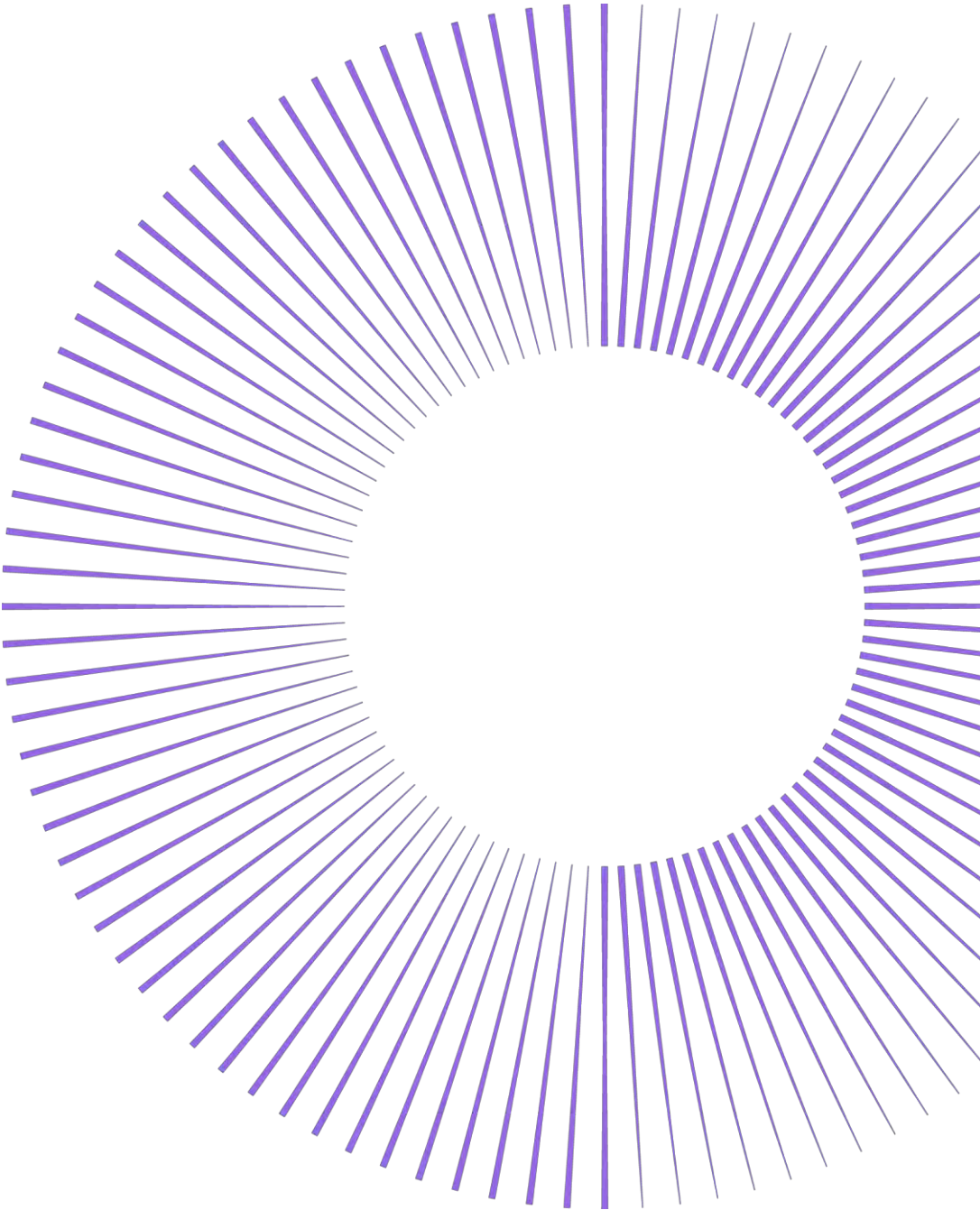


APPENDICES



APPENDIX A. Traffic Survey Data



SITE: ATC 1 - Semington Road, Melksham (51.363380, -2.142615)

	Northbound	Southbound
Total	11623	13222
Mean Speed	25.5	27.2
85%	31	31.4

CLASS NUMBER	CLASSIFICATION NAME
1	BICYCLE
2	MOTORCYCLE
3	CAR
4	LGV
5	OGV1 (R2)
6	OGV1 (R3)
7	OGV1 (R4)
8	OGV2
9	OGV2
10	OGV2
11	BUS

Class	Type	Axles	SP1	SP2	SP3	SP4	SP5
1	C	2	0 - 1.06				
2	O	2	1.06 - 1.70				
3	CAR	2	1.70 - 2.64				
		3	1.89 - 2.95	3.50 - 6.00			
		3	1.89 - 2.95	1.90 - 4.00			
		4	1.89 - 2.95	1.90 - 6.00	0.50 - 1.30		
4	LGV	2	2.64 - 3.75				
5	R2	2	3.75 - 6.00				
6	R3	3	2.00 - 6.00	1.00 - 1.90			
		3	1.00 - 1.88	2.00 - 12.00			
7	R4	4	1.00 - 1.90	2.00 - 12.00	1.00 - 1.90		
		4	3.00 - 9.00	1.00 - 2.50	1.00 - 2.50		
8	A3	3	2.95 - 9.20	1.90 - 4.00			
		4	2.95 - 12.00	2.00 - 12.00	2.50 - 12.00		
		4	2.95 - 9.20	2.50 - 9.00	0.50 - 2.50		
		3	1.89 - 3.99	3.50 - 15.00			
		4	1.89 - 3.99	3.50 - 15.00	1.05 - 2.50		
9	A4	4	1.89 - 2.95	3.50 - 6.00	1.05 - 1.30		
		4	1.00 - 1.90	1.90 - 12.00	2.00 - 15.00		
		4	1.70 - 5.25	1.00 - 1.90	2.00 - 15.00		
10	A5+	5	2.00 - 12.00	1.00 - 12.00	2.00 - 12.00	1.00 - 1.90	
		5	2.00 - 12.00	1.00 - 1.90	1.90 - 12.00	2.50 - 12.00	
		6	2.00 - 12.00	1.00 - 1.90	1.90 - 12.00	2.00 - 12.00	1.00 - 1.90
		5	1.70 - 5.25	1.00 - 1.90	2.00 - 15.00	1.00 - 2.50	
		5	1.00 - 1.90	1.90 - 12.00	2.00 - 15.00	1.00 - 2.50	
		5	2.00 - 12.00	2.00 - 15.00	0.70 - 1.80	0.70 - 1.80	
		6	1.90 - 5.25	1.00 - 1.90	2.00 - 15.00	1.00 - 1.90	1.00 - 1.90
		7					
11	BUS	2	6.00 - 12.00				
		3	6.00 - 12.00	1.00 - 1.90			

[illegible]

1600	101	3	3	78	16	1	0	0	0	0	0	0	24.7	30.2
1700	86	0	1	66	18	1	0	0	0	0	0	0	27.1	33.4
1800	78	0	2	59	17	0	0	0	0	0	0	0	26.5	31.4
1900	68	0	0	54	11	3	0	0	0	0	0	0	26.4	31.3
2000	44	0	0	42	2	0	0	0	0	0	0	0	28.1	32.9
2100	29	1	0	22	4	1	0	0	0	0	1	0	25.2	32.3
2200	29	0	0	26	3	0	0	0	0	0	0	0	29.2	33.6
2300	29	0	1	24	4	0	0	0	0	0	0	0	28.1	33
07-19	1203	14	32	921	200	33	0	0	0	0	3	0	25.5	30.9
06-22	1363	16	32	1054	219	38	0	0	0	0	4	0	25.7	31
06-00	1421	16	33	1104	226	38	0	0	0	0	4	0	25.8	31.1
00-00	1455	19	34	1125	235	38	0	0	0	0	4	0	25.8	31.2

15 March 2026

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	7	0	0	6	1	0	0	0	0	0	0	0	27.7 -	
0100	1	0	0	0	1	0	0	0	0	0	0	0	33.6 -	
0200	2	0	0	1	0	1	0	0	0	0	0	0	26.3 -	
0300	0	0	0	0	0	0	0	0	0	0	0	0	-	
0400	1	0	0	1	0	0	0	0	0	0	0	0	35.2 -	
0500	6	0	0	5	0	1	0	0	0	0	0	0	29.8 -	
0600	9	0	0	8	1	0	0	0	0	0	0	0	29.4 -	
0700	16	0	0	13	3	0	0	0	0	0	0	0	27.3	31.5
0800	56	0	2	44	9	1	0	0	0	0	0	0	28.2	35.2
0900	96	5	3	67	18	3	0	0	0	0	0	0	25.6	31.7
1000	119	3	0	91	22	3	0	0	0	0	0	0	26.8	32.1
1100	133	1	1	102	24	5	0	0	0	0	0	0	25.7	31
1200	107	1	3	87	13	3	0	0	0	0	0	0	24.9	29.8
1300	97	0	0	77	18	2	0	0	0	0	0	0	27.5	33.4
1400	101	1	3	81	14	2	0	0	0	0	0	0	25.2	30.7
1500	63	1	1	51	9	1	0	0	0	0	0	0	23.5	30.7
1600	69	0	1	55	12	1	0	0	0	0	0	0	24.5	30.2
1700	91	2	1	67	18	2	0	0	1	0	0	0	24.6	30
1800	76	0	0	65	10	1	0	0	0	0	0	0	26.3	30.7
1900	54	0	0	44	8	2	0	0	0	0	0	0	27.3	31.8
2000	34	0	0	26	7	1	0	0	0	0	0	0	28.6	32.8
2100	20	0	1	15	4	0	0	0	0	0	0	0	29.1	33.6
2200	3	0	0	3	0	0	0	0	0	0	0	0	38.7 -	
2300	3	0	0	2	1	0	0	0	0	0	0	0	32.3 -	
07-19	1024	14	15	800	170	24	0	0	1	0	0	0	25.8	31.3
06-22	1141	14	16	893	190	27	0	0	1	0	0	0	26	31.4
06-00	1147	14	16	898	191	27	0	0	1	0	0	0	26	31.4
00-00	1164	14	16	911	193	29	0	0	1	0	0	0	26.1	31.5

16 March 2026

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	1	0	0	0	1	0	0	0	0	0	0	0	35.8 -	
0100	1	0	0	0	0	1	0	0	0	0	0	0	37.5 -	
0200	0	0	0	0	0	0	0	0	0	0	0	0	-	
0300	5	0	0	5	0	0	0	0	0	0	0	0	30.6 -	
0400	5	0	0	4	1	0	0	0	0	0	0	0	34.4 -	
0500	19	0	0	11	8	0	0	0	0	0	0	0	27.2	31.5
0600	66	0	1	46	17	2	0	0	0	0	0	0	27.1	32.1
0700	142	2	1	84	44	11	0	0	0	0	0	0	25.8	32
0800	176	1	0	122	37	13	0	0	1	0	1	1	24.1	30.1
0900	96	1	2	69	17	6	0	0	0	0	0	1	25.9	31.6
1000	94	2	2	61	19	9	0	0	0	0	0	1	25.4	30.4
1100	90	2	1	67	12	6	1	0	0	0	0	1	25.5	30.6
1200	108	0	1	74	18	12	2	0	0	0	0	1	26.1	31.6
1300	112	0	3	79	20	9	0	0	0	0	0	1	24.2	30.8
1400	155	3	5	109	25	12	0	0	1	0	0	0	24.5	30.3
1500	124	1	2	91	22	6	0	0	0	0	1	1	23.9	30.2
1600	144	1	1	99	38	5	0	0	0	0	0	0	25.4	30.6
1700	133	1	4	101	22	4	0	0	0	0	1	0	25.9	31.2
1800	97	0	1	78	13	3	0	0	2	0	0	0	26.3	31.8
1900	65	0	1	51	12	1	0	0	0	0	0	0	26	31.6
2000	28	0	3	22	2	1	0	0	0	0	0	0	27.4	36.1
2100	27	0	0	21	5	1	0	0	0	0	0	0	27.8	31.4
2200	39	0	1	30	8	0	0	0	0	0	0	0	27.5	33.6
2300	3	0	0	3	0	0	0	0	0	0	0	0	30.9 -	
07-19	1471	14	23	1034	287	96	3	0	4	0	3	7	25.2	30.8
06-22	1657	14	28	1174	323	101	3	0	4	0	3	7	25.3	31
06-00	1699	14	29	1207	331	101	3	0	4	0	3	7	25.4	31.1
00-00	1730	14	29	1227	341	102	3	0	4	0	3	7	25.5	31.1

[illegible]

0400	9	0	0	0	7	2	0	0	0	0	0	0	0	0	0	0	30.5	-
0500	19	0	2	2	13	0	2	0	0	0	0	0	0	0	0	0	27.5	30.9
0600	59	0	2	13	32	9	2	1	0	0	0	0	0	0	0	0	27.9	33.2
0700	141	1	13	30	66	24	5	2	0	0	0	0	0	0	0	0	26.8	32.1
0800	187	1	23	58	92	13	0	0	0	0	0	0	0	0	0	0	24.8	29.3
0900	116	0	14	33	45	21	1	2	0	0	0	0	0	0	0	0	26	31.8
1000	94	0	18	28	35	11	2	0	0	0	0	0	0	0	0	0	24.9	30.8
1100	94	0	11	27	47	8	0	1	0	0	0	0	0	0	0	0	25.5	29.8
1200	110	1	20	34	45	8	2	0	0	0	0	0	0	0	0	0	24.2	29.9
1300	101	1	13	29	41	11	4	1	0	0	1	0	0	0	0	0	26.2	31.7
1400	156	0	15	46	81	13	1	0	0	0	0	0	0	0	0	0	25.7	30.3
1500	138	0	9	48	66	12	3	0	0	0	0	0	0	0	0	0	25.8	30.5
1600	159	1	29	54	55	15	5	0	0	0	0	0	0	0	0	0	24.6	30.8
1700	138	0	18	39	69	11	1	0	0	0	0	0	0	0	0	0	25	30.4
1800	98	1	7	39	43	7	1	0	0	0	0	0	0	0	0	0	25.1	30.1
1900	75	0	7	16	36	15	0	1	0	0	0	0	0	0	0	0	27.1	32.5
2000	48	0	2	14	22	7	3	0	0	0	0	0	0	0	0	0	27.3	33.8
2100	28	0	4	12	10	2	0	0	0	0	0	0	0	0	0	0	24.2	29.9
2200	29	1	2	7	13	1	4	0	1	0	0	0	0	0	0	0	27.9	40.2
2300	8	0	2	3	3	0	0	0	0	0	0	0	0	0	0	0	22.9	-
07-19	1532	6	190	465	685	154	25	6	0	0	1	0	0	0	0	0	25.4	30.5
06-22	1742	6	205	520	785	187	30	8	0	0	1	0	0	0	0	0	25.6	30.6
06-00	1779	7	209	530	801	188	34	8	1	0	1	0	0	0	0	0	25.6	30.8
00-00	1827	7	214	535	829	194	38	8	1	0	1	0	0	0	0	0	25.7	30.8

[illegible][illegible]

2000	44	0	0	11	24	9	0	0	0	0	0	0	0	0	0	0	28.1	32.9
2100	29	1	4	7	11	5	1	0	0	0	0	0	0	0	0	0	25.2	32.3
2200	29	0	0	4	18	6	0	1	0	0	0	0	0	0	0	0	29.2	33.6
2300	29	0	1	6	15	5	2	0	0	0	0	0	0	0	0	0	28.1	33
07-19	1203	12	132	370	519	134	28	7	0	1	0	0	0	0	0	0	25.5	30.9
06-22	1363	13	142	414	593	162	31	7	0	1	0	0	0	0	0	0	25.7	31
06-00	1421	13	143	424	626	173	33	8	0	1	0	0	0	0	0	0	25.8	31.1
00-00	1455	15	146	429	641	179	36	8	0	1	0	0	0	0	0	0	25.8	31.2

15 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	7	0	0	2	2	3	0	0	0	0	0	0	0	0	0	0	27.7	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	33.6	-
0200	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	26.3	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	35.2	-
0500	6	0	0	0	4	1	1	0	0	0	0	0	0	0	0	0	29.8	-
0600	9	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	29.4	-
0700	16	0	1	4	7	3	1	0	0	0	0	0	0	0	0	0	27.3	31.5
0800	56	0	3	10	29	11	3	0	0	0	0	0	0	0	0	0	28.2	35.2
0900	96	0	12	32	37	13	2	0	0	0	0	0	0	0	0	0	25.6	31.7
1000	119	0	9	30	56	21	3	0	0	0	0	0	0	0	0	0	26.8	32.1
1100	133	1	11	42	60	16	3	0	0	0	0	0	0	0	0	0	25.7	31
1200	107	0	15	42	38	7	5	0	0	0	0	0	0	0	0	0	24.9	29.8
1300	97	1	6	26	38	21	2	2	0	0	1	0	0	0	0	0	27.5	33.4
1400	101	0	16	29	42	12	1	1	0	0	0	0	0	0	0	0	25.2	30.7
1500	63	1	18	18	17	7	2	0	0	0	0	0	0	0	0	0	23.5	30.7
1600	69	0	14	19	30	6	0	0	0	0	0	0	0	0	0	0	24.5	30.2
1700	91	1	11	31	38	9	1	0	0	0	0	0	0	0	0	0	24.6	30
1800	76	0	2	29	39	6	0	0	0	0	0	0	0	0	0	0	26.3	30.7
1900	54	0	4	11	30	7	1	1	0	0	0	0	0	0	0	0	27.3	31.8
2000	34	0	0	7	18	9	0	0	0	0	0	0	0	0	0	0	28.6	32.8
2100	20	0	0	3	12	5	0	0	0	0	0	0	0	0	0	0	29.1	33.6
2200	3	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	38.7	-
2300	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	32.3	-
07-19	1024	4	118	312	431	132	23	3	0	0	1	0	0	0	0	0	25.8	31.3
06-22	1141	4	122	334	496	156	24	4	0	0	1	0	0	0	0	0	26	31.4
06-00	1147	4	122	334	499	158	24	4	0	1	1	0	0	0	0	0	26	31.4
00-00	1164	4	122	336	507	164	25	4	0	1	1	0	0	0	0	0	26.1	31.5

16 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	35.8	-
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	37.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	5	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	30.6	-
0400	5	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	34.4	-
0500	19	0	2	4	9	2	2	0	0	0	0	0	0	0	0	0	27.2	31.5
0600	66	0	4	18	25	16	3	0	0	0	0	0	0	0	0	0	27.1	32.1
0700	142	1	19	37	57	24	4	0	0	0	0	0	0	0	0	0	25.8	32
0800	176	2	31	57	69	16	1	0	0	0	0	0	0	0	0	0	24.1	30.1
0900	96	1	12	21	46	12	4	0	0	0	0	0	0	0	0	0	25.9	31.6
1000	94	3	12	20	49	10	0	0	0	0	0	0	0	0	0	0	25.4	30.4
1100	90	1	9	28	42	9	0	1	0	0	0	0	0	0	0	0	25.5	30.6
1200	108	0	6	32	51	18	1	0	0	0	0	0	0	0	0	0	26.1	31.6
1300	112	2	15	50	31	9	3	2	0	0	0	0	0	0	0	0	24.2	30.8
1400	155	4	23	52	60	14	2	0	0	0	0	0	0	0	0	0	24.5	30.3
1500	124	1	24	40	48	9	2	0	0	0	0	0	0	0	0	0	23.9	30.2
1600	144	0	17	45	65	16	0	1	0	0	0	0	0	0	0	0	25.4	30.6
1700	133	0	14	40	58	20	1	0	0	0	0	0	0	0	0	0	25.9	31.2
1800	97	1	9	25	43	14	4	1	0	0	0	0	0	0	0	0	26.3	31.8
1900	65	0	9	18	27	10	1	0	0	0	0	0	0	0	0	0	26	31.6
2000	28	0	3	8	10	4	2	1	0	0	0	0	0	0	0	0	27.4	36.1
2100	27	0	2	2	17	6	0	0	0	0	0	0	0	0	0	0	27.8	31.4
2200	39	0	3	9	18	8	1	0	0	0	0	0	0	0	0	0	27.5	33.6
2300	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	30.9	-
07-19	1471	16	191	447	619	171	22	5	0	0	0	0	0	0	0	0	25.2	30.8
06-22	1657	16	209	493	698	207	28	6	0	0	0	0	0	0	0	0	25.3	31
06-00	1699	16	212	502	718	216	29	6	0	0	0	0	0	0	0	0	25.4	31.1
00-00	1730	16	214	507	729	225	33	6	0	0	0	0	0	0	0	0	25.5	31.1

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	11623	89	1443	3530	4875	1419	209	48	4	2	3	1	0	0	0	0	25.5	31



SITE: ATC 1 - Semington Road, Melksham

LOCATION: Attached to hedgerow/ telegraph pole

GRID REFERENCE: 51.363380, -2.142615

DIRECTION: NORTHBOUND

SPEED LIMIT: 30

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Averages	
	10-Mar	11-Mar	12-Mar	13-Mar	14-Mar	15-Mar	16-Mar	1-5.	1-7.
Hour									
0000-0100	6	3	8	6	10	7	1	4.8	5.9
0100-0200	1	3	3	1	4	1	1	1.8	2
0200-0300	0	1	3	7	4	2	0	2.2	2.4
0300-0400	2	2	6	1	1	0	5	3.2	2.4
0400-0500	10	7	9	11	6	1	5	8.4	7
0500-0600	25	18	19	19	9	6	19	20	16.4
0600-0700	72	74	59	53	19	9	66	64.8	50.3
0700-0800	147	156	141	125	45	16	142	142.2	110.3
0800-0900	176	184	187	179	86	56	176	180.4	149.1
0900-1000	102	100	116	109	112	96	96	104.6	104.4
1000-1100	104	99	94	97	127	119	94	97.6	104.9
1100-1200	94	99	94	101	126	133	90	95.6	105.3
1200-1300	116	109	110	133	110	107	108	115.2	113.3
1300-1400	104	100	101	114	109	97	112	106.2	105.3
1400-1500	153	171	156	148	123	101	155	156.6	143.9
1500-1600	117	124	138	134	100	63	124	127.4	114.3
1600-1700	158	141	159	125	101	69	144	145.4	128.1
1700-1800	127	156	138	138	86	91	133	138.4	124.1
1800-1900	116	101	98	130	78	76	97	108.4	99.4
1900-2000	70	78	75	70	68	54	65	71.6	68.6
2000-2100	35	51	48	71	44	34	28	46.6	44.4
2100-2200	16	23	28	27	29	20	27	24.2	24.3
2200-2300	24	23	29	24	29	3	39	27.8	24.4
2300-2400	5	5	8	16	29	3	3	7.4	9.9
Totals									
0700-1900	1514	1540	1532	1533	1203	1024	1471	1518	1402.4
0600-2200	1707	1766	1742	1754	1363	1141	1657	1725.2	1590
0600-0000	1736	1794	1779	1794	1421	1147	1699	1760.4	1624.3
0000-0000	1780	1828	1827	1839	1455	1164	1730	1800.8	1660.4
AM Peak	800	800	800	800	1000	1100	800		
	176	184	187	179	127	133	176		
PM Peak	1600	1400	1600	1400	1400	1200	1400		
	158	171	159	148	123	107	155		

LOCATION: Attached to hedgerow/ telegraph pole

SPEED LIMIT: 30

10 March 2026

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	5	0	0	5	0	0	0	0	0	0	0	0	29	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	34.8	-
0200	3	0	0	1	2	0	0	0	0	0	0	0	31.2	-
0300	2	0	1	0	1	0	0	0	0	0	0	0	19.7	-
0400	3	0	1	1	0	1	0	0	0	0	0	0	29.9	-
0500	52	6	9	33	4	0	0	0	0	0	0	0	25.9	33
0600	43	2	0	29	10	1	0	0	0	0	0	1	28.3	33.4
0700	170	3	2	120	37	7	0	0	1	0	0	0	28.4	33
0800	204	3	1	133	46	14	2	0	3	0	0	2	27.4	31.1
0900	123	1	0	79	35	7	0	0	1	0	0	0	27	31
1000	119	2	4	83	17	11	0	0	1	0	0	1	25.1	29.2
1100	106	2	2	69	23	8	1	0	0	0	0	1	26.8	31.2
1200	120	5	3	76	26	7	0	0	1	0	0	2	26.5	31.3
1300	137	3	4	102	21	6	0	0	1	0	0	0	26.6	31.1
1400	120	1	0	77	34	6	1	0	1	0	0	0	25.8	29.8
1500	156	1	7	104	30	12	0	0	2	0	0	0	26	30.4
1600	174	0	3	122	38	7	0	0	3	0	0	1	26.9	30.4
1700	187	1	4	142	35	4	0	0	0	0	0	1	26.8	30.5
1800	122	1	4	86	28	1	0	1	1	0	0	0	26.5	30.8
1900	97	1	1	75	20	0	0	0	0	0	0	0	27.8	31.9
2000	48	0	0	44	3	0	0	0	1	0	0	0	27.6	31.4
2100	52	0	4	36	10	2	0	0	0	0	0	0	28.4	32.7
2200	30	1	1	25	3	0	0	0	0	0	0	0	27.8	33.1
2300	9	1	0	5	2	1	0	0	0	0	0	0	24.6	-
07-19	1738	23	34	1193	370	90	4	1	15	0	0	8	26.7	31
06-22	1978	26	39	1377	413	93	4	1	16	0	0	9	26.9	31.1
06-00	2017	28	40	1407	418	94	4	1	16	0	0	9	26.9	31.1
00-00	2083	34	51	1447	426	95	4	1	16	0	0	9	26.9	31.2

11 March 2026

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	5	0	0	2	3	0	0	0	0	0	0	0	28.9	-
0100	3	0	0	3	0	0	0	0	0	0	0	0	29.7	-
0200	5	0	0	5	0	0	0	0	0	0	0	0	31.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	5	1	1	2	1	0	0	0	0	0	0	0	23.9	-
0500	51	6	7	31	7	0	0	0	0	0	0	0	27	34.5
0600	49	3	2	35	9	0	0	0	0	0	0	0	28	32.8
0700	163	4	5	113	36	5	0	0	0	0	0	0	27.9	32.8
0800	178	1	2	124	37	11	1	0	1	0	0	1	27.3	30.6
0900	126	0	1	90	28	7	0	0	0	0	0	0	26.7	30.7
1000	103	2	1	64	27	9	0	0	0	0	0	0	26.8	31.3
1100	107	1	1	74	21	10	0	0	0	0	0	0	27.1	31.6
1200	132	1	2	91	28	7	1	0	1	0	0	1	26.3	30.8
1300	156	1	5	110	29	10	0	0	1	0	0	0	26.3	31
1400	120	0	2	90	19	8	0	0	0	0	1	0	27.1	31
1500	166	0	2	130	25	9	0	0	0	0	0	0	27.1	30.6
1600	165	3	3	112	41	6	0	0	0	0	0	0	27.1	31.9
1700	179	3	2	131	37	5	0	0	0	0	0	1	27.2	31.2
1800	134	1	3	104	24	2	0	0	0	0	0	0	27.7	32.1
1900	97	1	2	70	20	3	0	0	0	0	0	1	28.5	32.4
2000	60	0	0	47	12	1	0	0	0	0	0	0	28	31.7
2100	57	0	5	39	12	1	0	0	0	0	0	0	28.2	33.1
2200	30	1	1	21	5	1	0	0	1	0	0	0	28.7	36.8
2300	12	0	1	8	3	0	0	0	0	0	0	0	28.2	34
07-19	1729	17	29	1233	352	89	2	0	3	0	1	3	27.1	31.3
06-22	1992	21	38	1424	405	94	2	0	3	0	1	4	27.2	31.5
06-00	2034	22	40	1453	413	95	2	0	4	0	1	4	27.2	31.5
00-00	2103	29	48	1496	424	95	2	0	4	0	1	4	27.3	31.8

12 March 2026

[illegible]

1600	126	1	2	99	21	2	0	1	0	0	0	0	27.6	32.3
1700	131	2	6	97	21	3	0	1	0	0	1	0	27.4	32.1
1800	97	1	4	70	20	2	0	0	0	0	0	0	28.9	34.1
1900	82	0	1	66	14	0	0	0	1	0	0	0	28.2	32.2
2000	62	0	1	55	5	0	0	0	1	0	0	0	27.9	31.7
2100	49	0	0	40	9	0	0	0	0	0	0	0	28.1	31.7
2200	35	0	0	30	5	0	0	0	0	0	0	0	29.2	34.2
2300	26	0	1	20	5	0	0	0	0	0	0	0	27.8	30.6
07-19	1318	27	30	998	223	36	0	2	0	0	1	1	27.4	32.1
06-22	1519	27	34	1163	252	36	1	2	2	0	1	1	27.5	32.1
06-00	1580	27	35	1213	262	36	1	2	2	0	1	1	27.6	32.1
00-00	1612	28	37	1238	265	37	1	2	2	0	1	1	27.6	32.1

15 March 2026

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	11	0	0	10	1	0	0	0	0	0	0	0	31.4	38.9
0100	5	0	0	4	1	0	0	0	0	0	0	0	28.8	-
0200	2	0	0	0	2	0	0	0	0	0	0	0	26.7	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	1	0	1	0	0	0	0	0	0	0	0	14.6	-
0600	2	1	1	0	0	0	0	0	0	0	0	0	12.2	-
0700	15	0	2	12	1	0	0	0	0	0	0	0	24.7	29.8
0800	39	3	1	24	9	2	0	0	0	0	0	0	27.7	34.1
0900	73	4	3	45	15	4	0	1	0	0	1	0	25.8	32.3
1000	109	2	1	87	17	2	0	0	0	0	0	0	28.1	32.7
1100	131	0	2	96	28	5	0	0	0	0	0	0	27.8	31.2
1200	130	0	2	109	15	3	0	0	1	0	0	0	27.4	31.7
1300	117	0	0	100	16	1	0	0	0	0	0	0	27.9	32.4
1400	110	0	1	90	17	2	0	0	0	0	0	0	28.4	32.8
1500	108	0	1	81	25	1	0	0	0	0	0	0	26.5	30.6
1600	92	0	0	77	12	3	0	0	0	0	0	0	26.9	31.6
1700	128	0	2	95	26	5	0	0	0	0	0	0	27.9	30.8
1800	73	0	0	52	19	2	0	0	0	0	0	0	27.4	31.4
1900	50	0	1	42	7	0	0	0	0	0	0	0	27.5	32.8
2000	43	0	1	31	10	1	0	0	0	0	0	0	28.3	33.6
2100	18	0	0	17	1	0	0	0	0	0	0	0	31.9	45.9
2200	13	0	0	11	2	0	0	0	0	0	0	0	29.2	33
2300	6	0	0	6	0	0	0	0	0	0	0	0	29.8	-
07-19	1125	9	15	868	200	30	0	1	1	0	1	0	27.5	31.7
06-22	1238	10	18	958	218	31	0	1	1	0	1	0	27.5	32
06-00	1257	10	18	975	220	31	0	1	1	0	1	0	27.6	32.1
00-00	1277	11	18	990	224	31	0	1	1	0	1	0	27.6	32.1

16 March 2026

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	2	0	0	2	0	0	0	0	0	0	0	0	34.6	-
0100	2	0	0	2	0	0	0	0	0	0	0	0	24.8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	28.9	-
0400	2	1	0	1	0	0	0	0	0	0	0	0	22.3	-
0500	40	1	4	30	5	0	0	0	0	0	0	0	30.3	39.5
0600	48	2	3	26	14	3	0	0	0	0	0	0	28.4	33.2
0700	145	4	3	97	35	5	1	0	0	0	0	0	28.7	34.6
0800	194	1	0	141	33	18	0	0	0	0	0	1	27.2	30.5
0900	114	0	1	74	33	6	0	0	0	0	0	0	27.8	31.4
1000	94	0	1	64	17	11	0	0	0	0	0	1	26.5	31.1
1100	105	0	1	70	26	7	1	0	0	0	0	0	27.5	31
1200	115	1	2	81	17	11	1	0	0	0	0	2	27	30.4
1300	158	0	3	123	19	13	0	0	0	0	0	0	25.4	30.4
1400	105	0	1	75	21	7	0	0	0	0	0	1	27.6	31.1
1500	180	0	2	123	44	11	0	0	0	0	0	0	25.8	29.6
1600	147	0	1	106	32	8	0	0	0	0	0	0	27.1	30.4
1700	162	0	2	127	31	1	0	0	0	0	0	1	26.7	30.3
1800	122	0	3	93	25	0	0	0	1	0	0	0	27.9	32.2
1900	95	0	2	77	16	0	0	0	0	0	0	0	28.2	32.6
2000	49	0	0	39	8	2	0	0	0	0	0	0	28.5	33.3
2100	46	2	1	32	9	2	0	0	0	0	0	0	28	31.2
2200	40	1	0	35	4	0	0	0	0	0	0	0	28.2	31.5
2300	11	0	0	7	4	0	0	0	0	0	0	0	29.7	35
07-19	1641	6	20	1174	333	98	3	0	1	0	0	6	27	31
06-22	1879	10	26	1348	380	105	3	0	1	0	0	6	27.2	31.2
06-00	1930	11	26	1390	388	105	3	0	1	0	0	6	27.2	31.2
00-00	1977	13	30	1425	394	105	3	0	1	0	0	6	27.3	31.3

[illegible]

[illegible][illegible][illegible]

[illegible][illegible][illegible][illegible]



SITE: ATC 1 - Semington Road, Melksham

LOCATION: Attached to hedgerow/ telegraph pole

GRID REFERENCE: 51.363380, -2.142615

DIRECTION: SOUTHBOUND

SPEED LIMIT: 30

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Averages	
	10-Mar	11-Mar	12-Mar	13-Mar	14-Mar	15-Mar	16-Mar	1-5.	1-7.
Hour									
0000-0100	5	5	5	2	11	11	2	3.8	5.9
0100-0200	1	3	2	5	6	5	2	2.6	3.4
0200-0300	3	5	6	2	3	2	0	3.2	3
0300-0400	2	0	2	0	0	0	1	1	0.7
0400-0500	3	5	7	7	1	0	2	4.8	3.6
0500-0600	52	51	44	38	11	2	40	45	34
0600-0700	43	49	54	45	8	2	48	47.8	35.6
0700-0800	170	163	162	138	31	15	145	155.6	117.7
0800-0900	204	178	185	182	52	39	194	188.6	147.7
0900-1000	123	126	140	101	98	73	114	120.8	110.7
1000-1100	119	103	120	102	123	109	94	107.6	110
1100-1200	106	107	98	120	137	131	105	107.2	114.9
1200-1300	120	132	125	146	150	130	115	127.6	131.1
1300-1400	137	156	128	143	119	117	158	144.4	136.9
1400-1500	120	120	114	109	137	110	105	113.6	116.4
1500-1600	156	166	179	164	117	108	180	169	152.9
1600-1700	174	165	175	160	126	92	147	164.2	148.4
1700-1800	187	179	154	176	131	128	162	171.6	159.6
1800-1900	122	134	129	136	97	73	122	128.6	116.1
1900-2000	97	97	99	135	82	50	95	104.6	93.6
2000-2100	48	60	56	83	62	43	49	59.2	57.3
2100-2200	52	57	45	51	49	18	46	50.2	45.4
2200-2300	30	30	38	28	35	13	40	33.2	30.6
2300-2400	9	12	10	20	26	6	11	12.4	13.4
Totals									
0700-1900	1738	1729	1709	1677	1318	1125	1641	1698.8	1562.4
0600-2200	1978	1992	1963	1991	1519	1238	1879	1960.6	1794.3
0600-0000	2017	2034	2011	2039	1580	1257	1930	2006.2	1838.3
0000-0000	2083	2103	2077	2093	1612	1277	1977	2066.6	1888.9
AM Peak	800	800	800	800	1100	1100	800		
	204	178	185	182	137	131	194		
PM Peak	1700	1700	1500	1700	1200	1200	1500		
	187	179	179	176	150	130	180		



SITE: ATC 2 - Semington Road, Melksham (51.362445, -2.143178)

	Northbound	Southbound
Total	10516	10825
Mean Speed	28	26.7
85%	32.2	31

CLASS NUMBER	CLASSIFICATION NAME
1	BICYCLE
2	MOTORCYCLE
3	CAR
4	LGV
5	OGV1 (R2)
6	OGV1 (R3)
7	OGV1 (R4)
8	OGV2
9	OGV2
10	OGV2
11	BUS

Class	Type	Axles	SP1	SP2	SP3	SP4	SP5
1	C	2	0 - 1.06				
2	O	2	1.06 - 1.70				
3	CAR	2	1.70 - 2.64				
		3	1.89 - 2.95	3.50 - 6.00			
		3	1.89 - 2.95	1.90 - 4.00			
		4	1.89 - 2.95	1.90 - 6.00	0.50 - 1.30		
4	LGV	2	2.64 - 3.75				
5	R2	2	3.75 - 6.00				
6	R3	3	2.00 - 6.00	1.00 - 1.90			
		3	1.00 - 1.88	2.00 - 12.00			
7	R4	4	1.00 - 1.90	2.00 - 12.00	1.00 - 1.90		
		4	3.00 - 9.00	1.00 - 2.50	1.00 - 2.50		
8	A3	3	2.95 - 9.20	1.90 - 4.00			
		4	2.95 - 12.00	2.00 - 12.00	2.50 - 12.00		
		4	2.95 - 9.20	2.50 - 9.00	0.50 - 2.50		
		3	1.89 - 3.99	3.50 - 15.00			
		4	1.89 - 3.99	3.50 - 15.00	1.05 - 2.50		
9	A4	4	1.89 - 2.95	3.50 - 6.00	1.05 - 1.30		
		4	1.00 - 1.90	1.90 - 12.00	2.00 - 15.00		
		4	1.70 - 5.25	1.00 - 1.90	2.00 - 15.00		
10	A5+	5	2.00 - 12.00	1.00 - 12.00	2.00 - 12.00	1.00 - 1.90	
		5	2.00 - 12.00	1.00 - 1.90	1.90 - 12.00	2.50 - 12.00	
		6	2.00 - 12.00	1.00 - 1.90	1.90 - 12.00	2.00 - 12.00	1.00 - 1.90
		5	1.70 - 5.25	1.00 - 1.90	2.00 - 15.00	1.00 - 2.50	
		5	1.00 - 1.90	1.90 - 12.00	2.00 - 15.00	1.00 - 2.50	
		5	2.00 - 12.00	2.00 - 15.00	0.70 - 1.80	0.70 - 1.80	
		6	1.90 - 5.25	1.00 - 1.90	2.00 - 15.00	1.00 - 1.90	1.00 - 1.90
		7					
11	BUS	2	6.00 - 12.00				
		3	6.00 - 12.00	1.00 - 1.90			

LOCATION: Attached to lamppost

SPEED LIMIT: 30

10 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	5	1	0	3	1	0	0	0	0	0	0	0	28.1	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	26.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	1	0	0	0	0	0	0	0	0	34.1	-
0400	8	0	1	6	1	0	0	0	0	0	0	0	29	-
0500	19	0	1	11	6	1	0	0	0	0	0	0	29.8	34.9
0600	49	0	2	32	14	1	0	0	0	0	0	0	29.6	33.4
0700	124	1	1	73	41	7	0	0	1	0	0	0	28.7	32.6
0800	144	1	1	92	36	10	1	0	2	0	0	1	27.9	31.7
0900	95	1	1	66	21	5	1	0	0	0	0	0	27	31.9
1000	101	0	4	61	24	12	0	0	0	0	0	0	28.1	31.7
1100	87	1	1	55	22	6	0	0	2	0	0	0	28.1	31.6
1200	104	1	3	63	25	10	1	0	0	0	0	1	29.1	33.5
1300	102	2	1	68	23	6	0	1	1	0	0	0	27.7	31.9
1400	138	3	4	95	22	12	0	1	1	0	0	0	27	31.9
1500	126	0	0	88	28	9	0	0	0	0	0	1	27.5	31.1
1600	160	1	2	113	38	5	0	0	1	0	0	0	27.6	31.9
1700	138	2	3	113	17	2	0	0	1	0	0	0	26.5	29.8
1800	106	1	3	86	12	3	0	0	1	0	0	0	27.1	31.1
1900	64	0	2	51	11	0	0	0	0	0	0	0	27.8	31.8
2000	35	1	0	29	4	1	0	0	0	0	0	0	29.1	34.7
2100	14	0	0	12	0	2	0	0	0	0	0	0	30.2	33.9
2200	21	2	0	14	3	2	0	0	0	0	0	0	27.7	35.8
2300	7	0	0	6	1	0	0	0	0	0	0	0	28.4	-
07-19	1425	14	24	973	309	87	3	2	10	0	0	3	27.7	31.8
06-22	1587	15	28	1097	338	91	3	2	10	0	0	3	27.8	31.9
06-00	1615	17	28	1117	342	93	3	2	10	0	0	3	27.8	31.9
00-00	1649	18	30	1138	351	94	3	2	10	0	0	3	27.8	32

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Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	3	1	0	2	0	0	0	0	0	0	0	0	27.6	-
0100	3	0	0	2	1	0	0	0	0	0	0	0	29.2	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	25.2	-
0300	1	0	0	1	0	0	0	0	0	0	0	0	31.6	-
0400	7	0	1	5	1	0	0	0	0	0	0	0	28.6	-
0500	13	0	0	10	3	0	0	0	0	0	0	0	30.2	35.2
0600	53	2	2	33	15	1	0	0	0	0	0	0	29.3	34
0700	137	3	3	81	38	11	0	0	1	0	0	0	28.6	33.1
0800	159	2	0	112	34	8	1	0	0	0	0	2	28.6	31.9
0900	99	1	1	68	20	9	0	0	0	0	0	0	28.5	33.2
1000	85	1	1	60	14	8	0	0	0	0	0	1	27.6	32.2
1100	87	3	2	63	11	6	0	0	1	0	0	1	27	31.8
1200	110	0	1	77	23	7	0	0	1	0	0	1	27.9	32.6
1300	87	0	6	60	15	5	1	0	0	0	0	0	27.2	31.4
1400	153	3	5	110	26	9	0	0	0	0	0	0	27.5	32.1
1500	126	0	3	86	29	5	0	0	0	0	1	2	28	32.5
1600	150	1	2	110	32	5	0	0	0	0	0	0	27.5	30.8
1700	167	5	5	126	25	6	0	0	0	0	0	0	27.7	31.8
1800	92	4	3	70	13	1	0	0	0	0	1	0	25.7	30
1900	79	0	4	59	14	2	0	0	0	0	0	0	27.8	31.7
2000	42	0	0	37	5	0	0	0	0	0	0	0	28.1	31.4
2100	18	0	0	14	4	0	0	0	0	0	0	0	29.1	34.3
2200	21	2	1	15	3	0	0	0	0	0	0	0	27.7	34
2300	5	0	0	3	2	0	0	0	0	0	0	0	33.2	-
07-19	1452	23	32	1023	280	80	2	0	3	0	2	7	27.7	32
06-22	1644	25	38	1166	318	83	2	0	3	0	2	7	27.8	31.9
06-00	1670	27	39	1184	323	83	2	0	3	0	2	7	27.8	32
00-00	1698	28	40	1205	328	83	2	0	3	0	2	7	27.8	33

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0200	1	0	0	0	1	0	0	0	0	0	0	0	20.1	-
0300	4	0	0	3	1	0	0	0	0	0	0	0	26.9	-
0400	7	0	0	6	1	0	0	0	0	0	0	0	31.7	-
0500	13	0	2	9	2	0	0	0	0	0	0	0	27.5	32.8
0600	47	0	3	31	10	3	0	0	0	0	0	0	28.4	32.5
0700	119	1	3	62	44	7	0	1	1	0	0	0	27.7	32.3
0800	153	2	1	105	30	12	1	0	1	0	0	1	27.2	32.4
0900	111	0	0	78	21	7	2	0	0	0	1	2	27.8	31.9
1000	83	0	1	60	13	7	1	0	0	0	0	1	27.6	32.1
1100	96	1	0	63	22	7	0	0	3	0	0	0	28.3	31.9
1200	103	0	1	76	16	8	0	0	1	0	0	1	28	32.7
1300	90	0	2	65	15	8	0	0	0	0	0	0	28.9	33.7
1400	140	2	7	91	30	9	0	0	0	0	1	0	27.7	31.7
1500	134	0	1	98	28	5	0	0	0	0	0	2	28.7	32.4
1600	157	3	2	116	26	9	0	0	1	0	0	0	28.5	32.1
1700	133	2	4	106	18	3	0	0	0	0	0	0	29.5	33.2
1800	89	1	2	66	15	5	0	0	0	0	0	0	27.6	31.2
1900	60	0	0	52	8	0	0	0	0	0	0	0	28	31.9
2000	43	0	0	39	4	0	0	0	0	0	0	0	29.1	34.3
2100	25	1	0	20	3	1	0	0	0	0	0	0	27.2	31.8
2200	30	2	0	23	5	0	0	0	0	0	0	0	27.8	33.3
2300	8	1	0	7	0	0	0	0	0	0	0	0	27.6	-
07-19	1408	12	24	986	278	87	4	1	7	0	2	7	28.1	32.2
06-22	1583	13	27	1128	303	91	4	1	7	0	2	7	28.1	32.2
06-00	1621	16	27	1158	308	91	4	1	7	0	2	7	28.1	32.2
00-00	1656	17	29	1183	315	91	4	1	7	0	2	7	28.1	32.3

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	7	0	0	6	1	0	0	0	0	0	0	0	27.8	-
0100	1	0	0	1	0	0	0	0	0	0	0	0	32.4	-
0200	6	0	0	6	0	0	0	0	0	0	0	0	27.6	-
0300	1	0	0	1	0	0	0	0	0	0	0	0	33	-
0400	9	0	1	7	1	0	0	0	0	0	0	0	29.3	-
0500	12	0	0	9	3	0	0	0	0	0	0	0	29.4	39.4
0600	44	1	4	27	9	2	0	0	0	0	0	1	28.4	35.5
0700	107	0	3	56	39	8	0	0	1	0	0	0	29.1	34.2
0800	145	0	1	96	36	10	1	0	0	0	0	1	28.8	32.8
0900	96	1	2	63	22	8	0	0	0	0	0	0	27.5	31.4
1000	88	1	0	54	22	9	0	0	0	0	0	2	28.3	31.4
1100	90	0	2	66	14	8	0	0	0	0	0	0	28	33
1200	137	3	3	104	20	6	0	1	0	0	0	0	28.1	33.5
1300	110	2	4	84	16	4	0	0	0	0	0	0	28.8	33.6
1400	121	1	3	86	16	14	0	0	1	0	0	0	28.2	32.3
1500	129	1	3	93	26	4	0	0	1	0	0	1	28.9	33.5
1600	121	1	3	90	22	5	0	0	0	0	0	0	29.5	32.7
1700	142	4	2	104	28	4	0	0	0	0	0	0	28	32
1800	109	2	5	81	17	4	0	0	0	0	0	0	27.4	31.4
1900	58	0	1	52	5	0	0	0	0	0	0	0	26.4	31
2000	47	0	0	42	4	1	0	0	0	0	0	0	27.7	31
2100	22	1	0	19	2	0	0	0	0	0	0	0	27.8	33.1
2200	25	0	0	24	1	0	0	0	0	0	0	0	27	32.5
2300	15	0	0	13	2	0	0	0	0	0	0	0	31.1	35.1
07-19	1395	16	31	977	278	84	1	1	3	0	0	4	28.4	32.7
06-22	1566	18	36	1117	298	87	1	1	3	0	0	5	28.3	32.7
06-00	1606	18	36	1154	301	87	1	1	3	0	0	5	28.3	32.7
00-00	1642	18	37	1184	306	87	1	1	3	0	0	5	28.3	32.7

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1600	88	2	2	69	14	1	0	0	0	0	0	0	26.4	30.4
1700	88	0	2	70	14	2	0	0	0	0	0	0	28	32.1
1800	58	0	4	44	10	0	0	0	0	0	0	0	28.5	31.3
1900	59	0	0	48	8	3	0	0	0	0	0	0	27.1	32.3
2000	44	0	0	39	5	0	0	0	0	0	0	0	28.3	32.3
2100	27	3	1	18	5	0	0	0	0	0	0	0	26.3	32.7
2200	32	0	0	29	3	0	0	0	0	0	0	0	29.6	34
2300	22	0	0	20	2	0	0	0	0	0	0	0	29.4	35.7
07-19	1063	14	30	832	156	29	0	0	0	0	2	0	27.5	31.7
06-22	1206	18	31	946	176	33	0	0	0	0	2	0	27.5	31.8
06-00	1260	18	31	995	181	33	0	0	0	0	2	0	27.6	31.9
00-00	1291	20	32	1016	187	33	0	1	0	0	2	0	27.5	31.9

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Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	5	0	0	4	1	0	0	0	0	0	0	0	29.2	-
0100	3	0	0	1	2	0	0	0	0	0	0	0	27.1	-
0200	3	0	0	1	1	1	0	0	0	0	0	0	25.5	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	29.7	-
0500	4	0	0	3	0	1	0	0	0	0	0	0	31	-
0600	9	0	0	8	1	0	0	0	0	0	0	0	29.7	-
0700	12	0	0	11	1	0	0	0	0	0	0	0	28.2	30.5
0800	44	1	1	34	6	2	0	0	0	0	0	0	28.3	33.5
0900	76	5	3	52	14	2	0	0	0	0	0	0	27.3	32
1000	101	3	1	79	15	2	0	0	1	0	0	0	27.4	32.2
1100	105	1	1	77	22	4	0	0	0	0	0	0	26.9	31.4
1200	96	1	4	79	10	2	0	0	0	0	0	0	27.8	32.9
1300	82	0	0	67	13	2	0	0	0	0	0	0	30	33.2
1400	90	1	3	72	12	2	0	0	0	0	0	0	28.9	33.9
1500	65	1	0	56	7	1	0	0	0	0	0	0	28.5	32
1600	65	1	1	54	7	1	0	0	1	0	0	0	28.6	33.7
1700	91	1	0	74	14	1	0	0	1	0	0	0	27.8	31.8
1800	65	0	0	57	7	1	0	0	0	0	0	0	27.9	30.9
1900	51	0	0	43	6	2	0	0	0	0	0	0	27.8	31.4
2000	32	0	0	27	4	1	0	0	0	0	0	0	29.4	33.5
2100	19	0	0	17	2	0	0	0	0	0	0	0	28.1	30.2
2200	4	0	0	4	0	0	0	0	0	0	0	0	32.3	-
2300	2	0	0	2	0	0	0	0	0	0	0	0	30.9	-
07-19	892	15	14	712	128	20	0	0	3	0	0	0	28.1	32.5
06-22	1003	15	14	807	141	23	0	0	3	0	0	0	28.1	32.4
06-00	1009	15	14	813	141	23	0	0	3	0	0	0	28.1	32.4
00-00	1025	15	14	823	145	25	0	0	3	0	0	0	28.1	32.4

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Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	1	0	0	0	1	0	0	0	0	0	0	0	28	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	35.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	5	0	0	5	0	0	0	0	0	0	0	0	29.4	-
0400	4	0	0	4	0	0	0	0	0	0	0	0	35.7	-
0500	12	0	0	7	5	0	0	0	0	0	0	0	27.9	31.6
0600	42	0	1	30	10	1	0	0	0	0	0	0	30.1	34.3
0700	130	2	0	80	39	9	0	0	0	0	0	0	29.3	32.9
0800	148	1	0	106	30	10	0	0	1	0	0	0	28.3	32.4
0900	82	1	2	59	11	8	0	0	0	0	0	1	29.4	34.1
1000	81	2	1	56	14	8	0	0	0	0	0	0	27.2	31.4
1100	80	2	1	56	15	5	1	0	0	0	0	0	27.1	31.1
1200	103	0	1	67	20	13	1	0	0	0	0	1	27.6	31.4
1300	111	0	2	83	18	7	0	0	0	0	0	1	27.2	31.5
1400	137	5	4	93	21	13	0	0	1	0	0	0	27.5	31.7
1500	115	1	1	88	18	6	0	0	0	0	0	1	28.8	33
1600	140	2	1	102	30	5	0	0	0	0	0	0	27.6	31.3
1700	136	2	2	105	23	4	0	0	0	0	0	0	28.4	32.2
1800	85	0	2	67	12	3	0	0	1	0	0	0	27.6	33
1900	55	0	1	44	9	1	0	0	0	0	0	0	28.9	32.5
2000	29	0	3	23	2	1	0	0	0	0	0	0	28.4	32.2
2100	19	0	0	16	3	0	0	0	0	0	0	0	28.8	33.2
2200	35	0	2	27	6	0	0	0	0	0	0	0	28.7	33.9
2300	4	0	0	4	0	0	0	0	0	0	0	0	29.7	-
07-19	1348	18	17	962	251	91	2	0	3	0	0	4	28	32.2
06-22	1493	18	22	1075	275	94	2	0	3	0	0	4	28.2	32.3
06-00	1532	18	24	1106	281	94	2	0	3	0	0	4	28.2	32.3
00-00	1555	18	24	1122	287	95	2	0	3	0	0	4	28.2	32.3

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0400	7	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	31.7	-
0500	13	0	1	3	6	2	1	0	0	0	0	0	0	0	0	0	27.5	32.8
0600	47	1	1	6	29	9	1	0	0	0	0	0	0	0	0	0	28.4	32.5
0700	119	2	5	19	67	25	1	0	0	0	0	0	0	0	0	0	27.7	32.3
0800	153	0	11	32	80	28	1	1	0	0	0	0	0	0	0	0	27.2	32.4
0900	111	1	4	14	69	20	2	0	1	0	0	0	0	0	0	0	27.8	31.9
1000	83	3	2	13	46	16	3	0	0	0	0	0	0	0	0	0	27.6	32.1
1100	96	0	1	17	58	19	0	1	0	0	0	0	0	0	0	0	28.3	31.9
1200	103	0	2	18	60	22	1	0	0	0	0	0	0	0	0	0	28	32.7
1300	90	0	3	13	49	19	5	0	0	1	0	0	0	0	0	0	28.9	33.7
1400	140	1	6	22	81	29	1	0	0	0	0	0	0	0	0	0	27.7	31.7
1500	134	1	1	13	86	30	2	1	0	0	0	0	0	0	0	0	28.7	32.4
1600	157	1	3	15	99	37	2	0	0	0	0	0	0	0	0	0	28.5	32.1
1700	133	0	3	8	79	38	4	0	1	0	0	0	0	0	0	0	29.5	33.2
1800	89	1	0	14	58	16	0	0	0	0	0	0	0	0	0	0	27.6	31.2
1900	60	0	0	11	39	9	1	0	0	0	0	0	0	0	0	0	28	31.9
2000	43	0	0	10	20	12	1	0	0	0	0	0	0	0	0	0	29.1	34.3
2100	25	1	1	4	14	5	0	0	0	0	0	0	0	0	0	0	27.2	31.8
2200	30	1	2	6	11	8	2	0	0	0	0	0	0	0	0	0	27.8	33.3
2300	8	0	1	1	3	3	0	0	0	0	0	0	0	0	0	0	27.6	-
07-19	1408	10	41	198	832	299	22	3	2	1	0	0	0	0	0	0	28.1	32.2
06-22	1583	12	43	229	934	334	25	3	2	1	0	0	0	0	0	0	28.1	32.2
06-00	1621	13	46	236	948	345	27	3	2	1	0	0	0	0	0	0	28.1	32.2
00-00	1656	13	50	242	961	354	30	3	2	1	0	0	0	0	0	0	28.1	32.3

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2000	44	0	1	6	25	12	0	0	0	0	0	0	0	0	0	0	28.3	32.3
2100	27	1	3	3	11	8	1	0	0	0	0	0	0	0	0	0	26.3	32.7
2200	32	0	0	3	20	7	2	0	0	0	0	0	0	0	0	0	29.6	34
2300	22	1	0	1	13	5	2	0	0	0	0	0	0	0	0	0	29.4	35.7
07-19	1063	10	31	215	618	168	17	3	1	0	0	0	0	0	0	0	27.5	31.7
06-22	1206	12	38	239	693	201	19	3	1	0	0	0	0	0	0	0	27.5	31.8
06-00	1260	13	38	243	726	213	23	3	1	0	0	0	0	0	0	0	27.6	31.9
00-00	1291	14	43	246	740	219	25	3	1	0	0	0	0	0	0	0	27.5	31.9

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Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	5	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	29.2	-
0100	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	27.1	-
0200	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	25.5	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.7	-
0500	4	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	31	-
0600	9	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	29.7	-
0700	12	0	0	0	11	1	0	0	0	0	0	0	0	0	0	0	28.2	30.5
0800	44	0	2	4	26	12	0	0	0	0	0	0	0	0	0	0	28.3	33.5
0900	76	1	4	10	45	15	1	0	0	0	0	0	0	0	0	0	27.3	32
1000	101	1	3	19	57	20	1	0	0	0	0	0	0	0	0	0	27.4	32.2
1100	105	0	4	24	59	16	1	1	0	0	0	0	0	0	0	0	26.9	31.4
1200	96	0	4	20	49	21	1	1	0	0	0	0	0	0	0	0	27.8	32.9
1300	82	0	0	5	48	26	1	2	0	0	0	0	0	0	0	0	30	33.2
1400	90	1	2	10	48	27	2	0	0	0	0	0	0	0	0	0	28.9	33.9
1500	65	1	0	12	39	9	4	0	0	0	0	0	0	0	0	0	28.5	32
1600	65	1	1	12	32	17	2	0	0	0	0	0	0	0	0	0	28.6	33.7
1700	91	1	0	16	55	18	1	0	0	0	0	0	0	0	0	0	27.8	31.8
1800	65	0	0	14	44	5	2	0	0	0	0	0	0	0	0	0	27.9	30.9
1900	51	0	0	10	31	9	1	0	0	0	0	0	0	0	0	0	27.8	31.4
2000	32	0	0	2	20	9	1	0	0	0	0	0	0	0	0	0	29.4	33.5
2100	19	0	0	2	15	2	0	0	0	0	0	0	0	0	0	0	28.1	30.2
2200	4	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	32.3	-
2300	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	30.9	-
07-19	892	6	20	146	513	187	16	4	0	0	0	0	0	0	0	0	28.1	32.5
06-22	1003	6	20	161	584	210	18	4	0	0	0	0	0	0	0	0	28.1	32.4
06-00	1009	6	20	161	587	212	19	4	0	0	0	0	0	0	0	0	28.1	32.4
00-00	1025	6	20	162	599	215	19	4	0	0	0	0	0	0	0	0	28.1	32.4

16 March 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	35.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	5	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	29.4	-
0400	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	35.7	-
0500	12	0	0	3	7	1	1	0	0	0	0	0	0	0	0	0	27.9	31.6
0600	42	0	0	4	21	15	2	0	0	0	0	0	0	0	0	0	30.1	34.3
0700	130	2	0	12	74	40	2	0	0	0	0	0	0	0	0	0	29.3	32.9
0800	148	2	2	22	82	39	1	0	0	0	0	0	0	0	0	0	28.3	32.4
0900	82	1	0	9	48	20	4	0	0	0	0	0	0	0	0	0	29.4	34.1
1000	81	1	3	15	50	12	0	0	0	0	0	0	0	0	0	0	27.2	31.4
1100	80	0	4	17	47	11	1	0	0	0	0	0	0	0	0	0	27.1	31.1
1200	103	1	2	20	63	16	1	0	0	0	0	0	0	0	0	0	27.6	31.4
1300	111	1	5	26	57	18	4	0	0	0	0	0	0	0	0	0	27.2	31.5
1400	137	3	6	23	77	25	2	1	0	0	0	0	0	0	0	0	27.5	31.7
1500	115	0	1	21	60	28	4	1	0	0	0	0	0	0	0	0	28.8	33
1600	140	0	7	24	84	24	0	1	0	0	0	0	0	0	0	0	27.6	31.3
1700	136	0	6	14	82	32	2	0	0	0	0	0	0	0	0	0	28.4	32.2
1800	85	1	2	21	44	14	2	1	0	0	0	0	0	0	0	0	27.6	33
1900	55	0	0	10	28	16	1	0	0	0	0	0	0	0	0	0	28.9	32.5
2000	29	0	1	5	16	6	0	1	0	0	0	0	0	0	0	0	28.4	32.2
2100	19	0	0	2	14	2	1	0	0	0	0	0	0	0	0	0	28.8	33.2
2200	35	0	2	6	16	10	1	0	0	0	0	0	0	0	0	0	28.7	33.9
2300	4	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	29.7	-
07-19	1348	12	38	224	768	279	23	4	0	0	0	0	0	0	0	0	28	32.2
06-22	1493	12	39	245	847	318	27	5	0	0	0	0	0	0	0	0	28.2	32.3
06-00	1532	12	41	251	866	329	28	5	0	0	0	0	0	0	0	0	28.2	32.3
00-00	1555	12	41	255	875	336	31	5	0	0	0	0	0	0	0	0	28.2	32.3

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	10516	87	303	1702	6050	2133	201	29	8	2	1	0	0	0	0	0	28	32.2



SITE: ATC 2 - Semington Road, Melksham

LOCATION: Attached to lamppost

GRID REFERENCE: 51.362445, -2.143178

DIRECTION: NORTHBOUND

SPEED LIMIT: 30

	Tue 10-Mar	Wed 11-Mar	Thu 12-Mar	Fri 13-Mar	Sat 14-Mar	Sun 15-Mar	Mon 16-Mar	Averages 1-5.	1-7.
Hour									
0000-0100	5	3	7	7	12	5	1	4.6	5.7
0100-0200	1	3	3	1	3	3	1	1.8	2.1
0200-0300	0	1	1	6	4	3	0	1.6	2.1
0300-0400	1	1	4	1	1	0	5	2.4	1.9
0400-0500	8	7	7	9	5	1	4	7	5.9
0500-0600	19	13	13	12	6	4	12	13.8	11.3
0600-0700	49	53	47	44	13	9	42	47	36.7
0700-0800	124	137	119	107	33	12	130	123.4	94.6
0800-0900	144	159	153	145	72	44	148	149.8	123.6
0900-1000	95	99	111	96	98	76	82	96.6	93.9
1000-1100	101	85	83	88	112	101	81	87.6	93
1100-1200	87	87	96	90	106	105	80	88	93
1200-1300	104	110	103	137	99	96	103	111.4	107.4
1300-1400	102	87	90	110	91	82	111	100	96.1
1400-1500	138	153	140	121	122	90	137	137.8	128.7
1500-1600	126	126	134	129	96	65	115	126	113
1600-1700	160	150	157	121	88	65	140	145.6	125.9
1700-1800	138	167	133	142	88	91	136	143.2	127.9
1800-1900	106	92	89	109	58	65	85	96.2	86.3
1900-2000	64	79	60	58	59	51	55	63.2	60.9
2000-2100	35	42	43	47	44	32	29	39.2	38.9
2100-2200	14	18	25	22	27	19	19	19.6	20.6
2200-2300	21	21	30	25	32	4	35	26.4	24
2300-2400	7	5	8	15	22	2	4	7.8	9
Totals									
0700-1900	1425	1452	1408	1395	1063	892	1348	1405.6	1283.3
0600-2200	1587	1644	1583	1566	1206	1003	1493	1574.6	1440.3
0600-0000	1615	1670	1621	1606	1260	1009	1532	1608.8	1473.3
0000-0000	1649	1698	1656	1642	1291	1025	1555	1640	1502.3
AM Peak	800 144	800 159	800 153	800 145	1000 112	1100 105	800 148		
PM Peak	1600 160	1700 167	1600 157	1700 142	1400 122	1200 96	1600 140		

LOCATION: Attached to lamppost

SPEED LIMIT: 30

10 March 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	4	0	0	4	0	0	0	0	0	0	0	0	31.4	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	26.4	-
0200	3	1	0	1	1	0	0	0	0	0	0	0	24.2	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	13	-
0400	4	0	1	1	1	1	0	0	0	0	0	0	28.1	-
0500	48	5	6	33	3	0	0	0	1	0	0	0	26.2	33.1
0600	40	2	0	27	8	1	1	0	0	0	0	1	28.5	33.6
0700	166	4	2	122	33	4	0	0	1	0	0	0	27.5	31.7
0800	194	2	1	140	38	9	0	0	3	0	0	1	26.3	29.5
0900	103	1	0	67	28	6	0	0	1	0	0	0	26.1	30
1000	93	3	2	62	17	9	0	0	0	0	0	0	24.5	29
1100	87	1	2	55	20	7	1	0	0	0	0	1	26.4	30.7
1200	104	4	2	67	23	7	0	0	1	0	0	0	26	31
1300	114	5	1	85	16	6	0	0	1	0	0	0	26.2	31
1400	100	2	0	71	23	4	0	0	0	0	0	0	25.8	29.8
1500	123	1	2	87	22	9	0	1	1	0	0	0	25.5	30.4
1600	135	0	4	99	26	4	0	0	2	0	0	0	25.3	29.9
1700	134	1	4	102	23	3	0	0	0	0	0	1	25.8	28.9
1800	94	1	2	73	16	1	0	0	1	0	0	0	26.3	31.1
1900	72	0	1	61	10	0	0	0	0	0	0	0	27.6	31
2000	34	0	0	32	2	0	0	0	0	0	0	0	27.8	32.1
2100	39	1	3	29	3	2	1	0	0	0	0	0	28.2	34.9
2200	28	1	1	23	3	0	0	0	0	0	0	0	26.1	31.5
2300	8	0	1	3	4	0	0	0	0	0	0	0	24.3	-
07-19	1447	25	22	1030	285	69	1	1	11	0	0	3	26	30.3
06-22	1632	28	26	1179	308	72	3	1	11	0	0	4	26.3	30.6
06-00	1668	29	28	1205	315	72	3	1	11	0	0	4	26.2	30.6
00-00	1729	35	36	1244	321	73	3	1	12	0	0	4	26.3	30.3

11 March 2026

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	4	0	0	4	0	0	0	0	0	0	0	0	28.6	-
0100	2	0	0	2	0	0	0	0	0	0	0	0	33.7	-
0200	4	0	0	4	0	0	0	0	0	0	0	0	29.5	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	14.1	-
0400	5	1	1	2	1	0	0	0	0	0	0	0	24	-
0500	53	4	10	31	8	0	0	0	0	0	0	0	26.6	34.8
0600	51	3	3	30	13	2	0	0	0	0	0	0	27	32.2
0700	166	6	4	118	33	5	0	0	0	0	0	0	26.9	31.5
0800	177	1	1	138	27	7	1	0	1	0	0	1	26.9	31.1
0900	101	0	0	72	23	6	0	0	0	0	0	0	26.5	31.3
1000	96	2	1	65	21	6	0	0	0	0	0	1	26.5	30.6
1100	92	1	1	68	15	7	0	0	0	0	0	0	27	31.1
1200	116	0	1	82	27	5	1	0	0	0	0	0	25.5	30.1
1300	121	3	3	88	19	7	0	0	1	0	0	0	26.5	30.9
1400	86	1	1	64	13	6	0	0	0	0	1	0	26.2	31.1
1500	127	0	1	96	21	8	0	0	1	0	0	0	26.8	31.3
1600	124	3	3	86	28	4	0	0	0	0	0	0	25.9	30.2
1700	132	3	1	104	21	3	0	0	0	0	0	0	25.7	29.5
1800	100	1	1	82	14	2	0	0	0	0	0	0	25.1	30.2
1900	68	1	2	52	10	2	0	0	0	0	0	1	27.6	31
2000	46	0	0	38	6	2	0	0	0	0	0	0	27.7	31.3
2100	41	1	4	29	6	0	1	0	0	0	0	0	27.3	32.1
2200	25	1	0	19	4	0	0	0	1	0	0	0	28	33.8
2300	11	0	1	8	2	0	0	0	0	0	0	0	27.5	33.4
07-19	1438	21	18	1063	262	66	2	0	3	0	1	2	26.3	30.8
06-22	1644	26	27	1212	297	72	3	0	3	0	1	3	26.5	31
06-00	1680	27	28	1239	303	72	3	0	4	0	1	3	26.5	31
00-00	1749	32	40	1282	312	72	3	0	4	0	1	3	26.5	31.1

12 March 2026

[illegible]

1600	94	0	2	76	14	1	0	1	0	0	0	0	27.1	32.5
1700	105	1	5	82	13	2	0	1	0	0	1	0	26.5	31.6
1800	71	1	1	54	12	2	0	1	0	0	0	0	28.6	34.6
1900	62	0	1	55	6	0	0	0	0	0	0	0	26.9	31.7
2000	43	0	1	38	4	0	0	0	0	0	0	0	27.6	31.9
2100	33	0	0	28	5	0	0	0	0	0	0	0	28.6	31.8
2200	28	0	0	25	3	0	0	0	0	0	0	0	29.6	33.6
2300	19	0	0	17	2	0	0	0	0	0	0	0	26	30.9
07-19	1093	19	25	859	159	27	0	3	0	0	1	0	26.8	31.2
06-22	1236	19	28	982	175	28	0	3	0	0	1	0	26.9	31.3
06-00	1283	19	28	1024	180	28	0	3	0	0	1	0	26.9	31.3
00-00	1315	21	31	1048	182	29	0	3	0	0	1	0	26.9	31.4

15 March 2026

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	8	0	0	7	1	0	0	0	0	0	0	0	33.2	-
0100	5	0	0	3	2	0	0	0	0	0	0	0	29	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	27.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	9.9	-
0600	3	1	1	1	0	0	0	0	0	0	0	0	15.8	-
0700	14	0	2	11	1	0	0	0	0	0	0	0	24.1	29.6
0800	36	2	1	23	8	2	0	0	0	0	0	0	26.3	32.2
0900	61	5	3	41	9	3	0	0	0	0	0	0	25.1	30.9
1000	85	3	0	66	15	1	0	0	0	0	0	0	26.1	30.5
1100	113	1	1	87	20	4	0	0	0	0	0	0	26.4	30.1
1200	109	1	3	89	13	2	0	0	1	0	0	0	26.4	31.2
1300	96	0	0	85	10	1	0	0	0	0	0	0	27.5	31
1400	88	0	1	73	13	1	0	0	0	0	0	0	27.2	31.7
1500	88	0	1	76	10	1	0	0	0	0	0	0	27.5	31.8
1600	71	0	0	59	11	1	0	0	0	0	0	0	26.6	31.5
1700	107	0	2	84	20	1	0	0	0	0	0	0	26.4	30.7
1800	53	0	0	40	11	2	0	0	0	0	0	0	27.1	32.1
1900	37	0	0	30	7	0	0	0	0	0	0	0	27.2	31.2
2000	35	0	1	29	4	1	0	0	0	0	0	0	27.7	33
2100	15	0	0	15	0	0	0	0	0	0	0	0	30.8	37.8
2200	10	0	0	10	0	0	0	0	0	0	0	0	28.5	-
2300	5	0	0	5	0	0	0	0	0	0	0	0	31.3	-
07-19	921	12	14	734	141	19	0	0	1	0	0	0	26.6	30.9
06-22	1011	13	16	809	152	20	0	0	1	0	0	0	26.7	31
06-00	1026	13	16	824	152	20	0	0	1	0	0	0	26.7	31.1
00-00	1041	14	16	834	156	20	0	0	1	0	0	0	26.8	31.1

16 March 2026

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	1	0	0	1	0	0	0	0	0	0	0	0	31.8	-
0100	2	0	0	2	0	0	0	0	0	0	0	0	25.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	27.5	-
0400	3	1	0	1	1	0	0	0	0	0	0	0	23.2	-
0500	38	0	4	31	3	0	0	0	0	0	0	0	30.1	38.2
0600	49	3	3	28	13	1	0	0	0	0	0	1	26.6	32
0700	141	3	1	107	26	3	1	0	0	0	0	0	27.7	33
0800	181	1	0	142	23	14	0	0	0	0	0	1	26.2	29.9
0900	96	0	1	67	22	6	0	0	0	0	0	0	27.9	31
1000	79	0	0	53	16	10	0	0	0	0	0	0	26.2	29.6
1100	81	0	1	54	19	6	1	0	0	0	0	0	25.4	29.1
1200	100	2	2	73	18	5	0	0	0	0	0	0	25.8	29.8
1300	112	0	2	92	12	6	0	0	0	0	0	0	26.5	30.5
1400	87	0	1	63	16	7	0	0	0	0	0	0	26.6	30.8
1500	138	1	2	96	32	6	1	0	0	0	0	0	25.5	29.3
1600	121	0	0	89	23	9	0	0	0	0	0	0	26.1	30.2
1700	117	0	1	101	13	2	0	0	0	0	0	0	26.2	29.7
1800	93	0	2	75	14	1	0	0	1	0	0	0	27.3	30.7
1900	64	0	2	52	9	0	0	0	1	0	0	0	28.3	33.3
2000	36	0	0	30	6	0	0	0	0	0	0	0	27.3	32.2
2100	32	2	1	26	3	0	0	0	0	0	0	0	25.5	32
2200	30	1	0	27	2	0	0	0	0	0	0	0	27.8	32.7
2300	9	0	0	7	2	0	0	0	0	0	0	0	29.1	-
07-19	1346	7	13	1012	234	75	3	0	1	0	0	1	26.5	30.3
06-22	1527	12	19	1148	265	76	3	0	2	0	0	2	26.5	30.4
06-00	1566	13	19	1182	269	76	3	0	2	0	0	2	26.6	30.4
00-00	1611	14	23	1217	274	76	3	0	2	0	0	2	26.7	30.5

[illegible]

[illegible][illegible][illegible]

[illegible][illegible][illegible][illegible]



SITE: ATC 2 - Semington Road, Melksham

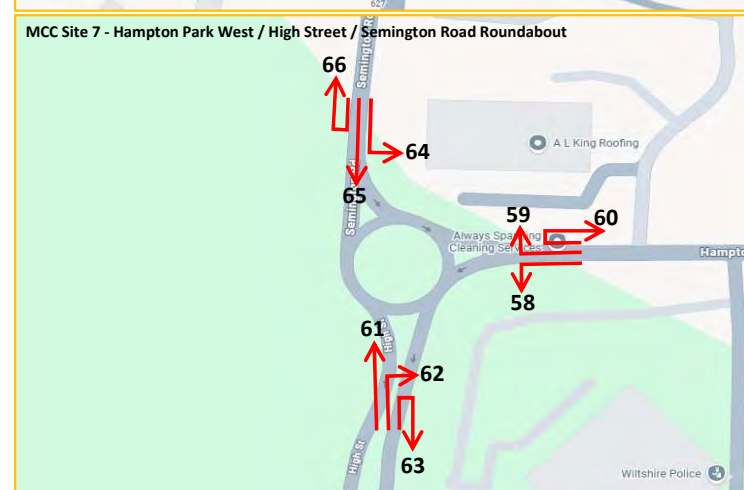
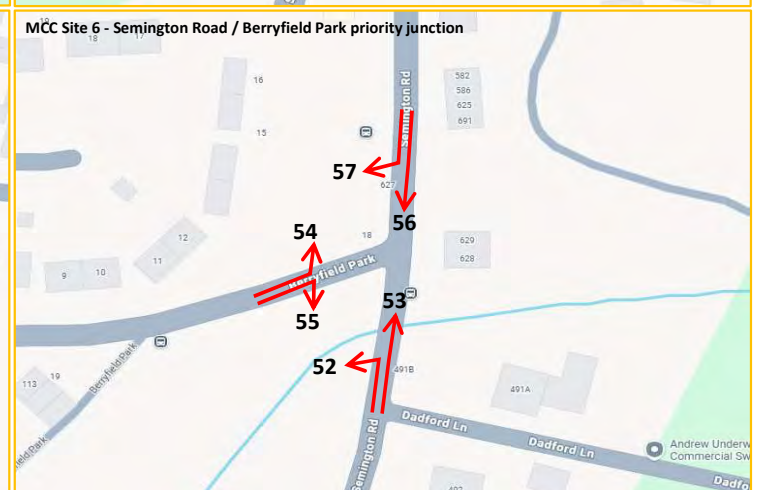
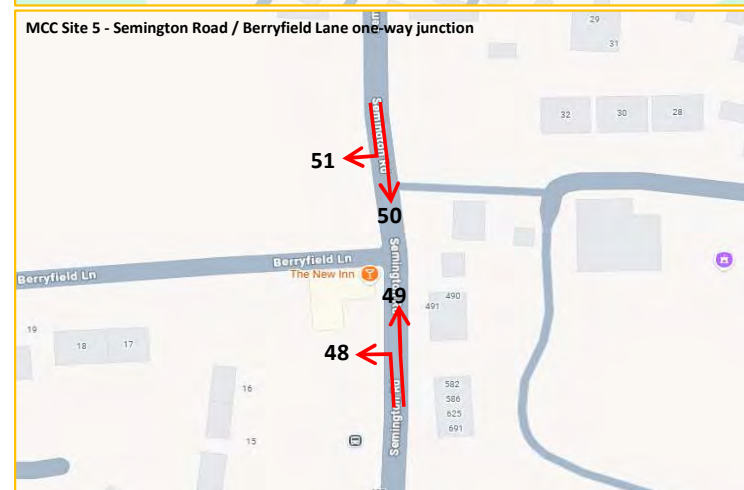
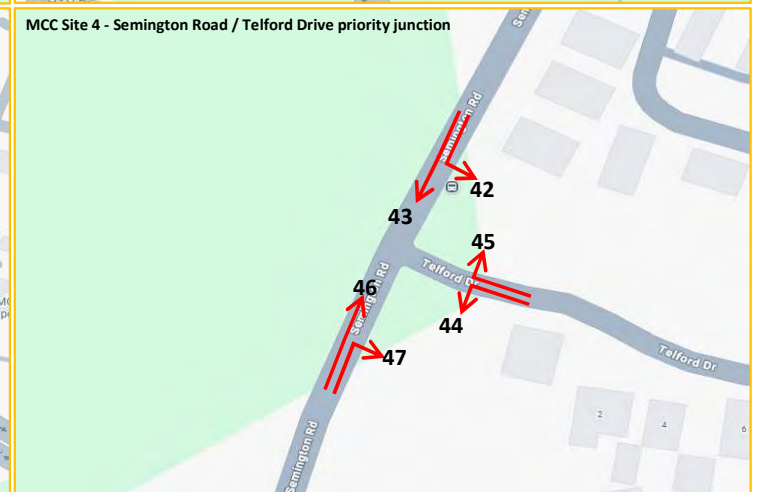
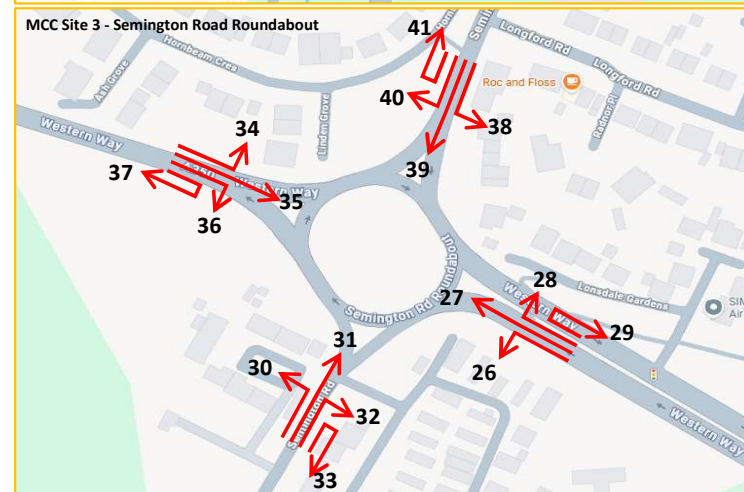
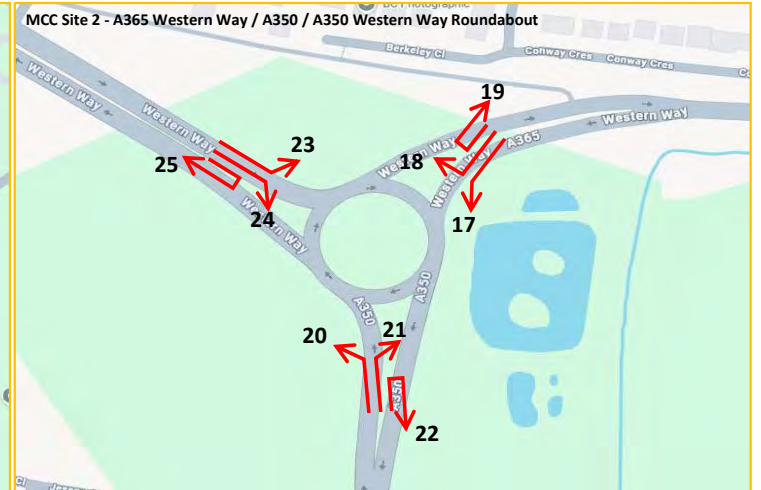
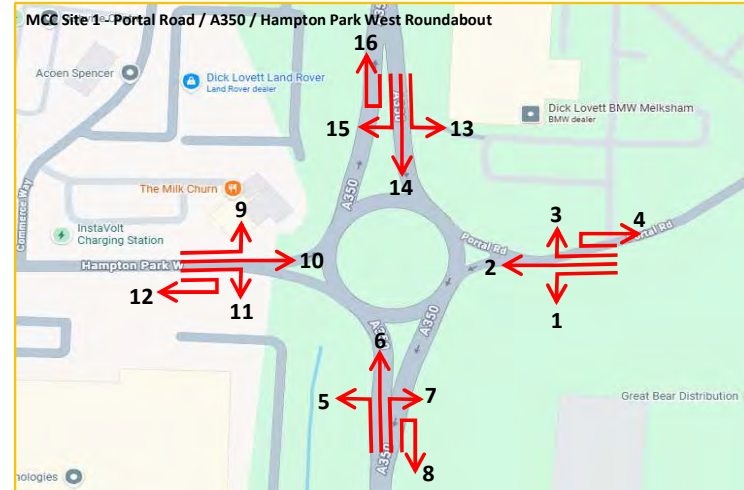
LOCATION: Attached to lamppost

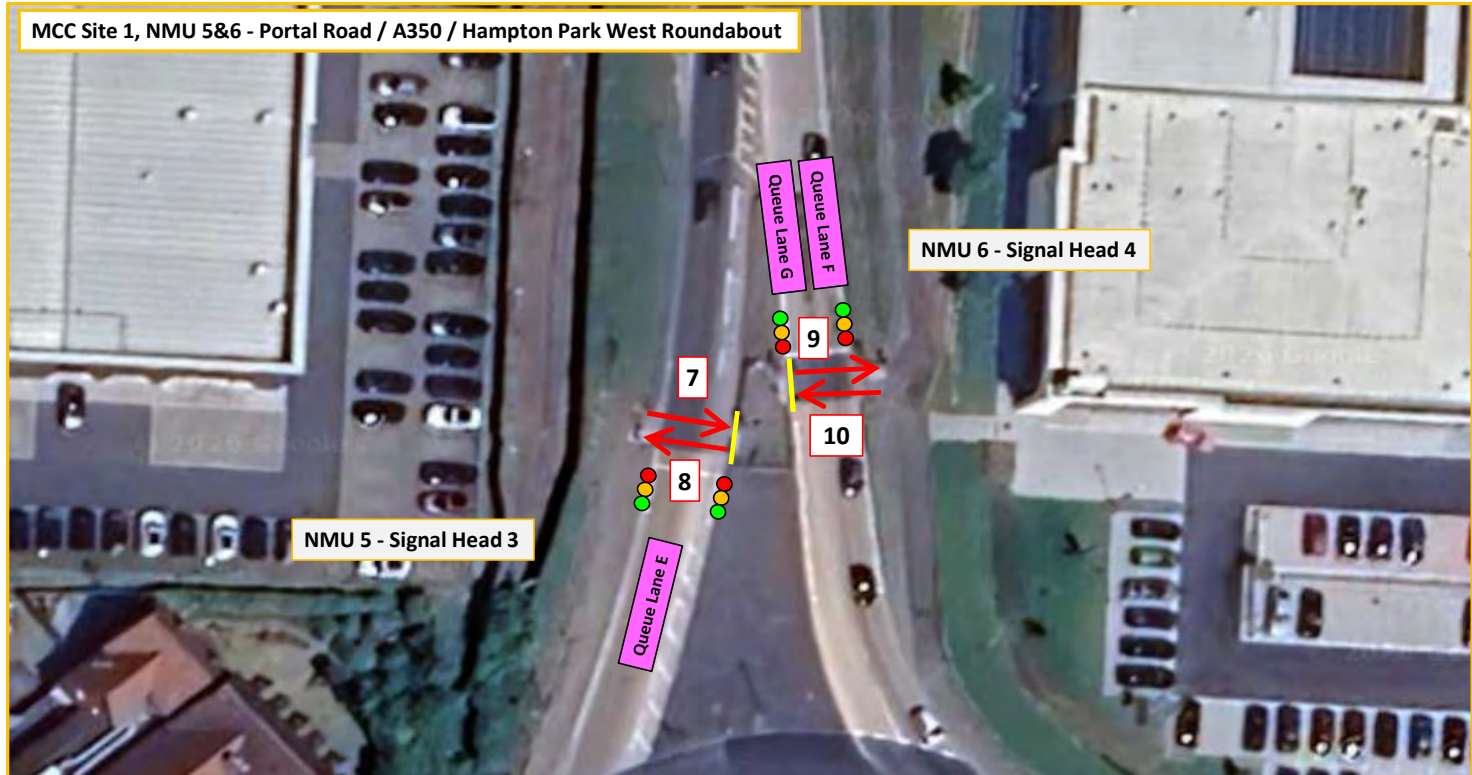
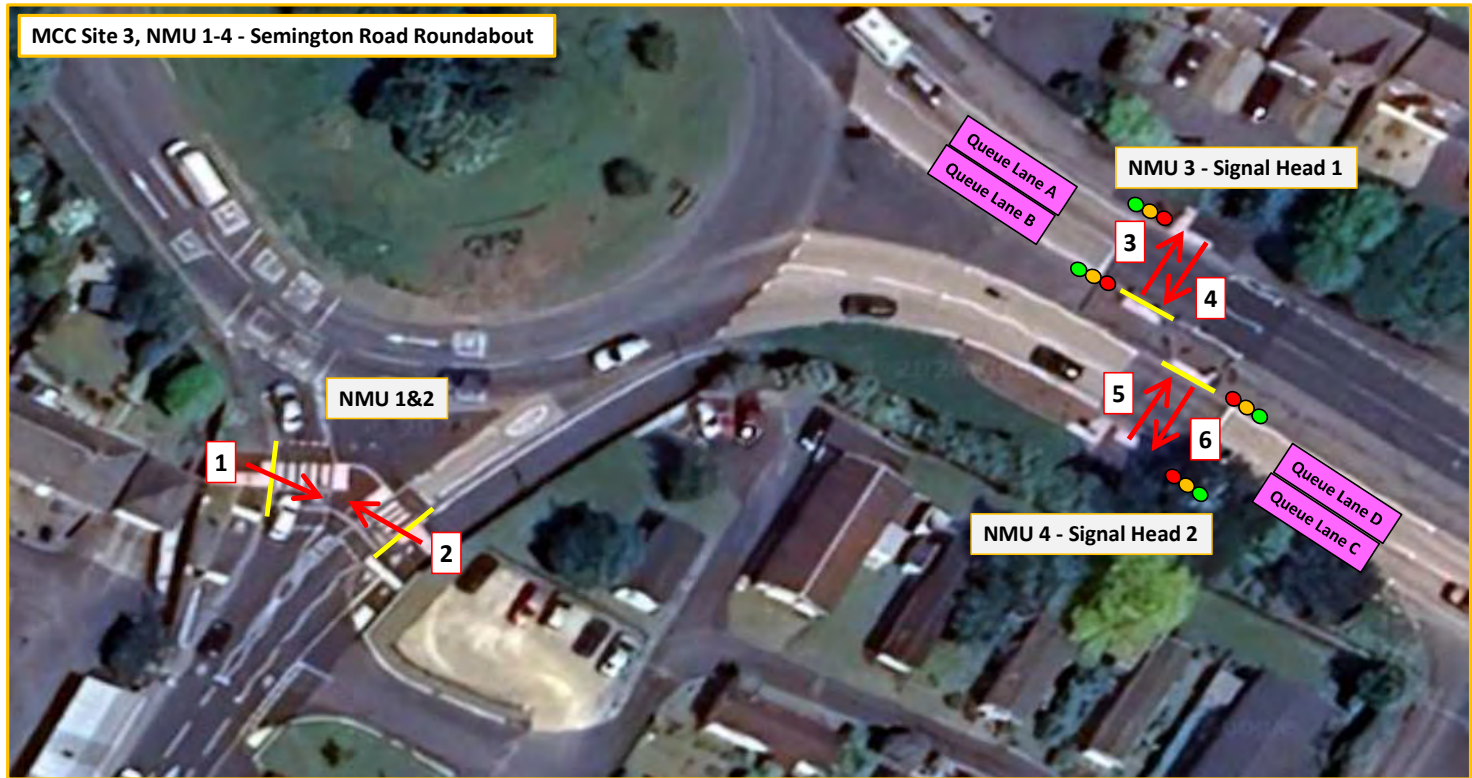
GRID REFERENCE: 51.362445, -2.143178

DIRECTION: SOUTHBOUND

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Averages	
	10-Mar	11-Mar	12-Mar	13-Mar	14-Mar	15-Mar	16-Mar	1-5.	1-7.
Hour									
0000-0100	4	4	4	1	10	8	1	2.8	4.6
0100-0200	1	2	2	5	5	5	2	2.4	3.1
0200-0300	3	4	5	1	3	1	0	2.6	2.4
0300-0400	1	1	0	0	0	0	1	0.6	0.4
0400-0500	4	5	6	7	3	0	3	5	4
0500-0600	48	53	43	40	11	1	38	44.4	33.4
0600-0700	40	51	46	42	5	3	49	45.6	33.7
0700-0800	166	166	143	134	29	14	141	150	113.3
0800-0900	194	177	181	166	52	36	181	179.8	141
0900-1000	103	101	111	88	81	61	96	99.8	91.6
1000-1100	93	96	98	91	107	85	79	91.4	92.7
1100-1200	87	92	91	98	121	113	81	89.8	97.6
1200-1300	104	116	110	110	128	109	100	108	111
1300-1400	114	121	111	114	95	96	112	114.4	109
1400-1500	100	86	89	81	121	88	87	88.6	93.1
1500-1600	123	127	130	122	89	88	138	128	116.7
1600-1700	135	124	131	129	94	71	121	128	115
1700-1800	134	132	118	131	105	107	117	126.4	120.6
1800-1900	94	100	87	99	71	53	93	94.6	85.3
1900-2000	72	68	78	95	62	37	64	75.4	68
2000-2100	34	46	41	54	43	35	36	42.2	41.3
2100-2200	39	41	30	35	33	15	32	35.4	32.1
2200-2300	28	25	30	26	28	10	30	27.8	25.3
2300-2400	8	11	9	17	19	5	9	10.8	11.1
Totals									
0700-1900	1447	1438	1400	1363	1093	921	1346	1398.8	1286.9
0600-2200	1632	1644	1595	1589	1236	1011	1527	1597.4	1462
0600-0000	1668	1680	1634	1632	1283	1026	1566	1636	1498.4
0000-0000	1729	1749	1694	1686	1315	1041	1611	1693.8	1546.4
AM Peak	800	800	800	800	1100	1100	800		
	194	177	181	166	121	113	181		
PM Peak	1600	1700	1600	1700	1200	1200	1500		
	135	132	131	131	128	109	138		

SPEED LIMIT: 30





MCC Site 1 - Portal Road / A350 / Hampton Park West Roundabout (07:00-10:00) AM Peak

	MOVEMENT 1									MOVEMENT 2									MOVEMENT 3									MOVEMENT 4								
	FROM PORTAL ROAD (EAST)									FROM PORTAL ROAD (EAST)									FROM PORTAL ROAD (EAST)									FROM PORTAL ROAD (EAST)								
	LEFT TURN TO									STRAIGHT AHEAD TO									RIGHT TURN TO									U-TURN BACK TO								
	A350 (SOUTH)									HAMPTON PARK WEST (WEST)									A350 (NORTH)									PORTAL ROAD (EAST)								
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
0700-0715	0	0	18	12	0	1	0	31	32.30	0	0	1	2	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	17	7	3	1	0	28	30.80	0	0	7	1	0	0	0	8	8.00	0	0	4	2	1	1	0	0	8	9.80	0	0	0	0	0	0	0	0.00
0730-0745	0	0	36	13	3	2	0	54	58.10	0	0	7	3	0	0	0	10	10.00	0	0	0	6	1	1	0	0	8	9.80	0	0	0	0	0	0	0	0.00
0745-0800	0	0	51	14	4	1	0	70	73.30	1	0	14	3	1	0	0	19	18.70	0	0	1	1	2	2	0	0	6	9.60	0	0	0	0	0	0	0	0.00
0800-0815	0	0	42	19	1	1	0	63	64.80	0	0	9	6	1	0	0	16	16.50	0	0	3	7	1	0	0	0	11	11.50	0	0	0	0	0	0	0	0.00
0815-0830	0	0	51	10	3	1	0	65	67.80	0	1	11	4	1	0	0	17	16.90	0	0	4	1	3	1	0	0	9	11.80	0	0	0	0	0	0	0	0.00
0830-0845	0	1	39	14	2	2	0	58	61.00	0	0	12	5	0	1	0	18	19.30	0	0	5	2	4	1	0	0	12	15.30	0	0	0	0	0	0	0	0.00
0845-0900	0	0	24	14	1	0	0	39	39.50	0	0	13	0	1	0	0	14	14.50	0	0	4	3	1	2	0	0	10	13.10	0	0	0	0	0	0	0	0.00
0900-0915	0	1	17	6	2	1	0	27	28.70	1	0	7	2	0	0	0	10	9.20	0	0	7	4	0	1	0	0	12	13.30	0	0	0	0	0	0	0	0.00
0915-0930	0	0	13	13	1	1	0	28	29.80	0	0	2	2	0	0	0	4	4.00	0	0	4	4	1	2	0	0	11	14.10	0	0	0	0	0	0	0	0.00
0930-0945	0	1	18	7	4	0	0	30	31.40	0	0	0	2	0	0	0	2	2.00	0	0	7	2	0	1	0	0	10	11.30	0	0	0	0	0	0	0	0.00
0945-1000	0	0	18	7	3	0	0	28	29.50	0	0	4	1	1	0	0	6	6.50	0	0	6	6	1	1	0	0	14	15.80	0	0	0	0	0	0	0	0.00
0700-1000	0	3	344	136	27	11	0	521	547.00	2	1	87	31	5	1	0	127	128.60	0	0	45	38	15	13	0	0	111	135.40	0	0	0	0	0	0	0	0.00

	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
0700-0800	0	0	122	46	10	5	0	183	194.50	1	0	29	9	1	0	0	40	39.70	0	0	5	9	4	4	0	0	22	29.20	0	0	0	0	0	0	0	0.00
0715-0815	0	0	146	53	11	5	0	215	227.00	1	0	37	13	2	0	0	53	53.20	0	0	8	16	5	4	0	0	33	40.70	0	0	0	0	0	0	0	0.00
0730-0830	0	0	180	56	11	5	0	252	264.00	1	1	41	16	3	0	0	62	62.10	0	0	8	15	7	4	0	0	34	42.70	0	0	0	0	0	0	0	0.00
0745-0845	0	1	183	57	10	5	0	256	266.90	1	1	46	18	3	1	0	70	71.40	0	0	13	11	10	4	0	0	38	48.20	0	0	0	0	0	0	0	0.00
0800-0900	0	1	156	57	7	4	0	225	233.10	0	1	45	15	3	1	0	65	67.20	0	0	16	13	9	4	0	0	42	51.70	0	0	0	0	0	0	0	0.00
0815-0915	0	2	131	44	8	4	0	189	197.00	1	1	43	11	2	1	0	59	59.90	0	0	20	10	8	5	0	0	43	53.50	0	0	0	0	0	0	0	0.00
0830-0930	0	2	93	47	6	4	0	152	159.00	1	0	34	9	1	1	0	46	47.00	0	0	20	13	6	6	0	0	45	55.80	0	0	0	0	0	0	0	0.00
0845-0945	0	2	72	40	8	2	0	124	129.40	1	0	22	6	1	0	0	30	29.70	0	0	22	13	2	6	0	0	43	51.80	0	0	0	0	0	0	0	0.00
0900-1000	0	2	66	33	10	2	0	113	119.40	1	0	13	7	1	0	0	22	21.70	0	0	24	16	2	5	0	0	47	54.50	0	0	0	0	0	0	0	0.00

MCC Site 1 - Portal Road / A350 / Hampton Park West Roundabout (16:00-19:00) PM Peak

	MOVEMENT 1									MOVEMENT 2									MOVEMENT 3									MOVEMENT 4								
	FROM PORTAL ROAD (EAST)									FROM PORTAL ROAD (EAST)									FROM PORTAL ROAD (EAST)									FROM PORTAL ROAD (EAST)								
	LEFT TURN TO									STRAIGHT AHEAD TO									RIGHT TURN TO									U-TURN BACK TO								
	A350 (SOUTH)									HAMPTON PARK WEST (WEST)									A350 (NORTH)									PORTAL ROAD (EAST)								
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
1600-1615	0	0	37	7	1	1	1	47	49.80	1	0	2	1	1	1	0	6	7.00	0	0	31	4	0	1	0	0	36	37.30	0	0	0	0	0	0	0	0.00
1615-1630	0	0	26	7	0	0	0	33	33.00	0	0	9	0	0	0	0	9	9.00	0	0	16	5	0	0	0	0	21	21.00	0	0	0	0	0	0	0	0.00
1630-1645	0	0	57	6	0	0	0	63	63.00	0	0	5	3	0	0	1	9	10.00	0	1	33	5	1	4	0	0	44	49.10	0	0	0	0	0	0	0	0.00
1645-1700	0	0	41	8	2	0	0	51	52.00	0	0	10	2	1	0	0	13	13.50	0	0	18	0	1	0	0	0	19	19.50	0	0	0	0	0	0	0	0.00
1700-1715	0	0	75	7	0	1	0	83	84.30	0	0	10	1	0	0	0	11	11.00	0	0	38	0	1	3	0	0	42	46.40	0	0	0	0	0	0	0	0.00
1715-1730	0	0	35	0	0	0	0	35	35.00	0	0	5	0	0	0	0	5	5.00	0	0	15	2	0	0	0	0	17	17.00	0	0	0	0	0	0	0	0.00
1730-1745	0	1	63	4	1	0	0	69	68.90	0	0	5	0	0	0	0	5	5.00	0	0	31	4	1	0	0	0	36	36.50	0	0	0	0	0	0	0	0.00
1745-1800	0	0	24	6	0	0	0	30	30.00	0	0	6	0	0	0	0	6	6.00	0	0	18	0	0	0	0	0	18	18.00	0	0	0	0	0	0	0	0.00
1800-1815	0	1	46	2	0	0	0	49	48.40	0	1	6	0	0	0	0	7	6.40	0	0	24	2	0	2	0	0	28	30.60	0	0	0	0	0	0	0	0.00
1815-1830	0	0	13	0	0	1	0	14	15.30	0	0	6	0	0	0	0	6	6.00	0	0	12	2	0	1	0	0	15	16.30	0	0	0	0	0	0	0	0.00
1830-1845	0	0	14	3	0	0	0	17	17.00	0	0	4	0	0	0	0	4	4.00	0	0	9	0	0	0	0	0	9	9.00	0	0	0	0	0	0	0	0.00
1845-1900	0	0	7	0	0	0	0	7	7.00	1	0	6	1	0	0	0	8	7.20	0	0	3	0	0	2	0	0	5	7.60	0	0	0	0	0	0	0	0.00
1600-1900	0	2	438	50	4	3	1	498	503.70	2	1	74	8	2	1	1	89	90.10	0	1	248	24	4	13	0	0	290	308.30	0	0	0	0	0	0	0	0.00

MCC Site 1 - Portal Road / A350 / Hampton Park West Roundabout (07:00-10:00) AM Peak

	MOVEMENT 5									MOVEMENT 6									MOVEMENT 7									MOVEMENT 8								
	FROM A350 (SOUTH)									FROM A350 (SOUTH)									FROM A350 (SOUTH)									FROM A350 (SOUTH)								
	LEFT TURN TO									STRAIGHT AHEAD TO									RIGHT TURN TO									U-TURN BACK TO								
	HAMPTON PARK WEST (WEST)									A350 (NORTH)									PORTAL ROAD (EAST)									A350 (SOUTH)								
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
0700-0715	0	1	14	8	1	0	0	24	23.90	0	3	155	51	8	15	1	233	255.70	0	0	19	9	0	1	0	29	30.30	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	23	11	1	0	0	35	35.50	0	0	158	45	8	12	2	225	246.60	0	0	35	7	0	0	1	43	44.00	0	0	0	0	0	0	0	0	0.00
0730-0745	0	0	29	6	0	0	0	35	35.00	0	3	190	37	4	9	1	244	256.90	1	1	58	9	1	2	0	72	73.70	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	32	9	2	1	0	44	46.30	0	1	176	36	7	7	0	227	239.00	0	0	45	14	0	1	0	60	61.30	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	43	9	1	0	0	53	53.50	0	0	186	31	9	11	0	237	255.80	0	1	44	10	2	1	0	58	59.70	0	0	0	0	0	0	0	0	0.00
0815-0830	0	0	35	1	1	0	0	37	37.50	0	0	193	35	7	7	1	243	256.60	0	0	65	6	0	1	0	72	73.30	0	0	0	0	0	0	0	0	0.00
0830-0845	0	0	26	3	2	1	0	32	34.30	0	2	173	31	5	8	0	219	230.70	0	0	39	5	0	0	0	44	44.00	0	0	0	0	0	0	0	0	0.00
0845-0900	0	0	30	4	0	0	1	35	36.00	0	0	136	36	3	11	0	186	201.80	0	0	34	2	0	0	0	36	36.00	0	0	0	0	0	0	0	0	0.00
0900-0915	0	0	25	7	1	0	0	33	33.50	0	0	132	34	5	10	1	182	198.50	0	0	24	5	1	0	0	30	30.50	0	0	0	0	0	0	0	0	0.00
0915-0930	0	0	18	4	0	0	0	22	22.00	0	2	138	22	12	19	0	193	222.50	0	0	28	7	2	0	0	37	38.00	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	12	4	0	0	0	16	16.00	0	0	128	35	5	6	0	174	184.30	0	0	26	5	3	1	0	35	37.80	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	20	5	1	0	0	26	26.50	0	2	115	23	10	13	0	163	183.70	0	0	18	7	0	2	0	27	29.60	0	0	0	0	0	0	0	0	0.00
0700-1000	0	1	307	71	10	2	1	392	400.00	0	13	1880	416	83	128	6	2526	2732.10	1	2	435	86	9	9	1	543	558.20	0	0	0	0	0	0	0	0	0.00

	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
	FROM A350 (SOUTH)									FROM A350 (SOUTH)									FROM A350 (SOUTH)									FROM A350 (SOUTH)								
	LEFT TURN TO									STRAIGHT AHEAD TO									RIGHT TURN TO									U-TURN BACK TO								
	HAMPTON PARK WEST (WEST)									A350 (NORTH)									PORTAL ROAD (EAST)									A350 (SOUTH)								
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
0700-0800	0	1	98	34	4	1	0	138	140.70	0	7	679	169	27	43	4	929	998.20	1	1	157	39	1	4	1	204	209.30	0	0	0	0	0	0	0	0	0.00
0715-0815	0	0	127	35	4	1	0	167	170.30	0	4	710	149	28	39	3	933	998.30	1	2	182	40	3	4	1	233	238.70	0	0	0	0	0	0	0	0	0.00
0730-0830	0	0	139	25	4	1	0	169	172.30	0	4	745	139	27	34	2	951	1008.30	1	2	212	39	3	5	0	262	268.00	0	0	0	0	0	0	0	0	0.00
0745-0845	0	0	136	22	6	2	0	166	171.60	0	3	728	133	28	33	1	926	982.10	0	1	193	35	2	3	0	234	238.30	0	0	0	0	0	0	0	0	0.00
0800-0900	0	0	134	17	4	1	1	157	161.30	0	2	688	133	24	37	1	885	944.90	0	1	182	23	2	2	0	210	213.00	0	0	0	0	0	0	0	0	0.00
0815-0915	0	0	116	15	4	1	1	137	141.30	0	2	634	136	20	36	2	830	887.60	0	0	162	18	1	1	0	182	183.80	0	0	0	0	0	0	0	0	0.00
0830-0930	0	0	99	18	3	1	1	122	125.80	0	4	579	123	25	48	1	780	853.50	0	0	125	19	3	0	0	147	148.50	0	0	0	0	0	0	0	0	0.00
0845-0945	0	0	85	19	1	0	1	106	107.50	0	2	534	127	25	46	1	735	807.10	0	0	112	19	6	1	0	138	142.30	0	0	0	0	0	0	0	0	0.00
0900-1000	0	0	75	20	2	0	0	97	98.00	0	4	513	114	32	48	1	712	789.00	0	0	96	24	6	3	0	129	135.90	0	0	0	0	0	0	0	0	0.00

MCC Site 1 - Portal Road / A350 / Hampton Park West Roundabout (16:00-19:00) PM Peak

	MOVEMENT 5									MOVEMENT 6									MOVEMENT 7									MOVEMENT 8								
	FROM A350 (SOUTH) LEFT TURN TO HAMPTON PARK WEST (WEST)									FROM A350 (SOUTH) STRAIGHT AHEAD TO A350 (NORTH)									FROM A350 (SOUTH) RIGHT TURN TO PORTAL ROAD (EAST)									FROM A350 (SOUTH) U-TURN BACK TO A350 (SOUTH)								
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
1600-1615	0	0	14	0	1	0	0	15	15.50	0	3	185	33	2	1	0	224	224.50	0	1	23	7	0	0	0	31	30.40	0	0	0	0	0	0	0	0	0.00
1615-1630	0	0	13	1	1	0	0	15	15.50	0	3	183	40	1	3	0	230	232.60	0	1	21	3	3	1	0	29	31.20	0	0	0	0	0	0	0	0	0.00
1630-1645	1	0	19	1	0	0	0	21	20.20	0	1	181	37	7	6	0	232	242.70	0	0	37	13	4	0	0	54	56.00	0	0	0	0	0	0	0	0	0.00
1645-1700	0	1	16	2	0	0	0	19	18.40	0	0	177	30	2	5	0	214	221.50	0	1	38	11	0	2	0	52	54.00	0	0	0	0	0	0	0	0	0.00
1700-1715	0	0	17	3	0	0	0	20	20.00	0	3	170	22	2	9	0	206	216.90	0	0	23	7	2	0	0	32	33.00	0	0	0	0	0	0	0	0	0.00
1715-1730	0	0	16	1	0	0	0	17	17.00	0	1	182	26	7	3	1	220	227.80	0	0	36	1	0	1	0	38	39.30	0	0	0	0	0	0	0	0	0.00
1730-1745	0	0	17	2	0	1	0	20	21.30	0	4	181	22	1	3	0	211	213.00	0	0	19	3	0	3	0	25	28.90	0	0	0	0	0	0	0	0	0.00
1745-1800	0	3	14	0	0	0	0	17	15.20	0	0	163	23	3	6	1	196	206.30	0	0	24	4	0	3	0	31	34.90	0	0	1	0	0	0	0	1	1.00
1800-1815	0	0	18	0	0	0	0	18	18.00	0	4	175	17	4	5	0	205	211.10	0	0	15	3	0	0	0	18	18.00	0	0	0	0	0	0	0	0	0.00
1815-1830	0	0	19	2	0	0	0	21	21.00	0	1	130	21	4	3	0	159	164.30	0	0	10	2	0	1	0	13	14.30	0	0	1	0	0	0	0	1	1.00
1830-1845	0	0	6	4	0	1	0	11	12.30	0	0	127	13	2	3	0	145	149.90	0	0	11	1	0	1	0	13	14.30	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	7	0	0	0	0	7	7.00	0	0	134	7	0	7	0	148	157.10	0	0	12	2	0	0	0	14	14.00	0	0	0	0	0	0	0	0	0.00
1600-1900	1	4	176	16	2	2	0	201	201.40	0	20	1988	291	35	54	2	2390	2467.70	0	3	269	57	9	12	0	350	368.30	0	0	2	0	0	0	0	2	2.00

MCC Site 1 - Portal Road / A350 / Hampton Park West Roundabout (07:00-10:00) AM Peak

	MOVEMENT 9										MOVEMENT 10										MOVEMENT 11										MOVEMENT 12									
	FROM HAMPTON PARK WEST (WEST)										FROM HAMPTON PARK WEST (WEST)										FROM HAMPTON PARK WEST (WEST)										FROM HAMPTON PARK WEST (WEST)									
	LEFT TURN TO A350 (NORTH)										STRAIGHT AHEAD TO PORTAL ROAD (EAST)										RIGHT TURN TO A350 (SOUTH)										U-TURN BACK TO HAMPTON PARK WEST (WEST)									
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL				
0700-0715	0	0	7	1	1	1	1	11	13.80	0	0	4	2	1	0	0	7	7.50	0	0	8	2	0	0	0	10	10.00	0	0	0	0	0	0	0	0	0.00				
0715-0730	0	0	7	9	1	0	0	17	17.50	0	0	3	3	0	0	0	6	6.00	0	0	10	1	1	0	0	12	12.50	0	0	0	1	0	0	0	1	1.00				
0730-0745	0	0	7	2	1	0	1	11	12.50	0	0	4	3	1	0	1	9	10.50	0	0	23	6	0	0	0	29	29.00	0	0	0	0	0	0	0	0	0.00				
0745-0800	0	0	9	9	2	0	1	21	23.00	0	0	16	3	0	0	0	19	19.00	0	2	22	10	0	0	0	34	32.80	0	0	0	0	0	0	0	0	0.00				
0800-0815	0	0	10	5	0	1	0	16	17.30	0	0	12	1	1	0	0	14	14.50	0	0	16	5	0	0	0	21	21.00	0	0	0	0	0	0	0	0	0.00				
0815-0830	0	0	8	5	0	0	1	14	15.00	0	0	13	4	2	0	0	19	20.00	0	0	26	7	2	1	1	37	40.30	0	0	0	0	0	0	0	0	0.00				
0830-0845	0	0	12	4	0	0	0	16	16.00	0	0	13	2	0	0	0	15	15.00	0	0	23	5	2	0	0	30	31.00	0	0	0	0	0	0	0	0	0.00				
0845-0900	0	0	8	6	2	1	0	17	19.30	0	0	7	2	1	0	0	10	10.50	0	0	14	7	1	1	0	23	24.80	0	0	0	0	0	0	0	0	0.00				
0900-0915	0	0	14	4	0	0	1	19	20.00	0	0	6	2	0	0	0	8	8.00	0	1	20	3	0	0	0	24	23.40	0	0	0	0	0	0	0	0	0.00				
0915-0930	0	0	8	3	1	0	1	13	14.50	0	0	3	5	0	0	0	8	8.00	0	0	10	6	1	0	0	17	17.50	0	0	0	0	0	0	0	0	0.00				
0930-0945	0	0	9	3	0	0	0	12	12.00	1	0	2	1	0	0	0	4	3.20	0	0	17	5	0	0	0	22	22.00	0	0	0	0	0	0	0	0	0.00				
0945-1000	0	0	6	1	1	0	0	8	8.50	0	0	6	3	0	0	0	9	9.00	0	0	13	3	1	0	0	17	17.50	0	0	0	0	0	0	0	0	0.00				
0700-1000	0	0	105	52	9	3	6	175	189.40	1	0	89	31	6	0	1	128	131.20	0	3	202	60	8	2	1	276	281.80	0	0	0	1	0	0	0	1	1.00				

	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
0700-0800	0	0	30	21	5	1	3	60	66.80	0	0	27	11	2	0	1	41	43.00	0	2	63	19	1	0	0	85	84.30	0	0	0	1	0	0	0	1	1.00
0715-0815	0	0	33	25	4	1	2	65	70.30	0	0	35	10	2	0	1	48	50.00	0	2	71	22	1	0	0	96	95.30	0	0	0	1	0	0	0	1	1.00
0730-0830	0	0	34	21	3	1	3	62	67.80	0	0	45	11	4	0	1	61	64.00	0	2	87	28	2	1	1	121	123.10	0	0	0	0	0	0	0	0	0.00
0745-0845	0	0	39	23	2	1	2	67	71.30	0	0	54	10	3	0	0	67	68.50	0	2	87	27	4	1	1	122	125.10	0	0	0	0	0	0	0	0	0.00
0800-0900	0	0	38	20	2	2	1	63	67.60	0	0	45	9	4	0	0	58	60.00	0	0	79	24	5	2	1	111	117.10	0	0	0	0	0	0	0	0	0.00
0815-0915	0	0	42	19	2	1	2	66	70.30	0	0	39	10	3	0	0	52	53.50	0	1	83	22	5	2	1	114	119.50	0	0	0	0	0	0	0	0	0.00
0830-0930	0	0	42	17	3	1	2	65	69.80	0	0	29	11	1	0	0	41	41.50	0	1	67	21	4	1	0	94	96.70	0	0	0	0	0	0	0	0	0.00
0845-0945	0	0	39	16	3	1	2	61	65.80	1	0	18	10	1	0	0	30	29.70	0	1	61	21	2	1	0	86	87.70	0	0	0	0	0	0	0	0	0.00
0900-1000	0	0	37	11	2	0	2	52	55.00	1	0	17	11	0	0	0	29	28.20	0	1	60	17	2	0	0	80	80.40	0	0	0	0	0	0	0	0	0.00

MCC Site 1 - Portal Road / A350 / Hampton Park West Roundabout (16:00-19:00) PM Peak

	MOVEMENT 9										MOVEMENT 10										MOVEMENT 11										MOVEMENT 12									
	FROM HAMPTON PARK WEST (WEST)										FROM HAMPTON PARK WEST (WEST)										FROM HAMPTON PARK WEST (WEST)										FROM HAMPTON PARK WEST (WEST)									
	LEFT TURN TO										STRAIGHT AHEAD TO										RIGHT TURN TO										U-TURN BACK TO									
	A350 (NORTH)										PORTAL ROAD (EAST)										A350 (SOUTH)										HAMPTON PARK WEST (WEST)									
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL				
1600-1615	0	4	19	3	0	0	0	26	23.60	0	0	10	2	0	0	0	12	12.00	0	1	33	2	1	0	0	0	37	36.90	0	0	1	0	0	0	0	1	1.00			
1615-1630	0	0	14	2	0	0	0	16	16.00	0	0	5	0	0	1	0	6	7.30	0	1	10	2	0	0	0	0	13	12.40	0	0	0	0	0	0	0	0	0.00			
1630-1645	0	0	12	5	1	0	0	18	18.50	0	1	4	2	0	1	0	8	8.70	0	0	21	14	2	0	0	0	37	38.00	0	0	0	0	0	0	0	0	0.00			
1645-1700	0	0	12	0	0	0	0	12	12.00	0	0	7	2	0	0	0	9	9.00	0	1	17	4	0	0	0	0	22	21.40	0	0	0	0	0	0	0	0	0.00			
1700-1715	0	0	36	0	0	0	0	36	36.00	0	0	11	1	0	0	0	12	12.00	0	0	46	1	0	0	0	0	47	47.00	0	0	0	0	0	0	0	0	0.00			
1715-1730	0	0	18	0	0	0	0	18	18.00	0	0	6	0	0	0	0	6	6.00	0	0	28	1	1	0	0	0	30	30.50	0	0	0	0	0	0	0	0	0.00			
1730-1745	0	0	15	3	0	0	0	18	18.00	0	0	5	1	0	0	0	6	6.00	0	0	22	1	0	0	0	0	23	23.00	0	0	0	0	0	0	0	0	0.00			
1745-1800	0	0	12	0	0	0	0	12	12.00	1	0	7	0	0	0	0	8	7.20	0	2	13	2	0	1	0	0	18	18.10	0	0	0	0	0	0	0	0	0.00			
1800-1815	0	0	15	1	0	0	0	16	16.00	0	1	5	1	0	0	0	7	6.40	0	0	25	1	0	0	0	0	26	26.00	0	0	0	0	0	0	0	0	0.00			
1815-1830	0	0	11	2	0	0	0	13	13.00	0	0	5	0	0	0	0	5	5.00	0	0	13	0	0	0	0	0	13	13.00	0	0	1	0	0	0	0	1	1.00			
1830-1845	0	2	13	0	0	0	0	15	13.80	0	0	1	0	0	0	0	1	1.00	0	0	8	0	0	0	0	0	8	8.00	0	0	0	0	0	0	0	0	0.00			
1845-1900	0	0	7	0	0	0	0	7	7.00	0	0	2	0	0	0	0	2	2.00	0	0	16	0	0	0	0	0	16	16.00	0	0	0	0	0	0	0	0	0.00			
1600-1900	0	6	184	16	1	0	0	207	203.90	1	2	68	9	0	2	0	82	82.60	0	5	252	28	4	1	0	0	290	290.30	0	0	2	0	0	0	0	2	2.00			

Date: Tuesday 10th March 2026

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

MCC Site 1 - Portal Road / A350 / Hampton Park West Roundabout (07:00-10:00) AM Peak

[illegible]

MCC Site 1 - Portal Road / A350 / Hampton Park West Roundabout (16:00-19:00) PM Peak

[illegible]

Site 1 of 7

Portal Road (East)
A350 (South)
Hampton Park West (West)
A350 (North)

Date

Tuesday 10th March 2026

Portal Road (East)

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

TIME	INSIDE QUEUE LANE	OUTSIDE QUEUE LANE
07:05	0	0
07:10	1	0
07:15	0	0
07:20	0	1
07:25	0	0
07:30	1	0
07:35	3	0
07:40	5	1
07:45	3	1
07:50	4	0
07:55	0	0
08:00	4	0
08:05	1	0
08:10	1	0
08:15	3	1
08:20	3	0
08:25	10	2
08:30	9	0
08:35	2	0
08:40	17	0
08:45	2	1
08:50	2	1
08:55	0	1
09:00	1	0
09:05	2	1
09:10	0	1
09:15	0	0
09:20	0	0
09:25	1	0
09:30	1	1
09:35	3	0
09:40	0	0
09:45	1	1
09:50	1	1
09:55	1	1
10:00	0	1

A350 (South)

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

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

Hampton Park West (West)

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

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

A350 (North)

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

TIME	INSIDE QUEUE LANE	OUTSIDE QUEUE LANE
07:05	0	0
07:10	0	0
07:15	1	1
07:20	1	0
07:25	3	0
07:30	2	0
07:35	14	0
07:40	24	1
07:45	13	0
07:50	23	0
07:55	9	0
08:00	4	0
08:05	16	0
08:10	11	1
08:15	3	0
08:20	10	0
08:25	4	1
08:30	8	0
08:35	10	0
08:40	4	0
08:45	4	0
08:50	10	0
08:55	3	0
09:00	0	0
09:05	12	1
09:10	4	0
09:15	1	1
09:20	6	0
09:25	3	0
09:30	4	0
09:35	5	0
09:40	0	0
09:45	0	0
09:50	6	0
09:55	1	1
10:00	1	1

Portal Road (East)

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

TIME	INSIDE QUEUE LANE	OUTSIDE QUEUE LANE
16:05	2	2
16:10	1	2
16:15	2	0
16:20	0	1
16:25	1	0
16:30	5	3
16:35	11	2
16:40	1	2
16:45	3	3
16:50	1	2
16:55	7	1
17:00	3	0
17:05	8	1
17:10	3	0
17:15	6	0
17:20	1	0
17:25	2	0
17:30	2	1
17:35	14	3
17:40	11	3
17:45	5	0
17:50	0	0
17:55	2	0
18:00	4	1
18:05	2	0
18:10	0	1
18:15	0	0
18:20	1	0
18:25	0	0
18:30	0	0
18:35	2	0
18:40	1	0
18:45	0	0
18:50	0	0
18:55	0	0
19:00	0	1

A350 (South)

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

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

Hampton Park West (West)

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

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

A350 (North)

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

TIME	INSIDE QUEUE LANE	OUTSIDE QUEUE LANE
16:05	4	0
16:10	0	0
16:15	3	0
16:20	0	0
16:25	8	3
16:30	4	0
16:35	3	0
16:40	6	0
16:45	10	0
16:50	2	0
16:55	2	0
17:00	0	0
17:05	14	0
17:10	7	0
17:15	20	0
17:20	4	0
17:25	9	0
17:30	8	0
17:35	2	1
17:40	2	0
17:45	2	0
17:50	0	0
17:55	0	0
18:00	12	0
18:05	1	0
18:10	0	0
18:15	3	0
18:20	0	0
18:25	0	0
18:30	0	0
18:35	1	0
18:40	2	0
18:45	0	0
18:50	1	0
18:55	1	0
19:00	0	0

NMU 5 - A350 (North) Roundabout Exit Arm (07:00-10:00) 5-minute intervals									
MOVEMENT 7					MOVEMENT 8				
USERS TRAVELLING EASTBOUND ACROSS A350 (NORTH) ROUNDABOUT EXIT ARM					USERS TRAVELLING WESTBOUND ACROSS A350 (NORTH) ROUNDABOUT EXIT ARM				
PEDESTRIAN		PEDALCYCLE		TOTAL	PEDESTRIAN		PEDALCYCLE		TOTAL
#### - ####	1	0	1		0	0	0	0	
#### - ####	1	0	1		1	0	0	0	
#### - ####	0	0	0		0	0	0	0	
#### - ####	1	0	1		0	0	0	0	
#### - ####	0	0	0		0	0	0	0	
#### - ####	0	0	0		0	0	0	0	
#### - ####	0	0	0		0	0	0	0	
#### - ####	1	0	1		0	0	0	0	
#### - ####	0	1	1		0	0	0	0	
#### - ####	4	1	4		1	0	1	0	
#### - ####	1	0	1		1	0	0	1	
#### - ####	0	1	1		0	0	0	0	
#### - ####	0	0	0		0	0	0	0	
#### - ####	2	1	3		3	0	0	3	
#### - ####	1	0	1		0	0	0	0	
#### - ####	3	4	7		1	0	0	1	
#### - ####	3	0	3		0	0	0	0	
#### - ####	0	2	2		0	1	1	1	
#### - ####	0	0	0		0	2	0	2	
#### - ####	0	0	0		1	0	0	1	
#### - ####	0	1	1		1	0	0	1	
#### - ####	2	0	2		0	0	0	0	
#### - ####	0	0	0		0	1	1	1	
#### - ####	0	0	0		0	1	1	1	
#### - ####	2	0	2		0	0	0	0	
#### - ####	0	0	0		0	0	0	0	
#### - ####	2	0	2		1	0	0	1	
#### - ####	2	0	2		2	0	0	2	
#### - ####	0	0	0		0	2	0	2	
#### - ####	1	0	1		0	0	0	0	
#### - ####	32	10	42		20	4	24		

HOURLY TOTALS					HOURLY TOTALS				
#### - ####	9	2	11		2	0	2		
#### - ####	8	2	10		2	0	2		
#### - ####	9	3	12		5	0	5		
#### - ####	10	3	13		5	0	5		
#### - ####	12	7	19		6	0	6		
#### - ####	15	7	22		6	0	6		
#### - ####	15	9	24		6	1	7		
#### - ####	15	9	24		8	1	9		
#### - ####	14	9	23		9	1	10		
#### - ####	14	9	23		10	1	11		
#### - ####	12	9	21		9	1	10		
#### - ####	11	9	20		8	2	10		
#### - ####	11	8	19		8	3	11		
#### - ####	13	8	21		9	3	12		
#### - ####	13	7	20		8	3	11		
#### - ####	14	7	21		10	3	13		
#### - ####	11	3	14		9	4	13		
#### - ####	9	3	12		9	4	13		
#### - ####	9	1	10		9	3	12		
#### - ####	9	1	10		7	3	10		
#### - ####	9	1	10		6	3	9		
#### - ####	11	0	11		7	3	10		
#### - ####	11	0	11		8	3	11		
#### - ####	11	0	11		10	2	12		
#### - ####	12	0	12		10	1	11		

NMU 5 - A350 (North) Roundabout Exit Arm (16:00-19:00) 5-minute intervals									
MOVEMENT 7					MOVEMENT 8				
USERS TRAVELLING EASTBOUND ACROSS A350 (NORTH) ROUNDABOUT EXIT ARM					USERS TRAVELLING WESTBOUND ACROSS A350 (NORTH) ROUNDABOUT EXIT ARM				
PEDESTRIAN		PEDALCYCLE		TOTAL	PEDESTRIAN		PEDALCYCLE		TOTAL
#### - ####	0	0	0		0	0	0	0	
#### - ####	2	0	2		0	0	0	0	
#### - ####	0	0	0		3	0	0	3	
#### - ####	1	1	2		0	3	3	3	
#### - ####	0	1	0		1	0	1	0	
#### - ####	1	0	1		2	0	2	0	
#### - ####	0	0	0		1	1	1	2	
#### - ####	1	0	1		0	1	1	1	
#### - ####	4	0	4		1	0	1	1	
#### - ####	0	0	0		1	1	1	2	
#### - ####	0	0	0		0	2	0	2	
#### - ####	0	0	0		1	0	1	1	
#### - ####	1	1	2		2	0	0	2	
#### - ####	0	0	0		2	1	3	0	
#### - ####	0	1	1		1	1	2	0	
#### - ####	0	0	0		0	0	0	0	
#### - ####	0	0	0		0	0	0	0	
#### - ####	0	0	0		2	0	0	2	
#### - ####	0	0	0		0	0	0	0	
#### - ####	0	0	0		0	0	0	0	
#### - ####	0	0	0		0	0	0	0	
#### - ####	0	0	0		0	0	0	0	
#### - ####	1	0	1		0	0	0	0	
#### - ####	2	0	2		2	0	0	2	
#### - ####	1	0	1		0	1	1	1	
#### - ####	1	0	1		0	0	0	0	
#### - ####	0	0	0		0	0	0	0	
#### - ####	1	0	1		0	0	0	0	
#### - ####	1	0	1		0	0	0	0	
#### - ####	0	0	0		0	0	0	0	
#### - ####	0	0	0		0	0	0	0	
#### - ####	0	0	0		0	0	0	0	
#### - ####	1	0	1		0	0	0	0	
#### - ####	0	0	0		0	0	0	0	
#### - ####	1	0	1		0	0	0	0	
#### - ####	0	0	0		0	0	0	0	
#### - ####	1	0	1		1	0	0	1	
#### - ####	20	4	24		22	9	31		

HOURLY TOTALS					HOURLY TOTALS				
#### - ####	9	1	10		12	6	18		
#### - ####	10	2	12		14	6	20		
#### - ####	9	3	12		14	6	20		
#### - ####	9	3	12		13	7	20		
#### - ####	8	3	11		14	5	19		
#### - ####	8	3	11		13	5	18		
#### - ####	7	3	10		11	5	16		
#### - ####	7	3	10		12	4	16		
#### - ####	6	3	9		12	3	15		
#### - ####	2	3	5		11	3	14		
#### - ####	2	3	5		10	2	12		
#### - ####	3	3	6		8	2	10		
#### - ####	5	3	8		9	2	11		
#### - ####	5	2	7		7	3	10		
#### - ####	5	1	6		7	3	10		
#### - ####	5	1	6		5	2	7		
#### - ####	6	0	6		4	1	5		
#### - ####	7	0	7		4	1	5		
#### - ####	7	0	7		4	1	5		
#### - ####	7	0	7		2	1	3		
#### - ####	7	0	7		2	1	3		
#### - ####	7	0	7		2	1	3		
#### - ####	8	0	8		2	1	3		
#### - ####	7	0	7		2	1	3		
#### - ####	6	0	6		1	1	2		

NMU 6 - A350 (North) Roundabout Entry Arm (07:00-10:00) 5-minute intervals									
MOVEMENT 9					MOVEMENT 10				
USERS TRAVELLING EASTBOUND ACROSS A350 (NORTH) ROUNDABOUT ENTRY ARM					USERS TRAVELLING WESTBOUND ACROSS A350 (NORTH) ROUNDABOUT ENTRY ARM				
PEDESTRIAN		PEDALCYCLE	TOTAL		PEDESTRIAN		PEDALCYCLE	TOTAL	
#### - ####	1	0	1		0	0	0	0	
#### - ####	1	0	1		1	0	0	0	
#### - ####	0	0	0		0	0	0	0	
#### - ####	1	0	1		0	0	0	0	
#### - ####	0	0	0		0	0	0	0	
#### - ####	0	0	0		0	0	0	0	
#### - ####	0	0	0		0	0	0	0	
#### - ####	1	0	1		0	0	0	0	
#### - ####	0	1	1		0	0	0	0	
#### - ####	2	1	2		1	0	1	1	
#### - ####	3	0	3		1	0	1	1	
#### - ####	0	1	1		0	0	0	0	
#### - ####	0	0	0		0	0	0	0	
#### - ####	0	0	0		0	0	0	0	
#### - ####	1	0	1		0	0	0	0	
#### - ####	0	1	1		1	0	1	1	
#### - ####	0	1	1		1	0	1	1	
#### - ####	2	0	2		0	0	0	0	
#### - ####	0	0	0		0	0	1	1	
#### - ####	0	0	0		0	1	1	1	
#### - ####	2	0	2		0	0	0	0	
#### - ####	0	0	0		0	0	1	1	
#### - ####	0	0	0		0	1	1	1	
#### - ####	2	0	2		1	0	0	1	
#### - ####	2	0	2		3	0	0	3	
#### - ####	2	0	2		1	0	0	1	
#### - ####	0	0	0		0	0	1	1	
#### - ####	1	0	1		0	0	0	0	
#### - ####	0	0	0		0	0	0	0	
#### - ####	0	0	0		0	0	0	0	
#### - ####	0	0	0		1	0	1	1	
#### - ####	0	0	0		1	0	0	1	
#### - ####	4	0	4		1	0	0	1	
#### - ####	0	0	0		2	0	0	2	
#### - ####	1	0	1		1	0	0	1	
#### - ####	32	10	42		21	4	25		

HOURLY TOTALS									
#### - ####	9	2	11		2	0	2		
#### - ####	8	2	10		2	0	2		
#### - ####	8	3	11		5	0	5		
#### - ####	10	3	13		5	0	5		
#### - ####	12	7	19		6	0	6		
#### - ####	15	7	22		6	0	6		
#### - ####	15	9	24		6	1	7		
#### - ####	15	9	24		8	1	9		
#### - ####	14	9	23		9	1	10		
#### - ####	14	9	23		10	1	11		
#### - ####	14	9	23		9	1	10		
#### - ####	11	9	20		8	2	10		
#### - ####	11	8	19		8	3	11		
#### - ####	13	8	21		9	3	12		
#### - ####	14	7	21		9	3	12		
#### - ####	14	7	21		10	3	13		
#### - ####	11	3	14		9	4	13		
#### - ####	9	3	12		9	4	13		
#### - ####	9	1	10		9	3	12		
#### - ####	9	1	10		7	3	10		
#### - ####	9	1	10		7	3	10		
#### - ####	9	0	9		7	3	10		
#### - ####	11	0	11		8	3	11		
#### - ####	11	0	11		10	2	12		
#### - ####	12	0	12		11	1	12		

NMU 6 - A350 (North) Roundabout Entry Arm (16:00-19:00) 5-minute intervals									
MOVEMENT 9					MOVEMENT 10				
USERS TRAVELLING EASTBOUND ACROSS A350 (NORTH) ROUNDABOUT ENTRY ARM					USERS TRAVELLING WESTBOUND ACROSS A350 (NORTH) ROUNDABOUT ENTRY ARM				
PEDESTRIAN		PEDALCYCLE	TOTAL		PEDESTRIAN		PEDALCYCLE	TOTAL	
#### - ####	0	0	0		0	0	0	0	
#### - ####	2	0	2		0	0	0	0	
#### - ####	0	0	0		3	0	3		
#### - ####	1	0	1		0	3	3		
#### - ####	0	1	1		1	0	1		
#### - ####	1	0	1		2	0	2		
#### - ####	0	0	0		1	1	2		
#### - ####	1	0	1		0	1	1		
#### - ####	4	0	4		1	0	1		
#### - ####	0	0	0		2	1	3		
#### - ####	0	0	0		1	0	1		
#### - ####	0	0	0		1	0	1		
#### - ####	0	0	0		2	0	2		
#### - ####	0	1	3		2	0	0		
#### - ####	0	0	0		2	1	3		
#### - ####	0	1	1		1	1	2		
#### - ####	0	0	0		0	0	0		
#### - ####	0	0	0		0	0	0		
#### - ####	0	0	0		0	0	0		
#### - ####	0	0	0		2	0	2		
#### - ####	0	0	0		0	0	0		
#### - ####	0	0	0		0	0	0		
#### - ####	0	0	0		0	0	0		
#### - ####	1	0	1		0	0	0		
#### - ####	2	0	2		2	0	2		
#### - ####	1	0	1		0	0	0		
#### - ####	1	0	1		0	1	1		
#### - ####	0	0	0		0	0	0		
#### - ####	1	0	1		0	0	0		
#### - ####	1	0	1		0	0	0		
#### - ####	0	0	0		0	0	0		
#### - ####	0	0	0		0	0	0		
#### - ####	0	0	0		0	0	0		
#### - ####	0	0	0		0	0	0		
#### - ####	1	0	1		0	0	0		
#### - ####	0	0	0		0	0	0		
#### - ####	1	0	1		0	0	0		
#### - ####	0	0	0		0	0	0		
#### - ####	1	0	1		1	0	1		
#### - ####	20	4	24		22	9	31		

HOURLY TOTALS									
#### - ####	9	1	10		12	6	18		
#### - ####	9	2	11		14	6	20		
#### - ####	9	3	12		14	6	20		
#### - ####	9	3	12		13	7	20		
#### - ####	8	4	12		14	5	19		
#### - ####	8	3	11		13	5	18		
#### - ####	7	3	10		11	5	16		
#### - ####	7	3	10		12	4	16		
#### - ####	6	3	9		12	3	15		
#### - ####	2	3	5		11	3	14		
#### - ####	2	3	5		9	2	11		
#### - ####	3	3	6		8	2	10		
#### - ####	5	3	8		9	2	11		
#### - ####	6	2	8		7	2	9		
#### - ####	5	1	6		7	3	10		
#### - ####	5	1	6		5	2	7		
#### - ####	6	0	6		4	1	5		
#### - ####	7	0	7		4	1	5		
#### - ####	7	0	7		4	1	5		
#### - ####	7	0	7		2	1	3		
#### - ####	7	0	7		2	1	3		
#### - ####	7	0	7		2	1	3		
#### - ####	8	0	8		2	1	3		
#### - ####	7	0	7		2	1	3		
#### - ####	6	0	6		1	1	2		

NMU 5 - A350 (North) Roundabout Exit Arm - Signal Head 3 - (0700-1000 Weekday AM Peak)													
Sample Number (AM)	1) Exact time light turns from green to amber	2) Exact time light turns from amber to red	Duration of amber	3) exact time light turns from red to red/amber	Duration of red	Movement 7		Movement 8		4) Exact time light turns from red/amber to green	Duration of red/amber	Number of vehicles in queue Lane E	Duration of green
						Pedestrian	Pedalcycle	Pedestrian	Pedalcycle				
1	07:03:54	07:03:57	00:00:03	07:04:08	00:00:13	1	0	0	0	07:04:10	00:00:02	2	00:03:17
2	07:07:27	07:07:30	00:00:03	07:07:39	00:00:11	1	0	0	0	07:07:41	00:00:02	0	00:10:00
3	07:17:42	07:17:45	00:00:03	07:17:56	00:00:13	1	0	0	0	07:17:58	00:00:02	6	00:19:38
4	07:37:36	07:37:39	00:00:03	07:37:50	00:00:13	1	0	0	0	07:37:52	00:00:02	8	00:09:27
5	07:47:19	07:47:22	00:00:03	07:47:43	00:00:23	1	0	1	0	07:47:45	00:00:02	5	00:00:25
6	07:48:10	07:48:13	00:00:03	07:48:33	00:00:22	1	0	0	0	07:48:35	00:00:02	7	00:00:44
7	07:49:19	07:49:22	00:00:03	07:49:42	00:00:22	2	0	0	0	07:49:44	00:00:02	3	00:02:45
8	07:52:29	07:52:32	00:00:03	07:52:51	00:00:21	1	0	0	0	07:52:53	00:00:02	1	00:14:19
9	08:07:12	08:07:15	00:00:03	08:07:35	00:00:22	1	0	0	0	08:07:37	00:00:02	4	00:00:15
10	08:07:52	08:07:55	00:00:03	08:08:15	00:00:22	0	0	1	0	08:08:17	00:00:02	10	00:00:36
11	08:08:53	08:08:56	00:00:03	08:09:18	00:00:24	1	0	0	0	08:09:20	00:00:02	7	00:04:46
12	08:14:06	08:14:09	00:00:03	08:14:18	00:00:11	1	0	0	0	08:14:20	00:00:02	1	00:02:35
13	08:16:55	08:16:58	00:00:03	08:17:11	00:00:15	1	1	0	0	08:17:13	00:00:02	2	00:01:05
14	08:18:18	08:18:21	00:00:03	08:18:37	00:00:18	2	1	0	0	08:18:39	00:00:02	5	00:00:58
15	08:19:37	08:19:40	00:00:03	08:19:51	00:00:13	0	2	0	0	08:19:53	00:00:02	1	00:00:49
16	08:20:42	08:20:45	00:00:03	08:20:54	00:00:12	2	0	0	0	08:20:57	00:00:03	2	00:02:24
17	08:23:21	08:23:24	00:00:03	08:23:36	00:00:14	1	0	0	0	08:23:38	00:00:02	3	00:02:01
18	08:25:39	08:25:42	00:00:03	08:25:51	00:00:11	0	2	0	0	08:25:53	00:00:02	3	00:04:32
19	08:30:25	08:30:28	00:00:03	08:30:39	00:00:13	0	0	2	0	08:30:41	00:00:02	7	00:10:02
20	08:40:43	08:40:46	00:00:03	08:40:55	00:00:11	0	1	0	0	08:40:57	00:00:02	0	00:01:47
21	08:42:44	08:42:47	00:00:03	08:43:00	00:00:15	0	0	1	0	08:43:02	00:00:02	3	00:02:19
22	08:45:21	08:45:24	00:00:03	08:45:35	00:00:13	1	0	0	0	08:45:37	00:00:02	6	00:00:28
23	08:46:05	08:46:08	00:00:03	08:46:19	00:00:13	1	0	0	0	08:46:21	00:00:02	1	00:13:13
24	08:59:34	08:59:37	00:00:03	08:59:48	00:00:13	0	0	0	1	08:59:50	00:00:02	8	00:04:32
25	09:04:22	09:04:25	00:00:03	09:04:39	00:00:16	0	0	1	0	09:04:41	00:00:02	2	00:01:02
26	09:05:43	09:05:46	00:00:03	09:05:58	00:00:15	0	0	2	0	09:06:01	00:00:03	6	00:03:58
27	09:09:59	09:10:02	00:00:03	09:10:12	00:00:12	0	0	1	0	09:10:14	00:00:02	2	00:00:31
28	09:10:45	09:10:48	00:00:03	09:10:56	00:00:10	1	0	0	0	09:10:58	00:00:02	5	00:00:49
29	09:11:47	09:11:50	00:00:03	09:12:01	00:00:13	1	0	0	0	09:12:03	00:00:02	6	00:11:33
30	09:23:36	09:23:39	00:00:03	09:23:48	00:00:11	1	0	0	0	09:23:50	00:00:02	0	00:17:43
31	09:41:33	09:41:36	00:00:03	09:41:45	00:00:11	0	0	1	0	09:41:47	00:00:02	6	00:03:47
32	09:45:34	09:45:37	00:00:03	09:45:47	00:00:12	1	0	0	0	09:45:49	00:00:02	2	00:00:08
33	09:45:57	09:46:00	00:00:03	09:46:11	00:00:13	0	0	1	0	09:46:13	00:00:02	9	00:01:24
34	09:47:37	09:47:40	00:00:03	09:47:51	00:00:13	1	0	0	0	09:47:53	00:00:02	0	00:10:16
35	09:58:09	09:58:12	00:00:03	09:58:24	00:00:14	1	0	0	0	09:58:26	00:00:02	1	N/A

NMU 5 - A350 (North) Roundabout Exit Arm - Signal Head 3 - (1600-1900 Weekday PM Peak)													
Sample Number (PM)	1) Exact time light turns from green to amber	2) Exact time light turns from amber to red	Duration of amber	3) exact time light turns from red to red/amber	Duration of red	Movement 7		Movement 8		4) Exact time light turns from red/amber to green	Duration of red/amber	Number of vehicles in queue Lane E	Duration of green
						Pedestrian	Pedalcycle	Pedestrian	Pedalcycle				
1	16:11:53	16:11:56	00:00:03	16:12:09	00:00:15	0	0	2	0	16:12:11	00:00:02	0	00:02:04
2	16:14:15	16:14:18	00:00:03	16:14:27	00:00:11	0	0	1	0	16:14:29	00:00:02	1	00:01:17
3	16:15:46	16:15:49	00:00:03	16:16:01	00:00:14	1	0	0	0	16:16:03	00:00:02	6	00:00:14
4	16:16:17	16:16:20	00:00:03	16:16:29	00:00:11	0	0	0	2	16:16:31	00:00:02	0	00:01:05
5	16:17:36	16:17:39	00:00:03	16:17:48	00:00:11	0	0	0	1	16:17:50	00:00:02	1	00:06:23
6	16:24:13	16:24:16	00:00:03	16:24:29	00:00:15	0	0	1	0	16:24:31	00:00:02	2	00:03:41
7	16:28:12	16:28:15	00:00:03	16:28:25	00:00:12	1	0	0	0	16:28:27	00:00:02	2	00:07:09
8	16:35:36	16:35:39	00:00:03	16:35:49	00:00:12	1	0	0	0	16:35:51	00:00:02	2	00:05:15
9	16:41:06	16:41:09	00:00:03	16:41:22	00:00:15	4	0	0	0	16:41:24	00:00:02	7	00:01:00
10	16:42:24	16:42:27	00:00:03	16:42:38	00:00:13	0	0	1	0	16:42:40	00:00:02	3	00:07:25
11	16:50:05	16:50:08	00:00:03	16:50:23	00:00:17	0	0	1	0	16:50:25	00:00:02	0	00:05:46
12	16:56:11	16:56:14	00:00:03	16:56:23	00:00:11	0	0	1	0	16:56:25	00:00:02	0	00:05:03
13	17:01:28	17:01:31	00:00:03	17:01:44	00:00:15	0	0	2	0	17:01:46	00:00:02	6	00:01:32
14	17:03:18	17:03:21	00:00:03	17:03:31	00:00:12	0	1	0	0	17:03:33	00:00:02	3	00:01:16
15	17:04:49	17:04:52	00:00:03	17:05:01	00:00:11	1	0	0	0	17:05:03	00:00:02	6	00:02:16
16	17:07:19	17:07:22	00:00:03	17:07:42	00:00:22	1	0	0	0	17:07:44	00:00:02	7	00:03:29
17	17:11:13	17:11:16	00:00:03	17:11:36	00:00:22	0	0	1	0	17:11:38	00:00:02	8	00:00:56
18	17:12:34	17:12:37	00:00:03	17:12:57	00:00:22	0	0	1	0	17:12:59	00:00:02	9	00:05:05
19	17:18:04	17:18:07	00:00:03	17:18:27	00:00:22	0	1	0	0	17:18:29	00:00:02	8	00:00:29
20	17:18:58	17:19:01	00:00:03	17:19:21	00:00:22	0	0	1	0	17:19:23	00:00:02	5	00:11:33
21	17:30:56	17:30:59	00:00:03	17:31:19	00:00:22	0	0	2	0	17:31:21	00:00:02	5	00:27:26
22	17:58:47	17:58:50	00:00:03	17:59:03	00:00:15	2	0	2	0	17:59:05	00:00:02	1	00:03:53
23	18:02:58	18:03:01	00:00:03	18:03:11	00:00:12	1	0	0	0	18:03:13	00:00:02	2	00:21:01
24	18:24:14	18:24:17	00:00:03	18:24:27	00:00:12	1	0	0	0	18:24:29	00:00:02	7	N/A

NMU 6 - A350 (North) Roundabout Entry Arm - Signal Head 4 - (0700-1000 Weekday AM Peak)														
Sample Number (AM)	1) Exact time light turns from green to amber	2) Exact time light turns from amber to red	Duration of amber	3) exact time light turns from red to red/amber	Duration of red	Movement 9		Movement 10		4) Exact time light turns from red/amber to green	Duration of red/amber	Number of vehicles in queue Lane F	Number of vehicles in queue Lane G	Duration of green
						Pedestrian	Pedalcycle	Pedestrian	Pedalcycle					
1	07:18:06	07:18:09	00:00:03	07:18:27	00:00:20	1	0	0	0	07:18:29	00:00:02	4	0	00:19:46
2	07:38:15	07:38:18	00:00:03	07:38:34	00:00:18	1	0	0	0	07:38:36	00:00:02	11	0	00:03:44
3	07:42:20	07:42:23	00:00:03	07:42:36	00:00:15	0	1	0	0	07:42:38	00:00:02	7	0	00:04:22
4	07:47:00	07:47:03	00:00:03	07:47:16	00:00:15	0	0	1	0	07:47:18	00:00:02	5	0	00:00:48
5	07:48:06	07:48:09	00:00:03	07:48:24	00:00:17	1	0	0	0	07:48:26	00:00:02	6	0	00:00:21
6	07:48:47	07:48:50	00:00:03	07:49:06	00:00:18	1	0	0	0	07:49:08	00:00:02	6	0	00:00:50
7	07:49:58	07:50:01	00:00:03	07:50:19	00:00:20	2	0	1	0	07:50:21	00:00:02	7	0	00:17:07
8	08:07:28	08:07:31	00:00:03	08:07:44	00:00:15	1	0	1	0	08:07:46	00:00:02	3	0	00:03:02
9	08:10:48	08:10:51	00:00:03	08:11:05	00:00:16	1	0	0	0	08:11:07	00:00:02	7	0	00:03:24
10	08:14:31	08:14:34	00:00:03	08:14:45	00:00:13	1	0	0	0	08:14:47	00:00:02	2	0	00:00:24
11	08:15:11	08:15:14	00:00:03	08:15:25	00:00:13	0	0	1	0	08:15:27	00:00:02	6	1	00:02:01
12	08:17:28	08:17:31	00:00:03	08:17:47	00:00:18	1	1	0	0	08:17:49	00:00:02	10	1	00:06:16
13	08:24:05	08:24:08	00:00:03	08:24:24	00:00:18	1	0	0	0	08:24:26	00:00:02	5	1	00:01:31
14	08:25:57	08:26:00	00:00:03	08:26:11	00:00:13	0	2	0	0	08:26:13	00:00:02	2	0	00:03:50
15	08:30:03	08:30:06	00:00:03	08:30:17	00:00:13	0	0	2	0	08:30:19	00:00:02	5	0	00:08:25
16	08:38:44	08:38:47	00:00:03	08:38:58	00:00:13	0	0	1	0	08:39:00	00:00:02	9	0	00:02:29
17	08:41:29	08:41:32	00:00:03	08:41:43	00:00:13	0	1	0	0	08:41:45	00:00:02	8	0	00:00:41
18	08:42:26	08:42:29	00:00:03	08:42:40	00:00:13	0	0	1	0	08:42:42	00:00:02	4	0	00:03:04
19	08:45:46	08:45:49	00:00:03	08:46:01	00:00:14	1	0	0	0	08:46:03	00:00:02	3	0	00:00:38
20	08:46:41	08:46:44	00:00:03	08:46:55	00:00:13	1	0	0	0	08:46:57	00:00:02	3	0	00:12:14
21	08:59:11	08:59:14	00:00:03	08:59:25	00:00:13	0	0	0	1	08:59:27	00:00:02	3	0	00:04:25
22	09:03:52	09:03:55	00:00:03	09:04:10	00:00:17	1	0	1	0	09:04:12	00:00:02	5	1	00:01:08
23	09:05:20	09:05:23	00:00:03	09:05:39	00:00:18	2	0	2	0	09:05:41	00:00:02	6	0	00:03:59
24	09:09:40	09:09:43	00:00:03	09:09:54	00:00:13	0	0	1	0	09:09:56	00:00:02	4	0	00:01:12
25	09:11:08	09:11:11	00:00:03	09:11:23	00:00:14	1	0	0	0	09:11:25	00:00:02	0	1	00:02:17
26	09:13:42	09:13:45	00:00:03	09:13:55	00:00:13	0	0	1	1	09:13:58	00:00:03	3	0	00:10:03
27	09:24:01	09:24:04	00:00:03	09:24:15	00:00:13	1	0	0	0	09:24:17	00:00:02	2	0	00:21:24
28	09:45:41	09:45:44	00:00:03	09:45:55	00:00:13	0	0	1	0	09:45:57	00:00:02	0	0	00:12:50
29	09:58:47	09:58:50	00:00:03	09:59:04	00:00:16	1	0	0	0	09:59:06	00:00:02	4	1	N/A

NMU 6 - A350 (North) Roundabout Entry Arm - Signal Head 4 - (1600-1900 Weekday PM Peak)														
Sample Number (PM)	1) Exact time light turns from green to amber	2) Exact time light turns from amber to red	Duration of amber	3) exact time light turns from red to red/amber	Duration of red	Movement 9		Movement 10		4) Exact time light turns from red/amber to green	Duration of red/amber	Number of vehicles in queue Lane F	Number of vehicles in queue Lane G	Duration of green
						Pedestrian	Pedalcycle	Pedestrian	Pedalcycle					
1	16:11:30	16:11:33	00:00:03	16:11:45	00:00:14	0	0	1	0	16:11:47	00:00:02	2	0	00:01:59
2	16:13:46	16:13:49	00:00:03	16:14:00	00:00:13	0	0	1	0	16:14:02	00:00:02	4	1	00:02:00
3	16:16:02	16:16:05	00:00:03	16:16:19	00:00:16	1	0	0	2	16:16:21	00:00:02	2	1	00:11:01
4	16:27:22	16:27:25	00:00:03	16:27:36	00:00:13	0	0	2	0	16:27:38	00:00:02	13	0	00:01:02
5	16:28:40	16:28:43	00:00:03	16:28:58	00:00:17	1	0	0	0	16:29:00	00:00:02	2	0	00:02:33
6	16:31:33	16:31:36	00:00:03	16:31:47	00:00:13	0	0	1	1	16:31:49	00:00:02	3	0	00:10:14
7	16:42:03	16:42:06	00:00:03	16:42:28	00:00:24	4	0	1	0	16:42:30	00:00:02	8	1	00:04:27
8	16:46:57	16:47:00	00:00:03	16:47:11	00:00:13	0	0	0	1	16:47:13	00:00:02	4	0	00:02:34
9	16:49:47	16:49:50	00:00:03	16:50:02	00:00:14	0	0	1	0	16:50:04	00:00:02	3	0	00:02:13
10	16:52:17	16:52:20	00:00:03	16:52:31	00:00:13	0	0	1	0	16:52:33	00:00:02	4	0	00:03:22
11	16:55:55	16:55:58	00:00:03	16:56:09	00:00:13	0	0	1	0	16:56:11	00:00:02	3	0	00:05:03
12	17:01:14	17:01:17	00:00:03	17:01:28	00:00:13	0	0	2	0	17:01:30	00:00:02	10	0	00:02:29
13	17:03:59	17:04:02	00:00:03	17:04:15	00:00:15	0	1	0	0	17:04:17	00:00:02	2	0	00:03:21
14	17:07:38	17:07:41	00:00:03	17:07:52	00:00:13	1	0	0	0	17:07:54	00:00:02	3	0	00:02:43
15	17:10:37	17:10:40	00:00:03	17:10:51	00:00:13	0	0	1	0	17:10:53	00:00:02	9	0	00:01:15
16	17:12:08	17:12:11	00:00:03	17:12:23	00:00:14	0	0	1	0	17:12:25	00:00:02	4	0	00:05:59
17	17:18:24	17:18:27	00:00:03	17:18:38	00:00:13	0	1	1	0	17:18:40	00:00:02	5	0	00:11:56
18	17:30:36	17:30:39	00:00:03	17:30:50	00:00:13	0	0	2	0	17:30:52	00:00:02	5	0	00:27:37
19	17:58:29	17:58:32	00:00:03	17:58:43	00:00:13	0	0	1	0	17:58:45	00:00:02	1	0	00:04:47
20	18:03:32	18:03:35	00:00:03	18:03:50	00:00:18	1	0	0	0	18:03:53	00:00:03	1	0	00:02:53
21	18:06:46	18:06:49	00:00:03	18:07:04	00:00:17	1	0	0	0	18:07:06	00:00:02	3	0	N/A

MCC Site 2 - A365 Western Way / A350 / A350 Western Way Roundabout (07:00-10:00) AM Peak

	MOVEMENT 17									MOVEMENT 18									MOVEMENT 19									
	FROM A365 WESTERN WAY (EAST)									FROM A365 WESTERN WAY (EAST)									FROM A365 WESTERN WAY (EAST)									
	LEFT TURN TO									RIGHT TURN TO									U-TURN BACK TO									
	A350 (SOUTH)									A350 WESTERN WAY (WEST)									A365 WESTERN WAY (EAST)									
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	
0700-0715	0	0	73	26	2	1	0	102	104.30	0	1	94	24	2	3	0	124	128.30	0	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	90	22	2	1	0	115	117.30	0	0	85	31	2	2	0	120	123.60	0	0	0	0	0	0	0	0	0	0.00
0730-0745	0	1	94	19	5	1	0	120	123.20	0	1	89	12	2	2	0	106	109.00	0	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	76	21	4	5	0	106	114.50	0	0	88	20	4	1	1	114	118.30	0	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	90	15	2	5	0	112	119.50	0	0	86	18	4	2	0	110	114.60	0	0	0	0	0	0	0	0	0	0.00
0815-0830	0	0	75	14	1	3	0	93	97.40	0	1	93	11	3	1	1	110	113.20	0	0	0	0	0	0	0	0	0	0.00
0830-0845	0	1	84	15	2	7	0	109	118.50	0	1	116	21	4	2	0	144	148.00	0	0	0	0	0	0	0	0	0	0.00
0845-0900	0	0	58	12	0	1	0	71	72.30	0	0	82	17	2	1	1	103	106.30	0	0	0	0	0	0	0	0	0	0.00
0900-0915	0	0	90	8	2	2	0	102	105.60	0	0	80	14	5	2	0	101	106.10	0	0	0	0	0	0	0	0	0	0.00
0915-0930	0	0	63	11	1	1	0	76	77.80	0	0	79	14	1	1	1	96	98.80	0	0	0	0	0	0	0	0	0	0.00
0930-0945	0	1	53	10	2	0	0	66	66.40	0	0	86	9	3	2	1	101	106.10	0	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	59	5	5	1	0	70	73.80	0	1	71	13	2	1	0	88	89.70	0	0	0	0	0	0	0	0	0	0.00
0700-1000	0	3	905	178	28	28	0	1142	1190.60	0	5	1049	204	34	20	5	1317	1362.00	0	0	0	0	0	0	0	0	0	0.00

	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
0700-0800	0	1	333	88	13	8	0	443	459.30	0	2	356	87	10	8	1	464	479.20	0	0	0	0	0	0	0	0	0.00
0715-0815	0	1	350	77	13	12	0	453	474.50	0	1	348	81	12	7	1	450	465.50	0	0	0	0	0	0	0	0	0.00
0730-0830	0	1	335	69	12	14	0	431	454.60	0	2	356	81	13	6	2	440	455.10	0	0	0	0	0	0	0	0	0.00
0745-0845	0	1	325	65	9	20	0	420	449.90	0	2	383	70	15	6	2	478	494.10	0	0	0	0	0	0	0	0	0.00
0800-0900	0	1	307	56	5	16	0	385	407.70	0	2	377	67	13	6	2	467	482.10	0	0	0	0	0	0	0	0	0.00
0815-0915	0	1	307	49	5	13	0	375	393.80	0	2	371	63	14	6	2	458	473.60	0	0	0	0	0	0	0	0	0.00
0830-0930	0	1	295	46	5	11	0	358	374.20	0	1	357	66	12	6	2	444	459.20	0	0	0	0	0	0	0	0	0.00
0845-0945	0	1	264	41	5	4	0	315	322.10	0	0	327	54	11	6	3	401	417.30	0	0	0	0	0	0	0	0	0.00
0900-1000	0	1	265	34	10	4	0	314	323.60	0	1	316	50	11	6	2	386	400.70	0	0	0	0	0	0	0	0	0.00

MCC Site 2 - A365 Western Way / A350 / A350 Western Way Roundabout (16:00-19:00) PM Peak

	MOVEMENT 17									MOVEMENT 18									MOVEMENT 19								
	FROM A365 WESTERN WAY (EAST)									FROM A365 WESTERN WAY (EAST)									FROM A365 WESTERN WAY (EAST)								
	LEFT TURN TO									RIGHT TURN TO									U-TURN BACK TO								
	A350 (SOUTH)									A350 WESTERN WAY (WEST)									A365 WESTERN WAY (EAST)								
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
1600-1615	0	0	52	21	0	3	0	76	79.90	0	1	97	19	4	1	1	123	126.70	0	0	0	0	0	0	0	0	0.00
1615-1630	0	1	65	18	3	1	0	88	90.20	0	2	89	18	1	1	0	111	111.60	0	0	0	0	0	0	0	0	0.00
1630-1645	0	1	77	17	2	0	0	97	97.40	0	0	93	21	1	0	0	115	115.50	0	0	0	0	0	0	0	0	0.00
1645-1700	0	1	68	13	2	1	0	85	86.70	0	0	107	14	0	0	0	121	121.00	0	0	0	0	0	0	0	0	0.00
1700-1715	0	0	72	10	1	0	1	84	85.50	0	0	112	18	1	2	2	135	140.10	0	0	1	0	0	0	0	1	1.00
1715-1730	0	0	56	11	0	1	0	68	69.30	0	0	87	10	2	1	0	100	102.30	0	0	0	0	0	0	0	0	0.00
1730-1745	0	2	67	4	1	0	1	75	75.30	0	0	99	17	1	1	1	119	121.80	0	0	0	0	0	0	0	0	0.00
1745-1800	0	0	59	6	0	1	0	66	67.30	0	0	79	11	1	0	1	92	93.50	0	0	1	0	0	0	0	1	1.00
1800-1815	0	0	43	6	0	0	1	50	51.00	0	1	87	6	0	0	0	94	93.40	0	0	0	0	0	0	0	0	0.00
1815-1830	0	0	48	8	0	3	2	61	66.90	0	1	77	10	0	1	0	89	89.70	0	0	0	0	0	0	0	0	0.00
1830-1845	0	0	45	7	0	0	1	53	54.00	0	1	72	4	0	2	0	79	81.00	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	41	5	0	0	0	46	46.00	0	0	52	7	0	0	0	59	59.00	0	0	0	0	0	0	0	0	0.00
1600-1900	0	5	693	126	9	10	6	849	869.50	0	6	1051	155	11	9	5	1237	1255.60	0	0	2	0	0	0	0	2	2.00

	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									
1600-1700	0	3	262	69	7	5	0	346	354.20	0	3	386	72	6	2	1	470	474.80	0	0	0	0	0	0	0	0	0	0.00
1615-1715	0	3	282	58	8	2	1	354	359.80	0	2	401	71	3	3	2	482	488.20	0	0	1	0	0	0	0	1	1.00	
1630-1730	0	2	273	51	5	2	1	334	338.90	0	0	399	63	4	3	2	471	478.90	0	0	1	0	0	0	0	1	1.00	
1645-1745	0	3	263	38	4	2	2	312	316.80	0	0	405	59	4	4	3	475	485.20	0	0	1	0	0	0	0	1	1.00	
1700-1800	0	2	254	31	2	2	2	293	297.40	0	0	377	56	5	4	4	446	457.70	0	0	2	0	0	0	0	2	2.00	
1715-1815	0	2	225	27	1	2	2	259	262.90	0	1	352	44	4	2	2	405	411.00	0	0	1	0	0	0	0	1	1.00	
1730-1830	0	2	217	24	1	4	4	252	260.50	0	2	342	44	2	2	2	394	398.40	0	0	1	0	0	0	0	1	1.00	
1745-1845	0	0	195	27	0	4	4	230	239.20	0	3	315	31	1	3	1	354	357.60	0	0	1	0	0	0	0	1	1.00	
1800-1900	0	0	177	26	0	3	4	210	217.90	0	3	288	27	0	3	0	321	323.10	0	0	0	0	0	0	0	0	0.00	

MCC Site 2 - A365 Western Way / A350 / A350 Western Way Roundabout (07:00-10:00) AM Peak

	MOVEMENT 20									MOVEMENT 21									MOVEMENT 22								
	FROM A350 (SOUTH)									FROM A350 (SOUTH)									FROM A350 (SOUTH)								
	LEFT TURN TO									RIGHT TURN TO									U-TURN BACK TO								
	A350 WESTERN WAY (WEST)									A365 WESTERN WAY (EAST)									A350 (SOUTH)								
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
0700-0715	0	2	118	32	7	12	1	172	190.90	0	1	44	20	4	4	1	74	81.60	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	97	31	4	7	1	140	152.10	0	0	65	25	6	4	1	101	110.20	0	0	0	0	0	0	0	0	0.00
0730-0745	0	2	119	30	2	6	2	161	170.60	0	1	78	17	4	5	0	105	112.90	0	0	0	0	0	0	0	0	0.00
0745-0800	0	1	115	18	8	9	0	151	166.10	0	0	66	25	2	1	0	94	96.30	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	133	28	6	7	0	174	186.10	0	0	64	19	5	5	1	94	104.00	0	0	0	0	0	0	0	0	0.00
0815-0830	0	0	135	27	6	8	1	177	191.40	0	0	67	14	3	0	1	85	87.50	0	0	0	0	0	0	0	0	0.00
0830-0845	0	2	125	21	6	7	0	161	171.90	0	0	51	16	2	1	0	70	72.30	0	0	0	0	0	0	0	0	0.00
0845-0900	0	0	98	30	5	13	0	146	165.40	0	0	46	14	1	2	0	63	66.10	0	0	0	0	0	0	0	0	0.00
0900-0915	0	0	109	37	1	10	2	159	174.50	0	0	48	7	3	1	0	59	61.80	0	0	0	0	0	0	0	0	0.00
0915-0930	0	2	103	16	8	15	1	145	168.30	0	0	43	10	5	6	0	64	74.30	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	108	22	4	5	0	139	147.50	0	0	40	21	3	1	0	65	67.80	0	0	0	0	0	0	0	0	0.00
0945-1000	0	2	92	23	9	14	0	140	161.50	0	0	54	10	2	1	0	67	69.30	0	0	0	0	0	0	0	0	0.00
0700-1000	0	11	1352	315	66	113	8	1865	2046.30	0	2	666	198	40	31	4	941	1004.10	0	0	0	0	0	0	0	0	0.00

	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
0700-0800	0	5	449	111	21	34	4	624	679.70	0	2	253	87	16	14	2	374	401.00	0	0	0	0	0	0	0	0	0.00
0715-0815	0	3	464	107	20	29	3	626	674.90	0	1	273	86	17	15	2	394	423.40	0	0	0	0	0	0	0	0	0.00
0730-0830	0	3	502	103	22	30	3	663	714.20	0	1	275	75	14	11	2	378	400.70	0	0	0	0	0	0	0	0	0.00
0745-0845	0	3	508	94	26	31	1	663	715.50	0	0	248	74	12	7	2	343	360.10	0	0	0	0	0	0	0	0	0.00
0800-0900	0	2	491	106	23	35	1	658	714.80	0	0	228	63	11	8	2	312	329.90	0	0	0	0	0	0	0	0	0.00
0815-0915	0	2	467	115	18	38	3	643	703.20	0	0	212	51	9	4	1	277	287.70	0	0	0	0	0	0	0	0	0.00
0830-0930	0	4	435	104	20	45	3	611	680.10	0	0	188	47	11	10	0	256	274.50	0	0	0	0	0	0	0	0	0.00
0845-0945	0	2	418	105	18	43	3	589	655.70	0	0	177	52	12	10	0	251	270.00	0	0	0	0	0	0	0	0	0.00
0900-1000	0	4	412	98	22	44	3	583	651.80	0	0	185	48	13	9	0	255	273.20	0	0	0	0	0	0	0	0	0.00

MCC Site 2 - A365 Western Way / A350 / A350 Western Way Roundabout (16:00-19:00) PM Peak

	MOVEMENT 20									MOVEMENT 21									MOVEMENT 22								
	FROM A350 (SOUTH)									FROM A350 (SOUTH)									FROM A350 (SOUTH)								
	LEFT TURN TO									RIGHT TURN TO									U-TURN BACK TO								
	A350 WESTERN WAY (WEST)									A365 WESTERN WAY (EAST)									A350 (SOUTH)								
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
1600-1615	0	1	139	23	1	3	0	167	170.80	0	6	96	16	1	1	0	120	118.20	0	0	0	0	0	0	0	0	0.00
1615-1630	0	2	133	30	1	2	0	168	169.90	0	1	82	19	0	1	0	103	103.70	0	0	0	0	0	0	0	0	0.00
1630-1645	0	1	132	25	7	10	0	175	190.90	0	1	94	18	2	0	0	115	115.40	0	0	2	0	0	0	0	2	2.00
1645-1700	0	0	118	18	3	5	0	144	152.00	0	0	90	15	0	0	0	105	105.00	0	0	0	1	0	0	0	1	1.00
1700-1715	0	1	142	15	3	11	0	172	187.20	0	1	98	12	0	1	0	112	112.70	0	0	0	0	0	0	0	0	0.00
1715-1730	0	0	112	12	7	3	1	135	143.40	0	2	111	12	0	0	0	125	123.80	0	0	0	0	0	0	0	0	0.00
1730-1745	0	4	137	15	2	3	0	161	163.50	0	0	88	12	0	0	0	100	100.00	0	0	0	0	0	0	0	0	0.00
1745-1800	0	0	132	12	2	5	1	152	160.50	0	0	63	10	1	0	0	74	74.50	0	0	0	0	0	0	0	0	0.00
1800-1815	0	3	123	18	3	7	0	154	162.80	0	1	91	7	1	0	0	100	99.90	0	0	1	0	0	0	0	1	1.00
1815-1830	0	1	87	16	1	5	0	110	116.40	0	0	69	10	2	0	0	81	82.00	0	0	0	0	0	0	0	0	0.00
1830-1845	0	0	92	9	1	2	0	104	107.10	0	0	54	4	1	1	0	60	61.80	0	0	0	0	0	0	0	0	0.00
1845-1900	0	2	75	6	1	9	0	93	104.00	0	0	60	3	0	0	0	63	63.00	0	0	0	0	0	0	0	0	0.00
1600-1900	0	15	1422	199	32	65	2	1735	1828.50	0	12	996	138	8	4	0	1158	1160.00	0	0	3	1	0	0	0	4	4.00

	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
1600-1700	0	4	522	96	12	20	0	654	683.60	0	8	362	68	3	2	0	443	442.30	0	0	2	1	0	0	0	3	3.00
1615-1715	0	4	525	88	14	28	0	659	700.00	0	3	364	64	2	2	0	435	436.80	0	0	2	1	0	0	0	3	3.00
1630-1730	0	2	504	70	20	29	1	626	673.50	0	4	393	57	2	1	0	457	456.90	0	0	2	1	0	0	0	3	3.00
1645-1745	0	5	509	60	15	22	1	612	646.10	0	3	387	51	0	1	0	442	441.50	0	0	0	1	0	0	0	1	1.00
1700-1800	0	5	523	54	14	22	2	620	654.60	0	3	360	46	1	1	0	411	411.00	0	0	0	0	0	0	0	0	0.00
1715-1815	0	7	504	57	14	18	2	602	630.20	0	3	353	41	2	0	0	399	398.20	0	0	1	0	0	0	0	1	1.00
1730-1830	0	8	479	61	8	20	1	577	603.20	0	1	311	39	4	0	0	355	356.40	0	0	1	0	0	0	0	1	1.00
1745-1845	0	4	434	55	7	19	1	520	546.80	0	1	277	31	5	1	0	315	318.20	0	0	1	0	0	0	0	1	1.00
1800-1900	0	6	377	49	6	23	0	461	490.30	0	1	274	24	4	1	0	304	306.70	0	0	1	0	0	0	0	1	1.00

MCC Site 2 - A365 Western Way / A350 / A350 Western Way Roundabout (07:00-10:00) AM Peak

	MOVEMENT 23									MOVEMENT 24									MOVEMENT 25								
	FROM A350 WESTERN WAY (WEST)									FROM A350 WESTERN WAY (WEST)									FROM A350 WESTERN WAY (WEST)								
	LEFT TURN TO									RIGHT TURN TO									U-TURN BACK TO								
	A365 WESTERN WAY (EAST)									A350 (SOUTH)									A350 WESTERN WAY (WEST)								
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
0700-0715	0	0	60	9	2	1	1	73	76.30	0	2	96	21	3	7	0	129	138.40	0	0	1	0	0	0	0	1	1.00
0715-0730	0	0	87	15	1	0	0	103	103.50	0	3	97	25	10	6	0	141	152.00	0	0	0	0	0	0	0	0	0.00
0730-0745	0	0	87	19	3	3	0	112	117.40	0	2	120	23	5	12	1	163	180.90	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	123	24	1	0	4	152	156.50	0	1	93	26	4	12	0	136	153.00	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	97	13	5	2	0	117	122.10	0	0	106	21	12	10	0	149	168.00	0	0	1	0	0	0	0	1	1.00
0815-0830	0	2	134	25	5	4	0	170	176.50	0	1	145	33	6	12	0	197	215.00	0	0	0	0	0	0	0	0	0.00
0830-0845	0	1	87	21	6	3	0	118	124.30	0	3	107	32	15	15	1	173	199.20	0	0	0	0	0	0	0	0	0.00
0845-0900	0	1	75	16	1	3	0	96	99.80	0	0	130	23	7	11	0	171	188.80	0	0	1	0	0	0	0	1	1.00
0900-0915	0	0	91	24	4	0	1	120	123.00	1	0	101	21	7	11	2	143	162.00	0	0	0	0	0	0	0	0	0.00
0915-0930	0	1	75	25	6	1	0	108	111.70	0	0	88	22	5	11	0	126	142.80	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	60	6	4	1	0	71	74.30	0	0	109	22	9	7	0	147	160.60	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	65	11	5	0	0	81	83.50	0	1	74	23	9	12	0	119	138.50	0	0	1	0	0	0	0	1	1.00
0700-1000	0	5	1041	208	43	18	6	1321	1368.90	1	13	1266	292	92	126	4	1794	1999.20	0	0	4	0	0	0	0	4	4.00

	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
0700-0800	0	0	357	67	7	4	5	440	453.70	0	8	406	95	22	37	1	569	624.30	0	0	1	0	0	0	0	1	1.00
0715-0815	0	0	394	71	10	5	4	484	499.50	0	6	416	95	31	40	1	589	653.90	0	0	1	0	0	0	0	1	1.00
0730-0830	0	2	441	81	14	9	4	551	572.50	0	4	464	103	27	46	1	645	716.90	0	0	1	0	0	0	0	1	1.00
0745-0845	0	3	441	83	17	9	4	557	579.40	0	5	451	112	37	49	1	655	735.20	0	0	1	0	0	0	0	1	1.00
0800-0900	0	4	393	75	17	12	0	501	522.70	0	4	488	109	40	48	1	690	771.00	0	0	2	0	0	0	0	2	2.00
0815-0915	0	4	387	86	16	10	1	504	523.60	1	4	483	109	35	49	3	684	765.00	0	0	1	0	0	0	0	1	1.00
0830-0930	0	3	328	86	17	7	1	442	458.80	1	3	426	98	34	48	3	613	692.80	0	0	1	0	0	0	0	1	1.00
0845-0945	0	2	301	71	15	5	1	395	408.80	1	0	428	88	28	40	2	587	654.20	0	0	1	0	0	0	0	1	1.00
0900-1000	0	1	291	66	19	2	1	380	392.50	1	1	372	88	30	41	2	535	603.90	0	0	1	0	0	0	0	1	1.00

MCC Site 2 - A365 Western Way / A350 / A350 Western Way Roundabout (16:00-19:00) PM Peak

	MOVEMENT 23									MOVEMENT 24									MOVEMENT 25								
	FROM A350 WESTERN WAY (WEST)									FROM A350 WESTERN WAY (WEST)									FROM A350 WESTERN WAY (WEST)								
	LEFT TURN TO									RIGHT TURN TO									U-TURN BACK TO								
	A365 WESTERN WAY (EAST)									A350 (SOUTH)									A350 WESTERN WAY (WEST)								
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
1600-1615	0	0	91	24	3	3	0	121	126.40	0	2	104	20	3	10	1	140	154.30	0	0	0	0	1	0	0	1	1.50
1615-1630	0	1	123	11	2	2	1	140	144.00	0	0	134	32	1	7	0	174	183.60	0	0	1	0	0	0	0	1	1.00
1630-1645	0	3	125	22	4	2	0	156	158.80	0	0	127	24	1	9	0	161	173.20	0	0	0	0	0	0	0	0	0.00
1645-1700	0	3	100	18	0	1	2	124	125.50	0	3	122	25	1	4	0	155	158.90	0	0	1	0	0	0	0	1	1.00
1700-1715	0	2	126	17	0	2	1	148	150.40	0	2	171	29	2	3	1	208	212.70	0	0	1	0	0	0	0	1	1.00
1715-1730	0	0	138	18	1	2	1	160	164.10	0	2	139	15	3	12	2	173	190.90	0	0	1	0	0	0	0	1	1.00
1730-1745	0	0	139	18	0	0	0	157	157.00	0	1	136	6	3	4	1	151	158.10	0	0	1	0	0	0	0	1	1.00
1745-1800	0	1	140	9	0	2	0	152	154.00	0	0	124	8	3	6	0	141	150.30	0	0	2	0	0	0	0	2	2.00
1800-1815	0	0	121	11	0	0	1	133	134.00	0	2	107	12	0	4	1	126	131.00	0	0	0	0	0	0	0	0	0.00
1815-1830	0	3	103	10	0	1	0	117	116.50	0	0	124	12	1	7	1	145	155.60	0	0	0	0	0	0	0	0	0.00
1830-1845	0	1	100	5	0	1	0	107	107.70	0	3	94	7	0	3	1	108	111.10	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	81	6	0	1	0	88	89.30	0	1	84	3	0	5	1	94	100.90	0	0	0	0	0	0	0	0	0.00
1600-1900	0	14	1387	169	10	17	6	1603	1627.70	0	16	1466	193	18	74	9	1776	1880.60	0	0	7	0	1	0	0	8	8.50

	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
1600-1700	0	7	439	75	9	8	3	541	554.70	0	5	487	101	6	30	1	630	670.00	0	0	2	0	1	0	0	3	3.50
1615-1715	0	9	474	68	6	7	4	568	578.70	0	5	554	110	5	23	1	698	728.40	0	0	3	0	0	0	0	3	3.00
1630-1730	0	8	489	75	5	7	4	588	598.80	0	7	559	93	7	28	3	697	735.70	0	0	3	0	0	0	0	3	3.00
1645-1745	0	5	503	71	1	5	4	589	597.00	0	8	568	75	9	23	4	687	720.60	0	0	4	0	0	0	0	4	4.00
1700-1800	0	3	543	62	1	6	2	617	625.50	0	5	570	58	11	25	4	673	712.00	0	0	5	0	0	0	0	5	5.00
1715-1815	0	1	538	56	1	4	2	602	609.10	0	5	506	41	9	26	4	591	630.30	0	0	4	0	0	0	0	4	4.00

Site 2 of 7
A365 Western Way (East)
A350 (South)
A350 Western Way (West)

Date
Tuesday 10th March 2026

A365 Western Way (East)

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

TIME	INSIDE QUEUE LANE	OUTSIDE QUEUE LANE
07:05	2	1
07:10	1	3
07:15	1	1
07:20	4	5
07:25	4	9
07:30	0	3
07:35	3	3
07:40	4	3
07:45	3	5
07:50	1	4
07:55	15	1
08:00	0	7
08:05	3	1
08:10	0	1
08:15	3	5
08:20	7	3
08:25	8	6
08:30	1	8
08:35	2	8
08:40	3	6
08:45	7	5
08:50	0	1
08:55	1	2
09:00	0	0
09:05	4	7
09:10	0	1
09:15	0	1
09:20	1	1
09:25	1	3
09:30	0	0
09:35	0	4
09:40	1	3
09:45	0	1
09:50	3	0
09:55	2	1
10:00	1	0

A350 (South)

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

TIME	INSIDE QUEUE LANE	OUTSIDE QUEUE LANE
07:05	7	0
07:10	2	1
07:15	0	0
07:20	1	4
07:25	0	0
07:30	0	3
07:35	2	1
07:40	0	4
07:45	0	0
07:50	0	0
07:55	1	0
08:00	5	2
08:05	1	4
08:10	0	0
08:15	3	1
08:20	0	0
08:25	0	1
08:30	0	0
08:35	0	0
08:40	0	1
08:45	0	0
08:50	0	0
08:55	1	3
09:00	0	0
09:05	2	0
09:10	0	0
09:15	0	0
09:20	0	0
09:25	0	1
09:30	0	0
09:35	0	0
09:40	0	0
09:45	1	1
09:50	0	0
09:55	3	0
10:00	0	0

A350 Western Way (West)

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

TIME	INSIDE QUEUE LANE	OUTSIDE QUEUE LANE
07:05	1	11
07:10	0	0
07:15	0	1
07:20	1	2
07:25	0	0
07:30	0	0
07:35	0	1
07:40	6	4
07:45	4	15
07:50	0	0
07:55	0	0
08:00	2	1
08:05	0	5
08:10	0	0
08:15	2	16
08:20	1	5
08:25	0	1
08:30	1	9
08:35	0	0
08:40	1	4
08:45	0	1
08:50	0	4
08:55	2	3
09:00	0	1
09:05	0	0
09:10	1	0
09:15	0	0
09:20	1	0
09:25	0	0
09:30	0	0
09:35	2	1
09:40	0	2
09:45	0	0
09:50	0	0
09:55	1	2
10:00	0	1

A365 Western Way (East)

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

TIME	INSIDE QUEUE LANE	OUTSIDE QUEUE LANE
16:05	0	0
16:10	1	2
16:15	3	4
16:20	5	2
16:25	8	8
16:30	0	0
16:35	5	1
16:40	2	3
16:45	2	1
16:50	2	3
16:55	0	1
17:00	1	1
17:05	1	3
17:10	3	2
17:15	5	5
17:20	5	5
17:25	11	8
17:30	3	16
17:35	2	4
17:40	3	1
17:45	1	2
17:50	1	3
17:55	0	0
18:00	1	0
18:05	1	1
18:10	0	4
18:15	1	0
18:20	1	1
18:25	3	1
18:30	0	2
18:35	1	1
18:40	3	2
18:45	3	3
18:50	0	1
18:55	0	0
19:00	1	3

A350 (South)

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

TIME	INSIDE QUEUE LANE	OUTSIDE QUEUE LANE
16:05	0	1
16:10	0	3
16:15	2	1
16:20	0	4
16:25	0	4
16:30	5	0
16:35	0	0
16:40	0	0
16:45	4	3
16:50	0	0
16:55	0	8
17:00	1	0
17:05	2	1
17:10	0	0
17:15	1	2
17:20	0	0
17:25	1	0
17:30	0	3
17:35	2	2
17:40	0	2
17:45	0	0
17:50	0	0
17:55	0	0
18:00	0	0
18:05	1	0
18:10	1	0
18:15	1	2
18:20	1	0
18:25	0	0
18:30	0	0
18:35	0	0
18:40	2	0
18:45	3	5
18:50	0	0
18:55	0	0
19:00	0	0

A350 Western Way (West)

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

TIME	INSIDE QUEUE LANE	OUTSIDE QUEUE LANE
16:05	4	0
16:10	0	5
16:15	0	4
16:20	1	1
16:25	3	1
16:30	1	4
16:35	1	3
16:40	5	6
16:45	0	1
16:50	0	1
16:55	7	0
17:00	1	4
17:05	0	0
17:10	2	10
17:15	11	12
17:20	2	14
17:25	1	16
17:30	7	4
17:35	4	6
17:40	0	0
17:45	0	0
17:50	0	0
17:55	1	0
18:00	0	0
18:05	0	1
18:10	2	0
18:15	2	0
18:20	0	0
18:25	0	0
18:30	0	0
18:35	0	1
18:40	0	0
18:45	3	1
18:50	0	4
18:55	1	0
19:00	1	0

Location: Melksham, SN12 6DR

Date: Tuesday 10th March 2026

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

MCC Site 3 - Semington Road Roundabout (07:00-10:00) AM Peak									
MOVEMENT 26									
FROM A350 WESTERN WAY (EAST)									
LEFT TURN TO									
SEMINGTON ROAD (SOUTH)									
PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	
0700-0715	0	0	6	0	0	0	6	6.00	
0715-0730	0	0	1	5	0	0	6	6.00	
0730-0745	0	0	2	1	0	0	3	3.00	
0745-0800	0	0	4	2	0	0	6	6.00	
0800-0815	0	0	2	1	0	0	3	3.00	
0815-0830	0	0	4	1	0	0	6	7.00	
0830-0845	0	0	7	0	1	0	8	8.50	
0845-0900	0	0	6	2	0	0	8	8.00	
0900-0915	0	0	3	0	0	0	3	3.00	
0915-0930	0	0	7	4	0	0	11	11.00	
0930-0945	0	0	7	2	0	0	9	9.00	
0945-1000	0	0	4	3	0	0	7	7.00	
0700-1000	0	0	53	21	1	0	76	77.50	

MOVEMENT 27									
FROM A350 WESTERN WAY (EAST)									
STRAIGHT AHEAD TO									
A350 WESTERN WAY (WEST)									
PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	
0	3	197	52	8	15	1	276	298.70	
0	0	171	55	5	8	1	240	253.90	
0	3	175	38	3	8	2	229	241.10	
0	1	167	32	9	11	1	221	240.20	
0	0	181	41	9	9	0	240	256.20	
0	1	182	29	7	9	1	229	244.60	
0	2	195	34	9	8	0	248	261.70	
0	1	138	40	7	14	1	201	223.10	
0	0	145	42	6	13	2	208	229.90	
0	1	131	22	7	15	2	178	202.40	
0	0	161	26	6	8	1	202	216.40	
0	2	127	29	11	15	0	184	207.80	
0	14	1970	440	87	133	12	2656	2876.00	

MOVEMENT 28									
FROM A350 WESTERN WAY (EAST)									
RIGHT TURN TO									
SEMINGTON ROAD (NORTH)									
PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	
0	0	13	1	1	0	0	15	15.50	
0	0	13	2	1	0	0	16	16.50	
0	0	30	3	0	0	0	33	33.00	
0	0	30	3	4	0	0	37	39.00	
0	0	38	3	1	0	0	42	42.50	
0	0	38	5	1	0	0	44	44.50	
0	0	49	7	1	0	0	57	57.50	
0	0	46	6	0	0	0	52	52.00	
0	0	44	8	0	0	0	52	52.00	
0	1	36	3	0	0	0	40	39.40	
0	0	31	2	2	0	0	35	36.00	
0	1	31	5	1	0	0	38	37.90	
0	2	399	48	12	0	0	461	465.80	

MOVEMENT 29									
FROM A350 WESTERN WAY (EAST)									
U-TURN BACK TO									
A350 WESTERN WAY (EAST)									
PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	
0	0	0	0	0	0	0	0	0.00	
0	0	0	0	0	0	0	0	0.00	
0	0	0	0	0	0	0	0	0.00	
0	0	0	0	0	0	0	0	0.00	
0	0	0	0	0	0	0	0	0.00	
0	0	0	0	0	0	0	0	0.00	
0	0	0	0	0	0	0	0	0.00	
0	0	0	0	0	0	0	0	0.00	
0	0	1	0	0	0	0	1	1.00	
0	0	0	0	0	0	0	0	0.00	
0	0	0	0	0	0	0	0	0.00	
0	0	0	0	0	0	0	0	0.00	
0	0	0	0	0	0	0	0	0.00	
0	0	1	1	0	0	0	2	2.00	

HOURLY TOTALS									
0700-0800	0	0	13	8	0	0	21	21.00	
0715-0815	0	0	9	9	0	0	18	18.00	
0730-0830	0	0	12	5	0	0	18	19.00	
0745-0845	0	0	17	4	1	0	23	24.50	
0800-0900	0	0	19	4	1	0	25	26.50	
0815-0915	0	0	20	3	1	0	25	26.50	
0830-0930	0	0	23	6	1	0	30	30.50	
0845-0945	0	0	23	8	0	0	31	31.00	
0900-1000	0	0	21	9	0	0	30	30.00	

HOURLY TOTALS									
0	7	710	177	25	42	5	966	1033.90	
0	4	694	166	26	36	4	930	991.40	
0	5	705	140	28	37	4	919	982.10	
0	4	725	136	34	37	2	938	1002.70	
0	4	696	144	32	40	2	918	985.60	
0	4	660	145	29	44	4	886	959.30	
0	4	609	138	29	50	5	835	917.10	
0	2	575	130	26	50	6	789	871.80	
0	3	564	119	30	51	5	772	856.50	

HOURLY TOTALS									
0	0	86	9	6	0	0	101	104.00	
0	0	111	11	6	0	0	128	131.00	
0	0	136	14	6	0	0	156	159.00	
0	0	155	18	7	0	0	180	183.50	
0	0	171	21	3	0	0	195	196.50	
0	0	177	26	2	0	0	205	206.00	
0	1	175	24	1	0	0	201	200.90	
0	1	157	19	2	0	0	179	179.40	
0	2	142	18	3	0	0	165	165.30	

HOURLY TOTALS									
0	0	0	0	0	0	0	0	0.00	
0	0	0	0	0	0	0	0	0.00	
0	0	0	1	0	0	0	1	1.00	
0	0	0	1	0	0	0	1	1.00	
0	0	0	1	0	0	0	1	1.00	
0	0	1	1	0	0	0	2	2.00	
0	0	1	0	0	0	0	1	1.00	
0	0	1	0	0	0	0	1	1.00	
0	0	1	0	0	0	0	1	1.00	

MCC Site 3 - Semington Road Roundabout (16:00-19:00) PM Peak																																							
MOVEMENT 26										MOVEMENT 27										MOVEMENT 28										MOVEMENT 29									
FROM A350 WESTERN WAY (EAST)										FROM A350 WESTERN WAY (EAST)										FROM A350 WESTERN WAY (EAST)										FROM A350 WESTERN WAY (EAST)									
LEFT TURN TO										STRAIGHT AHEAD TO										RIGHT TURN TO										U-TURN BACK TO									
SEMINGTON ROAD (SOUTH)										A350 WESTERN WAY (WEST)										SEMINGTON ROAD (NORTH)										A350 WESTERN WAY (EAST)									
PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL		PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL		PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL		PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	
1600-1615	0	0	9	1	0	0	0	10	10.00	0	0	175	32	5	4	1	217	225.70		0	2	51	8	1	0	0	62	61.30	0	0	1	1	0	0	0	2	2.00		
1615-1630	0	0	8	2	0	0	0	10	10.00	0	3	179	31	2	3	0	218	221.10		0	1	40	10	0	0	0	51	50.40	0	0	0	0	0	0	0	0	0.00		
1630-1645	0	0	6	1	0	0	0	7	7.00	0	1	170	42	7	9	0	229	243.60		0	0	49	6	1	0	0	56	56.50	0	0	3	0	0	0	0	3	3.00		
1645-1700	0	0	8	1	0	0	0	9	9.00	0	0	177	29	2	6	0	214	222.80		0	0	46	2	0	0	0	48	48.00	0	0	0	0	0	0	0	0	0.00		
1700-1715	0	0	7	3	0	0	0	10	10.00	0	1	198	21	4	13	2	239	259.30		0	0	41	10	1	0	0	52	52.50	0	0	0	0	0	0	0	0	0.00		
1715-1730	0	0	13	1	0	0	0	14	14.00	0	0	169	14	8	4	1	196	206.20		0	0	25	8	1	0	0	34	34.50	0	0	0	0	0	0	0	0	0.00		
1730-1745	0	0	9	3	0	0	0	12	12.00	0	3	168	24	3	4	1	203	208.90		0	1	59	6	0	0	0	66	65.40	0	0	0	0	0	0	0	0	0.00		
1745-1800	0	0	5	2	0	0	0	7	7.00	0	0	166	16	3	5	2	192	202.00		0	0	48	4	0	0	0	52	52.00	0	0	0	0	0	0	0	0	0.00		
1800-1815	0	0	5	1	0	0	0	6	6.00	0	2	161	19	3	7	0	192	201.40		0	2	40	3	0	0	0	45	43.80	0	0	1	2	0	0	0	3	3.00		
1815-1830	0	0	4	0	0	0	0	4	4.00	0	0	125	21	1	6	0	153	161.30		0	2	34	4	0	0	0	40	38.80	0	0	1	1	0	0	0	2	2.00		
1830-1845	0	0	4	0	0	0	0	4	4.00	0	1	133	11	1	4	0	150	155.10		0	0	22	2	0	0	0	24	24.00	0	0	0	0	0	0	0	0	0.00		
1845-1900	0	0	4	0	0	0	0	4	4.00	0	0	109	12	1	9	0	131	143.20		0	2	22	1	0	0	0	25	23.80	0	0	0	0	0	0	0	0	0.00		
1600-1900	0	0	82	15	0	0	0	97	97.00	0	11	1930	272	40	74	7	2334	2450.60		0	10	477	64	4	0	0	555	551.00	0	0	6	4	0	0	0	10	10.00		

Location: Melksham, SN12 6DR

Date: Tuesday 10th March 2026

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

MCC Site 3 - Semington Road Roundabout (07:00-10:00) AM Peak																																				
MOVEMENT 30									MOVEMENT 31									MOVEMENT 32									MOVEMENT 33									
FROM SEMINGTON ROAD (SOUTH)									FROM SEMINGTON ROAD (SOUTH)									FROM SEMINGTON ROAD (SOUTH)									FROM SEMINGTON ROAD (SOUTH)									
LEFT TURN TO									STRAIGHT AHEAD TO									RIGHT TURN TO									U-TURN BACK TO									
A350 WESTERN WAY (WEST)									SEMINGTON ROAD (NORTH)									A350 WESTERN WAY (EAST)									SEMINGTON ROAD (SOUTH)									
PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	
0700-0715	0	0	9	4	1	0	0	14	14.50	0	0	5	2	0	0	0	7	7.00	0	0	8	0	0	0	0	8	8.00	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	14	8	1	0	0	23	23.50	2	1	3	3	0	0	0	9	6.80	0	0	7	3	0	0	0	10	10.00	0	0	0	0	0	0	0	0	0.00
0730-0745	0	0	14	0	0	0	1	15	16.00	0	0	7	4	1	0	0	12	12.50	0	0	4	1	0	0	0	5	5.00	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	23	2	2	0	1	28	30.00	0	1	6	4	0	0	0	11	10.40	0	0	13	1	0	0	1	15	16.00	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	21	5	0	0	0	26	26.00	0	0	6	1	0	0	0	7	7.00	0	0	17	2	0	0	0	19	19.00	0	0	0	0	0	0	0	0	0.00
0815-0830	0	0	24	4	0	0	0	28	28.00	0	0	9	4	1	0	1	15	16.50	0	0	18	1	0	0	0	19	19.00	0	0	0	0	0	0	0	0	0.00
0830-0845	0	0	15	3	0	0	0	18	18.00	1	0	20	2	2	1	1	27	29.50	0	0	11	0	1	1	0	13	14.80	0	0	0	0	0	0	0	0	0.00
0845-0900	0	0	7	5	0	0	0	12	12.00	0	0	7	0	0	0	1	8	9.00	0	0	7	2	0	0	0	9	9.00	0	0	0	0	0	0	0	0	0.00
0900-0915	0	0	6	0	0	0	0	6	6.00	0	0	13	3	0	0	0	16	16.00	0	0	4	1	0	0	0	5	5.00	0	0	0	0	0	0	0	0	0.00
0915-0930	0	0	7	5	0	0	0	12	12.00	0	0	5	2	0	0	1	8	9.00	0	0	4	1	1	0	0	6	6.50	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	14	3	1	0	0	18	18.50	0	0	14	1	0	0	0	15	15.00	0	0	4	1	0	0	0	5	5.00	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	5	2	0	0	0	7	7.00	0	0	10	3	0	0	1	14	15.00	0	0	2	2	0	0	0	4	4.00	0	0	0	0	0	0	0	0	0.00
0700-1000	0	0	159	41	5	0	2	207	211.50	3	2	105	29	4	1	5	149	153.70	0	0	99	15	2	1	1	118	121.30	0	0	0	0	0	0	0	0	0.00

	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS												
0700-0800	0	0	60	14	4	0	2	80	84.00	2	2	21	13	1	0	0	39	36.70	0	0	32	5	0	0	1	38	39.00	0	0	0	0	0	0	0	0	0	0.00
0715-0815	0	0	72	15	3	0	2	92	95.50	2	2	22	12	1	0	0	39	36.70	0	0	41	7	0	0	1	49	50.00	0	0	0	0	0	0	0	0	0	0.00
0730-0830	0	0	82	11	2	0	2	97	100.00	0	1	28	13	2	0	1	45	46.40	0	0	52	5	0	0	1	58	59.00	0	0	0	0	0	0	0	0	0	0.00
0745-0845	0	0	83	14	2	0	1	100	102.00	1	1	41	11	3	1	2	60	63.40	0	0	59	4	1	1	1	66	68.80	0	0	0	0	0	0	0	0	0	0.00
0800-0900	0	0	67	17	0	0	0	84	84.00	1	0	42	7	3	1	3	57	62.00	0	0	53	5	1	1	0	60	61.80	0	0	0	0	0	0	0	0	0	0.00
0815-0915	0	0	52	12	0	0	0	64	64.00	1	0	49	9	3	1	3	66	71.00	0	0	40	4	1	1	0	46	47.80	0	0	0	0	0	0	0	0	0	0.00
0830-0930	0	0	35	13	0	0	0	48	48.00	1	0	45	7	2	1	3	59	63.50	0	0	26	4	2	1	0	33	35.30	0	0	0	0	0	0	0	0	0	0.00
0845-0945	0	0	34	13	1	0	0	48	48.50	0	0	39	6	0	0	2	47	49.00	0	0	19	5	1	0	0	25	25.50	0	0	0	0	0	0	0	0	0	0.00
0900-1000	0	0	32	10	1	0	0	43	43.50	0	0	42	9	0	0	2	53	55.00	0	0	14	5	1	0	0	20	20.50	0	0	0	0	0	0	0	0	0	0.00

MCC Site 3 - Semington Road Roundabout (16:00-19:00) PM Peak																																				
MOVEMENT 30									MOVEMENT 31									MOVEMENT 32									MOVEMENT 33									
FROM SEMINGTON ROAD (SOUTH)									FROM SEMINGTON ROAD (SOUTH)									FROM SEMINGTON ROAD (SOUTH)									FROM SEMINGTON ROAD (SOUTH)									
LEFT TURN TO									STRAIGHT AHEAD TO									RIGHT TURN TO									U-TURN BACK TO									
A350 WESTERN WAY (WEST)									SEMINGTON ROAD (NORTH)									A350 WESTERN WAY (EAST)									SEMINGTON ROAD (SOUTH)									
PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	
1600-1615	0	0	26	6	0	0	0	32	32.00	0	0	9	2	0	0	1	12	13.00	0	0	6	2	0	0	0	8	8.00	0	0	0	0	0	0	0	0	0.00
1615-1630	0	0	15	2	0	0	0	17	17.00	1	0	16	1	1	0	0	19	18.70	0	0	3	1	1	0	0	5	5.50	0	0	0	0	0	0	0	0	0.00
1630-1645	0	1	20	3	0	0	0	24	23.40	0	0	7	6	0	0	1	14	15.00	0	0	7	0	1	0	0	8	8.50	0	0	0	0	0	0	0	0	0.00
1645-1700	0	0	17	5	1	0	0	23	23.50	0	0	10	1	0	1	0	12	13.30	0	0	7	0	0	0	0	7	7.00	0	0	0	0	0	0	0	0	0.00
1700-1715	0	0	27	2	0	1	0	30	31.30	0	1	14	0	0	0	0	15	14.40	0	0	5	3	0	0	0	8	8.00	0	0	0	0	0	0	0	0	0.00
1715-1730	0	0	14	0	0	0	0	14	14.00	0	1	10	4	0	0	0	15	14.40	0	0	7	1	0	0	0	8	8.00	0	0	0	0	0	0	0	0	0.00
1730-1745	0	0	9	1	0	0	0	10	10.00	1	0	11	0	0	0	1	13	13.20	0	0	8	1	0	0	0	9	9.00	0	0	0	0	0	0	0	0	0.00
1745-1800	0	1	10	1	0	0	0	12	11.40	0	0	8	2	0	0	0	10	10.00	0	0	6	0	0	0	0	6	6.00	0	0	0	0	0	0	0	0	0.00
1800-1815	0	0	14	0	0	0	0	14	14.00	1	1	13	4	0	0	1	20	19.60	0	0	5	1	0	0	0	6	6.00	0	0	0	0	0	0	0	0	0.00
1815-1830	0	0	8	0	0	0	0	8	8.00	0	0	8	0	0	0	1	9	10.00	0	0	3	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0.00
1830-1845	1	0	17	0	0	0	0	18	17.20	0	1	9	1	0	0	0	11	10.40	0	0	5	1	0	0	0	6	6.00	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	9	1	0	1	0	11	12.30	0	0	18	0	0	0	0	18	18.00	0	0	6	1	0	0	0	7	7.00	0	0	0	0	0	0	0	0	0.00
1600-1900	1	2	186	21	1	2	0	213	214.10	3	4	133	21	1	1	5	168	170.00	0	0	68	11	2	0	0	81	82.00	0	0	0	0	0	0	0	0	0.00

	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS												
1600-1700	0	1	78	16	1	0	0	96	95.90	1	0	42	10	1	1	2	57	60.00	0	0	23	3	2	0	0	28	29.00	0	0	0	0	0	0	0	0	0	0.00
1615-1715	0	1	79	12	1	1	0	94	95.20	1	1	47	8	1	1	1	60	61.40	0	0	22	4	2	0	0	28	29.00	0	0	0	0	0	0	0	0	0	0.00
1630-1730	0	1	78	10	1	1	0	91	92.20	0	2	41	11	0	1	1	56	57.10	0	0	26	4	1	0	0	31	31.50	0	0	0	0	0	0	0	0	0	0.00
1645-1745	0	0	67	8	1	1	0	77	78.80	1	2	45	5	0	1	1	55	55.30	0	0	27	5	0	0	0	32	32.00	0	0	0	0	0	0	0	0	0	0.00
1700-1800	0	1	60	4	0	1	0	66	66.70	1	2	43	6	0	0	1	53	52.00	0	0	26	5	0	0	0	31	31.00	0	0	0	0	0	0	0	0	0	0.00
1715-1815	0	1	47	2	0	0	0	50	49.40	2	2	42	10	0	0	2	58	57.20	0	0	26	3	0	0	0	29	29.00	0	0	0	0	0	0	0	0	0	0.00
1730-1830	0	1	41	2	0	0	0	44	43.40	2	1	40	6	0	0	3	52	52.80	0	0	22	2	0	0	0	24	24.00	0	0	0	0	0	0	0	0	0	0.00
1745-1845	1	1	49	1	0	0	0	52	50.60	1	2	38	7	0	0	2	50	50.00	0	0	19	2	0	0	0	21	21.00	0	0	0	0	0	0	0	0	0	0.00
1800-1900	1	0	48	1	0	1	0	51	51.50	1	2	48	5	0	0	2	58	58.00	0	0	19	3	0	0	0	22	22.00	0	0	0	0	0	0	0	0	0	0.00

Location: Melksham, SN12 6DR

Date: Tuesday 10th March 2026

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

MCC Site 3 - Semington Road Roundabout (07:00-10:00) AM Peak																																				
MOVEMENT 34									MOVEMENT 35									MOVEMENT 36									MOVEMENT 37									
FROM A350 WESTERN WAY (WEST)									FROM A350 WESTERN WAY (WEST)									FROM A350 WESTERN WAY (WEST)									FROM A350 WESTERN WAY (WEST)									
LEFT TURN TO									STRAIGHT AHEAD TO									RIGHT TURN TO									U-TURN BACK TO									
SEMINGTON ROAD (NORTH)									A350 WESTERN WAY (EAST)									SEMINGTON ROAD (SOUTH)									A350 WESTERN WAY (WEST)									
PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	
0700-0715	0	0	6	2	0	0	0	8	8.00	0	0	116	24	4	9	1	154	168.70	0	0	8	2	0	0	0	10	10.00	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	7	3	0	0	0	10	10.00	0	2	151	33	10	5	0	201	211.30	0	0	10	10	0	0	0	20	20.00	0	0	0	0	0	0	0	0	0.00
0730-0745	0	0	10	2	1	0	0	13	13.50	0	2	175	40	7	16	0	240	263.10	0	0	25	1	0	0	0	26	26.00	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	15	1	1	0	0	17	17.50	0	0	161	33	3	11	3	211	229.80	0	0	34	2	1	0	0	37	37.50	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	10	1	0	1	0	12	13.30	0	0	143	28	16	13	0	200	224.90	0	0	15	6	1	0	0	22	22.50	0	0	0	0	0	0	0	0	0.00
0815-0830	0	1	21	7	1	0	0	30	29.90	0	1	213	44	10	17	0	285	311.50	0	0	20	5	0	0	0	25	25.00	0	0	0	0	0	0	0	0	0.00
0830-0845	0	0	21	3	0	0	0	24	24.00	0	3	146	42	17	17	1	226	255.80	0	0	21	6	0	0	2	29	31.00	0	0	0	0	0	0	0	0	0.00
0845-0900	0	0	27	2	0	1	0	30	31.30	0	1	139	32	5	13	0	190	208.80	0	0	12	3	0	0	0	15	15.00	0	0	0	0	0	0	0	0	0.00
0900-0915	0	0	10	3	0	0	0	13	13.00	1	0	155	34	9	10	3	212	231.70	0	0	17	2	0	0	0	19	19.00	0	0	1	0	0	0	0	1	1.00
0915-0930	0	0	10	2	0	0	1	13	14.00	0	1	144	42	10	12	0	209	229.00	0	0	11	3	0	0	0	14	14.00	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	8	2	0	0	0	10	10.00	0	0	124	24	15	8	0	171	188.90	0	0	11	3	1	0	0	15	15.50	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	17	0	0	0	0	17	17.00	0	0	116	29	11	12	0	168	189.10	0	0	9	2	1	0	0	12	12.50	0	0	1	0	0	0	0	1	1.00
0700-1000	0	1	162	28	3	2	1	197	201.50	1	10	1783	405	117	143	8	2467	2712.60	0	0	193	45	4	0	2	244	248.00	0	0	2	0	0	0	0	2	2.00

HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
0700-0800	0	0	38	8	2	0	0	48	49.00	0	4	603	130	24	41	4	806	872.90	0	0	77	15	1	0	0	93	93.50	0	0	0	0	0	0	0	0.00
0715-0815	0	0	42	7	2	1	0	52	54.30	0	4	630	134	36	45	3	852	929.10	0	0	84	19	2	0	0	105	106.00	0	0	0	0	0	0	0	0.00
0730-0830	0	1	56	11	3	1	0	72	74.20	0	3	692	145	36	57	3	936	1029.30	0	0	94	14	2	0	0	110	111.00	0	0	0	0	0	0	0	0.00
0745-0845	0	1	67	12	2	1	0	83	84.70	0	4	663	147	46	58	4	922	1022.00	0	0	90	19	2	0	2	113	116.00	0	0	0	0	0	0	0	0.00
0800-0900	0	1	79	13	1	2	0	96	98.50	0	5	641	146	48	60	1	901	1001.00	0	0	68	20	1	0	2	91	93.50	0	0	0	0	0	0	0	0.00
0815-0915	0	1	79	15	1	1	0	97	98.20	1	5	653	152	41	57	4	913	1007.80	0	0	70	16	0	0	2	88	90.00	0	0	1	0	0	0	1	1.00
0830-0930	0	0	68	10	0	1	1	80	82.30	1	5	584	150	41	52	4	837	925.30	0	0	61	14	0	0	2	77	79.00	0	0	1	0	0	0	1	1.00
0845-0945	0	0	55	9	0	1	1	66	68.30	1	2	562	132	39	43	3	782	858.40	0	0	51	11	1	0	0	63	63.50	0	0	1	0	0	0	1	1.00
0900-1000	0	0	45	7	0	0	1	53	54.00	1	1	539	129	45	42	3	760	838.70	0	0	48	10	2	0	0	60	61.00	0	0	2	0	0	0	2	2.00

MCC Site 3 - Semington Road Roundabout (16:00-19:00) PM Peak																																				
MOVEMENT 34									MOVEMENT 35									MOVEMENT 36									MOVEMENT 37									
FROM A350 WESTERN WAY (WEST)									FROM A350 WESTERN WAY (WEST)									FROM A350 WESTERN WAY (WEST)									FROM A350 WESTERN WAY (WEST)									
LEFT TURN TO									STRAIGHT AHEAD TO									RIGHT TURN TO									U-TURN BACK TO									
SEMINGTON ROAD (NORTH)									A350 WESTERN WAY (EAST)									SEMINGTON ROAD (SOUTH)									A350 WESTERN WAY (WEST)									
PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	
1600-1615	0	0	21	2	0	0	0	23	23.00	0	2	158	38	7	13	1	219	239.20	0	0	12	2	1	0	0	15	15.50	0	0	0	0	0	0	0	0	0.00
1615-1630	0	0	25	7	0	0	0	32	32.00	0	1	212	36	2	10	0	261	274.40	0	2	19	6	0	0	0	27	25.80	0	0	0	0	0	0	0	0	0.00
1630-1645	0	0	32	7	0	0	0	39	39.00	0	3	215	40	4	10	0	272	285.20	0	0	25	3	1	0	0	29	29.50	0	0	0	0	0	0	0	0	0.00
1645-1700	0	0	29	8	0	0	0	37	37.00	0	5	195	37	1	5	2	245	251.00	0	0	10	2	0	0	0	12	12.00	0	0	1	0	0	0	0	1	1.00
1700-1715	0	1	33	5	0	0	0	39	38.40	0	4	243	39	2	5	2	295	302.10	0	0	16	5	0	0	0	21	21.00	0	0	0	0	0	0	0	0	0.00
1715-1730	0	1	35	1	0	0	0	37	36.40	0	1	224	26	4	14	3	272	294.60	0	0	23	6	0	0	0	29	29.00	0	0	0	0	0	0	0	0	0.00
1730-1745	0	1	42	9	0	0	0	52	51.40	0	2	227	24	2	4	1	260	266.00	0	0	13	2	0	0	0	15	15.00	0	0	1	0	0	0	0	1	1.00
1745-1800	0	0	43	2	0	0	0	45	45.00	0	0	219	14	3	9	0	245	258.20	0	0	12	0	0	0	0	12	12.00	0	0	0	0	0	0	0	0	0.00
1800-1815	0	0	28	3	0	0	0	31	31.00	0	2	199	16	0	3	2	222	226.70	0	1	18	3	0	0	0	22	21.40	0	0	0	0	0	0	0	0	0.00
1815-1830	0	0	31	1	1	0	0	33	33.50	0	2	204	20	1	8	1	236	246.70	0	1	19	3	0	0	0	23	22.40	0	0	0	0	0	0	0	0	0.00
1830-1845	0	0	17	2	0	0	0	19	19.00	0	3	145	12	0	4	1	165	169.40	0	0	6	0	0	0	0	6	6.00	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	16	3	0	0	0	19	19.00	0	0	132	4	0	6	1	143	151.80	0	0	5	1	0	0	0	6	6.00	0	0	0	0	0	0	0	0	0.00
1600-1900	0	3	352	50	1	0	0	406	404.70	0	25	2373	306	26	91	14	2835	2965.30	0	4	178	33	2	0	0	217	215.60	0	0	2	0	0	0	0	2	2.00

[illegible][illegible]

MCC Site 3 - Semington Road Roundabout (16:00-19:00) PM Peak																																						
MOVEMENT 38										MOVEMENT 39										MOVEMENT 40										MOVEMENT 41								
FROM SEMINGTON ROAD (NORTH)										FROM SEMINGTON ROAD (NORTH)										FROM SEMINGTON ROAD (NORTH)										FROM SEMINGTON ROAD (NORTH)								
LEFT TURN TO										STRAIGHT AHEAD TO										RIGHT TURN TO										U-TURN BACK TO								
A350 WESTERN WAY (EAST)										SEMINGTON ROAD (SOUTH)										A350 WESTERN WAY (WEST)										SEMINGTON ROAD (NORTH)								
PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL		PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL		PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL		PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
1600-1615	0	0	33	2	0	0	0	35	35.00	0	0	7	1	0	0	0	8	8.00		0	0	16	1	0	0	0	1	18	19.00	0	0	0	0	0	0	0	0	0.00
1615-1630	0	0	41	7	0	0	1	49	50.00	0	0	16	8	0	0	1	25	26.00		0	0	12	1	0	0	0	0	13	13.00	0	0	0	0	0	0	0	0	0.00
1630-1645	0	0	28	8	0	0	0	36	36.00	0	1	11	2	0	1	0	15	15.70		0	0	16	2	0	0	0	0	18	18.00	0	0	0	0	0	0	0	0	0.00
1645-1700	0	1	27	5	0	0	0	33	32.40	0	0	15	0	0	0	1	16	17.00		0	0	15	0	0	0	0	0	15	15.00	0	0	0	0	0	0	0	0	0.00
1700-1715	0	0	52	5	0	0	0	57	57.00	0	1	10	1	0	0	1	13	13.40		0	1	24	1	0	0	0	0	26	25.40	0	0	0	0	0	0	0	0	0.00
1715-1730	0	1	43	6	0	0	0	50	49.40	0	0	16	0	0	0	0	16	16.00		0	0	13	2	0	0	0	0	15	15.00	0	0	0	0	0	0	0	0	0.00
1730-1745	0	0	34	0	1	0	0	35	35.50	0	0	17	3	0	0	1	21	22.00		0	0	28	2	0	0	0	0	30	30.00	0	0	0	0	0	0	0	0	0.00
1745-1800	0	0	41	2	0	0	0	43	43.00	2	0	10	2	0	0	0	14	12.40		0	0	54	3	0	0	0	0	57	57.00	0	0	0	0	0	0	0	0	0.00
1800-1815	0	0	31	4	0	0	0	35	35.00	0	0	10	1	0	0	1	12	13.00		0	0	16	1	0	0	0	0	17	17.00	0	0	0	0	0	0	0	0	0.00
1815-1830	0	1	26	1	0	0	0	28	27.40	0	0	8	2	0	1	0	11	12.30		0	0	17	0	0	0	0	0	17	17.00	0	0	0	0	0	0	0	0	0.00
1830-1845	0	1	36	3	0	0	0	40	39.40	0	0	9	1	0	0	0	10	10.00		0	1	13	0	0	0	0	0	14	13.40	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	29	2	0	0	0	31	31.00	0	1	12	0	0	0	0	13	12.40		0	0	10	1	0	0	0	0	11	11.00	0	0	0	0	0	0	0	0	0.00
1600-1900	0	4	421	45	1	0	1	472	471.10	2	3	141	21	0	2	5	174	178.20		0	2	234	14	0	0	1	1	251	250.80	0	0	0	0	0	0	0	0	0.00

[illegible]

QUEUES - MCC Site 3 - Semington Road Roundabout
Queue Length Survey

Site 3 of 7

A350 Western Way (East)
Semington Road (South)
A350 Western Way (West)
Semington Road (North)

Date

Tuesday 10th March 2026

A350 Western Way (East)

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

TIME	INSIDE QUEUE LANE	OUTSIDE QUEUE LANE
07:05	5	0
07:10	0	0
07:15	4	0
07:20	0	0
07:25	0	0
07:30	6	0
07:35	20	0
07:40	10	0
07:45	4	0
07:50	0	0
07:55	0	0
08:00	4	0
08:05	7	0
08:10	2	0
08:15	2	0
08:20	3	0
08:25	10	0
08:30	16	0
08:35	0	5
08:40	8	0
08:45	0	0
08:50	6	0
08:55	0	0
09:00	0	0
09:05	0	0
09:10	2	1
09:15	0	0
09:20	0	0
09:25	0	1
09:30	0	1
09:35	1	0
09:40	0	0
09:45	0	0
09:50	0	0
09:55	0	0
10:00	0	0

A350 Western Way (East)

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

TIME	INSIDE QUEUE LANE	OUTSIDE QUEUE LANE
16:05	1	0
16:10	0	0
16:15	0	0
16:20	0	1
16:25	0	1
16:30	0	0
16:35	1	0
16:40	2	0
16:45	2	0
16:50	0	0
16:55	1	0
17:00	0	0
17:05	0	0
17:10	0	0
17:15	11	2
17:20	18	0
17:25	7	0
17:30	2	0
17:35	0	1
17:40	3	0
17:45	4	1
17:50	0	0
17:55	0	0
18:00	0	0
18:05	0	1
18:10	4	0
18:15	0	0
18:20	1	0
18:25	0	0
18:30	0	0
18:35	0	0
18:40	0	0
18:45	0	0
18:50	0	0
18:55	0	0
19:00	0	1

Semington Road (South)

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

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

Semington Road (South)

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

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

A350 Western Way (West)

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

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

A350 Western Way (West)

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

TIME	INSIDE QUEUE LANE	OUTSIDE QUEUE LANE
16:05	0	0
16:10	2	0
16:15	8	0
16:20	2	2
16:25	2	2
16:30	0	4
16:35	3	0
16:40	0	4
16:45	3	0
16:50	1	1
16:55	2	0
17:00	0	0
17:05	1	0
17:10	0	4
17:15	6	1
17:20	0	0
17:25	0	0
17:30	0	0
17:35	0	0
17:40	3	4
17:45	0	0
17:50	1	1
17:55	0	0
18:00	2	0
18:05	0	0
18:10	0	1
18:15	4	1
18:20	0	0
18:25	0	0
18:30	0	2
18:35	0	2
18:40	0	0
18:45	0	0
18:50	1	1
18:55	3	0
19:00	0	0

Semington Road (North)

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

TIME	INSIDE QUEUE LANE	OUTSIDE QUEUE LANE
07:05	1	0
07:10	0	0
07:15	1	0
07:20	1	1
07:25	1	1
07:30	1	1
07:35	1	3
07:40	2	1
07:45	2	1
07:50	1	0
07:55	1	1
08:00	1	1
08:05	3	0
08:10	2	1
08:15	1	0
08:20	4	1
08:25	17	1
08:30	3	1
08:35	1	1
08:40	12	0
08:45	0	0
08:50	2	0
08:55	0	1
09:00	0	0
09:05	6	2
09:10	1	0
09:15	0	1
09:20	0	0
09:25	0	1
09:30	3	1
09:35	5	2
09:40	0	0
09:45	0	0
09:50	1	0
09:55	1	1
10:00	0	0

Semington Road (North)

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

TIME	INSIDE QUEUE LANE	OUTSIDE QUEUE LANE
16:05	2	0
16:10	1	1
16:15	1	0
16:20	1	1
16:25	7	0
16:30	1	0
16:35	1	1
16:40	2	0
16:45	3	0
16:50	1	1
16:55	0	0
17:00	3	0
17:05	2	1
17:10	1	1
17:15	6	1
17:20	1	0
17:25	1	0
17:30	2	0
17:35	2	0
17:40	1	1
17:45	1	1
17:50	0	1
17:55	0	2
18:00	0	0
18:05	2	0
18:10	0	0
18:15	0	0
18:20	0	1
18:25	2	1
18:30	4	0
18:35	1	0
18:40	0	0
18:45	0	0
18:50	0	1
18:55	1	1
19:00	1	0

NMU 3 - A350 Western Way (East) Roundabout Exit Arm (07:00-10:00) 5-minute intervals					
MOVEMENT 3			MOVEMENT 4		
USERS TRAVELLING NORTHBOUND ACROSS A350 WESTERN WAY (EAST) ROUNDABOUT EXIT ARM			USERS TRAVELLING SOUTHBOUND ACROSS A350 WESTERN WAY (EAST) ROUNDABOUT EXIT ARM		
PEDESTRIAN	PEDALCYCLE	TOTAL	PEDESTRIAN	PEDALCYCLE	TOTAL
#### - ####	0	0	0	1	1
#### - ####	0	0	0	1	1
#### - ####	1	0	0	1	1
#### - ####	1	0	0	0	0
#### - ####	0	0	0	0	0
#### - ####	1	0	0	0	0
#### - ####	1	0	0	0	0
#### - ####	0	0	0	1	1
#### - ####	0	0	0	1	1
#### - ####	0	0	0	0	0
#### - ####	1	0	0	0	0
#### - ####	0	0	0	0	0
#### - ####	3	0	0	0	0
#### - ####	2	0	0	0	0
#### - ####	0	1	0	0	0
#### - ####	0	1	1	0	1
#### - ####	1	0	0	2	2
#### - ####	0	1	0	0	0
#### - ####	2	0	0	0	0
#### - ####	4	1	1	0	1
#### - ####	6	0	0	0	0
#### - ####	5	0	1	0	1
#### - ####	1	1	0	0	0
#### - ####	0	1	0	0	0
#### - ####	0	0	3	0	3
#### - ####	0	0	0	1	1
#### - ####	1	0	0	0	0
#### - ####	0	0	3	0	3
#### - ####	1	0	0	0	0
#### - ####	0	1	0	0	0
#### - ####	0	1	1	0	1
#### - ####	1	1	1	1	2
#### - ####	0	1	1	0	1
#### - ####	0	0	0	0	0
#### - ####	1	0	0	0	0
#### - ####	0	0	2	0	2
#### - ####	1	0	0	0	0
#### - ####	34	9	43	19	5
#### - ####					24

HOURLY TOTALS			HOURLY TOTALS		
#### - ####	8	0	8	4	2
#### - ####	10	0	10	3	2
#### - ####	10	1	11	2	1
#### - ####	9	2	11	2	1
#### - ####	9	2	11	2	3
#### - ####	9	3	12	2	3
#### - ####	10	3	13	2	3
#### - ####	13	4	17	3	6
#### - ####	19	4	23	2	2
#### - ####	24	4	28	3	2
#### - ####	24	5	29	3	2
#### - ####	24	6	30	3	2
#### - ####	21	6	27	6	2
#### - ####	19	6	25	7	2
#### - ####	20	5	25	7	9
#### - ####	20	4	24	9	2
#### - ####	20	4	24	9	0
#### - ####	20	3	23	9	0
#### - ####	18	4	22	10	0
#### - ####	15	4	19	10	1
#### - ####	9	5	14	11	1
#### - ####	4	5	9	10	1
#### - ####	4	4	8	10	1
#### - ####	4	3	7	12	1
#### - ####	5	3	8	9	1
#### - ####					10

NMU 3 - A350 Western Way (East) Roundabout Exit Arm (16:00-19:00) 5-minute intervals					
MOVEMENT 3			MOVEMENT 4		
USERS TRAVELLING NORTHBOUND ACROSS A350 WESTERN WAY (EAST) ROUNDABOUT EXIT ARM			USERS TRAVELLING SOUTHBOUND ACROSS A350 WESTERN WAY (EAST) ROUNDABOUT EXIT ARM		
PEDESTRIAN	PEDALCYCLE	TOTAL	PEDESTRIAN	PEDALCYCLE	TOTAL
#### - ####	2	0	2	1	0
#### - ####	1	2	3	1	0
#### - ####	0	0	0	0	0
#### - ####	3	0	3	2	0
#### - ####	0	0	2	0	2
#### - ####	2	0	2	3	0
#### - ####	0	0	0	2	0
#### - ####	0	0	1	0	1
#### - ####	0	0	3	0	3
#### - ####	1	0	0	0	0
#### - ####	1	0	1	0	0
#### - ####	0	0	6	1	0
#### - ####	0	0	0	5	0
#### - ####	0	0	0	0	0
#### - ####	0	0	0	1	1
#### - ####	1	0	1	1	0
#### - ####	0	0	2	1	3
#### - ####	0	0	3	0	3
#### - ####	0	1	1	0	0
#### - ####	0	0	2	0	2
#### - ####	1	3	3	0	3
#### - ####	4	0	4	1	0
#### - ####	1	0	1	1	0
#### - ####	2	0	2	1	0
#### - ####	0	0	0	0	3
#### - ####	0	0	1	0	1
#### - ####	1	0	1	0	1
#### - ####	0	0	0	3	0
#### - ####	0	0	1	1	2
#### - ####	0	0	0	0	0
#### - ####	1	0	1	0	0
#### - ####	1	0	1	0	0
#### - ####	1	0	1	1	0
#### - ####	0	0	0	0	0
#### - ####	0	0	3	0	3
#### - ####	0	0	1	0	1
#### - ####	23	5	28	45	7
#### - ####					52

HOURLY TOTALS			HOURLY TOTALS		
#### - ####	10	2	12	16	0
#### - ####	8	0	8	20	0
#### - ####	7	0	7	19	0
#### - ####	7	0	7	19	1
#### - ####	5	0	5	18	1
#### - ####	5	0	5	18	2
#### - ####	3	0	3	18	2
#### - ####	3	1	4	16	2
#### - ####	3	1	4	17	2
#### - ####	4	3	7	17	2
#### - ####	7	3	10	18	2
#### - ####	7	3	10	19	2
#### - ####	9	3	12	19	2
#### - ####	9	3	12	14	5
#### - ####	9	3	12	15	5
#### - ####	10	3	13	15	5
#### - ####	9	3	12	17	5
#### - ####	9	3	12	16	5
#### - ####	9	3	12	13	5
#### - ####	10	2	12	13	5
#### - ####	11	2	13	11	5
#### - ####	11	0	11	9	5
#### - ####	7	0	7	8	5
#### - ####	6	0	6	10	5
#### - ####	4	0	4	10	5
#### - ####					15

NMU 4 - A350 Western Way (East) Roundabout Entry Arm (07:00-10:00) 5-minute intervals											
MOVEMENT 5						MOVEMENT 6					
USERS TRAVELLING NORTHBOUND ACROSS A350 WESTERN WAY (EAST) ROUNDABOUT ENTRY ARM						USERS TRAVELLING SOUTHBOUND ACROSS A350 WESTERN WAY (EAST) ROUNDABOUT ENTRY ARM					
PEDESTRIAN			PEDALCYCLE			PEDESTRIAN			PEDALCYCLE		
			TOTAL						TOTAL		
#### - ####	0	0	0			0	0	0			
#### - ####	0	0	0			2	1	3			
#### - ####	1	0	1			1	0	1			
#### - ####	1	0	1			0	0	0			
#### - ####	0	0	0			0	0	0			
#### - ####	1	0	1			0	0	0			
#### - ####	1	0	1			0	0	0			
#### - ####	0	0	0			1	1	2			
#### - ####	0	0	0			0	0	0			
#### - ####	1	0	1			0	0	0			
#### - ####	0	0	0			0	0	0			
#### - ####	3	0	3			0	0	0			
#### - ####	2	0	2			0	0	0			
#### - ####	0	1	1			0	0	0			
#### - ####	0	1	1			1	0	1			
#### - ####	1	1	2			0	2	2			
#### - ####	0	0	0			0	0	0			
#### - ####	2	0	2			0	0	0			
#### - ####	4	1	5			1	0	1			
#### - ####	6	0	6			0	0	0			
#### - ####	5	0	5			1	0	1			
#### - ####	1	1	2			0	0	0			
#### - ####	0	1	1			0	0	0			
#### - ####	0	0	0			3	0	3			
#### - ####	0	0	0			1	0	1			
#### - ####	1	0	1			0	0	0			
#### - ####	0	0	0			3	0	3			
#### - ####	1	0	1			0	0	0			
#### - ####	0	0	0			0	0	0			
#### - ####	0	1	1			0	0	0			
#### - ####	0	1	1			1	0	1			
#### - ####	1	1	2			1	1	2			
#### - ####	0	1	1			1	0	1			
#### - ####	1	0	1			0	0	0			
#### - ####	0	0	0			0	0	0			
#### - ####	0	0	0			0	2	2			
#### - ####	1	0	1			0	0	0			
#### - ####	34	9	43			19	5	24			

HOURLY TOTALS											
#### - ####	8	0	8			4	2	6			
#### - ####	10	0	10			4	2	6			
#### - ####	10	1	11			2	1	3			
#### - ####	9	2	11			2	1	3			
#### - ####	9	3	12			2	3	5			
#### - ####	9	3	12			2	3	5			
#### - ####	10	3	13			2	3	5			
#### - ####	13	4	17			3	3	6			
#### - ####	19	4	23			2	2	4			
#### - ####	24	4	28			3	2	5			
#### - ####	24	5	29			3	2	5			
#### - ####	24	6	30			3	2	5			
#### - ####	21	6	27			6	2	8			
#### - ####	19	6	25			7	2	9			
#### - ####	20	5	25			7	2	9			
#### - ####	20	4	24			9	2	11			
#### - ####	20	3	23			9	0	9			
#### - ####	20	3	23			9	0	9			
#### - ####	18	4	22			10	0	10			
#### - ####	15	4	19			10	1	11			
#### - ####	9	5	14			11	1	12			
#### - ####	5	5	10			10	1	11			
#### - ####	4	4	8			10	1	11			
#### - ####	4	3	7			12	1	13			
#### - ####	5	3	8			9	1	10			

NMU 4 - A350 Western Way (East) Roundabout Entry Arm (16:00-19:00) 5-minute intervals											
MOVEMENT 5						MOVEMENT 6					
USERS TRAVELLING NORTHBOUND ACROSS A350 WESTERN WAY (EAST) ROUNDABOUT ENTRY ARM						USERS TRAVELLING SOUTHBOUND ACROSS A350 WESTERN WAY (EAST) ROUNDABOUT ENTRY ARM					
PEDESTRIAN			PEDALCYCLE			PEDESTRIAN			PEDALCYCLE		
			TOTAL						TOTAL		
#### - ####	2	0	2			1	0	1			
#### - ####	1	2	3			1	0	1			
#### - ####	0	0	0			0	0	0			
#### - ####	3	0	3			2	0	2			
#### - ####	0	0	0			1	0	1			
#### - ####	2	0	2			4	0	4			
#### - ####	0	0	0			2	0	2			
#### - ####	0	0	0			1	0	1			
#### - ####	0	0	0			3	0	3			
#### - ####	1	0	1			0	0	0			
#### - ####	1	0	1			0	0	0			
#### - ####	0	0	0			1	0	1			
#### - ####	0	0	0			5	0	5			
#### - ####	0	0	0			0	0	0			
#### - ####	0	0	0			0	1	1			
#### - ####	1	0	1			1	0	1			
#### - ####	0	0	0			2	1	3			
#### - ####	0	0	0			3	0	3			
#### - ####	0	1	1			0	0	0			
#### - ####	1	0	1			2	0	2			
#### - ####	0	2	2			3	0	3			
#### - ####	4	0	4			1	0	1			
#### - ####	1	0	1			1	0	1			
#### - ####	2	0	2			1	0	1			
#### - ####	0	0	0			0	3	3			
#### - ####	0	0	0			1	0	1			
#### - ####	1	0	1			0	1	1			
#### - ####	0	0	0			3	0	3			
#### - ####	0	1	1			0	1	1			
#### - ####	0	0	0			0	0	0			
#### - ####	1	0	1			0	0	0			
#### - ####	1	0	1			0	0	0			
#### - ####	1	0	1			1	0	1			
#### - ####	0	0	0			0	0	0			
#### - ####	0	0	0			3	0	3			
#### - ####	0	0	0			1	0	1			
#### - ####	23	5	28			45	7	52			

HOURLY TOTALS											
#### - ####	10	2	12			16	0	16			
#### - ####	8	0	8			20	0	20			
#### - ####	7	0	7			19	0	19			
#### - ####	7	0	7			19	1	20			
#### - ####	5	0	5			18	1	19			
#### - ####	5	0	5			19	2	21			
#### - ####	3	0	3			18	2	20			
#### - ####	3	1	4			16	2	18			
#### - ####	4	1	5			17	2	19			
#### - ####	4	3	7			17	2	19			
#### - ####	7	3	10			18	2	20			
#### - ####	7	3	10			19	2	21			
#### - ####	9	3	12			19	2	21			
#### - ####	9	3	12			14	5	19			
#### - ####	9	3	12			15	5	20			
#### - ####	10	3	13			15	5	20			
#### - ####	9	3	12			17	5	22			
#### - ####	9	3	12			16	5	21			
#### - ####	9	3	12			13	5	18			
#### - ####	10	2	12			13	5	18			
#### - ####	10	2	12			11	5	16			
#### - ####	11	0	11			9	5	14			
#### - ####	7	0	7			8	5	13			
#### - ####	6	0	6			10	5	15			
#### - ####	4	0	4			10	5	15			

NMU 3 - A350 Western Way (East) Roundabout Exit Arm - Signal Head 1 - (0700-1000 Weekday AM Peak)														
Sample Number (AM)	1) Exact time light turns from green to amber	2) Exact time light turns from amber to red	Duration of amber	3) exact time light turns from red to red/amber	Duration of red	Movement 3		Movement 4		4) Exact time light turns from red/amber to green	Duration of red/amber	Number of vehicles in queue Lane A	Number of vehicles in queue Lane B	Duration of green
						Pedestrian	Pedalcycle	Pedestrian	Pedalcycle					
1	07:04:32	07:04:35	00:00:03	07:04:46	00:00:13	0	0	1	0	07:04:48	00:00:02	1	2	00:02:37
2	07:07:25	07:07:27	00:00:02	07:07:39	00:00:14	0	0	0	1	07:07:41	00:00:02	0	1	00:01:19
3	07:09:00	07:09:06	00:00:06	07:09:14	00:00:10	0	0	1	0	07:09:16	00:00:02	0	1	00:01:04
4	07:10:20	07:10:23	00:00:03	07:10:34	00:00:13	1	0	0	0	07:10:36	00:00:02	1	2	00:01:01
5	07:11:37	07:11:40	00:00:03	07:11:51	00:00:13	0	0	1	0	07:11:53	00:00:02	1	2	00:01:31
6	07:29:24	07:29:27	00:00:03	07:29:38	00:00:13	1	0	0	0	07:29:40	00:00:02	1	0	00:05:21
7	07:35:01	07:35:04	00:00:03	07:35:21	00:00:19	0	0	0	1	07:35:23	00:00:02	0	3	00:01:43
8	07:37:06	07:37:09	00:00:03	07:37:22	00:00:15	0	0	1	0	07:37:24	00:00:02	2	1	00:07:52
9	07:45:16	07:45:19	00:00:03	07:45:30	00:00:13	1	0	0	0	07:45:32	00:00:02	2	3	00:12:38
10	07:58:10	07:58:13	00:00:03	07:58:24	00:00:13	3	0	0	0	07:58:26	00:00:02	0	1	00:02:01
11	08:00:27	08:00:30	00:00:03	08:00:44	00:00:16	1	0	0	0	08:00:46	00:00:02	1	1	00:04:53
12	08:05:39	08:05:42	00:00:03	08:05:54	00:00:14	0	1	0	0	08:05:56	00:00:02	1	0	00:06:14
13	08:12:10	08:12:13	00:00:03	08:12:26	00:00:15	0	0	1	0	08:12:28	00:00:02	6	0	00:02:11
14	08:14:39	08:14:42	00:00:03	08:14:53	00:00:13	0	1	0	0	08:14:55	00:00:02	0	1	00:00:57
15	08:15:52	08:15:55	00:00:03	08:16:06	00:00:13	1	0	0	0	08:16:08	00:00:02	1	2	00:00:59
16	08:17:07	08:17:10	00:00:03	08:17:21	00:00:13	0	0	0	2	08:17:23	00:00:02	3	1	00:02:40
17	08:20:03	08:20:06	00:00:03	08:20:17	00:00:13	0	1	0	0	08:20:19	00:00:02	5	0	00:06:17
18	08:26:36	08:26:39	00:00:03	08:26:54	00:00:17	1	0	0	0	08:26:56	00:00:02	3	3	00:01:42
19	08:28:38	08:28:41	00:00:03	08:28:52	00:00:13	1	0	0	0	08:28:54	00:00:02	2	4	00:01:54
20	08:30:48	08:30:51	00:00:03	08:31:02	00:00:13	1	0	0	0	08:31:04	00:00:02	3	0	00:01:57
21	08:33:01	08:33:04	00:00:03	08:33:16	00:00:14	3	1	1	0	08:33:18	00:00:02	3	0	00:04:29
22	08:37:47	08:37:50	00:00:03	08:38:04	00:00:16	6	0	0	0	08:38:06	00:00:02	1	0	00:03:03
23	08:41:09	08:41:12	00:00:03	08:41:27	00:00:17	2	0	1	0	08:41:29	00:00:02	2	3	00:02:37
24	08:44:06	08:44:09	00:00:03	08:44:22	00:00:15	3	0	0	0	08:44:24	00:00:02	0	1	00:04:16
25	08:48:40	08:48:43	00:00:03	08:48:56	00:00:15	1	0	0	0	08:48:58	00:00:02	1	1	00:03:44
26	08:52:42	08:52:45	00:00:03	08:52:56	00:00:13	0	1	0	0	08:52:58	00:00:02	0	0	00:02:37
27	08:55:35	08:55:38	00:00:03	08:55:49	00:00:13	0	0	1	0	08:55:51	00:00:02	0	1	00:03:16
28	08:59:07	08:59:10	00:00:03	08:59:22	00:00:14	0	0	2	0	08:59:24	00:00:02	2	3	00:00:53
29	09:00:17	09:00:20	00:00:03	09:00:32	00:00:14	0	0	1	0	09:00:34	00:00:02	0	0	00:07:28
30	09:08:02	09:08:05	00:00:03	09:08:16	00:00:13	1	0	0	0	09:08:18	00:00:02	5	2	00:02:39
31	09:10:57	09:11:00	00:00:03	09:11:11	00:00:13	0	0	1	0	09:11:13	00:00:02	1	5	00:14:13
32	09:25:26	09:25:29	00:00:03	09:25:40	00:00:13	0	0	1	0	09:25:42	00:00:02	3	4	00:01:11
33	09:26:53	09:26:56	00:00:03	09:27:07	00:00:11	0	1	0	0	09:27:07	00:00:00	1	3	00:04:12
34	09:31:19	09:31:22	00:00:03	09:31:34	00:00:14	0	0	1	0	09:31:36	00:00:02	4	1	00:01:52
35	09:33:28	09:33:31	00:00:03	09:33:46	00:00:17	1	0	0	1	09:33:48	00:00:02	1	1	00:00:39
36	09:34:27	09:34:30	00:00:03	09:34:41	00:00:13	0	1	0	0	09:34:43	00:00:02	3	1	00:00:34
37	09:35:17	09:35:20	00:00:03	09:35:31	00:00:13	0	0	1	0	09:35:33	00:00:02	0	5	00:03:16
38	09:38:49	09:38:52	00:00:03	09:39:04	00:00:14	0	1	0	0	09:39:06	00:00:02	4	0	00:17:39
39	09:56:45	09:56:48	00:00:03	09:57:00	00:00:14	1	0	0	0	09:57:02	00:00:02	1	1	N/A

NMU 3 - A350 Western Way (East) Roundabout Exit Arm - Signal Head 1 - (1600-1900 Weekday PM Peak)														
Sample Number (PM)	1) Exact time light turns from green to amber	2) Exact time light turns from amber to red	Duration of amber	3) exact time light turns from red to red/amber	Duration of red	Movement 3		Movement 4		4) Exact time light turns from red/amber to green	Duration of red/amber	Number of vehicles in queue Lane A	Number of vehicles in queue Lane B	Duration of green
						Pedestrian	Pedalcycle	Pedestrian	Pedalcycle					
1	16:00:43	16:00:46	00:00:03	16:00:57	00:00:13	2	0	0	0	16:00:59	00:00:02	2	1	00:03:23
2	16:04:22	16:04:25	00:00:03	16:04:36	00:00:13	0	0	0	1	16:04:38	00:00:02	0	0	00:01:37
3	16:06:15	16:06:18	00:00:03	16:06:29	00:00:13	0	0	1	0	16:06:31	00:00:02	1	1	00:00:46
4	16:07:17	16:07:20	00:00:03	16:07:31	00:00:13	1	2	0	0	16:07:33	00:00:02	1	1	00:07:56
5	16:15:29	16:15:32	00:00:03	16:15:43	00:00:13	1	0	0	0	16:15:45	00:00:02	3	4	00:01:32
6	16:17:17	16:17:20	00:00:03	16:17:31	00:00:13	0	0	2	0	16:17:33	00:00:02	0	1	00:01:30
7	16:19:03	16:19:06	00:00:03	16:19:17	00:00:13	1	0	0	0	16:19:19	00:00:02	3	3	00:00:35
8	16:19:54	16:19:57	00:00:03	16:20:09	00:00:14	1	0	0	0	16:20:11	00:00:02	2	2	00:01:12
9	16:21:23	16:21:26	00:00:03	16:21:38	00:00:14	0	0	1	0	16:21:40	00:00:02	0	4	00:02:56
10	16:24:36	16:24:39	00:00:03	16:24:54	00:00:17	0	0	1	0	16:24:56	00:00:02	3	2	00:00:45
11	16:25:41	16:25:44	00:00:03	16:25:57	00:00:15	0	0	2	0	16:25:59	00:00:02	3	0	00:00:42
12	16:26:41	16:26:44	00:00:03	16:26:57	00:00:15	1	0	0	0	16:26:59	00:00:02	4	2	00:00:43
13	16:27:42	16:27:45	00:00:03	16:27:57	00:00:14	1	0	0	0	16:27:59	00:00:02	2	2	00:02:46
14	16:30:45	16:30:48	00:00:03	16:31:02	00:00:16	0	0	0	1	16:31:04	00:00:02	2	2	00:01:54
15	16:32:58	16:33:01	00:00:03	16:33:13	00:00:14	0	0	0	0	16:33:15	00:00:02	1	1	00:05:06
16	16:38:21	16:38:24	00:00:03	16:38:35	00:00:13	0	0	0	1	16:38:37	00:00:02	4	0	00:02:46
17	16:41:23	16:41:26	00:00:03	16:41:40	00:00:16	0	0	1	0	16:41:42	00:00:02	5	1	00:01:46
18	16:43:28	16:43:31	00:00:03	16:43:42	00:00:13	0	0	2	0	16:43:44	00:00:02	3	0	00:10:19
19	16:54:03	16:54:06	00:00:03	16:54:19	00:00:15	1	0	0	0	16:54:21	00:00:02	4	0	00:03:58
20	16:58:19	16:58:22	00:00:03	16:58:34	00:00:14	0	0	1	0	16:58:36	00:00:02	3	2	00:05:49
21	17:04:25	17:04:28	00:00:03	17:04:44	00:00:18	0	0	5	0	17:04:46	00:00:02	3	5	00:08:31
22	17:13:17	17:13:20	00:00:03	17:13:32	00:00:14	0	0	0	1	17:13:34	00:00:02	1	5	00:06:02
23	17:19:36	17:19:39	00:00:03	17:19:51	00:00:14	1	0	0	0	17:19:53	00:00:02	3	3	00:02:36
24	17:22:29	17:22:32	00:00:03	17:22:43	00:00:13	0	0	1	0	17:22:45	00:00:02	1	6	00:00:32
25	17:23:17	17:23:20	00:00:03	17:23:31	00:00:13	0	0	0	1	17:23:33	00:00:02	2	5	00:00:41
26	17:24:14	17:24:17	00:00:03	17:24:28	00:00:13	0	0	0	1	17:24:30	00:00:02	2	4	00:04:14
27	17:28:44	17:28:47	00:00:03	17:28:58	00:00:13	0	0	3	0	17:29:00	00:00:02	2	1	00:08:55
28	17:37:55	17:37:58	00:00:03	17:38:10	00:00:14	0	0	2	0	17:38:12	00:00:02	1	0	00:01:52
29	17:40:04	17:40:07	00:00:03	17:40:19	00:00:14	1	0	0	0	17:40:21	00:00:02	6	0	00:01:35
30	17:41:56	17:41:59	00:00:03	17:42:10	00:00:13	0	0	1	0	17:42:12	00:00:02	1	3	00:01:19
31	17:43:31	17:43:34	00:00:03	17:43:45	00:00:13	0	1	2	0	17:43:47	00:00:02	1	1	00:02:25
32	17:46:12	17:46:15	00:00:03	17:46:33	00:00:20	4	0	0	0	17:46:35	00:00:02	5	4	00:02:59
33	17:49:34	17:49:37	00:00:03	17:49:49	00:00:14	0	0	0	1	17:49:51	00:00:02	2	5	00:03:52
34	17:53:43	17:53:46	00:00:03	17:53:57	00:00:13	0	0	1	0	17:53:59	00:00:02	1	0	00:02:20
35	17:56:19	17:56:22	00:00:03	17:56:34	00:00:14	1	0	0	0	17:56:36	00:00:02	3	0	00:00:47
36	17:57:23	17:57:26	00:00:03	17:57:37	00:00:13	0	0	0	1	17:57:39	00:00:02	3	1	00:14:58
37	18:12:37	18:12:40	00:00:03	18:12:53	00:00:15	1	0	0	0	18:12:55	00:00:02	1	0	00:03:23
38	18:16:18	18:16:21	00:00:03	18:16:36	00:00:17	0	0	3	0	18:16:38	00:00:02	0	0	00:03:46
39	18:20:24	18:20:27	00:00:03	18:20:38	00:00:13	0	0	1	0	18:20:40	00:00:02	0	0	00:02:27
40	18:23:07	18:23:10	00:00:03	18:23:21	00:00:13	0	0	1	0	18:23:23	00:00:02	2	0	00:11:12
41	18:34:35	18:34:38	00:00:03	18:34:51	00:00:15	1	0	0	0	18:34:53	00:00:02	3	0	00:01:24
42	18:36:17	18:36:20	00:00:03	18:36:31	00:00:13	1	0	0	0	18:36:33	00:00:02	2	3	00:06:31
43	18:43:04	18:43:07	00:00:03	18:43:21	00:00:16	1	0	0	0	18:43:23	00:00:02	2	2	00:09:50
44	18:53:13	18:53:16	00:00:03	18:53:31	00:00:17	0	0	1	0	18:53:33	00:00:02	4	1	N/A

NMU 4 - A350 Western Way (East) Roundabout Entry Arm - Signal Head 2 - (0700-1000 Weekday AM Peak)													
Sample Number (AM)	1) Exact time light turns from green to amber	2) Exact time light turns from amber to red	Duration of amber	3) exact time light turns from red to red/amber	Duration of red	Movement 5		Movement 6		4) Exact time light turns from red/amber to green	Duration of red/amber	Number of vehicles in queue Lane C	Number of vehides in queue Lane D
						Pedestrian	Pedalcycle	Pedestrian	Pedalcycle				
1	07:05:13	07:05:16	00:00:03	07:05:27	00:00:13	0	0	1	0	07:05:29	00:00:02	6	0
2	07:07:41	07:07:44	00:00:03	07:07:55	00:00:13	0	0	0	1	07:07:57	00:00:02	2	1
3	07:09:17	07:09:20	00:00:03	07:09:33	00:00:15	0	0	1	0	07:09:35	00:00:02	1	0
4	07:10:15	07:10:18	00:00:03	07:10:29	00:00:13	1	0	0	0	07:10:31	00:00:02	1	1
5	07:18:44	07:18:47	00:00:03	07:18:59	00:00:14	1	0	0	0	07:19:01	00:00:02	3	3
6	07:28:57	07:29:00	00:00:03	07:29:12	00:00:14	1	0	0	0	07:29:14	00:00:02	7	1
7	07:33:52	07:33:55	00:00:03	07:34:09	00:00:16	1	0	0	0	07:34:11	00:00:02	0	2
8	07:35:34	07:35:37	00:00:03	07:35:48	00:00:13	0	0	0	1	07:35:50	00:00:02	1	5
9	07:44:55	07:44:58	00:00:03	07:45:10	00:00:14	1	0	0	0	07:45:12	00:00:02	1	1
10	07:57:51	07:57:54	00:00:03	07:58:11	00:00:19	3	0	0	0	07:58:13	00:00:02	4	2
11	08:03:58	08:04:01	00:00:03	08:04:12	00:00:13	1	0	0	0	08:04:14	00:00:02	3	1
12	08:05:22	08:05:25	00:00:03	08:05:37	00:00:14	0	1	0	0	08:05:39	00:00:02	2	0
13	08:12:34	08:12:37	00:00:03	08:12:51	00:00:16	0	0	1	0	08:12:53	00:00:02	2	2
14	08:14:19	08:14:22	00:00:03	08:14:33	00:00:13	0	1	0	0	08:14:35	00:00:02	1	0
15	08:15:31	08:15:34	00:00:03	08:15:45	00:00:13	1	0	0	0	08:15:47	00:00:02	0	0
16	08:17:18	08:17:21	00:00:03	08:17:32	00:00:13	0	0	0	2	08:17:34	00:00:02	1	0
17	08:19:51	08:19:54	00:00:03	08:20:05	00:00:13	0	1	0	0	08:20:07	00:00:02	0	0
18	08:26:08	08:26:11	00:00:03	08:26:22	00:00:13	1	0	0	0	08:26:24	00:00:02	3	0
19	08:28:08	08:28:11	00:00:03	08:28:22	00:00:13	1	0	0	0	08:28:24	00:00:02	10	1
20	08:32:47	08:32:50	00:00:03	08:33:03	00:00:15	3	1	0	0	08:33:05	00:00:02	13	1
21	08:33:36	08:33:39	00:00:03	08:33:50	00:00:13	0	0	1	0	08:33:52	00:00:02	1	1
22	08:37:19	08:37:22	00:00:03	08:37:36	00:00:16	6	0	0	0	08:37:38	00:00:02	4	0
23	08:41:04	08:41:07	00:00:03	08:41:19	00:00:14	2	0	0	0	08:41:21	00:00:02	5	0
24	08:41:50	08:41:53	00:00:03	08:42:04	00:00:13	0	0	1	0	08:42:06	00:00:02	5	1
25	08:43:45	08:43:48	00:00:03	08:44:01	00:00:15	3	0	0	0	08:44:03	00:00:02	6	0
26	08:52:24	08:52:27	00:00:03	08:52:38	00:00:13	0	1	0	0	08:52:40	00:00:02	2	0
27	08:55:49	08:55:52	00:00:03	08:56:04	00:00:14	0	0	1	0	08:56:06	00:00:02	4	0
28	08:59:19	08:59:22	00:00:03	08:59:34	00:00:14	0	0	2	0	08:59:36	00:00:02	1	0
29	09:07:35	09:07:38	00:00:03	09:07:50	00:00:14	1	0	0	0	09:07:52	00:00:02	3	1
30	09:13:06	09:13:09	00:00:03	09:13:21	00:00:14	0	0	2	0	09:13:23	00:00:02	6	2
31	09:25:39	09:25:42	00:00:03	09:25:56	00:00:16	0	0	1	0	09:25:58	00:00:02	1	0
32	09:26:26	09:26:29	00:00:03	09:26:41	00:00:14	0	1	0	0	09:26:43	00:00:02	0	2
33	09:31:35	09:31:38	00:00:03	09:31:50	00:00:14	0	0	1	0	09:31:52	00:00:02	2	0
34	09:38:37	09:38:40	00:00:03	09:38:51	00:00:13	0	1	0	0	09:38:53	00:00:02	1	0
35	09:44:44	09:44:47	00:00:03	09:44:59	00:00:14	1	0	0	0	09:45:01	00:00:02	1	0
36	09:56:28	09:56:31	00:00:03	09:56:43	00:00:14	1	0	0	0	09:56:45	00:00:02	0	0

NMU 4 - A350 Western Way (East) Roundabout Entry Arm - Signal Head 2 - (1600-1900 Weekday PM Peak)													
Sample Number (PM)	1) Exact time light turns from green to amber	2) Exact time light turns from amber to red	Duration of amber	3) exact time light turns from red to red/amber	Duration of red	Movement 5		Movement 6		4) Exact time light turns from red/amber to green	Duration of red/amber	Number of vehicles in queue Lane C	Number of vehicles in queue Lane D
						Pedestrian	Pedalcycle	Pedestrian	Pedalcycle				
1	16:00:23	16:00:26	00:00:03	16:00:37	00:00:13	2	0	0	0	16:00:39	00:00:02	1	0
2	16:06:27	16:06:30	00:00:03	16:06:42	00:00:14	0	0	1	0	16:06:44	00:00:02	5	1
3	16:07:02	16:07:05	00:00:03	16:07:16	00:00:13	1	2	0	0	16:07:18	00:00:02	1	0
4	16:15:09	16:15:12	00:00:03	16:15:23	00:00:13	1	0	0	0	16:15:25	00:00:02	4	0
5	16:17:35	16:17:38	00:00:03	16:17:49	00:00:13	0	0	2	0	16:17:51	00:00:02	1	0
6	16:19:33	16:19:36	00:00:03	16:19:48	00:00:14	1	0	0	0	16:19:50	00:00:02	1	0
7	16:24:52	16:24:55	00:00:03	16:25:06	00:00:13	0	0	1	0	16:25:08	00:00:02	3	0
8	16:26:07	16:26:10	00:00:03	16:26:26	00:00:18	1	0	3	0	16:26:28	00:00:02	4	1
9	16:27:22	16:27:25	00:00:03	16:27:36	00:00:13	1	0	0	0	16:27:38	00:00:02	1	0
10	16:31:12	16:31:15	00:00:03	16:31:28	00:00:15	0	0	1	0	16:31:30	00:00:02	2	2
11	16:33:30	16:33:33	00:00:03	16:33:46	00:00:15	0	0	1	0	16:33:48	00:00:02	1	0
12	16:38:35	16:38:38	00:00:03	16:38:50	00:00:14	0	0	1	0	16:38:52	00:00:02	3	3
13	16:41:58	16:42:01	00:00:03	16:42:16	00:00:17	0	0	1	0	16:42:18	00:00:02	3	2
14	16:43:42	16:43:45	00:00:03	16:43:57	00:00:14	0	0	2	0	16:43:59	00:00:02	1	1
15	16:53:46	16:53:49	00:00:03	16:54:00	00:00:13	1	0	0	0	16:54:02	00:00:02	4	0
16	17:04:41	17:04:44	00:00:03	17:04:59	00:00:17	0	0	5	0	17:05:01	00:00:02	0	1
17	17:13:36	17:13:39	00:00:03	17:13:50	00:00:13	0	0	0	1	17:13:52	00:00:02	5	3
18	17:16:39	17:16:42	00:00:03	17:16:55	00:00:15	0	0	1	0	17:16:57	00:00:02	4	2
19	17:19:14	17:19:17	00:00:03	17:19:28	00:00:13	1	0	0	0	17:19:30	00:00:02	11	1
20	17:22:48	17:22:51	00:00:03	17:23:03	00:00:14	0	0	1	0	17:23:05	00:00:02	4	2
21	17:24:32	17:24:35	00:00:03	17:24:46	00:00:13	0	0	0	1	17:24:48	00:00:02	5	0
22	17:28:57	17:29:00	00:00:03	17:29:11	00:00:13	0	0	3	0	17:29:13	00:00:02	0	0
23	17:38:36	17:38:39	00:00:03	17:38:51	00:00:14	0	0	2	0	17:38:53	00:00:02	0	1
24	17:42:12	17:42:15	00:00:03	17:42:28	00:00:15	0	1	1	0	17:42:30	00:00:02	2	2
25	17:45:38	17:45:41	00:00:03	17:45:57	00:00:18	3	0	0	0	17:45:59	00:00:02	4	1
26	17:49:49	17:49:52	00:00:03	17:50:03	00:00:13	0	0	1	0	17:50:05	00:00:02	2	1
27	17:54:00	17:54:03	00:00:03	17:54:14	00:00:13	0	0	1	0	17:54:16	00:00:02	1	0
28	17:58:52	17:58:55	00:00:03	17:59:06	00:00:13	1	0	0	0	17:59:08	00:00:02	1	0
29	18:08:15	18:08:18	00:00:03	18:08:29	00:00:13	0	0	1	0	18:08:31	00:00:02	0	1
30	18:11:02	18:11:05	00:00:03	18:11:16	00:00:13	0	0	0	1	18:11:18	00:00:02	0	0
31	18:12:13	18:12:16	00:00:03	18:12:31	00:00:17	1	0	0	0	18:12:33	00:00:02	3	1
32	18:16:50	18:16:53	00:00:03	18:17:08	00:00:17	0	0	3	0	18:17:10	00:00:02	1	1
33	18:20:37	18:20:40	00:00:03	18:20:51	00:00:13	0	0	1	0	18:20:53	00:00:02	4	0
34	18:59:26	18:59:29	00:00:03	18:59:40	00:00:13	0	0	1	0	18:59:42	00:00:02	2	1

[illegible]

HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS														
0700-0800	0	0	6	0	0	0	0	6	6.00	4	1	107	41	3	0	0	156	153.70	0	1	8	3	0	0	0	12	11.40	0	1	28	3	0	0	0	32	31.40	3	0	82	28	5	0	3	121	124.10	0	0	2	0	0	0	0	2	2.00
0715-0815	0	0	7	1	0	0	0	8	8.00	1	2	117	39	4	0	2	165	167.00	0	1	12	4	0	0	0	17	16.40	0	1	40	2	0	0	0	43	42.40	3	0	94	30	4	0	3	134	136.60	0	0	4	0	0	0	4	4.00	
0730-0830	0	0	11	1	0	0	0	12	12.00	2	2	142	26	4	0	4	180	183.20	0	1	23	2	0	0	0	26	25.40	0	0	52	1	0	0	0	53	53.00	2	0	108	27	4	1	3	145	149.70	0	0	2	0	0	0	2	2.00	
0745-0845	0	0	15	4	0	0	0	19	19.00	2	2	155	26	4	0	6	195	200.20	0	1	24	2	0	0	0	27	26.40	0	0	59	2	0	0	0	61	61.00	2	0	114	26	6	2	3	153	160.00	0	0	5	0	0	0	5	5.00	
0800-0900	0	0	16	5	0	0	0	21	21.00	3	1	132	27	2	0	7	172	177.00	0	0	22	2	0	0	0	24	24.00	0	0	53	3	0	0	0	56	56.00	3	0	99	24	4	2	3	135	140.20	0	0	5	0	0	0	5	5.00	
0815-0915	0	0	22	5	0	0	0	27	27.00	3	0	122	27	1	0	5	158	161.10	0	0	22	2	0	0	0	24	24.00	0	0	42	6	0	0	0	48	48.00	3	0	88	17	4	2	3	117	122.20	0	0	4	0	0	0	4	4.00	
0830-0930	0	0	22	5	0	0	0	27	27.00	1	0	104	30	1	0	3	139	141.70	0	0	11	2	0	0	0	13	13.00	0	0	25	6	0	0	0	31	31.00	3	0	68	16	4	1	3	95	98.90	0	0	4	0	0	0	4	4.00	
0845-0945	0	0	19	2	0	0	0	21	21.00	2	0	84	32	1	0	1	120	119.90	0	0	7	1	0	0	0	8	8.00	0	0	22	5	0	0	0	27	27.00	4	0	61	19	2	0	2	88	87.80	0	0	3	0	0	0	3	3.00	
0900-1000	0	0	21	2	0	0	0	23	23.00	1	0	71	26	2	0	0	100	100.20	0	0	6	1	0	0	0	7	7.00	1	0	16	3	0	0	0	20	19.20	4	0	66	20	2	0	2	94	93.80	0	0	5	0	0	0	5	5.00	

MCC Site 4 - Semington Road / Telford Drive priority junction (16:00-19:00) PM Peak

	MOVEMENT 42										MOVEMENT 43										MOVEMENT 44										MOVEMENT 45										MOVEMENT 46										MOVEMENT 47																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
	FROM SEMINGTON ROAD (NE) LEFT TURN TO TELFORD DRIVE (EAST)										FROM SEMINGTON ROAD (NE) STRAIGHT AHEAD TO SEMINGTON ROAD (SW)										FROM TELFORD DRIVE (EAST) LEFT TURN TO SEMINGTON ROAD (SW)										FROM TELFORD DRIVE (EAST) RIGHT TURN TO SEMINGTON ROAD (NE)										FROM SEMINGTON ROAD (SW) STRAIGHT AHEAD TO SEMINGTON ROAD (NE)										FROM SEMINGTON ROAD (SW) RIGHT TURN TO TELFORD DRIVE (EAST)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU	TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU	TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU	TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU	TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU	TOTAL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										

HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS																	
1600-1700	0	1	40	2	2	0	0	45	45.40	1	2	99	24	0	1	2	129	130.30	0	1	5	2	1	0	0	9	8.90	0	0	25	3	0	0	0	28	28.00	1	1	104	26	4	2	2	140	145.20	0	1	14	1	0	0	0	16	15.40			
1615-1715	0	1	45	2	1	0	0	49	48.90	1	3	99	27	0	1	3	134	135.70	0	1	3	3	1	0	0	8	7.90	0	1	20	3	0	0	0	23	23.00	1	2	117	20	4	2	1	147	150.60	0	1	16	1	0	0	0	18	17.40			
1630-1730	0	0	43	4	1	0	0	48	48.50	2	2	102	21	0	1	2	130	130.50	0	1	7	3	1	0	0	12	11.90	0	0	17	2	0	0	0	20	19.40	1	3	120	20	1	2	1	148	149.50	0	1	20	1	0	0	0	22	21.40			
1645-1745	0	0	50	4	0	0	0	54	54.00	2	1	100	21	0	0	3	127	127.80	0	1	9	2	0	0	0	12	11.40	1	1	21	3	0	0	0	26	24.60	3	2	112	15	1	2	1	136	136.50	0	1	18	1	0	0	0	20	19.40			
1700-1800	0	0	52	4	0	0	0	56	56.00	3	1	96	18	0	0	2	120	119.00	0	0	13	1	0	0	0	14	14.00	1	1	2	24	1	0	0	0	28	26.00	3	2	102	10	0	0	0	1	118	115.40	0	0	20	1	0	0	0	0	21	21.00
1715-1815	1	0	47	4	0	0	0	52	51.20	5	1	99	18	0	0	2	125	122.40	0	0	13	0	0	0	0	13	13.00	1	2	26	1	0	0	0	30	28.00	4	2	85	12	0	0	0	2	105	102.60	0	0	19	1	0	0	0	0	20	20.00	
1730-1830	1	1	40	1	0	0	0	43	41.60	5	1	86	16	0	1	2	111	109.70	0	0	10	0	0	0	0	10	10.00	1	1	27	1	0	0	0	30	28.60	3	1	72	7	0	0	3	86	86.00	0	0	17	1	0	0	0	0	18	18.00		
1745-1845	1	1	29	1	0	0	0	32	30.60	5	1	73	11	0	1	1	92	89.70	0	0	18	0	0	0	0	8	8.00	0	1	22	0	0	0	0	23	22.40	2	2	78	7	0	0	2	91	90.20	0	0	14	0	0	0	0	14	14.00			
1800-1900	1	1	26	1	0	0	0	29	27.60	4	1	69	11	0	1	1	87	85.50	0	0	8	0	0	0	0	8	8.00	0	0	29	1	0	0	0	30	30.00	2	2	81	8	0	1	2	96	96.50	0	0	13	0	0	0	0	13	13.00			

QUEUES - MCC Site 4 - Semington Road / Telford Drive priority junction
Queue Length Survey

Site 4 of 7

Telford Drive (East)
Semington Road (SW)

Date

Tuesday 10th March 2026

Telford Drive (East)

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

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

Semington Road (SW)

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

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

Telford Drive (East)

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

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

Semington Road (SW)

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

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

MCC Site 5 - Semington Road / Berryfield Lane one-way junction (07:00-10:00) AM Peak

	MOVEMENT 48									MOVEMENT 49									MOVEMENT 50									MOVEMENT 51								
	FROM SEMINGTON ROAD (SOUTH)									FROM SEMINGTON ROAD (SOUTH)									FROM SEMINGTON ROAD (NORTH)									FROM SEMINGTON ROAD (NORTH)								
	LEFT TURN TO									STRAIGHT AHEAD TO									STRAIGHT AHEAD TO									RIGHT TURN TO								
	BERRYFIELD LANE (WEST)									SEMINGTON ROAD (NORTH)									SEMINGTON ROAD (SOUTH)									BERRYFIELD LANE (WEST)								
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00	0	0	17	7	1	0	0	25	25.50	4	0	19	6	0	0	0	29	25.80	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	0	0	0	0	0	0	0.00	2	0	20	12	1	0	1	36	35.90	1	0	15	19	0	0	0	35	34.20	0	0	2	0	0	0	0	2	2.00
0730-0745	0	0	0	0	0	0	0	0	0.00	1	0	21	5	2	0	1	30	31.20	1	0	26	9	1	0	0	37	36.70	0	0	1	0	0	0	0	1	1.00
0745-0800	0	0	0	0	0	0	0	0	0.00	0	0	26	6	1	0	1	34	35.50	0	2	55	9	2	0	0	68	67.80	0	0	0	1	0	0	0	1	1.00
0800-0815	0	0	0	0	0	0	0	0	0.00	0	0	31	9	0	0	0	40	40.00	1	1	36	7	1	0	2	48	49.10	0	0	0	0	0	0	0	0	0.00
0815-0830	0	0	1	0	0	0	0	1	1.00	1	0	33	6	2	1	1	44	46.50	2	0	47	6	0	0	2	57	57.40	1	0	1	0	0	0	0	2	1.20
0830-0845	0	0	1	0	0	0	0	1	1.00	1	0	28	3	2	1	1	36	38.50	0	0	43	7	1	0	2	53	55.50	0	0	0	0	0	0	0	0	0.00
0845-0900	0	0	1	0	0	0	0	1	1.00	1	0	11	5	0	0	1	18	18.20	1	0	29	8	0	0	1	39	39.20	0	0	1	0	0	0	0	1	1.00
0900-0915	0	0	1	0	0	0	0	1	1.00	0	0	19	1	0	0	0	20	20.00	0	0	22	6	0	0	0	28	28.00	0	0	1	0	0	0	0	1	1.00
0915-0930	0	0	0	0	0	0	0	0	0.00	1	0	11	7	1	0	1	21	21.70	0	0	20	9	0	0	0	29	29.00	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	0	0	0	0	0	0	0.00	2	0	26	5	1	0	0	34	32.90	1	0	15	8	1	0	0	25	24.70	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	0	0	0	0	0	0	0.00	1	0	14	6	0	0	1	22	22.20	0	0	15	5	1	0	0	21	21.50	0	0	0	0	0	0	0	0	0.00
0700-1000	0	0	4	0	0	0	0	4	4.00	10	0	257	72	11	2	8	360	368.10	11	3	342	99	7	0	7	469	468.90	1	0	6	1	0	0	0	8	7.20

	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
	FROM SEMINGTON ROAD (SOUTH)									FROM SEMINGTON ROAD (SOUTH)									FROM SEMINGTON ROAD (NORTH)									FROM SEMINGTON ROAD (NORTH)								
	LEFT TURN TO									STRAIGHT AHEAD TO									STRAIGHT AHEAD TO									RIGHT TURN TO								
	BERRYFIELD LANE (WEST)									SEMINGTON ROAD (NORTH)									SEMINGTON ROAD (SOUTH)									BERRYFIELD LANE (WEST)								
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
0700-0800	0	0	0	0	0	0	0	0	0.00	3	0	84	30	5	0	3	125	128.10	6	2	115	43	3	0	0	169	164.50	0	0	3	1	0	0	0	4	4.00
0715-0815	0	0	0	0	0	0	0	0	0.00	3	0	98	32	4	0	3	140	142.60	3	3	132	44	4	0	2	188	187.80	0	0	3	1	0	0	0	4	4.00
0730-0830	0	0	1	0	0	0	0	1	1.00	2	0	111	26	5	1	3	148	153.20	4	3	164	31	4	0	4	210	211.00	1	0	2	1	0	0	0	4	3.20
0745-0845	0	0	2	0	0	0	0	2	2.00	2	0	118	24	5	2	3	154	160.50	3	3	181	29	4	0	6	226	229.80	1	0	1	1	0	0	0	3	2.20
0800-0900	0	0	3	0	0	0	0	3	3.00	3	0	103	23	4	2	3	138	143.20	4	1	155	28	2	0	7	197	201.20	1	0	2	0	0	0	0	3	2.20
0815-0915	0	0	4	0	0	0	0	4	4.00	3	0	91	15	4	2	3	118	123.20	3	0	141	27	1	0	5	177	180.10	1	0	3	0	0	0	0	4	3.20
0830-0930	0	0	3	0	0	0	0	3	3.00	3	0	69	16	3	1	3	95	98.40	1	0	114	30	1	0	3	149	151.70	0	0	2	0	0	0	0	2	2.00
0845-0945	0	0	2	0	0	0	0	2	2.00	4	0	67	18	2	0	2	93	92.80	2	0	86	31	1	0	1	121	120.90	0	0	2	0	0	0	0	2	2.00
0900-1000	0	0	1	0	0	0	0	1	1.00	4	0	70	19	2	0	2	97	96.80	1	0	72	28	2	0	0	103	103.20	0	0	1	0	0	0	0	1	1.00

MCC Site 5 - Semington Road / Berryfield Lane one-way junction (16:00-19:00) PM Peak

	MOVEMENT 48										MOVEMENT 49										MOVEMENT 50										MOVEMENT 51									
	FROM SEMINGTON ROAD (SOUTH)										FROM SEMINGTON ROAD (SOUTH)										FROM SEMINGTON ROAD (NORTH)										FROM SEMINGTON ROAD (NORTH)									
	LEFT TURN TO										STRAIGHT AHEAD TO										STRAIGHT AHEAD TO										RIGHT TURN TO									
	BERRYFIELD LANE (WEST)										SEMINGTON ROAD (NORTH)										SEMINGTON ROAD (SOUTH)										BERRYFIELD LANE (WEST)									
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL				
1600-1615	0	0	0	0	0	0	0	0	0.00	0	0	29	8	0	0	1	38	39.00	1	0	18	3	0	0	0	22	21.20	0	0	1	0	0	0	0	1	1.00				
1615-1630	0	0	1	0	0	0	0	1	1.00	3	0	26	5	3	0	0	37	36.10	0	1	29	12	0	0	1	43	43.40	0	0	2	0	0	0	0	2	2.00				
1630-1645	0	0	0	1	0	0	0	1	1.00	0	1	34	9	0	0	1	45	45.40	0	1	25	5	1	1	0	33	34.20	0	0	4	1	0	0	0	5	5.00				
1645-1700	0	0	1	1	0	0	0	2	2.00	0	1	30	5	1	2	0	39	41.50	0	1	22	5	0	0	0	28	27.40	0	0	2	0	0	0	0	2	2.00				
1700-1715	0	0	0	0	0	0	0	0	0.00	0	1	47	4	0	0	0	52	51.40	1	0	18	7	0	0	2	28	29.20	0	1	1	0	0	0	0	2	1.40				
1715-1730	0	0	1	0	0	0	0	1	1.00	1	1	32	4	0	0	0	38	36.60	1	0	39	3	0	0	0	43	42.20	0	0	1	1	0	0	0	2	2.00				
1730-1745	0	0	1	0	0	0	0	1	1.00	2	0	28	2	0	0	1	33	32.40	0	0	29	6	0	0	1	36	37.00	0	0	1	0	0	0	0	1	1.00				
1745-1800	0	0	0	0	0	0	0	0	0.00	0	0	17	1	0	0	1	19	20.00	1	0	18	2	0	0	0	21	20.20	0	0	1	0	0	0	0	1	1.00				
1800-1815	0	0	0	0	0	0	0	0	0.00	1	1	28	4	0	0	0	34	32.60	3	1	22	5	0	0	1	32	30.00	0	0	4	1	0	0	0	5	5.00				
1815-1830	0	0	1	0	0	0	0	1	1.00	0	0	19	0	0	0	1	20	21.00	1	0	21	4	0	1	0	27	27.50	0	0	3	0	0	0	0	3	3.00				
1830-1845	0	0	2	0	0	0	0	2	2.00	1	1	24	2	0	0	0	28	26.60	0	0	13	0	0	0	0	13	13.00	0	0	1	0	0	0	0	1	1.00				
1845-1900	0	0	0	0	0	0	0	0	0.00	0	0	19	2	0	1	0	22	23.30	0	0	15	1	0	0	0	16	16.00	0	0	2	0	0	0	0	2	2.00				
1600-1900	0	0	7	2	0	0	0	9	9.00	8	6	333	46	4	3	5	405	405.90	8	4	269	53	1	2	5	342	341.30	0	1	23	3	0	0	0	27	26.40				



QUEUES - MCC Site 5 - Semington Road / Berryfield Lane one-way junction
Queue Length Survey

Site 5 of 7
Semington Road (North)

Date
Tuesday 10th March 2026

Semington Road (North)

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

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

Semington Road (North)

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

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

MCC Site 6 - Semington Road / Berryfield Park priority junction (07:00-10:00) AM Peak

	MOVEMENT 52										MOVEMENT 53										MOVEMENT 54										MOVEMENT 55										MOVEMENT 56										MOVEMENT 57																			
	FROM SEMINGTON ROAD (SOUTH)										FROM SEMINGTON ROAD (SOUTH)										FROM BERRYFIELD PARK (WEST)										FROM BERRYFIELD PARK (WEST)										FROM SEMINGTON ROAD (NORTH)										FROM SEMINGTON ROAD (NORTH)																			
	LEFT TURN TO BERRYFIELD PARK (WEST)										STRAIGHT AHEAD TO SEMINGTON ROAD (NORTH)										LEFT TURN TO SEMINGTON ROAD (NORTH)										RIGHT TURN TO SEMINGTON ROAD (NORTH)										STRAIGHT AHEAD TO SEMINGTON ROAD (SOUTH)										STRAIGHT AHEAD TO SEMINGTON ROAD (SOUTH)										RIGHT TURN TO BERRYFIELD PARK (WEST)									
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL																
0700-0715	0	0	0	0	1	0	0	1	1.50	0	0	10	4	1	0	0	15	15.50	0	0	7	3	0	0	0	10	10.00	0	0	3	1	0	0	0	4	4.00	4	0	13	6	0	0	0	23	19.80	0	0	6	0	0	0	0	6	6.00																
0715-0730	0	0	1	0	0	0	0	1	1.00	2	0	11	9	0	0	1	23	22.40	0	0	10	3	1	0	0	14	14.50	0	0	3	1	1	0	0	5	5.50	1	0	12	17	0	0	0	30	29.20	0	0	3	2	0	0	0	5	5.00																
0730-0745	0	0	0	2	0	0	0	0	2	2.00	0	0	15	4	1	0	2	22	24.50	1	0	6	1	1	0	0	9	8.70	0	0	5	2	1	0	0	8	8.50	1	0	24	8	0	0	0	33	32.20	0	0	2	1	1	0	0	4	4.50															
0745-0800	0	0	3	3	0	0	0	0	6	6.00	0	0	16	5	1	0	0	22	22.50	0	0	9	1	0	0	0	10	10.00	0	0	4	2	0	0	0	6	6.00	0	1	50	7	1	0	0	59	58.90	0	1	3	2	0	0	0	6	5.40															
0800-0815	0	0	2	2	0	0	0	0	4	4.00	0	0	19	6	0	0	0	25	25.00	0	0	12	3	0	0	0	15	15.00	0	0	5	1	0	0	0	6	6.00	1	1	34	7	2	0	2	47	48.60	0	0	4	0	0	0	0	4	4.00															
0815-0830	0	0	3	0	0	0	0	1	4	5.00	0	0	17	2	2	1	1	23	26.30	1	0	17	5	0	0	0	23	22.20	0	0	10	5	0	0	1	16	17.00	1	0	45	5	0	0	2	63	54.20	0	0	2	1	0	0	0	3	3.00															
0830-0845	0	0	3	2	0	0	0	0	5	5.00	1	0	20	2	1	0	1	25	25.70	0	0	9	1	1	1	0	12	13.80	0	0	5	0	0	0	0	5	5.00	1	0	35	4	0	0	2	42	43.20	0	0	7	3	0	0	0	10	10.00															
0845-0900	0	0	3	0	1	0	0	0	4	4.50	1	0	6	3	0	0	1	11	11.20	0	0	7	1	0	0	0	8	8.00	0	0	0	1	0	0	0	1	1.00	1	0	25	5	1	0	1	33	33.70	0	0	5	3	0	0	0	8	8.00															
0900-0915	0	0	3	1	0	0	0	0	4	4.00	0	0	10	0	0	0	0	10	10.00	0	0	9	1	0	0	0	10	10.00	0	0	6	1	0	0	0	7	7.00	0	0	19	5	0	0	0	24	24.00	0	0	3	1	0	0	0	4	4.00															
0915-0930	0	0	1	0	0	0	0	0	1	1.00	1	0	4	3	0	0	1	9	9.20	0	0	7	4	1	0	0	12	12.50	0	0	1	1	1	0	0	3	3.50	0	0	14	6	0	0	0	20	20.00	0	0	6	3	0	0	0	9	9.00															
0930-0945	0	0	3	0	0	0	0	0	3	3.00	2	0	16	2	1	0	0	21	19.90	0	0	10	3	0	0	0	13	13.00	0	0	2	1	0	0	0	3	3.00	1	0	10	6	1	0	0	18	17.70	0	0	5	2	0	0	0	7	7.00															
0945-1000	0	0	2	2	0	0	0	0	4	4.00	1	0	4	5	0	0	1	11	11.20	0	0	10	1	0	0	0	11	11.00	0	0	4	2	0	0	0	6	6.00	0	0	8	3	1	0	0	12	12.50	0	0	7	2	0	0	0	9	9.00															
0700-1000	0	0	24	12	2	0	1	39	41.00	8	0	148	45	7	1	8	217	223.40	2	0	113	27	4	1	0	147	148.70	0	0	48	18	3	0	1	70	72.50	11	2	289	79	6	0	7	394	394.00	0	1	53	20	1	0	0	75	74.90																

HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS														
0700-0800	0	0	4	5	1	0	0	10	10.50	2	0	52	22	3	0	3	82	84.90	1	0	32	8	2	0	0	43	43.20	0	0	15	6	2	0	0	23	24.00	6	1	99	38	1	0	0	145	140.10	0	1	14	5	1	0	0	21	20.90
0715-0815	0	0	6	7	0	0	0	13	13.00	2	0	61	24	2	0	3	92	94.40	1	0	37	8	2	0	0	48	48.20	0	0	17	6	2	0	0	25	26.00	3	2	120	39	3	0	2	169	168.90	0	1	12	5	1	0	0	19	18.90
0730-0830	0	0	8	7	0	0	1	16	17.00	0	0	67	17	4	1	3	92	98.30	2	0	44	10	1	0	0	57	55.90	0	0	24	10	1	0	1	36	37.50	3	2	153	27	3	0	4	192	193.90	0	1	11	4	1	0	0	17	16.90
0745-0845	0	0	11	7	0	0	1	19	20.00	1	0	72	15	4	1	2	95	99.50	1	0	47	10	1	1	0	60	61.00	0	0	24	8	0	0	1	33	34.00	3	2	164	23	3	0	6	201	204.90	0	1	16	6	0	0	0	23	22.40
0800-0900	0	0	11	4	1	0	1	17	18.50	2	0	62	13	3	1	3	84	88.20	1	0	45	10	1	1	0	58	59.00	0	0	20	7	0	0	1	28	29.00	4	1	139	21	3	0	7	175	179.70	0	0	18	7	0	0	0	25	25.00
0815-0915	0	0	12	3	1	0	1	17	18.50	2	0	53	7	3	1	3	69	73.20	1	0	42	8	1	1	0	53	54.00	0	0	21	7	0	0	1	29	30.00	3	0	124	19	1	0	5	152	155.10	0	0	17	8	0	0	0	25	25.00
0830-0930	0	0	10	3	1	0	0	14	14.50	3	0	40	8	1	0	3	55	56.10	0	0	32	7	2	1	0	42	44.30	0	0	12	3	1	0	0	16	16.50	2	0	93	20	1	0	3	119	120.90	0	0	21	10	0	0	0	31	31.00
0845-0945	0	0	10	1	1	0	0	12	12.50	4	0	36	8	1	0	2	51	50.30	0	0	33	9	1	0	0	43	43.50	0	0	9	4	1	0	0	14	14.50	2	0	68	22	2	0	1	95	95.40	0	0	19	9	0	0	0	28	28.00
0900-1000	0	0	9	3	0	0	0	12	12.00	4	0	34	10	1	0	2	51	50.30	0	0	36	9	1	0	0	46	46.50	0	0	13	5	1	0	0	19	19.50	1	0	51	20	2	0	0	74	74.20	0	0	21	8	0	0	0	29	29.00

MCC Site 6 - Semington Road / Berryfield Park priority junction (16:00-19:00) PM Peak

	MOVEMENT 52										MOVEMENT 53										MOVEMENT 54										MOVEMENT 55										MOVEMENT 56										MOVEMENT 57																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
	FROM SEMINGTON ROAD (SOUTH) LEFT TURN TO BERRYFIELD PARK (WEST)										FROM SEMINGTON ROAD (SOUTH) STRAIGHT AHEAD TO SEMINGTON ROAD (WEST)										FROM BERRYFIELD PARK (WEST) LEFT TURN TO SEMINGTON ROAD (NORTH)										FROM BERRYFIELD PARK (WEST) RIGHT TURN TO SEMINGTON ROAD (NORTH)										FROM SEMINGTON ROAD (NORTH) STRAIGHT AHEAD TO SEMINGTON ROAD (SOUTH)										FROM SEMINGTON ROAD (NORTH) RIGHT TURN TO BERRYFIELD PARK (WEST)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					

QUEUES - MCC Site 6 - Semington Road / Berryfield Park priority junction
Queue Length Survey

Site 6 of 7

Berryfield Park (West)
Semington Road (North)

Date

Tuesday 10th March 2026

Berryfield Park (West)

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

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

Semington Road (North)

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

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

Berryfield Park (West)

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

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

Semington Road (North)

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

TIME	RIGHT-TURN IN QUEUE LANE
16:05	0
16:10	0
16:15	0
16:20	0
16:25	1
16:30	0
16:35	0
16:40	0
16:45	0
16:50	0
16:55	0
17:00	0
17:05	0
17:10	0
17:15	0
17:20	0
17:25	0
17:30	0
17:35	0
17:40	0
17:45	0
17:50	0
17:55	0
18:00	0
18:05	0
18:10	0
18:15	0
18:20	0
18:25	0
18:30	0
18:35	0
18:40	0
18:45	0
18:50	0
18:55	0
19:00	0

MCC Site 7 - Hampton Park West / High Street / Semington Road Roundabout (07:00-10:00) AM Peak

	MOVEMENT 58									MOVEMENT 59									MOVEMENT 60								
	FROM HAMPTON PARK WEST (EAST)									FROM HAMPTON PARK WEST (EAST)									FROM HAMPTON PARK WEST (EAST)								
	LEFT TURN TO									RIGHT TURN TO									U-TURN BACK TO								
	HIGH STREET (SOUTH)									SEMINGTON ROAD (NORTH)									HAMPTON PARK WEST (EAST)								
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00	0	0	5	7	2	0	0	14	15.00	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	1	3	0	0	0	4	4.00	0	0	11	9	0	0	1	21	22.00	0	0	0	0	0	0	0	0	0.00
0730-0745	0	0	1	1	0	0	0	2	2.00	0	0	10	6	0	0	1	17	18.00	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	0	1	0	0	0	1	1.00	0	0	13	6	1	0	0	20	20.50	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	2	4	0	0	0	6	6.00	0	0	15	8	0	1	1	25	27.30	0	0	0	0	0	0	0	0	0.00
0815-0830	0	0	1	0	0	0	0	1	1.00	0	0	10	2	1	0	0	13	13.50	0	0	0	0	0	0	0	0	0.00
0830-0845	0	0	0	1	0	0	0	1	1.00	0	0	12	3	0	0	0	15	15.00	0	0	0	0	0	0	0	0	0.00
0845-0900	0	0	2	1	0	0	0	3	3.00	0	0	10	2	1	0	0	13	13.50	0	0	0	0	0	0	0	0	0.00
0900-0915	0	0	0	0	0	0	1	1	2.00	0	0	12	2	0	0	0	14	14.00	0	0	1	0	0	0	0	1	1.00
0915-0930	1	0	0	0	0	0	0	1	0.20	0	0	8	3	0	0	0	11	11.00	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	0	0	0	0	0	0	0.00	0	0	11	2	0	0	0	13	13.00	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	0	0	0	0	0	0	0.00	0	0	5	4	0	0	0	9	9.00	0	0	0	0	0	0	0	0	0.00
0700-1000	1	0	7	11	0	0	1	20	20.20	0	0	122	54	5	1	3	185	191.80	0	0	1	0	0	0	0	1	1.00

	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
0700-0800	0	0	2	5	0	0	0	7	7.00	0	0	39	28	3	0	2	72	75.50	0	0	0	0	0	0	0	0	0.00
0715-0815	0	0	4	9	0	0	0	13	13.00	0	0	49	29	1	1	3	83	87.80	0	0	0	0	0	0	0	0	0.00
0730-0830	0	0	4	6	0	0	0	10	10.00	0	0	48	22	2	1	2	75	79.30	0	0	0	0	0	0	0	0	0.00
0745-0845	0	0	3	6	0	0	0	9	9.00	0	0	50	19	2	1	1	73	76.30	0	0	0	0	0	0	0	0	0.00
0800-0900	0	0	5	6	0	0	0	11	11.00	0	0	47	15	2	1	1	66	69.30	0	0	0	0	0	0	0	0	0.00
0815-0915	0	0	3	2	0	0	1	6	7.00	0	0	44	9	2	0	0	55	56.00	0	0	1	0	0	0	0	1	1.00
0830-0930	1	0	2	2	0	0	1	6	6.20	0	0	42	10	1	0	0	53	53.50	0	0	1	0	0	0	0	1	1.00
0845-0945	1	0	2	1	0	0	1	5	5.20	0	0	41	9	1	0	0	51	51.50	0	0	1	0	0	0	0	1	1.00
0900-1000	1	0	0	0	0	0	1	2	2.20	0	0	36	11	0	0	0	47	47.00	0	0	1	0	0	0	0	1	1.00

MCC Site 7 - Hampton Park West / High Street / Semington Road Roundabout (16:00-19:00) PM Peak

	MOVEMENT 58									MOVEMENT 59									MOVEMENT 60								
	FROM HAMPTON PARK WEST (EAST)									FROM HAMPTON PARK WEST (EAST)									FROM HAMPTON PARK WEST (EAST)								
	LEFT TURN TO									RIGHT TURN TO									U-TURN BACK TO								
	HIGH STREET (SOUTH)									SEMINGTON ROAD (NORTH)									HAMPTON PARK WEST (EAST)								
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
1600-1615	0	0	0	1	0	0	0	1	1.00	1	0	21	4	1	0	0	27	26.70	0	0	0	0	0	0	0	0	0.00
1615-1630	2	0	0	1	0	0	0	3	1.40	0	0	16	2	0	0	0	18	18.00	0	0	0	0	0	0	0	0	0.00
1630-1645	2	0	1	1	0	0	0	4	2.40	0	0	27	2	0	0	0	29	29.00	0	0	0	0	0	0	0	0	0.00
1645-1700	2	0	0	0	0	0	0	2	0.40	0	0	28	3	0	0	0	31	31.00	0	0	0	0	0	0	0	0	0.00
1700-1715	2	0	0	1	0	0	0	3	1.40	0	1	44	4	0	0	0	49	48.40	0	0	2	0	0	0	0	2	2.00
1715-1730	0	0	0	0	0	0	0	0	0.00	0	0	27	0	0	0	0	27	27.00	0	0	0	0	0	0	0	0	0.00
1730-1745	0	0	0	0	0	0	0	0	0.00	1	0	20	1	1	1	0	24	25.00	0	0	1	0	0	0	1	2	3.00
1745-1800	0	0	0	0	0	0	0	0	0.00	0	0	16	1	0	0	0	17	17.00	0	0	0	0	0	0	0	0	0.00
1800-1815	0	0	0	0	0	0	0	0	0.00	1	1	21	0	0	0	0	23	21.60	2	0	0	0	0	0	0	2	0.40
1815-1830	0	0	5	0	0	0	0	5	5.00	0	0	16	0	0	0	0	16	16.00	0	0	0	0	0	0	0	0	0.00
1830-1845	0	0	2	0	0	0	0	2	2.00	0	0	13	0	0	1	0	14	15.30	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	2	0	0	0	0	2	2.00	0	0	12	0	0	0	0	12	12.00	0	0	0	0	0	0	0	0	0.00
1600-1900	8	0	10	4	0	0	0	22	15.60	3	2	261	17	2	2	0	287	287.00	2	0	3	0	0	0	1	6	5.40

	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									
1600-1700	6	0	1	3	0	0	0	10	5.20	1	0	92	11	1	0	0	105	104.70	0	0	0	0	0	0	0	0	0	0.00
1615-1715	8	0	1	3	0	0	0	12	5.60	0	1	115	11	0	0	0	127	126.40	0	0	2	0	0	0	0	2	2.00	
1630-1730	6	0	1	2	0	0	0	9	4.20	0	1	126	9	0	0	0	136	135.40	0	0	2	0	0	0	0	2	2.00	
1645-1745	4	0	0	1	0	0	0	5	1.80	1	1	119	8	1	1	0	131	131.40	0	0	3	0	0	0	1	4	5.00	
1700-1800	2	0	0	1	0	0	0	3	1.40	1	1	107	6	1	1	0	117	117.40	0	0	3	0	0	0	1	4	5.00	
1715-1815	0	0	0	0	0	0	0	0	0.00	2	1	84	2	1	1	0	91	90.60	2	0	1	0	0	0	1	4	3.40	
1730-1830	0	0	5	0	0	0	0	5	5.00	2	1	73	2	1	1	0	80	79.60	2	0	1	0	0	0	1	4	3.40	
1745-1845	0	0	7	0	0	0	0	7	7.00	1	1	66	1	0	1	0	70	69.90	2	0	0	0	0	0	0	2	0.40	
1800-1900	0	0	9	0	0	0	0	9	9.00	1	1	62	0	0	1	0	65	64.90	2	0	0	0	0	0	0	2	0.40	

Location: Melksham, SN12 6DR

Date: Tuesday 10th March 2026

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

MCC Site 7 - Hampton Park West / High Street / Semington Road Roundabout (07:00-10:00) AM Peak

[illegible][illegible]

MCC Site 7 - Hampton Park West / High Street / Semington Road Roundabout (16:00-19:00) PM Peak

[illegible][illegible]

MCC Site 7 - Hampton Park West / High Street / Semington Road Roundabout (07:00-10:00) AM Peak

	MOVEMENT 64									MOVEMENT 65									MOVEMENT 66								
	FROM SEMINGTON ROAD (NORTH) LEFT TURN TO HAMPTON PARK WEST (EAST)									FROM SEMINGTON ROAD (NORTH) STRAIGHT AHEAD TO HIGH STREET (SOUTH)									FROM SEMINGTON ROAD (NORTH) U-TURN BACK TO SEMINGTON ROAD (NORTH)								
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL
0700-0715	1	0	12	7	0	0	0	20	19.20	3	0	0	0	0	0	0	3	0.60	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	12	6	1	0	0	19	19.50	0	0	0	1	0	0	0	2	1.20	0	0	0	0	0	0	0	0	0.00
0730-0745	2	0	32	12	0	0	0	46	44.40	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0745-0800	0	1	57	5	2	0	0	65	65.40	0	0	1	1	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
0800-0815	0	1	40	7	1	0	0	49	48.90	0	0	1	0	0	0	1	2	3.00	0	0	0	0	0	0	0	0	0.00
0815-0830	1	0	54	9	3	0	2	69	71.70	0	0	2	0	0	0	1	3	4.00	0	0	0	0	0	0	0	0	0.00
0830-0845	0	0	38	3	0	0	2	43	45.00	0	0	0	1	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
0845-0900	0	0	15	3	0	0	0	18	18.00	0	0	0	0	0	0	1	1	2.00	0	0	0	0	0	0	0	0	0.00
0900-0915	0	1	29	6	0	0	0	36	35.40	1	0	0	0	0	0	0	1	0.20	0	0	0	0	0	0	0	0	0.00
0915-0930	0	0	10	3	1	0	0	14	14.50	0	0	0	1	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	10	4	0	0	0	14	14.00	1	0	0	0	0	0	1	2	2.20	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	12	6	1	0	0	19	19.50	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0700-1000	4	3	321	71	9	0	4	412	415.50	6	0	4	4	0	0	4	18	17.20	0	0	0	0	0	0	0	0	0.00

	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
0700-0800	3	1	113	30	3	0	0	150	148.50	4	0	1	2	0	0	0	7	3.80	0	0	0	0	0	0	0	0	0.00
0715-0815	2	2	141	30	4	0	0	179	178.20	1	0	2	2	0	0	1	6	6.20	0	0	0	0	0	0	0	0	0.00
0730-0830	3	2	183	33	6	0	2	229	230.40	0	0	4	1	0	0	2	7	9.00	0	0	0	0	0	0	0	0	0.00
0745-0845	1	2	189	24	6	0	4	226	231.00	0	0	4	2	0	0	2	8	10.00	0	0	0	0	0	0	0	0	0.00
0800-0900	1	1	147	22	4	0	4	179	183.60	0	0	3	1	0	0	3	7	10.00	0	0	0	0	0	0	0	0	0.00
0815-0915	1	1	136	21	3	0	4	166	170.10	1	0	2	1	0	0	2	6	7.20	0	0	0	0	0	0	0	0	0.00
0830-0930	0	1	92	15	1	0	2	111	112.90	1	0	0	2	0	0	1	4	4.20	0	0	0	0	0	0	0	0	0.00
0845-0945	0	1	64	16	1	0	0	82	81.90	2	0	0	1	0	0	2	5	5.40	0	0	0	0	0	0	0	0	0.00
0900-1000	0	1	61	19	2	0	0	83	83.40	2	0	0	1	0	0	1	4	3.40	0	0	0	0	0	0	0	0	0.00

MCC Site 7 - Hampton Park West / High Street / Semington Road Roundabout (16:00-19:00) PM Peak

	MOVEMENT 64									MOVEMENT 65									MOVEMENT 66									
	FROM SEMINGTON ROAD (NORTH) LEFT TURN TO HAMPTON PARK WEST (EAST)									FROM SEMINGTON ROAD (NORTH) STRAIGHT AHEAD TO HIGH STREET (SOUTH)									FROM SEMINGTON ROAD (NORTH) U-TURN BACK TO SEMINGTON ROAD (NORTH)									
	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	PCY	P2W	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCU TOTAL	
1600-1615	0	3	8	3	1	0	0	15	13.70	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
1615-1630	0	0	10	4	0	0	0	14	14.00	0	0	3	1	0	0	0	1	5	6.00	0	0	0	0	0	0	0	0	0.00
1630-1645	0	1	14	7	2	0	0	24	24.40	0	0	2	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
1645-1700	0	1	21	3	0	0	0	25	24.40	0	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1700-1715	0	0	8	3	0	0	0	11	11.00	0	0	0	0	0	0	2	2	4.00	0	0	0	0	0	0	0	0	0	0.00
1715-1730	0	0	18	4	0	0	0	22	22.00	0	0	2	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
1730-1745	0	0	15	1	0	0	0	16	16.00	0	0	0	0	0	0	1	1	2.00	0	0	0	0	0	0	0	0	0	0.00
1745-1800	0	0	10	2	0	0	0	12	12.00	0	0	1	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1800-1815	0	1	13	1	0	0	0	15	14.40	1	0	0	1	0	0	0	1	3	3.20	0	0	0	0	0	0	0	0	0.00
1815-1830	0	0	11	0	0	0	0	11	11.00	0	0	7	0	0	0	0	0	7	7.00	0	0	0	0	0	0	0	0	0.00
1830-1845	0	0	8	0	0	0	0	8	8.00	0	0	1	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	16	1	0	1	0	18	19.30	0	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1600-1900	0	6	152	29	3	1	0	191	190.20	1	0	16	2	0	0	5	24	28.20	0	0	0	0	0	0	0	0	0	0.00

	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
1600-1700	0	5	53	17	3	0	0	78	76.50	0	0	5	1	0	0	1	7	8.00	0	0	0	0	0	0	0	0	0.00
1615-1715	0	2	53	17	2	0	0	74	73.80	0	0	5	1	0	0	3	9	12.00	0	0	0	0	0	0	0	0	0.00
1630-1730	0	2	61	17	2	0	0	82	81.80	0	0	4	0	0	0	2	6	8.00	0	0	0	0	0	0	0	0	0.00
1645-1745	0	1	62	11	0	0	0	74	73.40	0	0	2	0	0	0	3	5	8.00	0	0	0	0	0	0	0	0	0.00
1700-1800	0	0	51	10	0	0	0	61	61.00	0	0	3	0	0	0	3	6	9.00	0	0	0	0	0	0	0	0	0.00
1715-1815	0	1	56	8	0	0	0	65	64.40	1	0	3	1	0	0	2	7	8.20	0	0	0	0	0	0	0	0	0.00
1730-1830	0	1	49	4	0	0	0	54	53.40	1	0	8	1	0	0	2	12	13.20	0	0	0	0	0	0	0	0	0.00
1745-1845	0	1	42	3	0	0	0	46	45.40	1	0	9	1	0	0	1	12	12.20	0	0	0	0	0	0	0	0	0.00
1800-1900	0	1	48	2	0	1	0	52	52.70	1	0	8	1	0	0	1	11	11.20	0	0	0	0	0	0	0	0	0.00



QUEUES - MCC Site 7 - Hampton Park West / High Street / Semington Road Roundabout
Queue Length Survey

Site 7 of 7
Hampton Park West (East)
High Street (South)
Semington Road (North)

Date
Tuesday 10th March 2026

Hampton Park West (East)

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

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

High Street (South)

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

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

Semington Road (North)

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

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

Hampton Park West (East)

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

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

High Street (South)

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

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

Semington Road (North)

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

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

APPENDIX B. Road Safety Audit and Designers
Response

Road Safety Audit Report

Incorporating

Stage 1 Completion of Preliminary Design; and

Road Safety Audit Response Report with RSA Decision Log.



Proposed Highway Access off Semington Road Melksham

Client:
i-Transport

Client reference:
ITB200590

Fenley
2 Blaenant
Emmer Green
READING
RG4 8PH

E: office@fenley.co.uk
www.fenley.co.uk

Report Status 2

Job no	RSA-26-084	Issue no	2	Date	July 2026
Prepared by	JJF	Verified by	ZB	Approved by	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-26/RSA-26-084-2				

1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	July 2026
Document reference and revision:	RSA-26-084-2
Prepared by:	Fenley Road Safety Limited
County Highway Authority:	Wiltshire County Council
Design Organisation:	i-Transport
Project Sponsor:	Bellway Homes Limited

REV	ISSUE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions.	JJF			6 th July 2026
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	ZB	JJF	14 th July 2026
2	Design Organisation/Project Sponsor Response incorporated within the Decision Log at Appendix A3	Stephen Moody on behalf of i-Transport			14 th July 2026
3	Overseeing Organisation Response incorporated within the Decision Log at Appendix A3	on behalf of Wiltshire County Council			2026

Contents:

1.0	Project Details	1
2.0	Introduction	2
3.0	Items Raised in any previous Road Safety Audits	3
4.0	Items Raised in this Stage 1 Road Safety Audit	4
	A.1 Alignment	
	A.2 General	
	A.3 Junctions	
	A.4 Walking, Cycling and Horse Riding	
	A.5 Traffic Signs, Carriageway Markings and Lighting	
5.0	Audit Team Statement	7

Appendices:

Stage 1	A1	Documents and Drawings provided for this Road Safety Audit
	A2	Item Location Plan
	A3	Road Safety Audit Response Report with RSA Decision Log

2.0 INTRODUCTION

2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of a proposal to provide a highway access off Semington Road in Melksham. The proposals consist of a simple priority junction that is formed with 8 metre corner radii and serves a 5.5 metre development access road that accommodates a 2.0 metre footway along both sides. The junction is to benefit from an uncontrolled crossing that is to be offset from the give-way markings by circa 8 metres. The proposed access is to be provided at the location of an existing physical island that is to be removed but currently forms a priority narrowing and benefits from a cycle bypass. The proposals are to be provided as part of a residential development consisting of up to 225 homes.

2.2 The Audit Brief identifies that the proposals do not include any Departures from Standard, whether related to strategic decisions or otherwise.

2.3 This Road Safety Audit was undertaken during May 2026 in accordance with the Road Safety Audit Brief provided on the 5th May 2026 by the Design Organisation, i-Transport on behalf of the Project Sponsor, Gleeson Land. The Road Safety Audit comprised of a previous site visit as well as an examination of the documents provided which are identified in **Appendix A1**. It has been confirmed that items such as surface water drainage, existing and proposed signage as well as utilities to include covers, cabinets, telegraph/electric poles and street lighting are to be assessed with a view to relocation or adjustments during the detail design stage of the scheme and therefore any associated road safety concerns are only raised if fundamental. Moreover, it is understood that all vegetation and items within the visibility splays illustrated, are to be removed or cut back and maintained at a maximum height of 600mm above the carriageway. The Audit Team were satisfied that the Audit Brief was sufficient for the purpose of the Audit instructed.

2.4 The Road Safety Audit has been undertaken by an Audit Team whose qualifications as well as experience accord with the requirements of GG119. The Audit Team consists:

Audit Team Leader

Jamie Fenning *BSc(Hons), MIHE, MCIHT, MSoRSA, National Highways RSA Certificate of Competency*
Road Safety / Highway Engineer

Audit Team Member

Zane Beswick *MCIHT, MSORSA*
Road Safety / Highway Engineer

2.5 The site visit associated with this Road Safety Audit was undertaken during the afternoon of Monday 6th July 2026 between the hours of 17:15 and 18:00. The site visit involved walking and driving around the local highway network for a 45-minute period whilst observing local infrastructure and current traffic conditions. The weather during the site visit was light , the

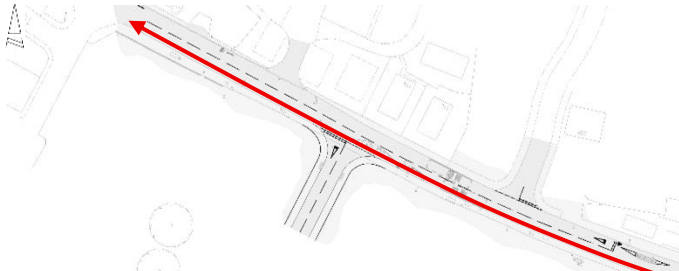
road surface was dry and visibility was good. A number of pedestrians and cyclists were observed during the site visits. Vehicular traffic to include cars, passenger service vehicles and light goods vehicles were observed. The traffic flow was light and free flowing. Vehicular speeds were not recorded by the Audit Team.

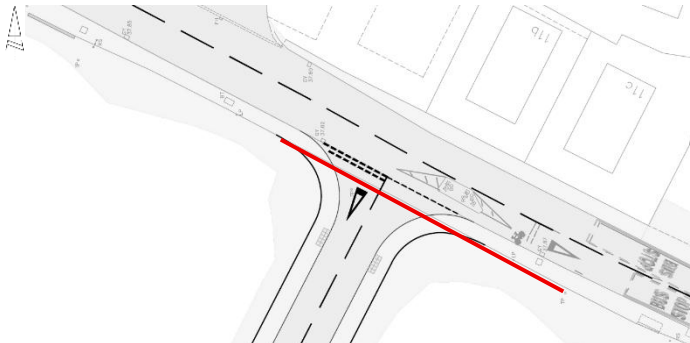
- 2.6 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.

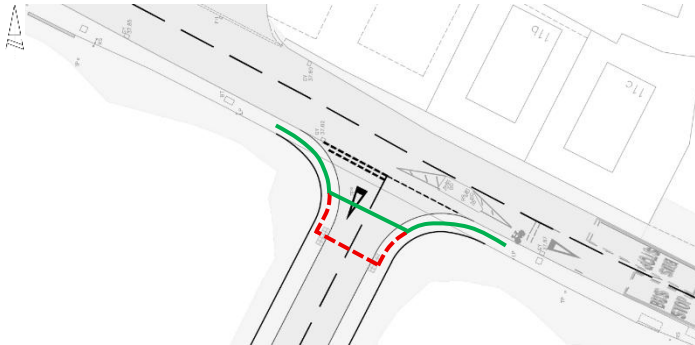
3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS

- 3.1 Fenley Road Safety Limited have not been made aware of any previous road safety audits associated with the proposals that are assessed within this document.

4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

A.1	LOCAL ALIGNMENT
	<i>No Road Safety Concerns regarding LOCAL ALIGNMENT have been raised at this stage</i>
A.2	GENERAL
A.2.1	PROBLEM
Location:	Semington Road
Summary:	Proposals have an impact on the existing traffic calming in proximity
Acc Type:	Rear / side impact type collisions
Semington Road is a single carriageway two-way road that forms part of National Cycle Network (NCN) 403 and is subject to a 30mph speed limit but observes 85th percentile speeds of circa 35mph, ref: Audit Brief. The road allows access to a number of recent residential development off the eastern side of the carriageway and in proximity of the application site, benefits from traffic calming in the form of priority narrowing's on alternate sides of the carriageway that are formed with physical islands to allow for cycle bypasses. This form of traffic calming generally slows traffic marginally but not considerably where opposing traffic flows are light to moderate. It is noted that whilst northbound traffic has priority through the narrowing's to the north and south, southbound traffic has priority at the central narrowing. Further, although northbound traffic has priority at the narrowing on approach to the roundabout junction with the A350, traffic slows for the give-way at the roundabout. The proposals include the provision of a simple priority junction along Semington Road at the location of the central priority narrowing which forces northbound traffic to give-way to southbound traffic. The scheme drawing illustrates that visibility splays in accordance with the recorded 85th percentile speeds and it is noted that visibility in excess of this is achievable, which should allow for the efficient operation of the junction. The Audit Team have concern, however, that the removal of the narrowing requiring northbound traffic to slow and give-way to southbound traffic, could result in an increase in northbound speeds which may lead to rear and side impact type collisions with traffic turning right out of Telford Drive as well as the driveways in the vicinity and loss of control type collisions on approach to the roundabout with the A350.	
RECOMMENDATION:	
It is recommended the existing priority narrowing to the south is amended to a priority chicane.	
Location Plan:  	

A.2.2	PROBLEM
Location:	Semington Road
Summary:	Overhead lines may not provide adequate headroom
Acc Type:	Vehicle loss of control and secondary type collisions
Semington Road accommodates poles within the verge to the north of the carriageway which appear to support both electric supplies and telegraph lines. The proposals include the provision of a simple priority junction along western side of Semington Road. It is understood that the development proposals associated with the current scheme, consists of circa 225 homes which is unlikely to generate a considerable number of large vehicles when occupied. Nevertheless, the construction of the development is likely to attract a number of heavy goods vehicles (HGVs) and following occupation, the development will be serviced on a regular basis by refuse / recycling collection vehicles (RCVs) and attract occasional HGVs for deliveries, removals and alike. The Audit Team have concern, that the headroom beneath the supply cables, is inadequate for large vehicle to pass beneath which could result in collisions with the utilities and lead to loss of control as well as secondary type collisions.	
RECOMMENDATION:	
It is recommended the existing cables are modified accordingly.	
Location Plan:  	
A.3	JUNCTIONS
	<i>No Road Safety Concerns regarding JUNCTIONS have been raised at this stage</i>
A.4	WALKING, CYCLING AND HORSE RIDING
A.4.1	PROBLEM
Location:	Semington Road
Summary:	Pedestrians are unlikely to utilise the proposed uncontrolled crossing
Acc Type:	Pedestrian trips fall and personal injury
Semington Road benefits from a footway along the western side of the carriageway for its entire length with sections of footway along the eastern side. The proposals include the provision of a simple priority junction along western side of Semington Road. The scheme drawing illustrates that an uncontrolled crossing is to be provided to allow pedestrians, walking along the existing footway, to continue their journey. It is noted, however, that the uncontrolled crossing point is	

offset from the existing footway by circa 8 metres. Whilst most pedestrians would divert a short distance to an uncontrolled crossing point, an 8 metre offset may be considered excessive by many who will choose to mount and dismount full height kerbs. This would not be a concern for able-bodied pedestrians who generally cross side roads in-line with the footway that they are travelling, however, The Audit Team have concerns that the infirm, elderly, mobility and visually impaired, as well as pedestrians with perambulators could attempt to cross at full height kerbs which may lead to trips falls and personal injuries. homes which is unlikely to generate a considerable number of large vehicles when occupied.	
RECOMMENDATION:	
It is recommended the proposed corner radii are reduced to reduce the offset of the proposed uncontrolled crossing.	
Location Plan:	
	
	
A.5	TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING
	<i>No Road Safety Concerns regarding TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING have been raised at this stage</i>

5.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

Audit Team Leader

Name: **Jamie Fenning** *BSc (Hons), MIHE, MCIHT, MSoRSA, NH RSA Certificate of Competency*

Signed:

A handwritten signature in blue ink, appearing to read "Jamie", written over a horizontal line.

Position: Road Safety / Highway Engineer

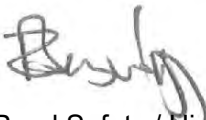
Organisation: Fenley Road Safety Limited

Date: 14th July 2026

Audit Team Member

Name: **Zane Beswick** *MSoRSA, MCIHT*

Signed:

A handwritten signature in black ink, appearing to read "Zane", written over a horizontal line.

Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 14th July 2026

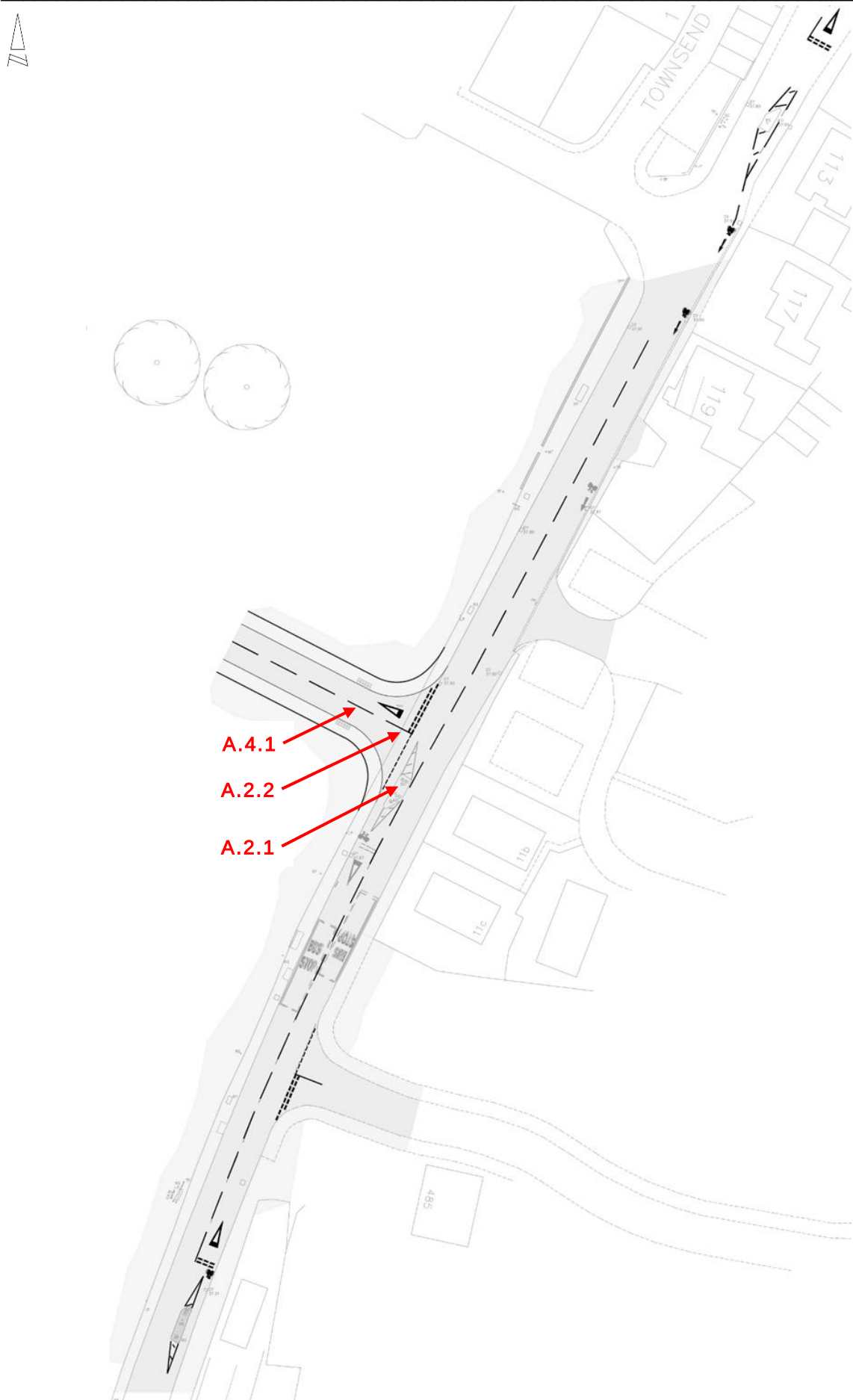
Appendix A1

Documents and Drawings provided for this Stage 1 Road Safety Audit

<u>Audit Stage</u>	<u>Doc. No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	ITB200590-004	-	Stage 1 Road Safety Audit Brief
	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
	ITB200590-GA-004	-	Initial Site Access Road Arrangement
	ITB200590-GA-005	-	Vehicle Swept Path Analysis – Refuse Vehicle
	ITB200590-GA-006	-	Vehicle Swept Path Analysis – Fire Tender
	ITB200590-GA-007	-	Vehicle Swept Path Analysis – 7.5t Rigid Vehicle and Private Car

Appendix A2

Item Location Plan



Appendix A3

Road Safety Audit Response Report with RSA Decision Log

6.0 ROAD SAFETY AUDIT RESPONSE REPORT

- 6.1 In accordance with national standards, this Road Safety Audit was finalised and issued to the Design Organisation / Project Sponsor as per the Road Safety Audit report template within Appendix D of GG119, which can be provided upon request from either the Audit Team or Design Organisation / Project Sponsor. The format of the Audit Report was subsequently revised to incorporate these paragraphs under Appendix 3 and the following Table which details the RSA Summary as well as Recommendation, a Design Organisation Response, an Overseeing Organisation Response and Agreed RSA Action.
- 6.2 This is generally contained within a separate Road Safety Audit Response Report but is included within this document in order for the Audit Team to maintain a single record of all problems, recommendations, responses and agreed actions for the benefit of a concise Road Safety Audit trail to be held on file for Quality Assurance purposes as these are not provided as a matter of course.
- 6.3 The following statements should be signed below following completion of the relevant sections.

Design Organisation / Project Sponsor and Overseeing Organisation Statements

- 6.4 On behalf of the Design Organisation / Project Sponsor, I certify that:
- 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

Name: Stephen Moody
Signed

Position: Associate Partner
Organisation: i-Transport
Date: 14th July 2026

- 6.5 On behalf of the Overseeing Organisation, I certify that:
- 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and
- 2) the agreed RSA actions will be progressed.

Name:
Signed

Position:
Organisation: Wiltshire County Council
Date:

Stage 1 Road Safety Audit (RSA) Decision Log					
Item	RSA Summary	RSA Recommendation	Design Organisation	Overseeing Organisation Response	Agreed RSA Action
A.2.1	Proposals have an impact on the existing traffic calming in proximity	It is recommended the existing priority narrowing to the south is amended to a priority chicane.	The access proposal was discussed with the local highway authority as part of pre-application discussions. The authority set out that traffic calming measures were originally required in combination with the bus gate location south of the Hampton Park Roundabout in order to remove the road as a 'rat run' alternative to the A350, the developments being built out and proposed will change the nature of Semington Road to a residential link road and as such the potential removal of traffic calming measures in association with potential development will be investigated within the planning process. The authority went on to state that the potential for traffic calming measures to be removed is not therefore considered to be a case for refusal on highway grounds against future development. Three options were tabled for the site access junction with the scheme that has been audited being the highway authorities preferred scheme. It is agreed that the developments being built out will change the nature of Semington Road and therefore amending or re-providing traffic calming measures is not considered to be necessary.		

Stage 1 Road Safety Audit (RSA) Decision Log					
Item	RSA Summary	RSA Recommendation	Design Organisation	Overseeing Organisation Response	Agreed RSA Action
A.2.2	Overhead lines may not provide adequate headroom	It is recommended the existing cables are modified accordingly.	The audit comment is recognised and this is a matter that would be addressed as part of the detailed design stage for the site access junction.		
A.4.1	Pedestrians are unlikely to utilise the proposed uncontrolled crossing	It is recommended the proposed corner radii are reduced to reduce the offset of the proposed uncontrolled crossing.	The design of the junction, including corner radii and carriageway width, was based on balancing the demands of delivery and servicing vehicle access, highway capacity, and pedestrian movement. The crossing and tactile paving provision is located away from the bellmouth of the junction to minimise the distance pedestrians are required to cross the carriageway. Whilst this could be provided on the radius of the junction entrance to align more closely with the desire line, this would increase the distance to cross the carriageway. There is a comparable local junction (Telford Road) which has a similar crossing positioning and this is approximately 7.5m from the entrance to the junction. This demonstrates that a comparable configuration to that shown for the proposed development has been relatively recently approved by the local highway authority.		

fenley

APPENDIX C. Junction Operational Assessment

Junctions 11											
ARCADY 11 - Roundabout Module											
Version: 11.1.1.2424											
© Copyright TRL Software Limited, 2026											
For sales and distribution information, program advice and maintenance, contact TRL Software:											
+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: Semington Road Roundabout - Direct Input VISION.j11

Path: T:\Projects\200000 Series\200590ITB - Townsend Farm Melksham\Tech\Junction Assessments\Arcady

Report generation date: 20/07/2026 17:01:45

- »D1 - 2026 | Base | AM
- »D2 - 2026 | Base | PM
- »D3 - 2031 | Do Minimum | AM
- »D4 - 2031 | Do Minimum | PM
- »D5 - 2031 | Do Something | AM
- »D6 - 2031 | Do Something | PM
- »D7 - 2031 | Do Something Vision | AM
- »D8 - 2031 | Do Something Vision | PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2026 - Base											
1 - Semington Road N	D1	1.0	8.21	0.50	A	11 % [4 - Western Way W]	D2	0.7	6.79	0.42	A	10 % [4 - Western Way W]
2 - Western Way E		1.4	4.05	0.59	A			1.3	3.74	0.56	A	
3 - Semington Road S		0.4	6.15	0.28	A			0.3	5.19	0.23	A	
4 - Western Way W		6.3	16.55	0.88	C			5.8	14.87	0.87	B	
	2031 - Do Minimum											
1 - Semington Road N	D3	1.4	10.89	0.59	B	-1 % [4 - Western Way W]	D4	1.0	8.97	0.52	A	-3 % [4 - Western Way W]
2 - Western Way E		1.9	5.13	0.67	A			1.7	4.60	0.63	A	
3 - Semington Road S		0.9	8.68	0.48	A			0.6	6.53	0.37	A	
4 - Western Way W		18.1	37.06	1.00	E			23.3	55.82	1.01	F	
	2031 - Do Something											
1 - Semington Road N	D5	1.5	11.41	0.61	B	-2 % [4 - Western Way W]	D6	1.1	9.44	0.54	A	-5 % [4 - Western Way W]
2 - Western Way E		2.0	5.25	0.67	A			1.8	4.78	0.64	A	
3 - Semington Road S		1.2	9.76	0.54	A			0.6	6.72	0.39	A	
4 - Western Way W		21.5	43.55	1.01	E			27.7	65.82	1.02	F	
	2031 - Do Something Vision											
1 - Semington Road N	D7	1.4	11.36	0.60	B	-2 % [4 - Western Way W]	D8	1.1	9.44	0.54	A	-5 % [4 - Western Way W]
2 - Western Way E		2.0	5.25	0.67	A			1.8	4.75	0.64	A	
3 - Semington Road S		1.1	9.56	0.53	A			0.6	6.72	0.39	A	
4 - Western Way W		21.2	42.65	1.01	E			27.7	65.82	1.02	F	

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

File summary

File Description

Title	
Location	
Site number	
Date	01/05/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
Description	

Units

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

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	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2026	Base	AM		DIRECT	07:45	08:45	60	15	✓
D2	2026	Base	PM		DIRECT	16:45	17:45	60	15	✓
D3	2031	Do Minimum	AM	Future Year Plus CD	DIRECT	07:45	08:45	60	15	✓
D4	2031	Do Minimum	PM	Future Year Plus CD	DIRECT	16:45	17:45	60	15	✓
D5	2031	Do Something	AM	Future Year Plus CD Plus Development	DIRECT	07:45	08:45	60	15	✓
D6	2031	Do Something	PM	Future Year Plus CD Plus Development	DIRECT	16:45	17:45	60	15	✓
D7	2031	Do Something Vision	AM	Future Year Plus CD Plus Development	DIRECT	07:45	08:45	60	15	✓
D8	2031	Do Something Vision	PM	Future Year Plus CD Plus Development	DIRECT	16:45	17:45	60	15	✓

Analysis Set Details

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

D1 - 2026 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Semington Road Roundabout	Standard Roundabout	1, 2, 3, 4	9.73	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	11	4 - Western Way W	9.73	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Semington Road N		
2	Western Way E		
3	Semington Road S		
4	Western Way W		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Semington Road N	3.10	7.90	16.7	35.5	66.3	61.0		
2 - Western Way E	7.40	9.40	5.7	28.5	68.8	42.0		
3 - Semington Road S	4.00	5.50	25.3	16.0	68.8	29.0		
4 - Western Way W	3.60	7.10	25.0	25.7	66.3	30.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - Semington Road N	0.477	387.647
2 - Western Way E	0.625	614.821
3 - Semington Road S	0.490	395.016
4 - Western Way W	0.549	460.741

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2026	Base	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Semington Road N		DIRECT	✓	100.000
2 - Western Way E		DIRECT	✓	100.000
3 - Semington Road S		DIRECT	✓	100.000
4 - Western Way W		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0.00	51.00	18.00	25.00
	2 - Western Way E	37.00	0.00	6.00	221.00
	3 - Semington Road S	11.00	15.00	0.00	28.00
	4 - Western Way W	17.00	211.00	37.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0.00	49.00	15.00	23.00
	2 - Western Way E	42.00	0.00	3.00	240.00
	3 - Semington Road S	7.00	19.00	0.00	26.00
	4 - Western Way W	12.00	200.00	22.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0.00	67.00	22.00	20.00
	2 - Western Way E	44.00	1.00	6.00	229.00
	3 - Semington Road S	15.00	19.00	0.00	28.00
	4 - Western Way W	30.00	285.00	25.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0.00	47.00	18.00	25.00
	2 - Western Way E	57.00	0.00	8.00	248.00
	3 - Semington Road S	26.00	13.00	0.00	18.00
	4 - Western Way W	24.00	226.00	29.00	0.00

Vehicle Mix

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

Heavy Vehicle %

07:45 - 08:00

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0	2	6	0
	2 - Western Way E	11	0	0	10
	3 - Semington Road S	0	7	0	11
	4 - Western Way W	6	8	3	0

Heavy Vehicle %

08:00 - 08:15

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0	2	13	13
	2 - Western Way E	2	0	0	8
	3 - Semington Road S	0	0	0	0
	4 - Western Way W	8	15	5	0

Heavy Vehicle %

08:15 - 08:30

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0	0	5	0
	2 - Western Way E	2	0	17	7
	3 - Semington Road S	13	0	0	0
	4 - Western Way W	3	9	0	0

Heavy Vehicle %

08:30 - 08:45

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0	6	0	4
	2 - Western Way E	2	0	13	7
	3 - Semington Road S	15	15	0	0
	4 - Western Way W	0	15	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Semington Road N	0.50	8.21	1.0	A	95.00	380.00
2 - Western Way E	0.59	4.05	1.4	A	285.50	1141.98
3 - Semington Road S	0.28	6.15	0.4	A	56.25	225.02
4 - Western Way W	0.88	16.55	6.3	C	279.52	1118.08

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Semington Road N	94.00	94.00	261.05	248.47	0.378	93.40	64.66	0.0	0.6	5.782	A
2 - Western Way E	264.00	264.00	79.45	512.97	0.515	262.95	275.00	0.0	1.1	3.585	A
3 - Semington Road S	54.00	54.00	281.81	226.92	0.238	53.69	60.58	0.0	0.3	5.185	A
4 - Western Way W	265.00	265.00	62.70	395.18	0.671	263.01	272.80	0.0	2.0	6.712	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Semington Road N	87.00	87.00	241.21	241.36	0.361	87.03	61.04	0.6	0.6	5.835	A
2 - Western Way E	285.00	285.00	60.14	535.75	0.532	284.92	268.10	1.1	1.1	3.588	A
3 - Semington Road S	52.00	52.00	304.92	234.32	0.222	52.02	40.14	0.3	0.3	4.937	A
4 - Western Way W	234.00	234.00	67.98	372.17	0.629	234.27	288.95	2.0	1.7	6.542	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Semington Road N	109.00	109.00	325.77	217.77	0.500	108.59	88.47	0.6	1.0	8.211	A
2 - Western Way E	280.00	280.00	66.56	538.06	0.520	280.04	367.79	1.1	1.1	3.490	A
3 - Semington Road S	62.00	62.00	294.02	235.41	0.263	61.94	52.58	0.3	0.4	5.185	A
4 - Western Way W	340.00	340.00	78.94	385.63	0.881	335.29	277.01	1.7	6.4	16.552	C

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Semington Road N	90.00	90.00	270.50	230.73	0.390	90.34	107.08	1.0	0.6	6.427	A
2 - Western Way E	313.00	313.00	72.17	534.48	0.586	312.69	288.66	1.1	1.4	4.052	A
3 - Semington Road S	57.00	57.00	329.71	203.27	0.281	56.97	55.16	0.4	0.4	6.150	A
4 - Western Way W	279.00	279.00	95.85	358.55	0.779	281.73	290.83	6.4	3.7	12.107	B

D2 - 2026 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Semington Road Roundabout	Standard Roundabout	1, 2, 3, 4	9.19	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	10	4 - Western Way W	9.19	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2026	Base	PM	DIRECT	16:45	17:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Semington Road N		DIRECT	✓	100.000
2 - Western Way E		DIRECT	✓	100.000
3 - Semington Road S		DIRECT	✓	100.000
4 - Western Way W		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:45 - 17:00

		To			
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0.00	33.00	16.00	15.00
	2 - Western Way E	48.00	0.00	9.00	214.00
	3 - Semington Road S	12.00	7.00	0.00	23.00
	4 - Western Way W	37.00	245.00	12.00	1.00

Demand (Veh/TS)

17:00 - 17:15

		To			
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0.00	57.00	13.00	26.00
	2 - Western Way E	52.00	0.00	10.00	239.00
	3 - Semington Road S	15.00	8.00	0.00	30.00
	4 - Western Way W	39.00	295.00	21.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0.00	50.00	16.00	15.00
	2 - Western Way E	34.00	0.00	14.00	196.00
	3 - Semington Road S	15.00	8.00	0.00	14.00
	4 - Western Way W	37.00	272.00	29.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0.00	35.00	21.00	30.00
	2 - Western Way E	66.00	0.00	12.00	203.00
	3 - Semington Road S	12.00	9.00	0.00	10.00
	4 - Western Way W	52.00	260.00	15.00	1.00

Vehicle Mix

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

Heavy Vehicle %

16:45 - 17:00

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0	0	6	0
	2 - Western Way E	0	0	0	4
	3 - Semington Road S	8	0	0	4
	4 - Western Way W	0	3	0	0

Heavy Vehicle %

17:00 - 17:15

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0	0	8	0
	2 - Western Way E	2	0	0	8
	3 - Semington Road S	0	0	0	3
	4 - Western Way W	0	3	0	0

Heavy Vehicle %

17:15 - 17:30

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0	0	0	0
	2 - Western Way E	3	0	0	7
	3 - Semington Road S	0	0	0	0
	4 - Western Way W	0	8	0	0

Heavy Vehicle %

17:30 - 17:45

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0	3	5	0
	2 - Western Way E	0	0	0	4
	3 - Semington Road S	8	0	0	0
	4 - Western Way W	0	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Semington Road N	0.42	6.79	0.7	A	81.75	327.00
2 - Western Way E	0.56	3.74	1.3	A	274.24	1096.98
3 - Semington Road S	0.23	5.19	0.3	A	40.75	163.00
4 - Western Way W	0.87	14.87	5.8	B	328.98	1315.93

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Semington Road N	64.00	64.00	262.85	254.88	0.251	63.67	96.48	0.0	0.3	4.699	A
2 - Western Way E	271.00	271.00	43.73	568.92	0.476	270.10	282.78	0.0	0.9	3.003	A
3 - Semington Road S	42.00	42.00	277.04	244.26	0.172	41.79	36.79	0.0	0.2	4.440	A
4 - Western Way W	295.00	295.00	66.75	413.29	0.714	292.57	252.09	0.0	2.4	7.316	A

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Semington Road N	96.00	96.00	320.89	227.82	0.421	95.61	105.58	0.3	0.7	6.789	A
2 - Western Way E	301.00	301.00	59.63	540.75	0.557	300.66	356.87	0.9	1.2	3.744	A
3 - Semington Road S	53.00	53.00	316.56	226.31	0.234	52.90	43.73	0.2	0.3	5.188	A
4 - Western Way W	355.00	355.00	74.91	408.87	0.868	351.55	294.56	2.4	5.9	14.868	B

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Semington Road N	81.00	81.00	309.35	229.66	0.353	81.17	86.17	0.7	0.6	6.069	A
2 - Western Way E	244.00	244.00	59.96	544.44	0.448	244.43	330.55	1.2	0.8	3.005	A
3 - Semington Road S	37.00	37.00	245.52	267.54	0.138	37.14	58.86	0.3	0.2	3.908	A
4 - Western Way W	338.00	338.00	57.13	403.13	0.839	338.38	225.54	5.9	5.5	14.063	B

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Semington Road N	86.00	86.00	285.96	241.44	0.356	86.00	129.74	0.6	0.6	5.789	A
2 - Western Way E	281.00	281.00	67.13	556.10	0.505	280.80	304.83	0.8	1.0	3.268	A
3 - Semington Road S	31.00	31.00	299.69	236.99	0.131	31.01	48.24	0.2	0.2	4.369	A
4 - Western Way W	328.00	328.00	86.87	402.68	0.814	328.83	243.83	5.5	4.6	12.362	B

D3 - 2031 | Do Minimum | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Semington Road Roundabout	Standard Roundabout	1, 2, 3, 4	18.41	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-1	4 - Western Way W	18.41	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2031	Do Minimum	AM	Future Year Plus CD	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Semington Road N		DIRECT	✓	100.000
2 - Western Way E		DIRECT	✓	100.000
3 - Semington Road S		DIRECT	✓	100.000
4 - Western Way W		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To			
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0.00	54.00	22.00	26.00
	2 - Western Way E	39.00	0.00	15.00	242.00
	3 - Semington Road S	16.00	32.00	6.00	38.00
	4 - Western Way W	18.00	224.00	49.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To			
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0.00	52.00	19.00	24.00
	2 - Western Way E	44.00	0.00	12.00	261.00
	3 - Semington Road S	12.00	36.00	6.00	36.00
	4 - Western Way W	12.00	213.00	34.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0.00	70.00	26.00	21.00
	2 - Western Way E	47.00	1.00	15.00	250.00
	3 - Semington Road S	21.00	36.00	6.00	38.00
	4 - Western Way W	31.00	301.00	37.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0.00	50.00	22.00	26.00
	2 - Western Way E	60.00	0.00	17.00	270.00
	3 - Semington Road S	32.00	29.00	6.00	28.00
	4 - Western Way W	25.00	240.00	41.00	0.00

Vehicle Mix

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

Heavy Vehicle %

07:45 - 08:00

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0	2	5	0
	2 - Western Way E	10	0	0	9
	3 - Semington Road S	0	3	0	8
	4 - Western Way W	6	8	2	0

Heavy Vehicle %

08:00 - 08:15

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0	2	11	13
	2 - Western Way E	2	0	0	7
	3 - Semington Road S	0	0	0	0
	4 - Western Way W	8	14	3	0

Heavy Vehicle %

08:15 - 08:30

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0	0	4	0
	2 - Western Way E	2	0	7	7
	3 - Semington Road S	9	0	0	0
	4 - Western Way W	3	9	0	0

Heavy Vehicle %

08:30 - 08:45

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0	6	0	4
	2 - Western Way E	2	0	6	7
	3 - Semington Road S	12	7	0	0
	4 - Western Way W	0	15	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Semington Road N	0.59	10.89	1.4	B	103.00	412.00
2 - Western Way E	0.67	5.13	1.9	A	318.25	1272.98
3 - Semington Road S	0.48	8.68	0.9	A	94.51	378.03
4 - Western Way W	1.00	37.06	18.1	E	306.30	1225.19

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Semington Road N	102.00	102.00	307.82	226.50	0.450	101.19	72.51	0.0	0.8	7.137	A
2 - Western Way E	296.00	296.00	102.06	505.87	0.585	294.60	306.95	0.0	1.4	4.232	A
3 - Semington Road S	92.00	92.00	305.47	223.23	0.412	91.31	91.19	0.0	0.7	6.787	A
4 - Western Way W	291.00	291.00	92.41	381.20	0.763	287.91	304.37	0.0	3.1	9.363	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Semington Road N	95.00	95.00	289.40	220.41	0.431	95.04	68.07	0.8	0.8	7.181	A
2 - Western Way E	317.00	317.00	83.21	527.05	0.601	316.90	301.23	1.4	1.5	4.281	A
3 - Semington Road S	90.00	90.00	328.90	223.00	0.403	90.01	71.21	0.7	0.7	6.767	A
4 - Western Way W	259.00	259.00	97.97	362.23	0.715	259.50	320.93	3.1	2.6	8.809	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Semington Road N	117.00	117.00	366.58	198.40	0.590	116.37	97.48	0.8	1.4	10.886	B
2 - Western Way E	313.00	313.00	88.28	526.22	0.595	313.02	394.67	1.5	1.5	4.223	A
3 - Semington Road S	101.00	101.00	318.98	225.61	0.448	100.89	82.32	0.7	0.8	7.207	A
4 - Western Way W	369.00	369.00	110.89	370.10	0.997	353.16	308.97	2.6	18.4	37.060	E

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Semington Road N	98.00	98.00	324.41	205.18	0.478	98.46	117.55	1.4	0.9	8.472	A
2 - Western Way E	347.00	347.00	95.74	521.38	0.666	346.52	327.13	1.5	2.0	5.132	A
3 - Semington Road S	95.00	95.00	355.55	198.41	0.479	94.89	86.71	0.8	0.9	8.684	A
4 - Western Way W	306.00	306.00	126.75	345.32	0.888	315.21	323.70	18.4	9.2	33.929	D

D4 - 2031 | Do Minimum | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Semington Road Roundabout	Standard Roundabout	1, 2, 3, 4	28.09	D

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-3	4 - Western Way W	28.09	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031	Do Minimum	PM	Future Year Plus CD	DIRECT	16:45	17:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Semington Road N		DIRECT	✓	100.000
2 - Western Way E		DIRECT	✓	100.000
3 - Semington Road S		DIRECT	✓	100.000
4 - Western Way W		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:45 - 17:00

		To			
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0.00	35.00	23.00	16.00
	2 - Western Way E	50.00	0.00	21.00	227.00
	3 - Semington Road S	16.00	17.00	7.00	29.00
	4 - Western Way W	38.00	268.00	30.00	1.00

Demand (Veh/TS)

17:00 - 17:15

		To			
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0.00	60.00	19.00	27.00
	2 - Western Way E	54.00	0.00	22.00	253.00
	3 - Semington Road S	20.00	18.00	7.00	36.00
	4 - Western Way W	40.00	320.00	40.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0.00	53.00	23.00	16.00
	2 - Western Way E	35.00	0.00	27.00	208.00
	3 - Semington Road S	20.00	18.00	7.00	20.00
	4 - Western Way W	38.00	296.00	48.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0.00	37.00	28.00	31.00
	2 - Western Way E	68.00	0.00	24.00	215.00
	3 - Semington Road S	16.00	19.00	7.00	15.00
	4 - Western Way W	54.00	283.00	34.00	1.00

Vehicle Mix

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

Heavy Vehicle %

16:45 - 17:00

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0	0	4	0
	2 - Western Way E	0	0	0	4
	3 - Semington Road S	6	0	0	4
	4 - Western Way W	0	3	0	0

Heavy Vehicle %

17:00 - 17:15

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0	0	5	0
	2 - Western Way E	2	0	0	8
	3 - Semington Road S	0	0	0	3
	4 - Western Way W	0	3	0	0

Heavy Vehicle %

17:15 - 17:30

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0	0	0	0
	2 - Western Way E	3	0	0	6
	3 - Semington Road S	0	0	0	0
	4 - Western Way W	0	7	0	0

Heavy Vehicle %

17:30 - 17:45

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0	3	4	0
	2 - Western Way E	0	0	0	4
	3 - Semington Road S	6	0	0	0
	4 - Western Way W	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Semington Road N	0.52	8.97	1.0	A	92.00	368.00
2 - Western Way E	0.63	4.60	1.7	A	300.99	1203.98
3 - Semington Road S	0.37	6.53	0.6	A	68.00	272.00
4 - Western Way W	1.01	55.82	23.3	F	372.66	1490.64

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Semington Road N	74.00	74.00	318.60	228.94	0.323	73.53	103.17	0.0	0.5	5.774	A
2 - Western Way E	298.00	298.00	76.27	549.84	0.542	296.83	315.86	0.0	1.2	3.542	A
3 - Semington Road S	69.00	69.00	292.79	239.86	0.288	68.60	80.30	0.0	0.4	5.244	A
4 - Western Way W	337.00	337.00	89.57	401.48	0.839	332.20	271.82	0.0	4.8	12.258	B

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Semington Road N	106.00	106.00	369.30	205.14	0.517	105.43	112.20	0.5	1.0	8.974	A
2 - Western Way E	329.00	329.00	91.01	523.50	0.629	328.50	383.71	1.2	1.7	4.603	A
3 - Semington Road S	81.00	81.00	333.38	218.45	0.371	80.82	86.13	0.4	0.6	6.531	A
4 - Western Way W	400.00	400.00	98.83	396.40	1.009	382.67	315.37	4.8	22.1	41.737	E

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Semington Road N	92.00	92.00	368.44	202.18	0.455	92.20	93.13	1.0	0.8	8.198	A
2 - Western Way E	270.00	270.00	93.46	529.81	0.510	270.62	367.17	1.7	1.0	3.482	A
3 - Semington Road S	65.00	65.00	259.73	261.17	0.249	65.25	104.35	0.6	0.3	4.599	A
4 - Western Way W	382.00	382.00	80.23	395.34	0.968	381.33	244.75	22.1	22.8	55.823	F

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Semington Road N	96.00	96.00	346.10	214.36	0.448	96.02	137.00	0.8	0.8	7.610	A
2 - Western Way E	307.00	307.00	101.69	535.54	0.573	306.72	340.43	1.0	1.3	3.928	A
3 - Semington Road S	57.00	57.00	314.54	232.89	0.245	57.01	93.87	0.3	0.3	5.116	A
4 - Western Way W	372.00	372.00	109.83	393.01	0.944	373.26	261.72	22.8	21.5	50.679	F

D5 - 2031 | Do Something | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Semington Road Roundabout	Standard Roundabout	1, 2, 3, 4	21.00	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-2	4 - Western Way W	21.00	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2031	Do Something	AM	Future Year Plus CD Plus Development	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Semington Road N		DIRECT	✓	100.000
2 - Western Way E		DIRECT	✓	100.000
3 - Semington Road S		DIRECT	✓	100.000
4 - Western Way W		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To			
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0.00	54.00	24.00	26.00
	2 - Western Way E	39.00	0.00	16.00	242.00
	3 - Semington Road S	19.00	36.00	6.00	43.00
	4 - Western Way W	18.00	224.00	52.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To			
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0.00	52.00	21.00	24.00
	2 - Western Way E	44.00	0.00	13.00	261.00
	3 - Semington Road S	15.00	40.00	6.00	42.00
	4 - Western Way W	12.00	213.00	37.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0.00	70.00	28.00	21.00
	2 - Western Way E	47.00	1.00	16.00	250.00
	3 - Semington Road S	24.00	40.00	6.00	44.00
	4 - Western Way W	31.00	301.00	40.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0.00	50.00	24.00	26.00
	2 - Western Way E	60.00	0.00	18.00	270.00
	3 - Semington Road S	35.00	33.00	6.00	34.00
	4 - Western Way W	25.00	240.00	44.00	0.00

Vehicle Mix

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

Heavy Vehicle %

07:45 - 08:00

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0	2	4	0
	2 - Western Way E	10	0	0	9
	3 - Semington Road S	0	3	0	7
	4 - Western Way W	6	8	2	0

Heavy Vehicle %

08:00 - 08:15

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0	2	10	13
	2 - Western Way E	2	0	0	7
	3 - Semington Road S	0	0	0	0
	4 - Western Way W	8	14	3	0

Heavy Vehicle %

08:15 - 08:30

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0	0	4	0
	2 - Western Way E	2	0	6	7
	3 - Semington Road S	8	0	0	0
	4 - Western Way W	3	9	0	0

Heavy Vehicle %

08:30 - 08:45

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0	6	0	4
	2 - Western Way E	2	0	6	7
	3 - Semington Road S	11	6	0	0
	4 - Western Way W	0	15	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Semington Road N	0.61	11.41	1.5	B	105.00	420.01
2 - Western Way E	0.67	5.25	2.0	A	319.25	1276.99
3 - Semington Road S	0.54	9.76	1.2	A	107.26	429.03
4 - Western Way W	1.01	43.55	21.5	E	309.31	1237.25

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Semington Road N	104.00	104.00	314.52	223.67	0.465	103.14	75.45	0.0	0.9	7.416	A
2 - Western Way E	297.00	297.00	106.95	503.24	0.590	295.58	310.72	0.0	1.4	4.305	A
3 - Semington Road S	104.00	104.00	305.44	224.14	0.464	103.15	97.09	0.0	0.9	7.387	A
4 - Western Way W	294.00	294.00	99.31	377.77	0.778	290.66	309.27	0.0	3.3	9.983	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Semington Road N	97.00	97.00	296.44	217.48	0.446	97.04	71.08	0.9	0.8	7.478	A
2 - Western Way E	318.00	318.00	88.23	524.13	0.607	317.90	305.25	1.4	1.5	4.362	A
3 - Semington Road S	103.00	103.00	328.89	223.00	0.462	103.00	77.23	0.9	0.9	7.499	A
4 - Western Way W	262.00	262.00	104.97	359.16	0.730	262.55	326.92	3.3	2.8	9.378	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Semington Road N	119.00	119.00	370.57	196.52	0.605	118.33	100.20	0.8	1.5	11.412	B
2 - Western Way E	314.00	314.00	92.81	523.75	0.600	314.02	396.09	1.5	1.5	4.293	A
3 - Semington Road S	114.00	114.00	318.98	226.03	0.504	113.86	87.85	0.9	1.0	8.011	A
4 - Western Way W	372.00	372.00	117.88	366.73	1.014	352.90	314.96	2.8	21.9	42.158	E

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Semington Road N	100.00	100.00	332.51	201.59	0.496	100.48	120.62	1.5	1.0	8.944	A
2 - Western Way E	348.00	348.00	100.86	518.29	0.671	347.50	332.14	1.5	2.0	5.253	A
3 - Semington Road S	108.00	108.00	355.53	199.89	0.540	107.85	92.83	1.0	1.2	9.759	A
4 - Western Way W	309.00	309.00	133.71	342.30	0.905	319.43	329.67	21.9	11.4	43.552	E

D6 - 2031 | Do Something | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Semington Road Roundabout	Standard Roundabout	1, 2, 3, 4	32.51	D

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-5	4 - Western Way W	32.51	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2031	Do Something	PM	Future Year Plus CD Plus Development	DIRECT	16:45	17:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Semington Road N		DIRECT	✓	100.000
2 - Western Way E		DIRECT	✓	100.000
3 - Semington Road S		DIRECT	✓	100.000
4 - Western Way W		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:45 - 17:00

		To			
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0.00	35.00	27.00	16.00
	2 - Western Way E	50.00	0.00	24.00	227.00
	3 - Semington Road S	17.00	18.00	7.00	31.00
	4 - Western Way W	38.00	268.00	34.00	1.00

Demand (Veh/TS)

17:00 - 17:15

		To			
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0.00	60.00	23.00	27.00
	2 - Western Way E	54.00	0.00	25.00	253.00
	3 - Semington Road S	21.00	19.00	7.00	38.00
	4 - Western Way W	40.00	320.00	44.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0.00	53.00	27.00	16.00
	2 - Western Way E	35.00	0.00	30.00	208.00
	3 - Semington Road S	21.00	19.00	7.00	22.00
	4 - Western Way W	38.00	296.00	52.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0.00	37.00	32.00	31.00
	2 - Western Way E	68.00	0.00	27.00	215.00
	3 - Semington Road S	17.00	20.00	7.00	17.00
	4 - Western Way W	54.00	283.00	38.00	1.00

Vehicle Mix

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

Heavy Vehicle %

16:45 - 17:00

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0	0	4	0
	2 - Western Way E	0	0	0	4
	3 - Semington Road S	6	0	0	3
	4 - Western Way W	0	3	0	0

Heavy Vehicle %

17:00 - 17:15

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0	0	4	0
	2 - Western Way E	2	0	0	8
	3 - Semington Road S	0	0	0	3
	4 - Western Way W	0	3	0	0

Heavy Vehicle %

17:15 - 17:30

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0	0	0	0
	2 - Western Way E	3	0	0	6
	3 - Semington Road S	0	0	0	0
	4 - Western Way W	0	7	0	0

Heavy Vehicle %

17:30 - 17:45

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0	3	3	0
	2 - Western Way E	0	0	0	4
	3 - Semington Road S	6	0	0	0
	4 - Western Way W	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Semington Road N	0.54	9.44	1.1	A	96.00	384.00
2 - Western Way E	0.64	4.78	1.8	A	303.99	1215.98
3 - Semington Road S	0.39	6.72	0.6	A	72.00	288.00
4 - Western Way W	1.02	65.82	27.7	F	376.64	1506.56

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Semington Road N	78.00	78.00	323.24	226.44	0.344	77.48	104.12	0.0	0.5	6.022	A
2 - Western Way E	301.00	301.00	84.14	545.13	0.552	299.78	316.58	0.0	1.2	3.651	A
3 - Semington Road S	73.00	73.00	292.75	240.82	0.303	72.57	91.16	0.0	0.4	5.337	A
4 - Western Way W	341.00	341.00	91.55	400.50	0.851	335.81	273.77	0.0	5.2	13.027	B

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Semington Road N	110.00	110.00	371.77	204.12	0.539	109.38	112.94	0.5	1.1	9.438	A
2 - Western Way E	332.00	332.00	98.53	519.39	0.639	331.48	382.61	1.2	1.7	4.776	A
3 - Semington Road S	85.00	85.00	333.35	218.45	0.389	84.80	96.66	0.4	0.6	6.724	A
4 - Western Way W	404.00	404.00	100.82	395.42	1.022	383.89	317.33	5.2	25.3	46.085	E

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Semington Road N	96.00	96.00	372.41	200.36	0.479	96.20	94.03	1.1	0.9	8.661	A
2 - Western Way E	273.00	273.00	101.22	525.46	0.519	273.66	367.39	1.7	1.1	3.585	A
3 - Semington Road S	69.00	69.00	259.77	261.15	0.264	69.27	115.11	0.6	0.4	4.698	A
4 - Western Way W	386.00	386.00	82.25	394.58	0.980	384.19	246.79	25.3	27.1	65.823	F

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Semington Road N	100.00	100.00	350.41	212.80	0.470	100.03	137.66	0.9	0.9	7.985	A
2 - Western Way E	310.00	310.00	109.72	530.89	0.584	309.70	340.73	1.1	1.4	4.062	A
3 - Semington Road S	61.00	61.00	314.51	232.93	0.262	61.00	104.91	0.4	0.4	5.236	A
4 - Western Way W	376.00	376.00	111.82	391.81	0.957	376.25	263.69	27.1	26.8	62.780	F

D7 - 2031 | Do Something Vision | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Semington Road Roundabout	Standard Roundabout	1, 2, 3, 4	20.65	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-2	4 - Western Way W	20.65	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2031	Do Something Vision	AM	Future Year Plus CD Plus Development	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Semington Road N		DIRECT	✓	100.000
2 - Western Way E		DIRECT	✓	100.000
3 - Semington Road S		DIRECT	✓	100.000
4 - Western Way W		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To			
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0.00	54.00	24.00	26.00
	2 - Western Way E	39.00	0.00	16.00	242.00
	3 - Semington Road S	19.00	35.00	6.00	43.00
	4 - Western Way W	18.00	224.00	52.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To			
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0.00	52.00	21.00	24.00
	2 - Western Way E	44.00	0.00	13.00	261.00
	3 - Semington Road S	15.00	39.00	6.00	41.00
	4 - Western Way W	12.00	213.00	37.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0.00	70.00	28.00	21.00
	2 - Western Way E	47.00	1.00	16.00	250.00
	3 - Semington Road S	24.00	39.00	6.00	43.00
	4 - Western Way W	31.00	301.00	40.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0.00	50.00	24.00	26.00
	2 - Western Way E	60.00	0.00	18.00	270.00
	3 - Semington Road S	35.00	32.00	6.00	33.00
	4 - Western Way W	25.00	240.00	44.00	0.00

Vehicle Mix

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

Heavy Vehicle %

07:45 - 08:00

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0	2	4	0
	2 - Western Way E	10	0	0	9
	3 - Semington Road S	0	3	0	7
	4 - Western Way W	6	8	2	0

Heavy Vehicle %

08:00 - 08:15

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0	2	10	13
	2 - Western Way E	2	0	0	7
	3 - Semington Road S	0	0	0	0
	4 - Western Way W	8	14	3	0

Heavy Vehicle %

08:15 - 08:30

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0	0	4	0
	2 - Western Way E	2	0	6	7
	3 - Semington Road S	8	0	0	0
	4 - Western Way W	3	9	0	0

Heavy Vehicle %

08:30 - 08:45

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0	6	0	4
	2 - Western Way E	2	0	6	7
	3 - Semington Road S	11	6	0	0
	4 - Western Way W	0	15	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Semington Road N	0.60	11.36	1.4	B	105.00	420.01
2 - Western Way E	0.67	5.25	2.0	A	319.25	1276.99
3 - Semington Road S	0.53	9.56	1.1	A	105.51	422.03
4 - Western Way W	1.01	42.65	21.2	E	309.31	1237.24

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Semington Road N	104.00	104.00	313.55	224.14	0.464	103.15	75.46	0.0	0.9	7.388	A
2 - Western Way E	297.00	297.00	106.95	503.24	0.590	295.58	309.75	0.0	1.4	4.305	A
3 - Semington Road S	103.00	103.00	305.44	224.12	0.460	102.16	97.09	0.0	0.8	7.331	A
4 - Western Way W	294.00	294.00	98.32	378.29	0.777	290.68	309.28	0.0	3.3	9.929	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Semington Road N	97.00	97.00	295.43	217.93	0.445	97.04	71.08	0.9	0.8	7.450	A
2 - Western Way E	318.00	318.00	88.22	524.13	0.607	317.90	304.25	1.4	1.5	4.362	A
3 - Semington Road S	101.00	101.00	328.89	223.00	0.453	101.00	77.23	0.8	0.8	7.377	A
4 - Western Way W	262.00	262.00	103.97	359.65	0.729	262.55	325.93	3.3	2.8	9.330	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Semington Road N	119.00	119.00	369.83	196.86	0.604	118.33	100.23	0.8	1.5	11.362	B
2 - Western Way E	314.00	314.00	92.84	523.73	0.600	314.02	395.32	1.5	1.5	4.293	A
3 - Semington Road S	112.00	112.00	318.98	225.96	0.496	111.87	87.88	0.8	1.0	7.878	A
4 - Western Way W	372.00	372.00	116.88	367.23	1.013	353.17	313.97	2.8	21.6	41.716	E

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Semington Road N	100.00	100.00	331.45	202.10	0.495	100.48	120.62	1.5	1.0	8.898	A
2 - Western Way E	348.00	348.00	100.86	518.29	0.671	347.50	331.07	1.5	2.0	5.253	A
3 - Semington Road S	106.00	106.00	355.53	199.80	0.531	105.86	92.83	1.0	1.1	9.564	A
4 - Western Way W	309.00	309.00	132.72	342.80	0.904	319.35	328.67	21.6	11.2	42.646	E

D8 - 2031 | Do Something Vision | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Semington Road Roundabout	Standard Roundabout	1, 2, 3, 4	32.53	D

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-5	4 - Western Way W	32.53	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2031	Do Something Vision	PM	Future Year Plus CD Plus Development	DIRECT	16:45	17:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Semington Road N		DIRECT	✓	100.000
2 - Western Way E		DIRECT	✓	100.000
3 - Semington Road S		DIRECT	✓	100.000
4 - Western Way W		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:45 - 17:00

		To			
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0.00	35.00	27.00	16.00
	2 - Western Way E	50.00	0.00	23.00	227.00
	3 - Semington Road S	17.00	18.00	7.00	31.00
	4 - Western Way W	38.00	268.00	34.00	1.00

Demand (Veh/TS)

17:00 - 17:15

		To			
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0.00	60.00	23.00	27.00
	2 - Western Way E	54.00	0.00	24.00	253.00
	3 - Semington Road S	21.00	19.00	7.00	38.00
	4 - Western Way W	40.00	320.00	44.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0.00	53.00	27.00	16.00
	2 - Western Way E	35.00	0.00	29.00	208.00
	3 - Semington Road S	21.00	19.00	7.00	22.00
	4 - Western Way W	38.00	296.00	52.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0.00	37.00	32.00	31.00
	2 - Western Way E	68.00	0.00	26.00	215.00
	3 - Semington Road S	17.00	20.00	7.00	17.00
	4 - Western Way W	54.00	283.00	38.00	1.00

Vehicle Mix

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

Heavy Vehicle %

16:45 - 17:00

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0	0	4	0
	2 - Western Way E	0	0	0	4
	3 - Semington Road S	6	0	0	3
	4 - Western Way W	0	3	0	0

Heavy Vehicle %

17:00 - 17:15

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0	0	4	0
	2 - Western Way E	2	0	0	8
	3 - Semington Road S	0	0	0	3
	4 - Western Way W	0	3	0	0

Heavy Vehicle %

17:15 - 17:30

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0	0	0	0
	2 - Western Way E	3	0	0	6
	3 - Semington Road S	0	0	0	0
	4 - Western Way W	0	7	0	0

Heavy Vehicle %

17:30 - 17:45

	To				
		1 - Semington Road N	2 - Western Way E	3 - Semington Road S	4 - Western Way W
From	1 - Semington Road N	0	3	3	0
	2 - Western Way E	0	0	0	4
	3 - Semington Road S	6	0	0	0
	4 - Western Way W	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Semington Road N	0.54	9.44	1.1	A	96.00	384.00
2 - Western Way E	0.64	4.75	1.8	A	302.99	1211.98
3 - Semington Road S	0.39	6.72	0.6	A	72.00	288.00
4 - Western Way W	1.02	65.82	27.7	F	376.64	1506.56

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Semington Road N	78.00	78.00	323.24	226.44	0.344	77.48	104.12	0.0	0.5	6.022	A
2 - Western Way E	300.00	300.00	84.14	545.07	0.550	298.79	316.58	0.0	1.2	3.636	A
3 - Semington Road S	73.00	73.00	292.76	240.82	0.303	72.57	90.17	0.0	0.4	5.337	A
4 - Western Way W	341.00	341.00	91.55	400.50	0.851	335.81	273.78	0.0	5.2	13.027	B

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Semington Road N	110.00	110.00	371.77	204.12	0.539	109.38	112.94	0.5	1.1	9.438	A
2 - Western Way E	331.00	331.00	98.53	519.29	0.637	330.48	382.61	1.2	1.7	4.753	A
3 - Semington Road S	85.00	85.00	333.35	218.45	0.389	84.80	95.66	0.4	0.6	6.724	A
4 - Western Way W	404.00	404.00	100.82	395.42	1.022	383.89	317.33	5.2	25.3	46.085	E

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Semington Road N	96.00	96.00	372.41	200.36	0.479	96.20	94.03	1.1	0.9	8.659	A
2 - Western Way E	272.00	272.00	101.22	525.37	0.518	272.65	367.39	1.7	1.1	3.572	A
3 - Semington Road S	69.00	69.00	259.77	261.15	0.264	69.27	114.11	0.6	0.4	4.696	A
4 - Western Way W	386.00	386.00	82.24	394.58	0.980	384.20	246.79	25.3	27.1	65.822	F

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Semington Road N	100.00	100.00	350.41	212.80	0.470	100.03	137.66	0.9	0.9	7.986	A
2 - Western Way E	309.00	309.00	109.72	530.84	0.582	308.70	340.73	1.1	1.4	4.045	A
3 - Semington Road S	61.00	61.00	314.51	232.93	0.262	61.00	103.91	0.4	0.4	5.236	A
4 - Western Way W	376.00	376.00	111.82	391.81	0.957	376.25	263.69	27.1	26.8	62.780	F

Junctions 11											
PICADY 11 - Priority Intersection Module											
Version: 11.1.1.2424											
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Filename: Semington Road Site Access Junction VISION.j11

Path: T:\Projects\200000 Series\200590ITB - Townsend Farm Melksham\Tech\Junction Assessments\Picady

Report generation date: 20/07/2026 14:00:59

- »D5 - 2031 | Do Something | AM
- »D6 - 2031 | Do Something | PM
- »D7 - 2031 | Do Something Canal | AM
- »D8 - 2031 | Do Something Canal | PM
- »D9 - 2031 | Do Something Vision | AM
- »D10 - 2031 | Do Something Vision | PM
- »D11 - 2031 | Do Something Canal Vision | AM
- »D12 - 2031 | Do Something Canal Vision | PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2031 - Do Something											
Stream B-AC	D5	0.3	10.28	0.23	B	109 %	D6	0.1	8.53	0.09	A	198 %
Stream C-AB		0.1	5.19	0.05	A	[Stream B-AC]		0.2	5.16	0.10	A	[Stream B-AC]
	2031 - Do Something Canal											
Stream B-AC	D7	1.0	15.32	0.51	C	39 %	D8	0.3	9.53	0.24	A	124 %
Stream C-AB		0.2	5.58	0.12	A	[Stream B-AC]		0.4	6.42	0.24	A	[Stream B-AC]
	2031 - Do Something Vision											
Stream B-AC	D9	0.3	10.14	0.22	B	113 %	D10	0.1	8.45	0.08	A	208 %
Stream C-AB		0.1	5.19	0.04	A	[Stream B-AC]		0.2	5.11	0.09	A	[Stream B-AC]
	2031 - Do Something Canal Vision											
Stream B-AC	D11	1.0	15.00	0.50	C	41 %	D12	0.3	9.41	0.23	A	129 %
Stream C-AB		0.2	5.56	0.12	A	[Stream B-AC]		0.4	6.29	0.23	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. 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	03/06/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
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

PICADY short flare 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 11.1	5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Base	AM	ONE HOUR	07:30	09:00	15	✓
D2	2026	Base	PM	ONE HOUR	16:30	18:00	15	✓
D3	2031	Do Minimum	AM	ONE HOUR	07:30	09:00	15	✓
D4	2031	Do Minimum	PM	ONE HOUR	16:30	18:00	15	✓
D5	2031	Do Something	AM	ONE HOUR	07:30	09:00	15	✓
D6	2031	Do Something	PM	ONE HOUR	16:30	18:00	15	✓
D7	2031	Do Something Canal	AM	ONE HOUR	07:30	09:00	15	✓
D8	2031	Do Something Canal	PM	ONE HOUR	16:30	18:00	15	✓
D9	2031	Do Something Vision	AM	ONE HOUR	07:30	09:00	15	✓
D10	2031	Do Something Vision	PM	ONE HOUR	16:30	18:00	15	✓
D11	2031	Do Something Canal Vision	AM	ONE HOUR	07:30	09:00	15	✓
D12	2031	Do Something Canal Vision	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D5,D6,D7,D8,D9,D10,D11,D12	100.000	100.000

D5 - 2031 | Do Something | 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.58	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	109	Stream B-AC	1.58	A

Arms

Arms

Arm	Name	Description	Arm type
A	Semington Road S		Major
B	Site Access		Minor
C	Semington Road N		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Semington Road N	6.55			138.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.30	20	19

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	508	0.090	0.228	0.144	0.326
B-C	655	0.098	0.248	-	-
C-B	654	0.247	0.247	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031	Do Something	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Semington Road S		ONE HOUR	✓	324	100.000
B - Site Access		ONE HOUR	✓	94	100.000
C - Semington Road N		ONE HOUR	✓	268	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Semington Road S	B - Site Access	C - Semington Road N
From	A - Semington Road S	0	20	304
	B - Site Access	47	0	47
	C - Semington Road N	248	20	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Semington Road S	B - Site Access	C - Semington Road N
From	A - Semington Road S	0	0	4
	B - Site Access	0	0	0
	C - Semington Road N	4	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	0.23	10.28	0.3	B	86	129
C-AB	0.05	5.19	0.1	A	27	41
C-A					219	328
A-B					18	28
A-C					279	418

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	71	18	0.00	492	0.144	70	0.0	0.2	8.538	A
C-AB	20	5	0.00	714	0.029	20	0.0	0.0	5.188	A
C-A	181	45	0.00			181				
A-B	15	4	0.00			15				
A-C	229	57	0.00			229				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	85	21	0.00	476	0.178	84	0.2	0.2	9.189	A
C-AB	26	6	0.00	727	0.036	26	0.0	0.0	5.126	A
C-A	215	54	0.00			215				
A-B	18	4	0.00			18				
A-C	273	68	0.00			273				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	103	26	0.00	454	0.228	103	0.2	0.3	10.260	B
C-AB	35	9	0.00	747	0.047	35	0.0	0.1	5.051	A
C-A	260	65	0.00			260				
A-B	22	6	0.00			22				
A-C	335	84	0.00			335				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	103	26	0.00	454	0.228	103	0.3	0.3	10.279	B
C-AB	35	9	0.00	747	0.047	35	0.1	0.1	5.057	A
C-A	260	65	0.00			260				
A-B	22	6	0.00			22				
A-C	335	84	0.00			335				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	85	21	0.00	476	0.178	85	0.3	0.2	9.212	A
C-AB	26	7	0.00	727	0.036	26	0.1	0.0	5.140	A
C-A	215	54	0.00			215				
A-B	18	4	0.00			18				
A-C	273	68	0.00			273				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	71	18	0.00	492	0.144	71	0.2	0.2	8.561	A
C-AB	20	5	0.00	714	0.029	20	0.0	0.0	5.195	A
C-A	181	45	0.00			181				
A-B	15	4	0.00			15				
A-C	229	57	0.00			229				

D6 - 2031 | Do Something | 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.07	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	198	Stream B-AC	1.07	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031	Do Something	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Semington Road S		ONE HOUR	✓	254	100.000
B - Site Access		ONE HOUR	✓	37	100.000
C - Semington Road N		ONE HOUR	✓	323	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Semington Road S	B - Site Access	C - Semington Road N
From	A - Semington Road S	0	49	205
	B - Site Access	20	0	17
	C - Semington Road N	279	44	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Semington Road S	B - Site Access	C - Semington Road N
From	A - Semington Road S	0	0	2
	B - Site Access	0	0	0
	C - Semington Road N	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	0.09	8.53	0.1	A	34	51
C-AB	0.10	5.16	0.2	A	62	92
C-A					235	352
A-B					45	67
A-C					188	282

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	7	0.00	496	0.056	28	0.0	0.1	7.679	A
C-AB	46	12	0.00	744	0.062	46	0.0	0.1	5.152	A
C-A	197	49	0.00			197				
A-B	37	9	0.00			37				
A-C	154	39	0.00			154				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	0.00	482	0.069	33	0.1	0.1	8.017	A
C-AB	59	15	0.00	763	0.077	59	0.1	0.1	5.112	A
C-A	231	58	0.00			231				
A-B	44	11	0.00			44				
A-C	184	46	0.00			184				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	0.00	463	0.088	41	0.1	0.1	8.529	A
C-AB	79	20	0.00	790	0.101	79	0.1	0.2	5.065	A
C-A	276	69	0.00			276				
A-B	54	13	0.00			54				
A-C	226	56	0.00			226				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	0.00	463	0.088	41	0.1	0.1	8.533	A
C-AB	80	20	0.00	790	0.101	80	0.2	0.2	5.068	A
C-A	276	69	0.00			276				
A-B	54	13	0.00			54				
A-C	226	56	0.00			226				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	0.00	482	0.069	33	0.1	0.1	8.023	A
C-AB	59	15	0.00	764	0.077	59	0.2	0.1	5.120	A
C-A	231	58	0.00			231				
A-B	44	11	0.00			44				
A-C	184	46	0.00			184				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	7	0.00	496	0.056	28	0.1	0.1	7.690	A
C-AB	46	12	0.00	745	0.062	46	0.1	0.1	5.160	A
C-A	197	49	0.00			197				
A-B	37	9	0.00			37				
A-C	154	39	0.00			154				

D7 - 2031 | Do Something Canal | 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	4.88	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	39	Stream B-AC	4.88	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031	Do Something Canal	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Semington Road S		ONE HOUR	✓	272	100.000
B - Site Access		ONE HOUR	✓	218	100.000
C - Semington Road N		ONE HOUR	✓	268	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Semington Road S	B - Site Access	C - Semington Road N
From	A - Semington Road S	0	46	226
	B - Site Access	93	0	125
	C - Semington Road N	214	54	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Semington Road S	B - Site Access	C - Semington Road N
From	A - Semington Road S	0	2	4
	B - Site Access	1	0	2
	C - Semington Road N	5	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	0.51	15.32	1.0	C	200	300
C-AB	0.12	5.58	0.2	A	69	104
C-A					177	265
A-B					42	63
A-C					207	311

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	164	41	0.00	507	0.324	162	0.0	0.5	10.388	B
C-AB	53	13	0.00	706	0.075	52	0.0	0.1	5.505	A
C-A	149	37	0.00			149				
A-B	35	9	0.00			35				
A-C	170	43	0.00			170				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	196	49	0.00	494	0.397	195	0.5	0.6	12.041	B
C-AB	66	17	0.00	717	0.093	66	0.1	0.1	5.526	A
C-A	174	44	0.00			174				
A-B	41	10	0.00			41				
A-C	203	51	0.00			203				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	240	60	0.00	475	0.506	239	0.6	1.0	15.153	C
C-AB	88	22	0.00	733	0.120	88	0.1	0.2	5.568	A
C-A	207	52	0.00			207				
A-B	51	13	0.00			51				
A-C	249	62	0.00			249				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	240	60	0.00	475	0.506	240	1.0	1.0	15.320	C
C-AB	88	22	0.00	734	0.120	88	0.2	0.2	5.579	A
C-A	207	52	0.00			207				
A-B	51	13	0.00			51				
A-C	249	62	0.00			249				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	196	49	0.00	493	0.397	197	1.0	0.7	12.209	B
C-AB	67	17	0.00	717	0.093	67	0.2	0.1	5.549	A
C-A	174	44	0.00			174				
A-B	41	10	0.00			41				
A-C	203	51	0.00			203				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	164	41	0.00	507	0.324	165	0.7	0.5	10.550	B
C-AB	53	13	0.00	706	0.075	53	0.1	0.1	5.521	A
C-A	149	37	0.00			149				
A-B	35	9	0.00			35				
A-C	170	43	0.00			170				

D8 - 2031 | Do Something Canal | 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	2.99	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	124	Stream B-AC	2.99	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2031	Do Something Canal	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Semington Road S		ONE HOUR	✓	242	100.000
B - Site Access		ONE HOUR	✓	106	100.000
C - Semington Road N		ONE HOUR	✓	323	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Semington Road S	B - Site Access	C - Semington Road N
From	A - Semington Road S	0	89	153
	B - Site Access	38	0	69
	C - Semington Road N	210	113	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Semington Road S	B - Site Access	C - Semington Road N
From	A - Semington Road S	0	1	1
	B - Site Access	0	0	3
	C - Semington Road N	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	0.24	9.53	0.3	A	97	146
C-AB	0.24	6.42	0.4	A	143	214
C-A					154	231
A-B					82	123
A-C					141	211

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	80	20	0.00	524	0.152	79	0.0	0.2	8.078	A
C-AB	109	27	0.00	712	0.153	108	0.0	0.2	5.950	A
C-A	134	33	0.00			134				
A-B	67	17	0.00			67				
A-C	115	29	0.00			115				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	24	0.00	512	0.186	95	0.2	0.2	8.636	A
C-AB	137	34	0.00	725	0.189	137	0.2	0.3	6.125	A
C-A	153	38	0.00			153				
A-B	80	20	0.00			80				
A-C	138	34	0.00			138				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	117	29	0.00	495	0.236	116	0.2	0.3	9.509	A
C-AB	181	45	0.00	743	0.243	180	0.3	0.4	6.406	A
C-A	175	44	0.00			175				
A-B	98	25	0.00			98				
A-C	169	42	0.00			169				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	117	29	0.00	495	0.236	117	0.3	0.3	9.526	A
C-AB	181	45	0.00	743	0.244	181	0.4	0.4	6.417	A
C-A	175	44	0.00			175				
A-B	98	25	0.00			98				
A-C	169	42	0.00			169				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	24	0.00	512	0.186	96	0.3	0.2	8.659	A
C-AB	138	34	0.00	725	0.190	138	0.4	0.3	6.146	A
C-A	153	38	0.00			153				
A-B	80	20	0.00			80				
A-C	138	34	0.00			138				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	80	20	0.00	524	0.152	80	0.2	0.2	8.115	A
C-AB	109	27	0.00	713	0.153	110	0.3	0.2	5.978	A
C-A	134	33	0.00			134				
A-B	67	17	0.00			67				
A-C	115	29	0.00			115				

D9 - 2031 | Do Something Vision | 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.51	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	113	Stream B-AC	1.51	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2031	Do Something Vision	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Semington Road S		ONE HOUR	✓	323	100.000
B - Site Access		ONE HOUR	✓	90	100.000
C - Semington Road N		ONE HOUR	✓	267	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Semington Road S	B - Site Access	C - Semington Road N
From	A - Semington Road S	0	19	304
	B - Site Access	45	0	45
	C - Semington Road N	248	19	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Semington Road S	B - Site Access	C - Semington Road N
From	A - Semington Road S	0	0	4
	B - Site Access	0	0	0
	C - Semington Road N	4	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	0.22	10.14	0.3	B	83	124
C-AB	0.04	5.19	0.1	A	26	39
C-A					219	329
A-B					17	26
A-C					279	418

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	17	0.00	492	0.138	67	0.0	0.2	8.460	A
C-AB	19	5	0.00	714	0.027	19	0.0	0.0	5.179	A
C-A	182	45	0.00			182				
A-B	14	4	0.00			14				
A-C	229	57	0.00			229				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	81	20	0.00	476	0.170	81	0.2	0.2	9.100	A
C-AB	25	6	0.00	728	0.034	25	0.0	0.0	5.116	A
C-A	215	54	0.00			215				
A-B	17	4	0.00			17				
A-C	273	68	0.00			273				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	99	25	0.00	454	0.218	99	0.2	0.3	10.124	B
C-AB	33	8	0.00	747	0.044	33	0.0	0.1	5.037	A
C-A	261	65	0.00			261				
A-B	21	5	0.00			21				
A-C	335	84	0.00			335				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	99	25	0.00	454	0.218	99	0.3	0.3	10.140	B
C-AB	33	8	0.00	747	0.044	33	0.1	0.1	5.045	A
C-A	261	65	0.00			261				
A-B	21	5	0.00			21				
A-C	335	84	0.00			335				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	81	20	0.00	476	0.170	81	0.3	0.2	9.121	A
C-AB	25	6	0.00	728	0.034	25	0.1	0.0	5.129	A
C-A	215	54	0.00			215				
A-B	17	4	0.00			17				
A-C	273	68	0.00			273				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	17	0.00	492	0.138	68	0.2	0.2	8.493	A
C-AB	19	5	0.00	714	0.027	19	0.0	0.0	5.188	A
C-A	182	45	0.00			182				
A-B	14	4	0.00			14				
A-C	229	57	0.00			229				

D10 - 2031 | Do Something Vision | 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.98	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	208	Stream B-AC	0.98	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2031	Do Something Vision	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Semington Road S		ONE HOUR	✓	248	100.000
B - Site Access		ONE HOUR	✓	35	100.000
C - Semington Road N		ONE HOUR	✓	317	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Semington Road S	B - Site Access	C - Semington Road N
From	A - Semington Road S	0	43	205
	B - Site Access	19	0	16
	C - Semington Road N	279	38	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Semington Road S	B - Site Access	C - Semington Road N
From	A - Semington Road S	0	0	2
	B - Site Access	0	0	0
	C - Semington Road N	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	0.08	8.45	0.1	A	32	48
C-AB	0.09	5.11	0.2	A	53	80
C-A					238	357
A-B					39	59
A-C					188	282

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	7	0.00	497	0.053	26	0.0	0.1	7.637	A
C-AB	40	10	0.00	745	0.053	40	0.0	0.1	5.099	A
C-A	199	50	0.00			199				
A-B	32	8	0.00			32				
A-C	154	39	0.00			154				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	0.00	484	0.065	31	0.1	0.1	7.960	A
C-AB	51	13	0.00	765	0.067	51	0.1	0.1	5.045	A
C-A	234	59	0.00			234				
A-B	39	10	0.00			39				
A-C	184	46	0.00			184				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	10	0.00	464	0.083	38	0.1	0.1	8.447	A
C-AB	69	17	0.00	792	0.087	68	0.1	0.2	4.979	A
C-A	280	70	0.00			280				
A-B	47	12	0.00			47				
A-C	226	56	0.00			226				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	10	0.00	464	0.083	39	0.1	0.1	8.452	A
C-AB	69	17	0.00	792	0.087	69	0.2	0.2	4.983	A
C-A	280	70	0.00			280				
A-B	47	12	0.00			47				
A-C	226	56	0.00			226				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	0.00	484	0.065	32	0.1	0.1	7.967	A
C-AB	51	13	0.00	765	0.067	51	0.2	0.1	5.053	A
C-A	234	58	0.00			234				
A-B	39	10	0.00			39				
A-C	184	46	0.00			184				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	7	0.00	497	0.053	26	0.1	0.1	7.646	A
C-AB	40	10	0.00	746	0.054	40	0.1	0.1	5.106	A
C-A	199	50	0.00			199				
A-B	32	8	0.00			32				
A-C	154	39	0.00			154				

D11 - 2031 | Do Something Canal Vision | 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	4.74	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	41	Stream B-AC	4.74	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2031	Do Something Canal Vision	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Semington Road S		ONE HOUR	✓	271	100.000
B - Site Access		ONE HOUR	✓	214	100.000
C - Semington Road N		ONE HOUR	✓	267	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Semington Road S	B - Site Access	C - Semington Road N
From	A - Semington Road S	0	45	226
	B - Site Access	91	0	123
	C - Semington Road N	214	53	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Semington Road S	B - Site Access	C - Semington Road N
From	A - Semington Road S	0	2	4
	B - Site Access	1	0	2
	C - Semington Road N	5	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	0.50	15.00	1.0	C	196	295
C-AB	0.12	5.56	0.2	A	68	102
C-A					177	266
A-B					41	62
A-C					207	311

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	161	40	0.00	507	0.317	159	0.0	0.5	10.288	B
C-AB	52	13	0.00	706	0.073	51	0.0	0.1	5.495	A
C-A	149	37	0.00			149				
A-B	34	8	0.00			34				
A-C	170	43	0.00			170				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	192	48	0.00	494	0.389	192	0.5	0.6	11.879	B
C-AB	65	16	0.00	717	0.091	65	0.1	0.1	5.514	A
C-A	175	44	0.00			175				
A-B	40	10	0.00			40				
A-C	203	51	0.00			203				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	236	59	0.00	475	0.496	234	0.6	1.0	14.848	B
C-AB	86	22	0.00	734	0.117	86	0.1	0.2	5.554	A
C-A	208	52	0.00			208				
A-B	50	12	0.00			50				
A-C	249	62	0.00			249				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	236	59	0.00	475	0.496	236	1.0	1.0	15.003	C
C-AB	86	22	0.00	734	0.118	86	0.2	0.2	5.563	A
C-A	208	52	0.00			208				
A-B	50	12	0.00			50				
A-C	249	62	0.00			249				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	192	48	0.00	494	0.389	194	1.0	0.7	12.038	B
C-AB	65	16	0.00	718	0.091	66	0.2	0.1	5.536	A
C-A	175	44	0.00			175				
A-B	40	10	0.00			40				
A-C	203	51	0.00			203				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	161	40	0.00	507	0.318	162	0.7	0.5	10.440	B
C-AB	52	13	0.00	706	0.073	52	0.1	0.1	5.512	A
C-A	149	37	0.00			149				
A-B	34	8	0.00			34				
A-C	170	43	0.00			170				

D12 - 2031 | Do Something Canal Vision | 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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	2.90	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	129	Stream B-AC	2.90	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2031	Do Something Canal Vision	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Semington Road S		ONE HOUR	✓	236	100.000
B - Site Access		ONE HOUR	✓	104	100.000
C - Semington Road N		ONE HOUR	✓	317	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Semington Road S	B - Site Access	C - Semington Road N
From	A - Semington Road S	0	83	153
	B - Site Access	37	0	68
	C - Semington Road N	210	107	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Semington Road S	B - Site Access	C - Semington Road N
From	A - Semington Road S	0	1	1
	B - Site Access	0	0	3
	C - Semington Road N	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	0.23	9.41	0.3	A	95	143
C-AB	0.23	6.29	0.4	A	135	202
C-A					156	234
A-B					76	114
A-C					141	211

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	20	0.00	526	0.149	78	0.0	0.2	8.020	A
C-AB	103	26	0.00	714	0.145	102	0.0	0.2	5.887	A
C-A	135	34	0.00			135				
A-B	63	16	0.00			63				
A-C	115	29	0.00			115				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	94	23	0.00	514	0.182	93	0.2	0.2	8.557	A
C-AB	130	32	0.00	726	0.179	130	0.2	0.3	6.036	A
C-A	155	39	0.00			155				
A-B	75	19	0.00			75				
A-C	138	34	0.00			138				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	115	29	0.00	497	0.230	114	0.2	0.3	9.392	A
C-AB	171	43	0.00	744	0.230	171	0.3	0.4	6.280	A
C-A	178	44	0.00			178				
A-B	92	23	0.00			92				
A-C	169	42	0.00			169				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	115	29	0.00	497	0.230	115	0.3	0.3	9.408	A
C-AB	171	43	0.00	744	0.230	171	0.4	0.4	6.291	A
C-A	178	44	0.00			178				
A-B	92	23	0.00			92				
A-C	169	42	0.00			169				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	94	23	0.00	514	0.182	94	0.3	0.2	8.579	A
C-AB	130	33	0.00	726	0.179	131	0.4	0.3	6.057	A
C-A	155	39	0.00			155				
A-B	75	19	0.00			75				
A-C	138	34	0.00			138				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	20	0.00	526	0.149	79	0.2	0.2	8.056	A
C-AB	104	26	0.00	714	0.145	104	0.3	0.2	5.910	A
C-A	135	34	0.00			135				
A-B	63	16	0.00			63				
A-C	115	29	0.00			115				

