4	3.526	A
		Exit	1	1		363			362	369	0.0	0.0	0.176	A
3	A	Entry	1	1	B, C	330			330	332	0.0	0.0	0.509	A
		Exit	1	1		317			317	319	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	197			198	197	1.0	0.6	12.837	B
		Exit	1	1		184			184	193	0.0	0.0	0.000	A
	C	Entry	1	1	A	254			254	255	0.0	0.0	0.000	A
			2	2	B	108			108	116	0.2	0.2	6.296	A
		Exit	2	1	(A, B)	362			362	371	0.1	0.0	0.381	A
			1	1		389			389	387	0.2	0.1	1.213	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	223	833	0.267	221	226	0.5	0.5	6.048	A
		Exit	1	1		236			236	240	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	88	713	0.123	87	93	0.3	0.1	6.045	A
		Exit	1	1		91			91	98	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	315	1029	0.306	315	324	0.4	0.3	3.443	A
		Exit	1	1		297			297	304	0.0	0.0	0.115	A
3	A	Entry	1	1	B, C	274			274	280	0.0	0.0	0.349	A
		Exit	1	1		258			258	260	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	158			159	162	0.6	0.4	10.005	B
		Exit	1	1		156			156	164	0.0	0.0	0.000	A
	C	Entry	1	1	A	205			205	209	0.0	0.0	0.000	A
			2	2	B	92			92	96	0.2	0.2	6.140	A
		Exit	2	1	(A, B)	297			297	305	0.0	0.0	0.300	A
			1	1		315			315	322	0.1	0.1	1.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	4	1	623	484	0.008	4	6	0.0	0.0	7.086	A
					C	216	54	899	833	0.260	218	225	0.0	0.3	6.208	A
	B	Entry	1	1	A	8	2	749	628	0.013	9	8	0.0	0.0	5.606	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	80	20	870	719	0.111	81	85	0.0	0.2	6.162	A
	C	Entry	1	1	A	226	56	1060	1021	0.221	226	232	0.0	0.2	3.574	A
					B	90	23	1060	1023	0.088	91	96	0.0	0.1	3.511	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	62	16	-	-	-	62	63	0.0	0.0	0.177	A
					C	207	52	-	-	-	207	214	0.0	0.0	0.487	A
	B	Entry	1	1	A	52	13	574	447	0.115	53	52	0.0	0.2	11.830	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	108	27	735	663	0.162	108	111	0.0	0.3	9.949	A
	C	Entry	1	1	A	212	53	-	-	-	212	216	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	88	22	685	584	0.150	89	94	0.0	0.1	5.991	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	212	53	-	-	-	212	216	0.0	0.0	0.000	A
					B	88	22	-	-	-	88	94	0.0	0.0	0.954	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	6	1	667	531	0.010	5	7	0.0	0.0	6.924	A
					C	269	67	899	829	0.324	267	265	0.3	0.5	6.510	A
	B	Entry	1	1	A	12	3	818	665	0.017	12	11	0.0	0.0	6.177	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	102	25	870	680	0.149	102	99	0.2	0.1	6.670	A
	C	Entry	1	1	A	274	68	1060	1022	0.268	274	274	0.3	0.3	3.607	A
					B	106	27	1060	1008	0.105	106	113	0.3	0.1	3.415	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	76	19	-	-	-	76	78	0.0	0.0	0.209	A
					C	253	63	-	-	-	252	255	0.0	0.1	0.648	A
	B	Entry	1	1	A	63	16	574	419	0.151	61	62	0.5	0.4	14.372	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	129	32	735	649	0.199	128	130	0.5	0.5	11.965	B
	C	Entry	1	1	A	255	64	-	-	-	255	249	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	115	29	685	568	0.202	115	116	0.1	0.1	6.221	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	255	64	-	-	-	255	249	0.0	0.0	0.000	A
					B	114	29	-	-	-	115	117	0.0	0.0	1.190	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	7	2	721	585	0.012	7	7	0.6	0.0	8.506	A
					C	324	81	899	817	0.396	325	327	0.6	0.5	7.774	A
	B	Entry	1	1	A	16	4	861	662	0.025	17	15	0.2	0.0	6.990	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	121	30	870	646	0.187	121	119	0.2	0.3	7.050	A
	C	Entry	1	1	A	336	84	1060	1024	0.328	336	334	0.4	0.3	3.496	A
					B	133	33	1060	1017	0.131	133	138	0.4	0.1	3.582	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	94	23	-	-	-	94	98	0.1	0.0	0.339	A
					C	305	76	-	-	-	305	309	0.1	0.1	0.919	A
	B	Entry	1	1	A	68	17	574	387	0.176	68	71	0.9	0.4	19.507	C
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	163	41	735	629	0.259	165	161	0.9	0.7	17.887	C
	C	Entry	1	1	A	318	80	-	-	-	318	310	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	128	32	685	551	0.232	127	136	0.1	0.3	6.599	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	318	80	-	-	-	318	310	0.0	0.0	0.000	A
					B	128	32	-	-	-	128	137	0.0	0.1	1.570	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	7	2	738	571	0.013	7	9	0.5	0.0	8.485	A
					C	314	79	899	815	0.385	316	326	0.5	0.6	8.177	A
	B	Entry	1	1	A	14	3	836	635	0.021	14	15	0.4	0.0	7.109	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	126	31	870	656	0.191	125	121	0.4	0.3	7.567	A
	C	Entry	1	1	A	332	83	1060	1021	0.325	333	336	0.5	0.3	3.464	A
					B	129	32	1060	1013	0.128	130	137	0.5	0.1	3.614	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	95	24	-	-	-	96	96	0.0	0.0	0.353	A
					C	301	75	-	-	-	303	312	0.1	0.0	0.983	A
	B	Entry	1	1	A	71	18	574	385	0.184	71	73	1.1	0.4	19.070	C
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	156	39	735	629	0.247	158	158	1.1	0.6	17.423	C
	C	Entry	1	1	A	307	77	-	-	-	307	310	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	135	34	685	552	0.243	136	139	0.3	0.2	6.549	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	307	77	-	-	-	307	310	0.0	0.0	0.000	A
					B	135	34	-	-	-	135	139	0.1	0.1	1.504	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	6	1	667	550	0.010	5	6	0.6	0.0	7.159	A
					C	264	66	899	827	0.320	265	267	0.6	0.4	6.775	A
	B	Entry	1	1	A	11	3	844	678	0.016	11	12	0.3	0.0	6.089	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	98	25	870	688	0.143	98	102	0.3	0.3	6.722	A
	C	Entry	1	1	A	277	69	1060	1021	0.271	278	277	0.4	0.3	3.507	A
					B	112	28	1060	1014	0.110	112	114	0.4	0.1	3.572	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	76	19	-	-	-	76	78	0.0	0.0	0.218	A
					C	254	63	-	-	-	254	254	0.0	0.0	0.598	A
	B	Entry	1	1	A	63	16	574	420	0.151	63	63	1.0	0.3	13.804	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	134	33	735	645	0.207	135	134	1.0	0.3	12.375	B
	C	Entry	1	1	A	254	64	-	-	-	254	255	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	108	27	685	565	0.191	108	116	0.2	0.2	6.296	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	254	64	-	-	-	254	255	0.0	0.0	0.000	A
					B	108	27	-	-	-	108	115	0.1	0.0	1.260	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	4	1	605	493	0.007	4	5	0.5	0.0	5.600	A
					C	219	55	899	835	0.262	218	221	0.5	0.5	6.057	A
	B	Entry	1	1	A	8	2	792	660	0.012	8	9	0.3	0.0	5.217	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	80	20	870	712	0.112	79	83	0.3	0.1	6.139	A
	C	Entry	1	1	A	228	57	1060	1030	0.221	228	231	0.4	0.2	3.453	A
					B	87	22	1060	1029	0.085	88	93	0.4	0.1	3.418	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	65	16	-	-	-	65	68	0.0	0.0	0.125	A
					C	210	52	-	-	-	209	212	0.0	0.0	0.420	A
	B	Entry	1	1	A	53	13	574	443	0.119	53	51	0.6	0.1	11.234	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	105	26	735	662	0.158	106	110	0.6	0.2	9.426	A
	C	Entry	1	1	A	205	51	-	-	-	205	209	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	92	23	685	581	0.158	92	96	0.2	0.2	6.140	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	205	51	-	-	-	205	209	0.0	0.0	0.000	A
					B	92	23	-	-	-	92	96	0.0	0.0	0.978	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

2025 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.
Info	Linked junctions	Junction 3	Capacities and RFCs in lane simulation mode will not be reported for linked arms.
Info	Linked junctions	Junction 2	Capacities and RFCs in lane simulation mode will not be reported for linked arms.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
2	Boreham Road / Bishopstrow Road	Mini-roundabout					A, B, C	5.43	A
3	Boreham Road / Woodcock Road	T-Junction	Two-way	Two-way	Two-way			3.98	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		4.68	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 Base	PM	ONE HOUR	16:15	17:45	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
2	C	3	C	Simple (vertical queueing)	Normal	0	100.00	
3	C	2	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2	A		ONE HOUR	✓	257	100.000
	B		ONE HOUR	✓	141	100.000
	C	✓				
3	A		ONE HOUR	✓	250	100.000
	B		ONE HOUR	✓	174	100.000
	C	✓				

Origin-Destination Data

Demand (Veh/hr)

Junction 3

	To				
		A	B	C	
	From	A	0	39	211
		B	34	0	140
		C	279	103	0

Demand (Veh/hr)

Junction 2

	To				
		A	B	C	
	From	A	0	5	252
		B	11	0	130
		C	250	101	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
2	0.20	0.80
3	0.20	0.80

Heavy Vehicle %

Junction 3

		To		
From		A	B	C
	A	0	8	0
	B	3	0	4
	C	1	1	0

Cyclist %				
	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Heavy Vehicle %

Junction 2

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

Cyclist %				
	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2	A	0.36	7.03	0.6	A	238	356
	B	0.23	7.40	0.4	A	126	189
	C		3.51	0.4	A	324	486
3	A		0.56	0.1	A	229	343
	B	0.35	12.88	0.6	B	163	244
	C		1.96	0.3	A	349	524

Main Results for each time segment

16:15 - 16:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	192	48	78	863	0.223	193	199	195	0.0	0.2	5.745	A
	B	106	27	189	747	0.142	106	108	81	0.0	0.2	5.983	A
	C	265	66	8			265	267	288	0.0	0.2	3.434	A
3	A	184	46				184	187	240	0.0	0.0	0.204	A
	B	136	34		601	0.227	137	137	102	0.0	0.2	8.478	A
	C	288	72				286	293	265	0.0	0.2	1.750	A

16:30 - 16:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	231	58	89	842	0.275	229	234	234	0.2	0.4	6.007	A
	B	128	32	226	701	0.182	127	129	93	0.2	0.2	6.541	A
	C	314	79	8			315	315	345	0.2	0.3	3.450	A
3	A	222	56				222	221	277	0.0	0.0	0.365	A
	B	162	41		594	0.273	160	163	136	0.2	0.5	9.457	A
	C	345	86				344	347	314	0.2	0.3	1.830	A

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	291	73	108	815	0.357	292	288	300	0.4	0.5	7.031	A
	B	156	39	286	680	0.229	155	158	115	0.2	0.4	7.258	A
	C	395	99	12			397	399	430	0.3	0.3	3.474	A
3	A	282	71				283	281	356	0.0	0.0	0.520	A
	B	195	49		560	0.348	197	199	160	0.5	0.5	12.122	B
	C	430	107				430	427	395	0.3	0.2	1.959	A

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	285	71	114	835	0.341	286	286	293	0.5	0.6	6.784	A
	B	145	36	280	680	0.214	146	155	120	0.4	0.3	7.398	A
	C	394	99	14			394	396	413	0.3	0.4	3.466	A
3	A	280	70				279	283	339	0.0	0.1	0.560	A
	B	194	49		552	0.353	198	199	157	0.5	0.6	12.884	B
	C	413	103				412	421	394	0.2	0.3	1.890	A

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	239	60	90	849	0.282	237	235	230	0.6	0.4	6.190	A
	B	116	29	232	734	0.159	116	126	96	0.3	0.2	6.284	A
	C	310	78	9			311	327	339	0.4	0.3	3.507	A
3	A	220	55				220	228	281	0.1	0.0	0.351	A
	B	158	39		583	0.270	157	164	124	0.6	0.5	9.847	A
	C	339	85				339	346	310	0.3	0.1	1.786	A

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	187	47	79	831	0.225	189	198	194	0.4	0.3	5.731	A
	B	105	26	185	744	0.141	105	108	82	0.2	0.2	5.953	A
	C	265	66	7			265	272	283	0.3	0.2	3.462	A
3	A	186	46				186	191	237	0.0	0.0	0.277	A
	B	133	33		601	0.219	134	138	102	0.5	0.2	8.570	A
	C	283	71				283	294	265	0.1	0.2	1.782	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:15 - 16:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	192	850	0.227	193	199	0.0	0.2	5.745	A
		Exit	1	1		195			195	198	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	106	741	0.143	106	108	0.0	0.2	5.983	A
		Exit	1	1		81			81	81	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	265	1037	0.255	265	267	0.0	0.2	3.434	A
		Exit	1	1		288			288	295	0.0	0.0	0.075	A
3	A	Entry	1	1	B, C	184			184	187	0.0	0.0	0.204	A
		Exit	1	1		240			240	243	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	136			137	137	0.0	0.2	8.478	A
		Exit	1	1		102			102	109	0.0	0.0	0.000	A
	C	Entry	1	1	A	212			212	216	0.0	0.0	0.000	A
				2	B	76			74	78	0.0	0.2	5.828	A
		Exit	2	1	(A, B)	288			288	294	0.0	0.0	0.196	A
			1	1		265			265	266	0.0	0.0	0.841	A

16:30 - 16:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	231	844	0.274	229	234	0.2	0.4	6.007	A
		Exit	1	1		234			234	233	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	128	712	0.179	127	129	0.2	0.2	6.541	A
		Exit	1	1		93			93	96	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	314	1035	0.304	315	315	0.2	0.3	3.450	A
		Exit	1	1		345			345	349	0.0	0.0	0.086	A
3	A	Entry	1	1	B, C	222			222	221	0.0	0.0	0.365	A
		Exit	1	1		277			277	284	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	162			160	163	0.2	0.5	9.457	A
		Exit	1	1		136			136	132	0.0	0.0	0.000	A
	C	Entry	1	1	A	245			245	252	0.0	0.0	0.000	A
				2	B	100			99	95	0.2	0.2	5.792	A
		Exit	2	1	(A, B)	345			345	347	0.0	0.0	0.238	A
			1	1		314			314	315	0.0	0.1	0.975	A

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	291	838	0.347	292	288	0.4	0.5	7.031	A
		Exit	1	1		300			300	299	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	156	678	0.230	155	158	0.2	0.4	7.258	A
		Exit	1	1		115			115	119	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	395	1029	0.384	397	399	0.3	0.3	3.474	A
		Exit	1	1		429			430	427	0.0	0.0	0.151	A
3	A	Entry	1	1	B, C	282			283	281	0.0	0.0	0.520	A
		Exit	1	1		356			356	348	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	195			197	199	0.5	0.5	12.122	B
		Exit	1	1		160			160	161	0.0	0.0	0.000	A
	C	Entry	1	1	A	319			319	311	0.0	0.0	0.000	A
				2	B	111			111	115	0.2	0.2	6.072	A
		Exit	2	1	(A, B)	430			430	427	0.0	0.0	0.322	A
			1	1		394			395	397	0.1	0.1	1.232	A

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	285	832	0.343	286	286	0.5	0.6	6.784	A
		Exit	1	1		293			293	294	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	145	678	0.214	146	155	0.4	0.3	7.398	A
		Exit	1	1		120			120	121	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	394	1034	0.381	394	396	0.3	0.4	3.466	A
		Exit	1	1		413			413	422	0.0	0.0	0.129	A
3	A	Entry	1	1	B, C	280			279	283	0.0	0.1	0.560	A
		Exit	1	1		339			339	346	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	194			198	199	0.5	0.6	12.884	B
		Exit	1	1		157			157	163	0.0	0.0	0.000	A
	C	Entry	1	1	A	300			300	306	0.0	0.0	0.000	A
				2	B	112			112	115	0.2	0.2	5.807	A
		Exit	2	1	(A, B)	413			413	421	0.0	0.0	0.304	A
			1	1		393			394	394	0.1	0.1	1.209	A

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	239	843	0.284	237	235	0.6	0.4	6.190	A
		Exit	1	1		230			230	241	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	116	710	0.164	116	126	0.3	0.2	6.284	A
		Exit	1	1		96			96	100	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	310	1031	0.301	311	327	0.4	0.3	3.507	A
		Exit	1	1		339			339	347	0.0	0.0	0.096	A
3	A	Entry	1	1	B, C	220			220	228	0.1	0.0	0.351	A
		Exit	1	1		281			281	283	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	158			157	164	0.6	0.5	9.847	A
		Exit	1	1		124			124	129	0.0	0.0	0.000	A
	C	Entry	1	1	A	248			248	253	0.0	0.0	0.000	A
				2	B	91			91	93	0.2	0.1	5.794	A
		Exit	2	1	(A, B)	339			339	345	0.0	0.0	0.230	A
			1	1		311			310	325	0.1	0.1	1.046	A

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	187	845	0.221	189	198	0.4	0.3	5.731	A
		Exit	1	1		194			194	202	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	105	738	0.142	105	108	0.2	0.2	5.953	A
		Exit	1	1		82			82	82	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	265	1036	0.256	265	272	0.3	0.2	3.462	A
		Exit	1	1		283			283	295	0.0	0.0	0.070	A
3	A	Entry	1	1	B, C	186			186	191	0.0	0.0	0.277	A
		Exit	1	1		237			237	240	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	133			134	138	0.5	0.2	8.570	A
		Exit	1	1		102			102	112	0.0	0.0	0.000	A
	C	Entry	1	1	A	209			209	213	0.0	0.0	0.000	A
				2	B	74			74	80	0.1	0.2	5.789	A
		Exit	2	1	(A, B)	283			283	294	0.0	0.0	0.206	A
			1	1		265			265	271	0.1	0.0	0.872	A

Lane movements: Main Results for each time segment

16:15 - 16:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	3	0.83	614	589	0.006	3	4	0.0	0.0	6.108	A
					C	189	47	899	850	0.223	189	195	0.0	0.2	5.737	A
	B	Entry	1	1	A	8	2	741	638	0.012	8	8	0.0	0.0	6.174	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	99	25	870	741	0.133	98	100	0.0	0.2	5.967	A
	C	Entry	1	1	A	187	47	1060	1039	0.180	187	190	0.0	0.2	3.417	A
					B	78	19	1060	1035	0.075	78	77	0.0	0.1	3.477	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	28	7	-	-	-	28	31	0.0	0.0	0.029	A
					C	156	39	-	-	-	156	156	0.0	0.0	0.237	A
	B	Entry	1	1	A	28	7	568	456	0.061	28	27	0.0	0.1	9.517	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	108	27	735	665	0.163	109	110	0.0	0.2	8.217	A
	C	Entry	1	1	A	212	53	-	-	-	212	216	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	76	19	685	633	0.119	74	78	0.0	0.2	5.828	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	212	53	-	-	-	212	216	0.0	0.0	0.000	A
					B	76	19	-	-	-	76	78	0.0	0.0	0.736	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

16:30 - 16:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	3	0.86	641	608	0.006	4	5	0.0	0.0	5.365	A
					C	228	57	899	843	0.270	226	229	0.2	0.4	6.020	A
	B	Entry	1	1	A	8	2	792	668	0.012	8	9	0.2	0.0	6.079	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	120	30	870	709	0.169	120	120	0.2	0.2	6.578	A
	C	Entry	1	1	A	225	56	1060	1034	0.217	226	223	0.2	0.2	3.470	A
					B	89	22	1060	1034	0.086	89	92	0.2	0.1	3.401	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	37	9	-	-	-	37	37	0.0	0.0	0.134	A
					C	185	46	-	-	-	185	185	0.0	0.0	0.407	A
	B	Entry	1	1	A	32	8	574	433	0.074	31	32	0.2	0.1	10.956	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	130	32	735	654	0.199	129	130	0.2	0.4	9.082	A
	C	Entry	1	1	A	245	61	-	-	-	245	252	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	100	25	685	621	0.160	99	95	0.2	0.2	5.792	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	245	61	-	-	-	245	252	0.0	0.0	0.000	A
					B	100	25	-	-	-	100	95	0.0	0.0	0.866	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	7	2	614	574	0.012	7	5	0.0	0.0	7.483	A
					C	284	71	899	837	0.340	286	283	0.4	0.5	7.022	A
	B	Entry	1	1	A	12	3	844	670	0.018	12	13	0.2	0.0	6.620	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	144	36	870	676	0.212	143	144	0.2	0.3	7.319	A
	C	Entry	1	1	A	287	72	1060	1029	0.280	288	285	0.3	0.2	3.458	A
					B	107	27	1060	1033	0.104	108	113	0.3	0.1	3.515	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	49	12	-	-	-	49	46	0.0	0.0	0.206	A
					C	234	58	-	-	-	234	235	0.0	0.0	0.577	A
	B	Entry	1	1	A	36	9	574	408	0.088	38	36	0.5	0.1	13.214	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	159	40	735	630	0.252	159	163	0.5	0.5	11.879	B
	C	Entry	1	1	A	319	80	-	-	-	319	311	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	111	28	685	603	0.184	111	115	0.2	0.2	6.072	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	319	80	-	-	-	319	311	0.0	0.0	0.000	A
					B	111	28	-	-	-	111	115	0.0	0.0	1.195	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	5	1	712	666	0.008	5	6	0.5	0.0	6.125	A
					C	279	70	899	831	0.336	280	280	0.5	0.6	6.798	A
	B	Entry	1	1	A	14	3	844	675	0.020	14	13	0.4	0.0	7.049	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	132	33	870	676	0.195	132	142	0.4	0.3	7.430	A
	C	Entry	1	1	A	280	70	1060	1033	0.271	280	281	0.3	0.3	3.490	A
					B	115	29	1060	1035	0.111	114	115	0.3	0.1	3.408	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	45	11	-	-	-	45	48	0.0	0.0	0.304	A
					C	235	59	-	-	-	235	235	0.0	0.1	0.609	A
	B	Entry	1	1	A	39	10	574	415	0.094	39	40	0.5	0.1	14.220	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	156	39	735	639	0.244	158	159	0.5	0.5	12.546	B
	C	Entry	1	1	A	300	75	-	-	-	300	306	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	112	28	685	607	0.185	112	115	0.2	0.2	5.807	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	300	75	-	-	-	300	306	0.0	0.0	0.000	A
					B	112	28	-	-	-	112	115	0.0	0.0	1.111	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	6	1	552	523	0.011	6	4	0.6	0.0	6.507	A
					C	233	58	899	844	0.277	232	230	0.6	0.4	6.184	A
	B	Entry	1	1	A	9	2	784	656	0.014	9	9	0.3	0.0	6.644	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	107	27	870	707	0.152	107	116	0.3	0.2	6.254	A
	C	Entry	1	1	A	221	55	1060	1029	0.214	221	232	0.4	0.2	3.509	A
					B	90	22	1060	1036	0.087	90	96	0.4	0.1	3.502	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	33	8	-	-	-	33	36	0.1	0.0	0.126	A
					C	187	47	-	-	-	187	192	0.1	0.0	0.390	A
	B	Entry	1	1	A	33	8	574	431	0.076	33	30	0.6	0.1	11.643	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	125	31	735	651	0.192	124	133	0.6	0.4	9.434	A
	C	Entry	1	1	A	248	62	-	-	-	248	253	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	91	23	685	621	0.147	91	93	0.2	0.1	5.794	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	248	62	-	-	-	248	253	0.0	0.0	0.000	A
					B	91	23	-	-	-	91	92	0.0	0.0	0.858	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	3	0.86	561	537	0.006	3	4	0.4	0.0	5.896	A
					C	183	46	899	844	0.217	185	195	0.4	0.3	5.728	A
	B	Entry	1	1	A	7	2	741	636	0.012	7	7	0.2	0.0	5.397	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	98	24	870	736	0.133	98	100	0.2	0.1	5.994	A
	C	Entry	1	1	A	186	47	1060	1034	0.180	186	194	0.3	0.2	3.426	A
					B	79	20	1060	1042	0.076	79	78	0.3	0.1	3.551	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	28	7	-	-	-	28	32	0.0	0.0	0.023	A
					C	158	40	-	-	-	158	159	0.0	0.0	0.324	A
	B	Entry	1	1	A	28	7	574	465	0.060	28	27	0.5	0.0	10.153	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	105	26	735	668	0.156	106	112	0.5	0.1	8.183	A
	C	Entry	1	1	A	209	52	-	-	-	209	213	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	74	19	685	631	0.118	74	80	0.1	0.2	5.789	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	209	52	-	-	-	209	213	0.0	0.0	0.000	A
					B	74	19	-	-	-	74	80	0.0	0.0	0.755	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

2031 Future Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	Junction 2	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 85% of the total flow for the roundabout for one or more time segments]
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.
Info	Linked junctions	Junction 3	Capacities and RFCs in lane simulation mode will not be reported for linked arms.
Info	Linked junctions	Junction 2	Capacities and RFCs in lane simulation mode will not be reported for linked arms.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
2	Boreham Road / Bishopstrow Road	Mini-roundabout					A, B, C	5.96	A
3	Boreham Road / Woodcock Road	T-Junction	Two-way	Two-way	Two-way			6.75	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		6.38	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031 Future Base	AM	ONE HOUR	07:45	09:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
2	C	3	C	Simple (vertical queueing)	Normal	0	100.00	
3	C	2	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2	A		ONE HOUR	✓	314	100.000
	B		ONE HOUR	✓	130	100.000
	C	✓				
3	A		ONE HOUR	✓	382	100.000
	B		ONE HOUR	✓	227	100.000
	C	✓				

Origin-Destination Data

Demand (Veh/hr)

Junction 3	To			
	From	A	B	C
		0	90	292
		73	0	154
		297	128	0

Demand (Veh/hr)

Junction 2	To			
	From	A	B	C
		0	6	308
		14	0	116
		315	131	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
2	0.20	0.80
3	0.20	0.80

Heavy Vehicle %

Junction 3

	To			
		A	B	C
	A	0	3	3
	B	0	0	1
	C	1	5	0

Cyclist %

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Heavy Vehicle %

Junction 2

	To			
		A	B	C
	A	0	17	2
	B	0	0	2
	C	3	1	0

Cyclist %

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2	A	0.44	8.65	0.8	A	286	430
	B	0.23	7.92	0.5	A	119	179
	C		3.52	0.6	A	411	616
3	A		1.03	0.2	A	352	528
	B	0.53	25.01	1.8	D	206	309
	C		2.41	0.3	A	388	581

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	229	57	101	831	0.276	230	241	245	0.0	0.4	6.234	A
	B	99	25	226	709	0.139	99	100	105	0.0	0.2	6.181	A
	C	334	83	11			334	346	314	0.0	0.3	3.514	A
3	A	285	71				285	298	268	0.0	0.0	0.386	A
	B	168	42		556	0.302	170	171	168	0.0	0.4	11.465	B
	C	314	78				314	324	334	0.0	0.2	2.113	A

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	279	70	118	823	0.339	280	285	299	0.4	0.5	7.102	A
	B	113	28	274	667	0.169	113	118	124	0.2	0.2	6.853	A
	C	403	101	12			405	411	374	0.3	0.3	3.476	A
3	A	347	87				347	356	324	0.0	0.1	0.602	A
	B	200	50		512	0.390	202	203	194	0.4	0.7	13.584	B
	C	374	94				373	384	403	0.2	0.3	2.275	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	343	86	148	785	0.438	345	353	361	0.5	0.7	8.208	A
	B	144	36	338	628	0.230	143	144	155	0.2	0.4	7.795	A
	C	493	123	16			493	494	466	0.3	0.5	3.483	A
3	A	424	106				423	429	397	0.1	0.2	0.964	A
	B	250	63		474	0.527	244	245	243	0.7	1.8	21.586	C
	C	466	116				466	475	493	0.3	0.3	2.410	A

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	346	86	142	789	0.438	344	352	363	0.7	0.8	8.646	A
	B	141	35	338	632	0.224	141	144	149	0.4	0.3	7.916	A
	C	491	123	16			489	502	463	0.5	0.6	3.504	A
3	A	417	104				416	427	409	0.2	0.2	1.029	A
	B	251	63		500	0.503	253	254	231	1.8	1.8	25.010	D
	C	463	116				464	474	491	0.3	0.2	2.374	A

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	284	71	114	790	0.360	285	293	309	0.8	0.6	7.010	A
	B	117	29	281	663	0.177	116	119	118	0.3	0.3	6.653	A
	C	408	102	15			408	419	382	0.6	0.4	3.484	A
3	A	351	88				350	358	332	0.2	0.1	0.551	A
	B	202	50		530	0.381	203	210	194	1.8	0.7	15.428	C
	C	382	96				382	393	408	0.2	0.2	2.218	A

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	237	59	101	814	0.291	240	245	242	0.6	0.3	6.376	A
	B	100	25	236	693	0.144	99	100	105	0.3	0.1	5.992	A
	C	335	84	10			333	347	326	0.4	0.4	3.520	A
3	A	288	72				289	298	277	0.1	0.0	0.421	A
	B	167	42		552	0.303	167	174	171	0.7	0.5	11.477	B
	C	326	81				328	332	335	0.2	0.1	2.247	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	229	833	0.275	230	241	0.0	0.4	6.234	A
		Exit	1	1		245			245	257	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	99	710	0.139	99	100	0.0	0.2	6.181	A
		Exit	1	1		105			105	105	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	334	1031	0.324	334	346	0.0	0.3	3.514	A
		Exit	1	1		313			314	325	0.0	0.0	0.091	A
3	A	Entry	1	1	B, C	285			285	298	0.0	0.0	0.386	A
		Exit	1	1		268			268	281	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	168			170	171	0.0	0.4	11.465	B
		Exit	1	1		168			168	166	0.0	0.0	0.000	A
	C	Entry	1	1	A	216			216	228	0.0	0.0	0.000	A
			2	2	B	98			99	97	0.0	0.1	6.290	A
		Exit	2	1	(A, B)	314			314	325	0.0	0.0	0.271	A
			1	1		333			334	346	0.0	0.1	1.095	A

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	279	825	0.338	280	285	0.4	0.5	7.102	A
		Exit	1	1		299			299	302	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	113	677	0.167	113	118	0.2	0.2	6.853	A
		Exit	1	1		124			124	127	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	403	1034	0.390	405	411	0.3	0.3	3.476	A
		Exit	1	1		375			374	384	0.0	0.0	0.165	A
3	A	Entry	1	1	B, C	347			347	356	0.0	0.1	0.602	A
		Exit	1	1		324			324	329	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	200			202	203	0.4	0.7	13.584	B
		Exit	1	1		194			194	203	0.0	0.0	0.000	A
	C	Entry	1	1	A	261			261	265	0.0	0.0	0.000	A
			2	2	B	113			112	119	0.1	0.2	6.275	A
		Exit	2	1	(A, B)	374			373	384	0.0	0.1	0.375	A
			1	1		404			403	411	0.1	0.2	1.243	A

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	343	806	0.426	345	353	0.5	0.7	8.208	A
		Exit	1	1		361			361	364	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	144	641	0.225	143	144	0.2	0.4	7.795	A
		Exit	1	1		155			155	152	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	493	1027	0.480	493	494	0.3	0.5	3.483	A
		Exit	1	1		465			466	475	0.0	0.0	0.222	A
3	A	Entry	1	1	B, C	424			423	429	0.1	0.2	0.964	A
		Exit	1	1		397			397	404	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	250			244	245	0.7	1.8	21.586	C
		Exit	1	1		243			243	252	0.0	0.0	0.000	A
	C	Entry	1	1	A	320			320	325	0.0	0.0	0.000	A
			2	2	B	147			146	150	0.2	0.3	6.362	A
		Exit	2	1	(A, B)	466			467	476	0.1	0.0	0.459	A
			1	1		493			493	493	0.2	0.2	1.533	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	346	808	0.428	344	352	0.7	0.8	8.646	A
		Exit	1	1		363			363	370	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	141	644	0.220	141	144	0.4	0.3	7.916	A
		Exit	1	1		149			149	155	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	491	1023	0.480	489	502	0.5	0.6	3.504	A
		Exit	1	1		463			463	473	0.0	0.0	0.211	A
3	A	Entry	1	1	B, C	417			416	427	0.2	0.2	1.029	A
		Exit	1	1		409			409	410	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	251			253	254	1.8	1.8	25.010	D
		Exit	1	1		231			231	242	0.0	0.0	0.000	A
	C	Entry	1	1	A	327			327	329	0.0	0.0	0.000	A
			2	2	B	137			137	144	0.3	0.2	6.535	A
		Exit	2	1	(A, B)	463			463	473	0.0	0.0	0.435	A
			1	1		493			491	503	0.2	0.3	1.579	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	284	824	0.345	285	293	0.8	0.6	7.010	A
		Exit	1	1		309			309	313	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	117	682	0.172	116	119	0.3	0.3	6.653	A
		Exit	1	1		118			118	126	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	408	1029	0.397	408	419	0.6	0.4	3.484	A
		Exit	1	1		382			382	392	0.0	0.0	0.162	A
3	A	Entry	1	1	B, C	351			350	358	0.2	0.1	0.551	A
		Exit	1	1		332			332	341	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	202			203	210	1.8	0.7	15.428	C
		Exit	1	1		194			194	205	0.0	0.0	0.000	A
	C	Entry	1	1	A	269			269	274	0.0	0.0	0.000	A
			2	2	B	113			113	119	0.2	0.2	6.312	A
		Exit	2	1	(A, B)	382			382	393	0.0	0.1	0.365	A
			1	1		409			408	417	0.3	0.2	1.324	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	237	830	0.286	240	245	0.6	0.3	6.376	A
		Exit	1	1		242			242	253	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	100	703	0.142	99	100	0.3	0.1	5.992	A
		Exit	1	1		105			105	109	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	335	1032	0.325	333	347	0.4	0.4	3.520	A
		Exit	1	1		326			326	330	0.0	0.0	0.146	A
3	A	Entry	1	1	B, C	288			289	298	0.1	0.0	0.421	A
		Exit	1	1		277			277	283	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	167			167	174	0.7	0.5	11.477	B
		Exit	1	1		171			171	174	0.0	0.0	0.000	A
	C	Entry	1	1	A	225			225	228	0.0	0.0	0.000	A
			2	2	B	102			103	104	0.2	0.1	6.291	A
		Exit	2	1	(A, B)	326			326	332	0.1	0.0	0.347	A
			1	1		335			335	347	0.2	0.1	1.124	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	4	1	569	510	0.008	4	5	0.0	0.0	6.384	A
					C	225	56	899	833	0.270	226	236	0.0	0.4	6.231	A
	B	Entry	1	1	A	11	3	827	690	0.016	11	11	0.0	0.0	5.638	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	88	22	870	708	0.124	88	89	0.0	0.2	6.247	A
	C	Entry	1	1	A	233	58	1060	1026	0.228	233	246	0.0	0.3	3.557	A
					B	101	25	1060	1044	0.096	101	100	0.0	0.1	3.410	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	69	17	-	-	-	69	69	0.0	0.0	0.165	A
					C	216	54	-	-	-	216	229	0.0	0.0	0.452	A
	B	Entry	1	1	A	52	13	574	442	0.119	52	54	0.0	0.1	12.427	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	115	29	735	660	0.175	117	117	0.0	0.2	11.024	B
	C	Entry	1	1	A	216	54	-	-	-	216	228	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	98	25	685	586	0.168	99	97	0.0	0.1	6.290	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	216	54	-	-	-	216	228	0.0	0.0	0.000	A
					B	98	24	-	-	-	98	97	0.0	0.0	0.926	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	6	1	703	596	0.009	6	7	0.0	0.0	7.997	A
					C	273	68	899	828	0.330	274	278	0.4	0.5	7.083	A
	B	Entry	1	1	A	12	3	853	681	0.018	12	12	0.0	0.0	6.052	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	101	25	870	675	0.149	101	106	0.2	0.2	6.946	A
	C	Entry	1	1	A	286	72	1060	1029	0.279	287	290	0.3	0.3	3.471	A
					B	117	29	1060	1049	0.112	118	121	0.3	0.0	3.486	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	82	20	-	-	-	82	84	0.0	0.0	0.338	A
					C	266	66	-	-	-	265	272	0.0	0.1	0.683	A
	B	Entry	1	1	A	63	16	574	412	0.152	64	64	0.4	0.2	14.802	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	137	34	735	644	0.213	138	139	0.4	0.5	13.022	B
	C	Entry	1	1	A	261	65	-	-	-	261	265	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	113	28	685	571	0.197	112	119	0.1	0.2	6.275	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	261	65	-	-	-	261	265	0.0	0.0	0.000	A
					B	113	28	-	-	-	113	119	0.0	0.1	1.239	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	7	2	747	624	0.012	7	8	0.0	0.0	7.767	A
					C	336	84	899	808	0.416	338	345	0.5	0.7	8.217	A
	B	Entry	1	1	A	15	4	853	640	0.024	16	15	0.0	0.0	7.443	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	129	32	870	638	0.202	127	130	0.2	0.4	7.835	A
	C	Entry	1	1	A	345	86	1060	1022	0.337	345	350	0.3	0.4	3.530	A
					B	149	37	1060	1040	0.143	148	144	0.3	0.1	3.370	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	97	24	-	-	-	97	102	0.0	0.0	0.471	A
					C	327	82	-	-	-	326	327	0.1	0.2	1.117	A
	B	Entry	1	1	A	78	20	574	374	0.209	77	78	0.7	0.5	21.436	C
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	172	43	735	623	0.275	167	166	0.7	1.4	21.657	C
	C	Entry	1	1	A	320	80	-	-	-	320	325	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	147	37	685	546	0.268	146	150	0.2	0.3	6.362	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	320	80	-	-	-	320	325	0.0	0.0	0.000	A
					B	146	36	-	-	-	147	150	0.1	0.0	1.496	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	6	2	730	562	0.011	7	8	0.7	0.0	9.488	A
					C	339	85	899	811	0.419	338	344	0.7	0.8	8.629	A
	B	Entry	1	1	A	16	4	861	646	0.025	16	15	0.4	0.0	6.569	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	125	31	870	642	0.195	125	128	0.4	0.3	8.080	A
	C	Entry	1	1	A	348	87	1060	1018	0.342	347	354	0.5	0.4	3.521	A
					B	144	36	1060	1035	0.139	142	148	0.5	0.2	3.463	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	93	23	-	-	-	93	98	0.2	0.0	0.476	A
					C	324	81	-	-	-	323	330	0.2	0.1	1.194	A
	B	Entry	1	1	A	82	21	574	378	0.218	83	81	1.8	0.6	26.130	D
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	169	42	735	624	0.271	170	173	1.8	1.2	24.474	C
	C	Entry	1	1	A	327	82	-	-	-	327	329	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	137	34	685	546	0.250	137	144	0.3	0.2	6.535	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	327	82	-	-	-	327	329	0.0	0.0	0.000	A
					B	136	34	-	-	-	137	144	0.0	0.0	1.465	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	4	1	658	506	0.009	4	7	0.8	0.0	8.834	A
					C	280	70	899	826	0.339	281	286	0.8	0.6	6.974	A
	B	Entry	1	1	A	15	4	861	683	0.022	15	13	0.3	0.0	6.488	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	102	26	870	679	0.151	102	105	0.3	0.2	6.673	A
	C	Entry	1	1	A	295	74	1060	1024	0.288	294	300	0.6	0.3	3.496	A
					B	113	28	1060	1044	0.108	114	119	0.6	0.1	3.453	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	81	20	-	-	-	80	86	0.2	0.0	0.208	A
					C	270	68	-	-	-	269	272	0.2	0.1	0.659	A
	B	Entry	1	1	A	63	16	574	410	0.153	63	66	1.8	0.2	16.729	C
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	139	35	735	644	0.216	140	144	1.8	0.4	14.827	B
	C	Entry	1	1	A	269	67	-	-	-	269	274	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	113	28	685	561	0.202	113	119	0.2	0.2	6.312	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	269	67	-	-	-	269	274	0.0	0.0	0.000	A
					B	113	28	-	-	-	113	119	0.0	0.1	1.243	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	4	1	569	447	0.010	4	5	0.6	0.0	7.224	A
					C	233	58	899	833	0.280	236	240	0.6	0.3	6.363	A
	B	Entry	1	1	A	10	2	775	638	0.015	10	10	0.3	0.0	5.859	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	90	23	870	703	0.129	90	90	0.3	0.1	6.007	A
	C	Entry	1	1	A	233	58	1060	1029	0.226	232	243	0.4	0.3	3.517	A
					B	102	25	1060	1036	0.098	101	104	0.4	0.2	3.528	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	69	17	-	-	-	69	70	0.1	0.0	0.176	A
					C	220	55	-	-	-	220	228	0.1	0.0	0.496	A
	B	Entry	1	1	A	53	13	574	438	0.121	53	55	0.7	0.3	13.243	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	114	29	735	659	0.173	115	119	0.7	0.3	10.645	B
	C	Entry	1	1	A	225	56	-	-	-	225	228	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	102	25	685	575	0.176	103	104	0.2	0.1	6.291	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	225	56	-	-	-	225	228	0.0	0.0	0.000	A
					B	101	25	-	-	-	102	104	0.1	0.0	1.147	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

2031 Future Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.
Info	Linked junctions	Junction 3	Capacities and RFCs in lane simulation mode will not be reported for linked arms.
Info	Linked junctions	Junction 2	Capacities and RFCs in lane simulation mode will not be reported for linked arms.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
2	Boreham Road / Bishopstrow Road	Mini-roundabout					A, B, C	5.72	A
3	Boreham Road / Woodcock Road	T-Junction	Two-way	Two-way	Two-way			4.43	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.05	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031 Future Base	PM	ONE HOUR	16:15	17:45	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
2	C	3	C	Simple (vertical queueing)	Normal	0	100.00	
3	C	2	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2	A		ONE HOUR	✓	275	100.000
	B		ONE HOUR	✓	151	100.000
	C	✓				
3	A		ONE HOUR	✓	268	100.000
	B		ONE HOUR	✓	186	100.000
	C	✓				

Origin-Destination Data

Demand (Veh/hr)

Junction 3

	To				
		A	B	C	
	From	A	0	42	226
		B	36	0	150
		C	298	110	0

Demand (Veh/hr)

Junction 2

	To				
		A	B	C	
	From	A	0	5	270
		B	12	0	139
		C	267	108	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
2	0.20	0.80
3	0.20	0.80

Heavy Vehicle %

Junction 3

	To			
From	A	B	C	
	A	0	7	0
	B	3	0	4
	C	1	1	0

Cyclist %

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

Heavy Vehicle %

Junction 2

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

Cyclist %

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

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2	A	0.38	7.61	0.8	A	258	387
	B	0.26	7.58	0.5	A	140	210
	C		3.58	0.4	A	345	518
3	A		0.70	0.2	A	247	370
	B	0.38	15.07	0.9	C	171	256
	C		1.95	0.2	A	382	573

Main Results for each time segment

16:15 - 16:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	207	52	86	860	0.240	208	212	217	0.0	0.4	5.589	A
	B	108	27	204	751	0.145	108	114	90	0.0	0.2	6.272	A
	C	296	74	7			296	297	304	0.0	0.3	3.575	A
3	A	213	53				213	214	249	0.0	0.0	0.300	A
	B	141	35		596	0.236	141	145	114	0.0	0.3	9.013	A
	C	304	76				304	314	296	0.0	0.2	1.820	A

16:30 - 16:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	252	63	94	822	0.307	251	249	247	0.4	0.5	6.354	A
	B	139	35	245	727	0.192	140	135	100	0.2	0.2	6.558	A
	C	328	82	12			329	340	373	0.3	0.2	3.534	A
3	A	233	58				233	241	303	0.0	0.0	0.395	A
	B	168	42		575	0.292	167	173	144	0.3	0.5	10.523	B
	C	373	93				373	367	328	0.2	0.1	1.850	A

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	310	77	125	812	0.382	306	302	307	0.5	0.8	6.929	A
	B	170	43	300	654	0.261	170	168	130	0.2	0.4	7.583	A
	C	419	105	11			421	426	460	0.2	0.3	3.487	A
3	A	300	75				299	305	379	0.0	0.2	0.704	A
	B	206	52		557	0.372	208	211	170	0.5	0.9	14.640	B
	C	460	115				459	453	419	0.1	0.2	1.879	A

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	309	77	124	825	0.374	307	310	308	0.8	0.7	7.607	A
	B	168	42	303	669	0.251	169	172	129	0.4	0.3	7.412	A
	C	418	104	16			417	424	456	0.3	0.4	3.490	A
3	A	295	74				295	298	370	0.2	0.0	0.650	A
	B	210	52		554	0.379	210	215	173	0.9	0.8	15.068	C
	C	456	114				456	463	418	0.2	0.2	1.953	A

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	256	64	94	831	0.308	257	258	256	0.7	0.3	6.213	A
	B	139	35	252	719	0.193	138	142	98	0.3	0.3	6.766	A
	C	337	84	12			338	345	379	0.4	0.2	3.555	A
3	A	240	60				239	241	309	0.0	0.1	0.479	A
	B	167	42		569	0.294	167	174	139	0.8	0.5	10.146	B
	C	379	95				379	385	337	0.2	0.2	1.775	A

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	215	54	76	852	0.252	216	213	205	0.3	0.3	5.594	A
	B	115	29	213	731	0.157	115	116	79	0.3	0.2	5.614	A
	C	274	68	7			274	288	320	0.2	0.2	3.540	A
3	A	200	50				200	205	268	0.1	0.0	0.264	A
	B	132	33		585	0.227	132	140	112	0.5	0.3	9.237	A
	C	320	80				321	316	274	0.2	0.1	1.748	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:15 - 16:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	207	847	0.244	208	212	0.0	0.4	5.589	A
		Exit	1	1		217			217	222	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	108	737	0.147	108	114	0.0	0.2	6.272	A
		Exit	1	1		90			90	87	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	296	1027	0.289	296	297	0.0	0.3	3.575	A
		Exit	1	1		304			304	315	0.0	0.0	0.065	A
3	A	Entry	1	1	B, C	213			213	214	0.0	0.0	0.300	A
		Exit	1	1		249			249	257	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	141			141	145	0.0	0.3	9.013	A
		Exit	1	1		114			114	119	0.0	0.0	0.000	A
	C	Entry	1	1	A	221			221	230	0.0	0.0	0.000	A
			2	2	B	83			83	85	0.0	0.2	5.982	A
		Exit	2	1	(A, B)	304			304	315	0.0	0.0	0.197	A
			1	1		296			296	296	0.0	0.1	0.999	A

16:30 - 16:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	252	843	0.299	251	249	0.4	0.5	6.354	A
		Exit	1	1		247			247	254	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	139	708	0.197	140	135	0.2	0.2	6.558	A
		Exit	1	1		100			100	103	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	328	1034	0.317	329	340	0.3	0.2	3.534	A
		Exit	1	1		373			373	368	0.0	0.0	0.096	A
3	A	Entry	1	1	B, C	233			233	241	0.0	0.0	0.395	A
		Exit	1	1		303			303	300	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	168			167	173	0.3	0.5	10.523	B
		Exit	1	1		144			144	143	0.0	0.0	0.000	A
	C	Entry	1	1	A	268			268	267	0.0	0.0	0.000	A
			2	2	B	105			105	101	0.2	0.1	5.870	A
		Exit	2	1	(A, B)	373			373	367	0.0	0.0	0.248	A
			1	1		327			328	338	0.1	0.1	1.083	A

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	310	826	0.375	306	302	0.5	0.8	6.929	A
		Exit	1	1		307			307	316	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	170	671	0.254	170	168	0.2	0.4	7.583	A
		Exit	1	1		130			130	126	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	419	1034	0.405	421	426	0.2	0.3	3.487	A
		Exit	1	1		459			460	453	0.0	0.0	0.133	A
3	A	Entry	1	1	B, C	300			299	305	0.0	0.2	0.704	A
		Exit	1	1		379			379	374	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	206			208	211	0.5	0.9	14.640	B
		Exit	1	1		170			170	170	0.0	0.0	0.000	A
	C	Entry	1	1	A	336			336	333	0.0	0.0	0.000	A
			2	2	B	124			123	120	0.1	0.2	5.990	A
		Exit	2	1	(A, B)	460			460	453	0.0	0.0	0.290	A
			1	1		418			419	424	0.1	0.1	1.304	A

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	309	829	0.372	307	310	0.8	0.7	7.607	A
		Exit	1	1		308			308	313	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	168	670	0.251	169	172	0.4	0.3	7.412	A
		Exit	1	1		129			129	130	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	418	1033	0.404	417	424	0.3	0.4	3.490	A
		Exit	1	1		456			456	463	0.0	0.0	0.153	A
3	A	Entry	1	1	B, C	295			295	298	0.2	0.0	0.650	A
		Exit	1	1		370			370	379	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	210			210	215	0.9	0.8	15.068	C
		Exit	1	1		173			173	175	0.0	0.0	0.000	A
	C	Entry	1	1	A	330			330	338	0.0	0.0	0.000	A
			2	2	B	125			126	125	0.2	0.2	6.014	A
		Exit	2	1	(A, B)	456			456	463	0.0	0.0	0.325	A
			1	1		418			418	423	0.1	0.1	1.327	A

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	256	846	0.303	257	258	0.7	0.3	6.213	A
		Exit	1	1		256			256	257	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	139	706	0.196	138	142	0.3	0.3	6.766	A
		Exit	1	1		98			98	104	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	337	1036	0.326	338	345	0.4	0.2	3.555	A
		Exit	1	1		379			379	384	0.0	0.0	0.090	A
3	A	Entry	1	1	B, C	240			239	241	0.0	0.1	0.479	A
		Exit	1	1		309			309	316	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	167			167	174	0.8	0.5	10.146	B
		Exit	1	1		139			139	141	0.0	0.0	0.000	A
	C	Entry	1	1	A	278			278	283	0.0	0.0	0.000	A
			2	2	B	101			101	102	0.2	0.2	5.840	A
		Exit	2	1	(A, B)	379			379	384	0.0	0.0	0.233	A
			1	1		337			337	342	0.1	0.1	1.133	A

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	215	853	0.252	216	213	0.3	0.3	5.594	A
		Exit	1	1		205			205	216	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	115	729	0.158	115	116	0.3	0.2	5.614	A
		Exit	1	1		79			79	84	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	274	1035	0.264	274	288	0.2	0.2	3.540	A
		Exit	1	1		320			320	317	0.0	0.0	0.089	A
3	A	Entry	1	1	B, C	200			200	205	0.1	0.0	0.264	A
		Exit	1	1		268			268	258	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	132			132	140	0.5	0.3	9.237	A
		Exit	1	1		112			112	118	0.0	0.0	0.000	A
	C	Entry	1	1	A	242			242	233	0.0	0.0	0.000	A
			2	2	B	78			79	83	0.2	0.1	5.816	A
		Exit	2	1	(A, B)	320			320	316	0.0	0.0	0.231	A
			1	1		274			274	286	0.1	0.1	0.902	A

Lane movements: Main Results for each time segment

16:15 - 16:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	4	0.98	596	569	0.007	4	4	0.0	0.0	6.059	A
					C	203	51	899	847	0.239	204	208	0.0	0.4	5.579	A
	B	Entry	1	1	A	7	2	724	607	0.011	7	8	0.0	0.0	6.774	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	102	25	870	735	0.138	101	107	0.0	0.2	6.235	A
	C	Entry	1	1	A	210	52	1060	1025	0.205	210	214	0.0	0.2	3.590	A
					B	86	22	1060	1031	0.084	86	83	0.0	0.0	3.539	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	31	8	-	-	-	31	34	0.0	0.0	0.026	A
					C	182	46	-	-	-	182	179	0.0	0.0	0.349	A
	B	Entry	1	1	A	28	7	574	453	0.062	27	28	0.0	0.1	11.137	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	113	28	735	654	0.173	113	117	0.0	0.2	8.498	A
	C	Entry	1	1	A	221	55	-	-	-	221	230	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	83	21	685	625	0.133	83	85	0.0	0.2	5.982	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	221	55	-	-	-	221	230	0.0	0.0	0.000	A
					B	83	21	-	-	-	83	85	0.0	0.0	0.726	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

16:30 - 16:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	6	1	685	649	0.009	6	5	0.4	0.0	6.356	A
					C	246	61	899	843	0.292	245	243	0.4	0.5	6.354	A
	B	Entry	1	1	A	12	3	818	669	0.018	12	11	0.2	0.0	7.164	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	127	32	870	708	0.180	128	124	0.2	0.2	6.503	A
	C	Entry	1	1	A	233	58	1060	1035	0.225	235	243	0.3	0.2	3.534	A
					B	95	24	1060	1031	0.092	94	97	0.3	0.1	3.533	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	39	10	-	-	-	39	42	0.0	0.0	0.118	A
					C	194	49	-	-	-	194	199	0.0	0.0	0.450	A
	B	Entry	1	1	A	34	9	574	428	0.079	34	34	0.3	0.1	11.892	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	134	34	735	647	0.208	133	139	0.3	0.4	10.190	B
	C	Entry	1	1	A	268	67	-	-	-	268	267	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	105	26	685	617	0.170	105	101	0.2	0.1	5.870	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	268	67	-	-	-	268	267	0.0	0.0	0.000	A
					B	105	26	-	-	-	105	101	0.0	0.0	0.906	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	6	1	605	565	0.010	5	5	0.0	0.0	6.145	A
					C	304	76	899	826	0.369	300	297	0.5	0.8	6.942	A
	B	Entry	1	1	A	11	3	818	648	0.017	11	12	0.2	0.0	7.521	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	160	40	870	672	0.237	159	156	0.2	0.4	7.588	A
	C	Entry	1	1	A	295	74	1060	1036	0.284	296	305	0.2	0.2	3.473	A
					B	124	31	1060	1030	0.121	125	121	0.2	0.1	3.522	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	46	12	-	-	-	46	50	0.0	0.0	0.335	A
					C	254	63	-	-	-	253	254	0.0	0.1	0.773	A
	B	Entry	1	1	A	42	10	574	400	0.104	43	41	0.5	0.2	16.381	C
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	164	41	735	635	0.260	165	170	0.5	0.7	14.211	B
	C	Entry	1	1	A	336	84	-	-	-	336	333	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	124	31	685	599	0.207	123	120	0.1	0.2	5.990	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	336	84	-	-	-	336	333	0.0	0.0	0.000	A
					B	124	31	-	-	-	124	120	0.0	0.0	1.094	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	5	1	605	565	0.009	5	5	0.8	0.0	7.303	A
					C	304	76	899	829	0.366	303	305	0.8	0.7	7.612	A
	B	Entry	1	1	A	16	4	836	645	0.024	16	14	0.4	0.0	7.069	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	153	38	870	670	0.227	153	158	0.4	0.3	7.444	A
	C	Entry	1	1	A	293	73	1060	1031	0.285	292	299	0.3	0.3	3.530	A
					B	124	31	1060	1039	0.120	124	125	0.3	0.1	3.395	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	47	12	-	-	-	47	50	0.2	0.0	0.257	A
					C	248	62	-	-	-	248	248	0.2	0.0	0.724	A
	B	Entry	1	1	A	41	10	574	403	0.101	40	41	0.9	0.2	17.729	C
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	169	42	735	641	0.264	169	174	0.9	0.5	14.437	B
	C	Entry	1	1	A	330	83	-	-	-	330	338	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	125	31	685	607	0.207	126	125	0.2	0.2	6.014	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	330	83	-	-	-	330	338	0.0	0.0	0.000	A
					B	126	31	-	-	-	125	125	0.0	0.0	1.202	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	4	1	623	587	0.007	5	5	0.7	0.0	5.563	A
					C	251	63	899	846	0.297	252	253	0.7	0.3	6.225	A
	B	Entry	1	1	A	11	3	792	649	0.017	12	11	0.3	0.0	7.025	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	127	32	870	705	0.180	127	131	0.3	0.3	6.744	A
	C	Entry	1	1	A	244	61	1060	1035	0.235	244	245	0.4	0.1	3.543	A
					B	94	23	1060	1037	0.090	94	99	0.4	0.1	3.585	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	37	9	-	-	-	37	40	0.0	0.0	0.143	A
					C	203	51	-	-	-	202	201	0.0	0.1	0.542	A
	B	Entry	1	1	A	31	8	574	430	0.073	31	34	0.8	0.1	11.997	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	136	34	735	650	0.209	135	141	0.8	0.3	9.704	A
	C	Entry	1	1	A	278	69	-	-	-	278	283	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	101	25	685	619	0.163	101	102	0.2	0.2	5.840	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	278	69	-	-	-	278	283	0.0	0.0	0.000	A
					B	101	25	-	-	-	101	102	0.0	0.0	0.880	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	3	0.77	507	484	0.006	3	4	0.3	0.0	5.558	A
					C	211	53	899	852	0.248	213	209	0.3	0.2	5.594	A
	B	Entry	1	1	A	7	2	775	660	0.011	7	9	0.0	0.0	5.022	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	108	27	870	726	0.148	107	107	0.3	0.2	5.665	A
	C	Entry	1	1	A	198	50	1060	1033	0.192	198	207	0.2	0.1	3.514	A
					B	75	19	1060	1040	0.073	76	80	0.2	0.1	3.607	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	33	8	-	-	-	33	35	0.0	0.0	0.061	A
					C	167	42	-	-	-	167	170	0.1	0.0	0.303	A
	B	Entry	1	1	A	26	6	574	444	0.057	25	25	0.5	0.1	11.156	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	107	27	735	656	0.163	107	115	0.5	0.2	8.817	A
	C	Entry	1	1	A	242	61	-	-	-	242	233	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	78	19	685	625	0.124	79	83	0.2	0.1	5.816	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	242	61	-	-	-	242	233	0.0	0.0	0.000	A
					B	78	19	-	-	-	78	83	0.0	0.0	0.882	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

2031 Future Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	Junction 2	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 86% of the total flow for the roundabout for one or more time segments]
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.
Info	Linked junctions	Junction 3	Capacities and RFCs in lane simulation mode will not be reported for linked arms.
Info	Linked junctions	Junction 2	Capacities and RFCs in lane simulation mode will not be reported for linked arms.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
2	Boreham Road / Bishopstrow Road	Mini-roundabout					A, B, C	7.06	A
3	Boreham Road / Woodcock Road	T-Junction	Two-way	Two-way	Two-way			7.53	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		7.31	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031 Future Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
2	C	3	C	Simple (vertical queueing)	Normal	0	100.00	
3	C	2	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2	A		ONE HOUR	✓	363	100.000
	B		ONE HOUR	✓	131	100.000
	C	✓				
3	A		ONE HOUR	✓	396	100.000
	B		ONE HOUR	✓	230	100.000
	C	✓				

Origin-Destination Data

Demand (Veh/hr)

Junction 3	To			
	From	A	B	C
		0	90	306
		73	0	157
		336	135	0

Demand (Veh/hr)

Junction 2	To			
	From	A	B	C
		0	9	354
		15	0	116
		332	131	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
2	0.20	0.80
3	0.20	0.80

Heavy Vehicle %

Junction 3

		To		
		A	B	C
From	A	0	3	0
	B	0	0	1
	C	1	4	0

Cyclist %

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

Heavy Vehicle %

Junction 2

		To		
		A	B	C
From	A	0	11	2
	B	0	0	2
	C	3	1	0

Cyclist %

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

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2	A	0.50	11.08	1.3	B	335	502
	B	0.23	8.43	0.4	A	120	180
	C		3.54	0.6	A	428	643
3	A		1.13	0.1	A	363	544
	B	0.54	28.81	1.6	D	214	321
	C		2.44	0.4	A	432	648

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	274	69	101	840	0.326	272	278	254	0.0	0.7	6.619	A
	B	101	25	264	702	0.144	101	101	109	0.0	0.2	6.571	A
	C	343	86	12			342	357	352	0.0	0.4	3.544	A
3	A	294	73				294	301	308	0.0	0.1	0.482	A
	B	175	44		548	0.320	175	175	169	0.0	0.5	11.052	B
	C	352	88				352	359	343	0.0	0.2	2.117	A

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	333	83	116	805	0.414	333	343	311	0.7	0.8	8.088	A
	B	116	29	323	655	0.177	116	120	126	0.2	0.2	7.217	A
	C	412	103	14			413	424	426	0.4	0.4	3.539	A
3	A	354	88				353	356	364	0.1	0.1	0.749	A
	B	206	52		512	0.403	208	208	211	0.5	0.8	15.310	C
	C	425	106				426	438	412	0.2	0.3	2.253	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	399	100	150	816	0.490	397	402	387	0.8	1.3	10.420	B
	B	150	37	388	638	0.235	151	146	159	0.2	0.3	8.236	A
	C	518	129	19			518	524	520	0.4	0.5	3.453	A
3	A	434	109				435	442	456	0.1	0.1	1.058	A
	B	258	65		488	0.529	262	252	244	0.8	1.6	23.435	C
	C	520	130				520	519	517	0.3	0.4	2.351	A

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	400	100	146	793	0.504	399	411	390	1.3	1.3	11.080	B
	B	139	35	389	609	0.228	140	146	156	0.3	0.3	8.427	A
	C	520	130	18			518	531	511	0.5	0.6	3.522	A
3	A	433	108				434	442	443	0.1	0.1	1.130	A
	B	255	64		472	0.540	259	257	241	1.6	1.5	28.815	D
	C	511	128				511	528	520	0.4	0.3	2.436	A

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	329	82	121	830	0.396	328	335	321	1.3	0.7	8.262	A
	B	114	28	321	663	0.171	115	121	128	0.3	0.2	7.507	A
	C	428	107	14			428	435	422	0.6	0.4	3.519	A
3	A	362	90				362	361	367	0.1	0.1	0.781	A
	B	214	54		521	0.411	212	210	198	1.5	1.0	15.967	C
	C	422	105				420	432	428	0.3	0.4	2.216	A

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	274	69	100	808	0.339	275	277	261	0.7	0.5	6.904	A
	B	100	25	269	700	0.143	101	101	106	0.2	0.1	6.160	A
	C	350	87	11			350	362	360	0.4	0.3	3.500	A
3	A	299	75				299	305	316	0.1	0.0	0.493	A
	B	174	43		555	0.313	177	176	170	1.0	0.6	12.297	B
	C	360	90				360	362	350	0.4	0.2	2.032	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	274	829	0.330	272	278	0.0	0.7	6.619	A
		Exit	1	1		254			254	270	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	101	691	0.146	101	101	0.0	0.2	6.571	A
		Exit	1	1		109			109	105	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	343	1027	0.334	342	357	0.0	0.4	3.544	A
		Exit	1	1		352			352	361	0.0	0.0	0.140	A
3	A	Entry	1	1	B, C	294			294	301	0.0	0.1	0.482	A
		Exit	1	1		308			308	306	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	175			175	175	0.0	0.5	11.052	B
		Exit	1	1		169			169	178	0.0	0.0	0.000	A
	C	Entry	1	1	A	253			253	253	0.0	0.0	0.000	A
			2	2	B	99			99	105	0.0	0.2	6.204	A
		Exit	2	1	(A, B)	352			352	359	0.0	0.0	0.322	A
			1	1		343			343	350	0.0	0.1	1.165	A

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	333	823	0.405	333	343	0.7	0.8	8.088	A
		Exit	1	1		311			311	320	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	116	651	0.178	116	120	0.2	0.2	7.217	A
		Exit	1	1		126			126	127	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	412	1023	0.403	413	424	0.4	0.4	3.539	A
		Exit	1	1		425			426	439	0.0	0.0	0.192	A
3	A	Entry	1	1	B, C	354			353	356	0.1	0.1	0.749	A
		Exit	1	1		364			364	371	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	206			208	208	0.5	0.8	15.310	C
		Exit	1	1		211			211	216	0.0	0.0	0.000	A
	C	Entry	1	1	A	299			299	307	0.0	0.0	0.000	A
			2	2	B	127			127	131	0.2	0.2	6.334	A
		Exit	2	1	(A, B)	425			426	438	0.0	0.0	0.404	A
			1	1		412			412	414	0.1	0.1	1.335	A

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	399	805	0.496	397	402	0.8	1.3	10.420	B
		Exit	1	1		387			387	391	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	150	614	0.244	151	146	0.2	0.3	8.236	A
		Exit	1	1		159			159	162	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	518	1022	0.506	518	524	0.4	0.5	3.453	A
		Exit	1	1		520			520	519	0.0	0.0	0.253	A
3	A	Entry	1	1	B, C	434			435	442	0.1	0.1	1.058	A
		Exit	1	1		456			456	445	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	258			262	252	0.8	1.6	23.435	C
		Exit	1	1		244			244	254	0.0	0.0	0.000	A
	C	Entry	1	1	A	370			370	367	0.0	0.0	0.000	A
				2	B	150			150	152	0.2	0.3	6.493	A
		Exit	2	1	(A, B)	520			521	520	0.0	0.1	0.479	A
			1	1		518			517	513	0.1	0.2	1.566	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	400	806	0.496	399	411	1.3	1.3	11.080	B
		Exit	1	1		390			390	404	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	139	614	0.226	140	146	0.3	0.3	8.427	A
		Exit	1	1		156			156	156	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	520	1022	0.508	518	531	0.5	0.6	3.522	A
		Exit	1	1		511			511	528	0.0	0.0	0.273	A
3	A	Entry	1	1	B, C	433			434	442	0.1	0.1	1.130	A
		Exit	1	1		443			443	450	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	255			259	257	1.6	1.5	28.815	D
		Exit	1	1		241			241	257	0.0	0.0	0.000	A
	C	Entry	1	1	A	364			364	371	0.0	0.0	0.000	A
				2	B	147			147	158	0.3	0.3	6.588	A
		Exit	2	1	(A, B)	511			511	528	0.1	0.1	0.510	A
			1	1		520			520	521	0.2	0.3	1.654	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	329	821	0.400	328	335	1.3	0.7	8.262	A
		Exit	1	1		321			321	326	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	114	650	0.175	115	121	0.3	0.2	7.507	A
		Exit	1	1		128			128	131	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	428	1024	0.419	428	435	0.6	0.4	3.519	A
		Exit	1	1		422			422	434	0.0	0.0	0.181	A
3	A	Entry	1	1	B, C	362			362	361	0.1	0.1	0.781	A
		Exit	1	1		367			367	372	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	214			212	210	1.5	1.0	15.967	C
		Exit	1	1		198			198	207	0.0	0.0	0.000	A
	C	Entry	1	1	A	301			301	307	0.0	0.0	0.000	A
				2	B	121			120	125	0.3	0.3	6.458	A
		Exit	2	1	(A, B)	422			421	432	0.1	0.1	0.381	A
			1	1		429			428	424	0.3	0.1	1.400	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	274	834	0.329	275	277	0.7	0.5	6.904	A
		Exit	1	1		261			261	270	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	100	690	0.145	101	101	0.2	0.1	6.160	A
		Exit	1	1		106			106	110	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	350	1028	0.340	350	362	0.4	0.3	3.500	A
		Exit	1	1		360			360	360	0.0	0.0	0.139	A
3	A	Entry	1	1	B, C	299			299	305	0.1	0.0	0.493	A
		Exit	1	1		316			316	312	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	174			177	176	1.0	0.6	12.297	B
		Exit	1	1		170			170	177	0.0	0.0	0.000	A
	C	Entry	1	1	A	259			259	257	0.0	0.0	0.000	A
				2	B	101			101	105	0.3	0.2	6.140	A
		Exit	2	1	(A, B)	360			360	361	0.1	0.0	0.302	A
			1	1		349			350	354	0.1	0.1	1.138	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	8	2	721	651	0.012	8	8	0.0	0.0	7.285	A
					C	267	67	899	830	0.320	264	271	0.0	0.7	6.601	A
	B	Entry	1	1	A	13	3	853	693	0.018	12	11	0.0	0.0	6.887	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	89	22	870	692	0.128	89	90	0.0	0.1	6.530	A
	C	Entry	1	1	A	241	60	1060	1021	0.237	241	259	0.0	0.2	3.580	A
					B	101	25	1060	1045	0.097	101	98	0.0	0.1	3.452	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	71	18	-	-	-	71	73	0.0	0.0	0.294	A
					C	223	56	-	-	-	223	228	0.0	0.0	0.540	A
	B	Entry	1	1	A	55	14	574	437	0.126	55	53	0.0	0.2	12.006	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	120	30	735	656	0.184	120	122	0.0	0.3	10.634	B
	C	Entry	1	1	A	253	63	-	-	-	253	253	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	99	25	685	588	0.169	99	105	0.0	0.2	6.204	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	253	63	-	-	-	253	253	0.0	0.0	0.000	A
					B	99	25	-	-	-	99	106	0.0	0.0	1.115	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	10	2	792	654	0.015	10	10	0.0	0.0	8.005	A
					C	323	81	899	826	0.392	323	333	0.7	0.8	8.090	A
	B	Entry	1	1	A	14	3	853	654	0.021	14	14	0.2	0.0	7.273	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	103	26	870	649	0.158	102	106	0.2	0.2	7.210	A
	C	Entry	1	1	A	296	74	1060	1016	0.292	298	306	0.4	0.2	3.597	A
					B	116	29	1060	1042	0.111	116	117	0.4	0.1	3.392	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	84	21	-	-	-	84	85	0.1	0.0	0.352	A
					C	270	67	-	-	-	269	270	0.1	0.1	0.870	A
	B	Entry	1	1	A	64	16	574	404	0.158	65	64	0.5	0.4	16.821	C
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	142	36	735	644	0.221	143	144	0.5	0.4	14.630	B
	C	Entry	1	1	A	299	75	-	-	-	299	307	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	127	32	685	565	0.224	127	131	0.2	0.2	6.334	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	299	75	-	-	-	299	307	0.0	0.0	0.000	A
					B	126	32	-	-	-	127	131	0.0	0.0	1.382	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	9	2	845	699	0.013	9	11	0.8	0.1	11.306	B
					C	390	97	899	807	0.483	388	391	0.8	1.2	10.397	B
	B	Entry	1	1	A	19	5	844	608	0.031	19	18	0.2	0.0	8.233	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	131	33	870	615	0.213	132	128	0.2	0.3	8.236	A
	C	Entry	1	1	A	367	92	1060	1016	0.362	368	373	0.4	0.3	3.493	A
					B	150	38	1060	1040	0.144	150	151	0.4	0.2	3.357	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	95	24	-	-	-	95	102	0.1	0.0	0.619	A
					C	340	85	-	-	-	341	340	0.1	0.1	1.186	A
	B	Entry	1	1	A	85	21	574	364	0.233	85	78	0.8	0.6	25.103	D
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	173	43	735	622	0.278	177	173	0.8	1.1	22.678	C
	C	Entry	1	1	A	370	93	-	-	-	370	367	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	150	38	685	551	0.273	150	152	0.2	0.3	6.493	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	370	93	-	-	-	370	367	0.0	0.0	0.000	A
					B	150	37	-	-	-	150	153	0.0	0.1	1.662	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	10	3	827	690	0.015	10	11	1.3	0.1	13.018	B
					C	390	97	899	807	0.482	389	399	1.3	1.2	11.031	B
	B	Entry	1	1	A	18	4	853	601	0.029	18	17	0.3	0.0	8.740	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	121	30	870	611	0.198	122	129	0.3	0.3	8.384	A
	C	Entry	1	1	A	373	93	1060	1018	0.366	372	387	0.5	0.4	3.528	A
					B	146	37	1060	1033	0.142	146	145	0.5	0.1	3.505	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	94	23	-	-	-	94	100	0.0	0.0	0.648	A
					C	340	85	-	-	-	340	342	0.1	0.1	1.267	A
	B	Entry	1	1	A	77	19	574	366	0.210	79	79	1.6	0.4	30.394	D
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	178	45	735	623	0.286	180	178	1.6	1.1	28.113	D
	C	Entry	1	1	A	364	91	-	-	-	364	371	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	147	37	685	549	0.268	147	158	0.3	0.3	6.588	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	364	91	-	-	-	364	371	0.0	0.0	0.000	A
					B	147	37	-	-	-	147	157	0.1	0.1	1.745	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	7	2	819	684	0.011	7	9	1.3	0.0	8.128	A
					C	321	80	899	823	0.390	321	327	1.3	0.7	8.265	A
	B	Entry	1	1	A	14	3	853	655	0.021	14	14	0.3	0.0	7.114	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	100	25	870	648	0.154	101	107	0.3	0.1	7.558	A
	C	Entry	1	1	A	307	77	1060	1018	0.302	308	313	0.6	0.3	3.535	A
					B	121	30	1060	1039	0.117	121	123	0.6	0.1	3.479	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	78	20	-	-	-	79	82	0.1	0.0	0.399	A
					C	283	71	-	-	-	283	279	0.1	0.1	0.890	A
	B	Entry	1	1	A	66	17	574	401	0.165	67	65	1.5	0.2	17.233	C
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	148	37	735	644	0.230	145	145	1.5	0.7	15.398	C
	C	Entry	1	1	A	301	75	-	-	-	301	307	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	121	30	685	572	0.211	120	125	0.3	0.3	6.458	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	301	75	-	-	-	301	307	0.0	0.0	0.000	A
					B	121	30	-	-	-	121	125	0.1	0.1	1.341	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	5	1	738	592	0.009	5	7	0.7	0.0	6.562	A
					C	269	67	899	837	0.321	269	270	0.7	0.5	6.912	A
	B	Entry	1	1	A	11	3	792	635	0.017	11	11	0.2	0.0	5.989	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	90	22	870	689	0.130	91	90	0.2	0.1	6.180	A
	C	Entry	1	1	A	251	63	1060	1022	0.246	250	259	0.4	0.3	3.576	A
					B	99	25	1060	1044	0.095	100	103	0.4	0.1	3.312	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	69	17	-	-	-	69	72	0.0	0.0	0.197	A
					C	230	58	-	-	-	230	234	0.1	0.0	0.581	A
	B	Entry	1	1	A	56	14	574	430	0.131	58	55	1.0	0.2	13.100	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	117	29	735	653	0.179	119	120	1.0	0.4	11.920	B
	C	Entry	1	1	A	259	65	-	-	-	259	257	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	101	25	685	582	0.174	101	105	0.3	0.2	6.140	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	259	65	-	-	-	259	257	0.0	0.0	0.000	A
					B	101	25	-	-	-	101	105	0.1	0.0	1.067	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

2031 Future Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.
Info	Linked junctions	Junction 3	Capacities and RFCs in lane simulation mode will not be reported for linked arms.
Info	Linked junctions	Junction 2	Capacities and RFCs in lane simulation mode will not be reported for linked arms.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
2	Boreham Road / Bishopstrow Road	Mini-roundabout					A, B, C	5.14	A
3	Boreham Road / Woodcock Road	T-Junction	Two-way	Two-way	Two-way			5.91	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.51	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	2031 Future Base + Dev	PM	ONE HOUR	16:15	17:45	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
2	C	3	C	Simple (vertical queueing)	Normal	0	100.00	
3	C	2	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2	A		ONE HOUR	✓	234	100.000
	B		ONE HOUR	✓	153	100.000
	C	✓				
3	A		ONE HOUR	✓	299	100.000
	B		ONE HOUR	✓	192	100.000
	C	✓				

Origin-Destination Data

Demand (Veh/hr)

Junction 3	From	To			
			A	B	C
		A	0	42	257
		B	36	0	156
		C	313	113	0

Demand (Veh/hr)

Junction 2	From	To			
			A	B	C
		A	0	6	228
		B	139	0	14
		C	304	108	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
2	0.20	0.80
3	0.20	0.80

Heavy Vehicle %

Junction 3

		To		
		A	B	C
From	A	0	7	0
	B	3	0	4
	C	1	1	0

Cyclist %

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

Heavy Vehicle %

Junction 2

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

Cyclist %

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

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2	A	0.32	6.47	0.5	A	218	326
	B	0.23	6.73	0.3	A	139	208
	C		3.81	0.5	A	380	570
3	A		1.23	0.1	A	275	412
	B	0.39	18.14	1.2	C	176	264
	C		1.82	0.2	A	225	338

Main Results for each time segment

16:15 - 16:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	178	45	81	840	0.212	178	181	332	0.0	0.3	5.256	A
	B	113	28	172	762	0.148	113	115	86	0.0	0.2	5.766	A
	C	309	77	102			311	315	183	0.0	0.2	3.702	A
3	A	229	57				229	229	163	0.0	0.0	0.424	A
	B	136	34		596	0.229	137	148	78	0.0	0.3	9.876	A
	C	183	46				184	187	309	0.0	0.1	1.706	A

16:30 - 16:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	212	53	94	848	0.249	212	211	402	0.3	0.3	5.813	A
	B	133	33	207	725	0.184	132	133	99	0.2	0.3	5.811	A
	C	375	94	120			376	381	219	0.2	0.4	3.725	A
3	A	265	66				265	272	193	0.0	0.0	0.596	A
	B	180	45		570	0.315	180	183	96	0.3	0.6	12.298	B
	C	219	55				219	217	375	0.1	0.1	1.747	A

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	262	65	124	807	0.324	265	261	490	0.3	0.3	6.463	A
	B	163	41	260	712	0.228	165	167	129	0.3	0.2	6.730	A
	C	464	116	149			465	467	275	0.4	0.5	3.806	A
3	A	335	84				335	335	244	0.0	0.1	1.231	A
	B	215	54		547	0.392	216	220	118	0.6	1.0	18.142	C
	C	275	69				274	270	464	0.1	0.2	1.720	A

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	252	63	114	824	0.306	252	258	474	0.3	0.5	6.471	A
	B	159	40	245	693	0.230	160	167	122	0.2	0.3	6.523	A
	C	441	110	147			442	452	258	0.5	0.4	3.777	A
3	A	320	80				320	323	232	0.1	0.1	0.955	A
	B	208	52		527	0.395	207	217	112	1.0	1.1	16.816	C
	C	258	64				258	266	442	0.2	0.1	1.799	A

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	224	56	93	849	0.264	225	217	424	0.5	0.3	5.727	A
	B	150	38	219	705	0.213	150	146	99	0.3	0.3	6.069	A
	C	380	95	136			381	387	232	0.4	0.4	3.809	A
3	A	274	68				275	275	203	0.1	0.0	0.646	A
	B	176	44		589	0.299	179	185	104	1.1	0.5	12.466	B
	C	232	58				232	225	380	0.1	0.1	1.784	A

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	177	44	78	854	0.208	179	180	336	0.3	0.2	5.374	A
	B	115	29	175	763	0.151	115	116	83	0.3	0.2	5.568	A
	C	309	77	106			308	317	184	0.4	0.4	3.719	A
3	A	226	56				226	228	161	0.0	0.0	0.426	A
	B	141	35		580	0.243	140	150	81	0.5	0.4	9.415	A
	C	184	46				184	186	309	0.1	0.1	1.816	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:15 - 16:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	178	850	0.210	178	181	0.0	0.3	5.256	A
		Exit	1	1		332			332	338	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	113	753	0.150	113	115	0.0	0.2	5.766	A
		Exit	1	1		86			86	86	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	309	973	0.318	311	315	0.0	0.2	3.702	A
		Exit	1	1		183			183	186	0.0	0.0	0.024	A
3	A	Entry	1	1	B, C	229			229	229	0.0	0.0	0.424	A
		Exit	1	1		163			163	167	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	136			137	148	0.0	0.3	9.876	A
		Exit	1	1		78			78	82	0.0	0.0	0.000	A
	C	Entry	1	1	A	138			138	139	0.0	0.0	0.000	A
			2	2	B	45			46	48	0.0	0.1	6.115	A
		Exit	2	1	(A, B)	183			183	187	0.0	0.0	0.127	A
			1	1		309			309	314	0.0	0.1	1.129	A

16:30 - 16:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	212	841	0.251	212	211	0.3	0.3	5.813	A
		Exit	1	1		402			402	406	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	133	725	0.184	132	133	0.2	0.3	5.811	A
		Exit	1	1		99			99	102	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	375	962	0.390	376	381	0.2	0.4	3.725	A
		Exit	1	1		219			219	217	0.0	0.0	0.033	A
3	A	Entry	1	1	B, C	265			265	272	0.0	0.0	0.596	A
		Exit	1	1		193			193	192	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	180			180	183	0.3	0.6	12.298	B
		Exit	1	1		96			96	100	0.0	0.0	0.000	A
	C	Entry	1	1	A	160			160	158	0.0	0.0	0.000	A
			2	2	B	59			59	59	0.1	0.1	5.962	A
		Exit	2	1	(A, B)	219			219	217	0.0	0.0	0.137	A
			1	1		374			375	380	0.1	0.1	1.318	A

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	262	825	0.318	265	261	0.3	0.3	6.463	A
		Exit	1	1		490			490	495	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	163	695	0.234	165	167	0.3	0.2	6.730	A
		Exit	1	1		129			129	130	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	464	947	0.490	465	467	0.4	0.5	3.806	A
		Exit	1	1		275			275	271	0.0	0.0	0.059	A
3	A	Entry	1	1	B, C	335			335	335	0.0	0.1	1.231	A
		Exit	1	1		244			244	240	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	215			216	220	0.6	1.0	18.142	C
		Exit	1	1		118			118	120	0.0	0.0	0.000	A
	C	Entry	1	1	A	204			204	199	0.0	0.0	0.000	A
			2	2	B	71			70	71	0.1	0.2	5.895	A
		Exit	2	1	(A, B)	275			275	271	0.0	0.0	0.175	A
			1	1		464			464	464	0.1	0.2	1.712	A

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	252	834	0.302	252	258	0.3	0.5	6.471	A
		Exit	1	1		474			474	485	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	159	708	0.225	160	167	0.2	0.3	6.523	A
		Exit	1	1		122			122	126	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	441	947	0.467	442	452	0.5	0.4	3.777	A
		Exit	1	1		258			258	266	0.0	0.0	0.052	A
3	A	Entry	1	1	B, C	320			320	323	0.1	0.1	0.955	A
		Exit	1	1		232			232	234	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	208			207	217	1.0	1.1	16.816	C
		Exit	1	1		112			112	122	0.0	0.0	0.000	A
	C	Entry	1	1	A	190			190	194	0.0	0.0	0.000	A
			2	2	B	68			68	72	0.2	0.1	5.954	A
		Exit	2	1	(A, B)	258			258	266	0.0	0.0	0.190	A
			1	1		441			442	450	0.2	0.1	1.626	A

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	224	844	0.266	225	217	0.5	0.3	5.727	A
		Exit	1	1		424			424	421	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	150	724	0.207	150	146	0.3	0.3	6.069	A
		Exit	1	1		99			99	105	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	380	956	0.398	381	387	0.4	0.4	3.809	A
		Exit	1	1		232			232	225	0.0	0.0	0.057	A
3	A	Entry	1	1	B, C	274			275	275	0.1	0.0	0.646	A
		Exit	1	1		203			203	196	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	176			179	185	1.1	0.5	12.466	B
		Exit	1	1		104			104	103	0.0	0.0	0.000	A
	C	Entry	1	1	A	169			169	165	0.0	0.0	0.000	A
			2	2	B	63			63	60	0.1	0.1	6.059	A
		Exit	2	1	(A, B)	232			232	225	0.0	0.0	0.165	A
			1	1		379			380	386	0.1	0.1	1.436	A

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	B, C	177	850	0.209	179	180	0.3	0.2	5.374	A
		Exit	1	1		336			336	340	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	115	752	0.153	115	116	0.3	0.2	5.568	A
		Exit	1	1		83			83	88	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	309	973	0.318	308	317	0.4	0.4	3.719	A
		Exit	1	1		184			184	186	0.0	0.0	0.045	A
3	A	Entry	1	1	B, C	226			226	228	0.0	0.0	0.426	A
		Exit	1	1		161			161	163	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	141			140	150	0.5	0.4	9.415	A
		Exit	1	1		81			81	84	0.0	0.0	0.000	A
	C	Entry	1	1	A	135			135	135	0.0	0.0	0.000	A
			2	2	B	49			49	50	0.1	0.1	6.181	A
		Exit	2	1	(A, B)	184			184	186	0.0	0.0	0.154	A
			1	1		309			309	315	0.1	0.1	1.123	A

Lane movements: Main Results for each time segment

16:15 - 16:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	5	1	694	661	0.008	5	5	0.0	0.0	5.077	A
					C	173	43	899	850	0.204	172	176	0.0	0.3	5.261	A
	B	Entry	1	1	A	102	26	870	755	0.135	102	104	0.0	0.2	5.814	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	11	3	810	704	0.015	11	11	0.0	0.0	5.303	A
	C	Entry	1	1	A	229	57	1060	970	0.235	230	234	0.0	0.2	3.691	A
					B	81	20	1060	977	0.083	81	81	0.0	0.1	3.736	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	32	8	-	-	-	32	34	0.0	0.0	0.100	A
					C	197	49	-	-	-	197	195	0.0	0.0	0.477	A
	B	Entry	1	1	A	26	6	574	464	0.055	25	28	0.0	0.1	10.716	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	111	28	735	652	0.170	112	119	0.0	0.2	9.677	A
	C	Entry	1	1	A	138	35	-	-	-	138	139	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	45	11	685	624	0.072	46	48	0.0	0.1	6.115	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	138	35	-	-	-	138	139	0.0	0.0	0.000	A
					B	45	11	-	-	-	45	48	0.0	0.0	0.490	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

16:30 - 16:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	5	1	641	607	0.008	5	6	0.0	0.0	5.795	A
					C	206	52	899	841	0.245	207	205	0.3	0.3	5.813	A
	B	Entry	1	1	A	121	30	870	725	0.167	120	121	0.2	0.2	5.795	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	12	3	827	707	0.017	12	12	0.2	0.0	5.974	A
	C	Entry	1	1	A	281	70	1060	961	0.292	282	284	0.2	0.3	3.733	A
					B	94	24	1060	963	0.098	94	96	0.2	0.1	3.700	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	38	9	-	-	-	38	41	0.0	0.0	0.304	A
					C	227	57	-	-	-	227	230	0.0	0.0	0.645	A
	B	Entry	1	1	A	33	8	574	454	0.073	33	33	0.3	0.1	13.590	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	147	37	735	638	0.229	147	149	0.3	0.4	12.004	B
	C	Entry	1	1	A	160	40	-	-	-	160	158	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	59	15	685	607	0.097	59	59	0.1	0.1	5.962	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	160	40	-	-	-	160	158	0.0	0.0	0.000	A
					B	58	15	-	-	-	59	59	0.0	0.0	0.509	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	5	1	694	645	0.008	5	6	0.0	0.0	7.177	A
					C	257	64	899	824	0.312	260	255	0.3	0.3	6.446	A
	B	Entry	1	1	A	147	37	870	693	0.212	149	151	0.3	0.2	6.702	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	16	4	836	681	0.023	16	16	0.3	0.0	7.004	A
	C	Entry	1	1	A	341	85	1060	948	0.360	341	343	0.4	0.4	3.802	A
					B	123	31	1060	947	0.130	124	124	0.4	0.1	3.818	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	48	12	-	-	-	48	49	0.0	0.0	0.527	A
					C	287	72	-	-	-	288	285	0.0	0.1	1.344	A
	B	Entry	1	1	A	41	10	574	425	0.096	40	41	0.6	0.2	18.603	C
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	174	44	735	620	0.280	176	179	0.6	0.8	18.037	C
	C	Entry	1	1	A	204	51	-	-	-	204	199	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	71	18	685	590	0.121	70	71	0.1	0.2	5.895	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	204	51	-	-	-	204	199	0.0	0.0	0.000	A
					B	72	18	-	-	-	71	71	0.0	0.0	0.666	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	7	2	783	735	0.010	7	8	0.3	0.0	7.262	A
					C	245	61	899	834	0.294	245	250	0.3	0.5	6.447	A
	B	Entry	1	1	A	146	36	870	707	0.206	147	152	0.2	0.2	6.524	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	14	3	844	692	0.020	13	15	0.2	0.0	6.514	A
	C	Entry	1	1	A	327	82	1060	949	0.344	327	334	0.5	0.3	3.786	A
					B	115	29	1060	941	0.122	114	118	0.5	0.1	3.752	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	44	11	-	-	-	44	50	0.1	0.0	0.341	A
					C	276	69	-	-	-	276	273	0.1	0.1	1.059	A
	B	Entry	1	1	A	42	10	574	434	0.096	42	41	1.0	0.2	16.573	C
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	166	42	735	623	0.267	165	177	1.0	0.9	16.872	C
	C	Entry	1	1	A	190	48	-	-	-	190	194	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	68	17	685	597	0.114	68	72	0.2	0.1	5.954	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	190	48	-	-	-	190	194	0.0	0.0	0.000	A
					B	68	17	-	-	-	68	72	0.0	0.0	0.703	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	6	1	747	707	0.008	6	5	0.0	0.0	5.648	A
					C	218	55	899	843	0.259	219	212	0.5	0.3	5.729	A
	B	Entry	1	1	A	137	34	870	725	0.189	136	134	0.3	0.2	6.038	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	13	3	853	721	0.018	14	13	0.3	0.0	6.404	A
	C	Entry	1	1	A	287	72	1060	958	0.300	288	288	0.4	0.3	3.808	A
					B	93	23	1060	950	0.098	93	99	0.4	0.1	3.812	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	41	10	-	-	-	41	43	0.1	0.0	0.236	A
					C	233	58	-	-	-	234	232	0.1	0.0	0.716	A
	B	Entry	1	1	A	34	9	574	451	0.076	34	32	1.1	0.1	12.573	B
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	142	35	735	643	0.221	145	153	1.1	0.4	12.443	B
	C	Entry	1	1	A	169	42	-	-	-	169	165	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	63	16	685	613	0.103	63	60	0.1	0.1	6.059	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	169	42	-	-	-	169	165	0.0	0.0	0.000	A
					B	63	16	-	-	-	63	60	0.0	0.0	0.619	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	4	1	561	534	0.008	4	4	0.0	0.0	5.184	A
					C	173	43	899	850	0.204	175	176	0.3	0.2	5.378	A
	B	Entry	1	1	A	106	27	870	750	0.142	106	106	0.3	0.2	5.549	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	9	2	792	685	0.013	9	10	0.3	0.0	5.771	A
	C	Entry	1	1	A	231	58	1060	972	0.238	230	234	0.4	0.3	3.723	A
					B	78	19	1060	978	0.080	78	84	0.4	0.0	3.710	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
3	A	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					B	31	8	-	-	-	31	34	0.0	0.0	0.153	A
					C	194	49	-	-	-	194	193	0.0	0.0	0.470	A
	B	Entry	1	1	A	25	6	574	469	0.054	26	28	0.5	0.0	9.870	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					C	115	29	735	658	0.176	115	122	0.5	0.4	9.311	A
	C	Entry	1	1	A	135	34	-	-	-	135	135	0.0	0.0	0.000	A
					B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
					A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
					B	49	12	685	622	0.079	49	50	0.1	0.1	6.181	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
			2	1	A	135	34	-	-	-	135	135	0.0	0.0	0.000	A
					B	49	12	-	-	-	49	50	0.0	0.0	0.568	A
					C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	