Client:

Richborough

Project:

Land North of Little Green Lane
Croxley Green

Project No:

T24544

Report Title:

Transport Assessment

Prepared by:	JR
Authorised by:	GM
Rev:	E
Date:	23/10/2025

Hub Transport Planning Ltd
Floor 1B
4 Temple Row
Birmingham
B2 5HG
T. 0121 454 5530

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1.0 Introduction

Background

1.1 Hub Transport Planning Ltd has been commissioned by Richborough to provide transport advice for a proposed residential-led development off Little Green Lane, Croxley Green.

1.2 This report supports an Outline application for construction of up to 600 residential dwellings (Use Class C3(a)), a 5-bedroom property for children's social care and supported living (Use Class C3(b)). Two vehicular access points from Little Green Lane and further pedestrian/cycleway accesses. A one-form entry primary school (Use Class F1(a)) (plus expansion land for a two-form entry primary school). A mixed-use local centre including provision for NHS health and social care services (Use Class E(e)), community building (Use Class F2), retail and café provision (Use Class E(a-c)), car parking and associated infrastructure. A country park, areas for play and recreation, allotments, a community orchard and landscaping with associated infrastructure including sustainable urban drainage systems. (All matters are reserved except for vehicular access).

1.3 This report responds to feedback from various transport authorities/bodies in relation to the previous planning application for development on the site, including the emphasis of the vision-led approach to the development providing a high sustainable transport/placemaking approach to movement around the site and off-site. The site location is shown on **Figure 1.1**.

Structure of the Report

1.4 This report is intended to determine the relevant highway issues and indicate potential solutions, with reference to the impact of the proposed development site.

1.5 Following this introduction, the report is set out as follows:

- Section 2.0 – Policy Review;
- Section 3.0 – Background Information
- Section 4.0 – Development Proposals;
- Section 5.0 – Traffic Generation, Distribution and Assignment;
- Section 6.0 – Traffic Impact and Capacity Analysis;
- Section 7.0 – Sensitivity Testing;
- Section 8.0 – Summary and Conclusion.

Limitations of the Report

1.6 This report has been undertaken at the request of Richborough, thus should not be entrusted to any third party without written permission from Hub Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Hub Transport Planning Ltd.

1.7 This report has been compiled using data from a number of external sources (such as TRICS, traffic count data and public transport websites); these sources are considered trustworthy and therefore the data provided is considered accurate and relevant at the time of preparing this report.

2.0 Policy Review

Introduction

2.1 This section summarises the relevant transport policy documents against which the development proposals are considered at a national, regional, and local level. The most relevant policy documents relating to this site are detailed below:

- National Planning Policy Framework (December 2024)
- Hertfordshire Local Transport Plan 4 (2018 – 2032)
- Supporting documents & Strategies to Hertfordshire LTP 4 includes: *An Active Travel Strategy for Hertfordshire (2023 – 2031)*
- Local Cycling and Walking Infrastructure and Delivery Plan (2021)
- Core Strategy Adopted Oct 2011: Local Development Framework (2011 – 2026)
- Site Allocations Development Map (SADMAP) (2011 - 2026)
- Local Development Framework: Core Strategy Adopted (2011 - 2026)

National Planning Policy

2.2 The latest National Planning Policy Framework (NPPF) was published in December 2024 and sets out the Government's Planning Policies and how these are expected to be applied.

2.3 In relation to transport, the NPPF states at paragraph 110 that:

'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'

2.4 When considering the effects the development may have on the local transport network, the NPPF paragraphs 115 and 116 state that:

'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code48; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.'

And;

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.'

2.5 The NPPF further advises in paragraph 117 that:

'Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

2.6 In relation to parking policy, paragraph 112 of the NPPF states that:

'If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;

b) the type, mix and use of development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.'

Hertfordshire Local Transport Plan (2018 – 2031)

2.7 The Hertfordshire Local Transport Plan in its 4th iteration sets out the key plans on how transport can help deliver a positive future vision of Hertfordshire by providing for safe and efficient travel and balancing a car-based approach to multi modal travel up until the year 2031. Key policies which are relevant to this TA are discussed in further detail below:

Policy 1: Transport User Hierarchy

To support the creation of built environments that encourage greater and safer use of sustainable transport modes, the county council will, in the design of any scheme and development of any transport strategy, consider in the following order

- Opportunities to reduce travel demand and the need to travel
- Vulnerable road user needs (such as pedestrians and cyclists)
- Passenger transport user needs
- Powered two wheeler (mopeds and motorbikes) user needs
- Other motor vehicle user needs

Policy 2: Influencing land use planning

The county council will encourage the location of new development in areas served by, or with the potential to be served by, high quality passenger transport facilities so they can form a real alternative to the car, and where key services can be accessed by walking and cycling.

Policy 3: Travel Plans and Behaviour Change The county council will encourage the widespread adoption of travel plans through:

a) Working in partnership with large employers, businesses and other organisations to develop travel plans and implement Smarter Choices measures.

b) Seeking the development, implementation and monitoring of travel plans as part of the planning process for new developments.

c) Supporting school travel plans, and working closely with parents, pupils, teachers and local residents to deliver a network of more sustainable transport links to school. The application of personalised travel planning techniques, marketing and other behavioural change initiatives will be considered when delivering physical transport improvements to maximise the potential to achieve modal shift

Policy 5: Development Management The county council will to work with development promoters and the district and borough councils to:

a) Ensure the location and design of proposals reflect the LTP Transport User Hierarchy and encourage movement by sustainable transport modes and reduced travel demand.

b) Ensure access arrangements are safe, suitable for all people, built to an adequate standard and adhere to the county council's Highway Design Standards.

c) Consider the adoption of access roads and internal road layouts where they comply with the appropriate adoption requirements and will offer demonstrable utility to the wider public. Where internal roads are not adopted the county council will expect suitable private management arrangements to be in place.

d) Secure developer mitigation measures to limit the impacts of development on the transport network, and resist development where the residual cumulative impact of development is considered to be severe.

e) Require a travel plan for developments according to the requirements of 'Hertfordshire's Travel Plan Guidance'.

f) Only consider new accesses onto primary and main distributor roads where special circumstances can be demonstrated in favour of the proposals.

g) Resist development that would either severely affect the rural or residential character of a road or other right of way, or which would severely affect safety on rural roads, local roads and rights of way especially for vulnerable road users. This should include other routes which are important for sustainable transport or leisure.

Policy 6: Accessibility - The county council will seek to increase the ease with which people, particularly disadvantaged groups, can access key services, by:

a) Working in partnership with key stakeholders such as bus and rail operators, community transport operators, the voluntary sector and public service providers.

b) Supporting transport services which could include providing resource for bus and other transport services.

c) Addressing the barriers to accessibility particularly regarding active modes and for people with impaired mobility.

d) Promoting travel options and facilitating accessible travel information provision, including open data initiatives.

e) Improving travel choices and options, including support for the provision of shared mobility initiatives

Policy 7: Active Travel - Walking The county council will seek to encourage and promote walking by:

a) Implementing measures to increase the priority of pedestrians relative to motor vehicles, especially in town centres, and creating walking friendly town and neighbourhood centres.

b) Delivering infrastructure to provide safer access to key services, and pedestrian facilities to enable and encourage walking.

c) Identifying and promoting networks of pedestrian priority routes.

d) Promoting walking as a mode of travel and for recreational enjoyment.

e) Supporting the implementation of the Rights of Way Improvement Plan.

Policy 8. Active Travel - Cycling The county council aims to deliver a step change in cycling, through:

a) Infrastructure improvements, especially within major urban areas to enable and encourage more cycling.

b) Implementing measures to increase the priority of cyclists relative to motor vehicles.

c) Improved safety for users including delivery of formal and informal cycle training schemes.

d) Supporting promotion campaigns to inform, educate, reassure and encourage cycling provision and education, such as Bikeability.

e) Facilitating provision of secure cycle parking.

Policy 9: Buses The county council will promote and support bus services to encourage reduced car use by:

a) Supporting the delivery of infrastructure including bus priority measures, focussed on a core bus network, and by minimising bus service disruption from road congestion and the effects of road works.

b) Providing and maintaining all bus stops, and other bus related highway infrastructure, to a consistent quality and standard across the county.

c) Utilising new powers afforded to local authorities through the Bus Services Act 2017 as appropriate.

d) Reviewing, procuring and supporting cost effective and efficient bus services to improve accessibility and respond to existing and potential passenger needs. Review existing services and take account of enhanced security provision.

e) Working with a wide range of partners through the Intalink Quality Partnership to achieve improvements in facilities and services to improve the end to end journey by multi-modal interchange, accessibility, security and the journey experience.

f) Working with partners to develop appropriate passenger fares, encourage the development of smart ticketing and to improve the provision and accuracy of passenger information.

g) Working with partners to promote bus services as an option for work and school journeys and promote and publicise the passenger transport network through a variety of media.

Policy 18: Transport Safety and Security

The county council will seek to improve the perception of safety and security on Hertfordshire's transport system where this could deter people from travelling, particularly by active modes and passenger transport. This includes ensuring the county's transport system is resilient and prepared for instances of major alert.

Policy 19: Emissions reduction

The county council will reduce levels of harmful emissions by:

a) Promoting a change in people's travel behaviour to encourage a modal shift in journeys from cars to walking, cycling and passenger transport.

2.8 In terms of land use planning, page 33 of the LTP states how transport is pivotal for new settlements:

- "Would need to be served by high capacity passenger transport such as rail or bus rapid transit using existing network or extensions to this with good links to London and other key locations.
- Risk that without an established employment base in close proximity, settlement will become a dormitory and generate large amounts of out-commuting.
- Significant additional highway capacity would be required to provide connection to the strategic network and minimise growth in congestion.

- Case for a new east west highway connection would be strengthened to reduce pressure on the A414.
- Opportunity to plan for sustainable forms of travel in advance of development.
- Green field/Green Belt impacts of new housing and new transport infrastructure."

2.9 It is also worth noting that the transport proposals map shown on page 101 of LTP 4 suggests cycleway improvements from in and around Croxley Green, such plans are not shown in detail.

2.10 As well as the Hertfordshire LTP, there are a number of supporting strategies which are used in conjunction with the main Local Transport Plan document. These can be seen below.

LTP Supporting Strategy: An Active Travel Strategy for Hertfordshire

The Active Travel Strategy builds on LTP 4, when making mention of numerous policies regarding active travel such as policy 1. The overall vision is "*to create places where walking, wheeling and other forms of active travel are safe and so convenient that they become the natural choice for short trips."* The strategy builds on LTP Policy 1 of Transport User Hierarchy, with Figure 12 stating the key principles of growth and transport plans which include:

- "Improved walking links within towns including new crossings on busy roads
- Improved road junctions to reduce delays on key roads and reduce rat-running on quieter roads
- Improved bus services and priority for buses at junctions
- Improved cycle links within and between towns, and cycle parking facilities at key locations
- Improved walking, cycling and bus connections to railway stations"

Local Cycling and Walking Infrastructure and Delivery Plan (2021)

2.11 The Local Cycling and Walking Infrastructure and Delivery Plan (LCWIP) is a plan which sets out the strategic outlines for making cycling and walking the natural choices for journeys.

The key outputs of LCWIPs are:

- "A network plan for walking and cycling which identifies preferred routes and core zones for further development
- A prioritised programme of infrastructure improvements for future investment
- A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network"

2.12 Proposed schemes for Three Rivers District and Croxley are set out in Table 3.4 of the document which states the improvements which are yet to be complete in Croxley Green. These are as follows:

"TR7 - A412 Watford to Croxley Green station. Improve cyclist facilities between Watford and Croxley Green

TR8 - A412 Rickmansworth to Croxley Green Station. Improve cyclist facilities between Rickmansworth and Croxley Green

The integration of these proposals into the LCWIP network is considered in stages 3 and 4 of the LCWIP"

SADMAP (adopted Nov 2011 - 2026)

2.13 The Site Allocations document sets out the vision and objective for the area's spatial development by identifying core strategy objectives until 2026, to support the delivery of the Core Strategy and Community Strategy. *The core* spatial *"strategy sets out that all development sites will be identified having regard to a criteria based approach, taking into account whether development of the site:*

- Will be accessible to public transport, services and facilities"

The Core Strategy Place Shaping Policies set out that of the District's housing requirements over the plan period:

- "Approximately 60% should be provided in the Key Centres (South Oxhey, Croxley Green, Abbots Langley, Chorleywood, Leavesden and Garston and Mill End),

Core Strategy policy CP8 requires all development to provide, or make adequate contribution towards infrastructure and services

Core Strategy policy CP2 states that in identifying sites for future development, the Site Allocations document will set out an indicative phasing strategy for the development of sites.

POLICY SA1: HOUSING SITE ALLOCATIONS

- Permission will not be granted for development resulting in a net loss of housing unless conversion to other uses is necessary to provide a small-scale facility and provided the surrounding residential area is not significantly adversely affected.

- Allocated housing sites will be safeguarded for housing development.

- Sites should be developed at an overall capacity which accords generally with the dwelling capacity given for that site.

- Proposals for the development of sites should have regard to the phasing strategy for the site, Core Strategy Policy CP2 and the latest monitoring information on housing supply which may result in alteration to the indicative phasing of sites through the Annual Monitoring Report. The earlier release of identified housing sites will only be considered if:

  i. The Annual Monitoring Report projects that there will not be a five year supply of land for housing

  ii. The sites can realistically be delivered in the short-term

  iii. It can be clearly demonstrated that the early release of sites will achieve significant benefits in terms of sustainability and other objectives of the Core Strategy

  iv. It does not unduly impact on other sites coming forward in accordance with the Spatial Strategy.

- In the case of sites not being required in the plan period to 2026 sites will be safeguarded for future development beyond the plan period.

- Development of identified housing sites should provide affordable housing in accordance with Core Strategy policy CP4

Education Allocations

The Core Strategy sets out that the Council will support improved provision of, and access to, services and facilities to meet future demands, including through the expansion of existing schools and/or provision of new schools to meet identified needs. It is noted that needs for education are not constrained by District boundaries.

Local Development Framework: Core Strategy Adopted (Oct 2011 - 2026)

2.14 The Local Development Framework: Core Strategy sets out the vision over the next 15 year period 2011-2026 and beyond, with the overarching vision of the District to remain a prosperous, safe and healthy place where people want, and are able to, live and work." There are a number of core policies and spatial strategies created in relation to new development. Those relevant to the TA are mentioned in further detail below.

Chapter 3: Spatial Vision

The priorities for the future are:

a) To provide growth required to support local communities and provide for their needs in the most sustainable way possible

b) To locate growth in the most sustainable locations in terms of access to services and transport networks and impact on the environment

c) To improve access to housing and affordable housing for communities across the whole District

d) To provide opportunities for local employment and maintain the vitality and viability of existing centres across the District, reducing the need to travel

e) To promote sustainable transport options to improve access for all communities and reduce dependence on the car

f) To support growth with appropriate investment in infrastructure to ensure that new and existing communities can access services that they require

S6 To facilitate the provision of services and infrastructure to meet the needs of existing development and new development by working on cross-boundary issues with adjoining authorities, service providers and the development industry

S7 To deliver improved and more integrated transport systems and reduce the need to travel by locating development in accessible locations

S12. To promote safety and security as a high priority in the design of new developments in order to create attractive and safe places in which to live, work and play

Core Policy 2 (CP2) Housing Supply:

The Council will identify sufficient land for housing in the District to meet the Three Rivers housing target of 180 dwellings per year until 2026.

Housing provision will be made primarily from within the existing urban area (approximately 75% of total housing development between 2001-2026) and also from housing sites at the most sustainable locations on the edge of existing settlements, in the Green Belt (approximately 25% of total supply between 2001-2026).

Applications will be considered on a case by case basis having regard to: i. The location of the proposed development, taking into account the Spatial Strategy ii. The sustainability of the development and its contribution to meeting local housing needs iii. Infrastructure requirements and the impact on the delivery of allocated housing sites iv. Monitoring information relating to housing supply and the Three Rivers housing targets.

CP6 Employment and Economic Development

The Council will support development that:

h) Reduces the need to travel by promoting mixed-use development, including 'livework' units (where these can be demonstrated to be appropriate), and homeworking, whilst taking into account the need to protect existing residential amenities.

The sustainable growth of the Three Rivers economy will be supported by:

k) Ensuring that employment uses are accessible through a range of transport modes including by public transport

CP8: Infrastructure and Planning Obligations:

Development will provide, or make adequate contribution towards, infrastructure and services to:

a) Make a positive contribution to safeguarding or creating sustainable, linked communities

b) Offset the loss of any infrastructure through compensatory provision

c) Meet ongoing maintenance costs where appropriate. In relation to utilities infrastructure (water supply, wastewater capacity, electricity supply and gas supply), developers will be required to demonstrate that:

d) Either adequate capacity exists on and off sites to serve development and that development would not lead to problems for existing users, or

e) Extra capacity can be provided in time to serve the development which will ensure that the environment and the amenities of local residents are not adversely affected. This may require developers to fund appropriate improvements where there are capacity problems, and no improvements are programmed by the statutory undertaker. These should be completed before occupation of the development.

Infrastructure provision will take full account of the Council's priorities for infrastructure, services and facilities, including those identified in the Infrastructure Delivery Plan and Infrastructure Delivery Schedule. This will contribute to the infrastructure necessary to support growth in the area.

CP10: Transport and Travel

The Council will promote transport measures identified in the Infrastructure Delivery Plan in partnership with Hertfordshire County Council, the Highways Agency and transport providers. Development proposals will be expected to contribute to the delivery of transport and travel measures identified as necessary for the development, either on-site as part of the development or through contributions to off-site provision as appropriate. Provision for interchange and access by public transport, walking and cycling will be regarded as particularly important. Every opportunity will need to be taken to integrate means of travel. The following transport 53 and travel measures will be supported at appropriate locations across the District, and development will need to consider the provision of measures and facilities that encourage integration including:

a) Secure cycle parking

b) A safe network for pedestrians

c) Taxi ranks

d) A layout to enable convenient access for buses

e) Provision of covered waiting facilities

f) Improvements to transport hubs within and including the provision of Mobi-Hubs where appropriate

g) Links to and from the Grand Union Canal towpath

h) Links to and from railway stations.

The transfer of road freight to railways and canals in the District will be supported in principle, subject to the provision of a full Transport Assessment and the provisions of all other relevant local, regional or national policies, including an assessment of impact on the environment and amenity.

Development proposals

All development should be designed and located to minimise the impacts of travel by motor vehicle on the District. In particular, major development will be expected to be located in areas highly accessible by the most sustainable modes of transport, and to people of all abilities in a socially inclusive and safe manner, in accordance with the user hierarchy below. Priority will be given in the following order:

I. Pedestrians, particularly people with restricted mobility

II. Cyclists and where appropriate, horse riders

III. Public transport (including taxis)

IV. All forms of motor vehicles.

Development will need to demonstrate that:

i) It provides a safe and adequate means of access

j) It is appropriate in scale to the existing transport infrastructure, including public transport and, where necessary, infrastructure can be improved

k) It is integrated with the wider network of transport routes, including public rights of way and cycle paths where appropriate

l) It makes adequate provision for all users, including car and other vehicle parking, giving priority to people with mobility difficulties, pedestrians, cyclists and equestrians

m) It includes, where appropriate, provision for public transport either within the scheme or through contributions

n) The impact of the proposal on transport has been fully assessed; for major development this should be done through a comprehensive Transport Assessment detailing the measures that will be used to reduce impacts

o) The proposal is accompanied by a draft Green Travel Plan for prospective users and employees of the development for all major development

Chapter 4

The Plan sets out other Place-Shaping policies which assess how each settlement within the district is expected to contribute to the future of the district.

PSP2: Development in the Key Centres (South Oxhey, Croxley Green, Abbots Langley, Chorleywood, Leavesden and Garston and Mill End)

a) Focus future development predominantly on sites within the urban area, on previously developed land

b) Provide approximately 60% of the District's housing requirements over the Plan period to include approximately 45% of affordable housing as informed by the Strategic Housing Market Assessment (2010), Development Economics Study (2009) and Strategic Housing Land Availability Assessment Update (2010)

e) Maintain and enhance primary and secondary shopping frontages within Abbots Langley, Chorleywood and South Oxhey District Shopping Centres and the Local Shopping Centre at Croxley Green to meet needs from existing and new housing development and to enable Key Centres to be sufficient in meeting local daily needs

2.15 DM13 of the Development Management Policies Local Development Document deals with parking, and Appendix 5 of that document sets out parking standards. The policy indicates:

a) Development should make provision for parking in accordance with the parking standards and, the zone based reductions set out in Appendix 5 until such time as set standards are revised.
b) The Council will encourage the delivery of infrastructure to support the use of low carbon transport.

2.16 The reasoned justification for the policy is that it; "seeks to strike the balance between providing sufficient parking to meet the operational requirements of development whilst at the same time encouraging a range of sustainable transport options."

3.0 Background Information

Site Location and Existing Transport Network

3.1 An illustrative masterplan for the site is included as **Appendix A**. To the north of the site are open fields and woodland and to the east of the site lies Rousebarn Lane, which leads to Chandler's Cross to the northwest. Little Green Lane lies to the south of the site and a footpath (Whippendell Walk 3 – FPs 63 & 18) runs along the western boundary of the site.

3.2 Little Green Lane is a relatively narrow and lightly trafficked lane that passes along the southern frontage of the site. The lane fluctuates in width, with the easternmost section being approximately 4.5m wide, with a 1.8m footway on the southern side of Little Green Lane. The carriageway on the lane then narrows to about 3.0m at a point west of Durrants Drive and then widens again to approximately 4.0m.

3.3 The lane rises sharply between Rousebarn Lane and a point halfway between Canterbury Way and Links Way. It then continues to rise in a westward direction on a gentler incline past this point.

3.4 Little Green Lane is relatively lightly trafficked, giving access to dwellings off the southern part of Rousebarn Lane and West Herts Golf Club which is also accessed off Rousebarn Lane.

3.5 Access roads to Little Green Lane are relatively wide, with the carriageway of the residential access roads of Durrants Drive and Links Way generally measuring about 7.3m in width.

3.6 To the south of Links Way and Durrants Drive is Baldwins Lane. Links Way gives way to Baldwins Lane by means of a priority junction with ghost island provision for the right turn to Links Way. The junction of Baldwins Lane and Durrants Drive is formed by a mini-roundabout. Both Links Way and Durrants Drive will form the vehicular access routes to the proposed development off Little Green Lane.

3.7 Much of the length of Baldwins Lane is traffic-calmed using speed control cushions and raised table junctions. Several pedestrian crossings are also located along Baldwins Lane, including one to the east of Links Way.

Highway Network Observations and Traffic Conditions

Manor Way/Baldwins Lane/Repton Way Mini-Roundabout

3.8 This four-arm mini-roundabout junction was generally observed operating within capacity during the AM peak period. Occasional queues of one or two vehicles were observed on Manor Road, but these queues were generally short-lived. These observations are borne out by the queue survey data which indicates limited queuing in either peak hour.

Durrants Drive/Baldwins Lane Mini-Roundabout

3.9 This three-arm raised table junction was observed to be operating within capacity. On occasion limited queues of one or two vehicles were observed although these cleared quickly. During the majority of the AM peak the junction was clear of queuing. These observations are borne out by the queue survey data which indicates limited queuing in either peak hour.

3.10 It is noted that the visibility is limited looking to the right from the roundabout entry from Durrants Drive. As a result, traffic cautiously enters from this direction and, on occasion, this can lead to vehicles on the other two

arms also waiting on entry unsure as to right of way. This leads to short periods when the main road assumes right of way over the side road.

Links Way/Baldwins Lane priority T-junction

3.11 This priority T-junction has a short ghost-island right turn provision (back-to-back right turn lanes with Winton Drive). The junction was generally observed operating well within capacity with only occasional limited queues on Links Way. The observations are borne out by the queue survey data which indicates limited queuing in either peak hour.

Committed Developments

Killingdown Farm, Little Green Lane, Croxley Green (Ref 24/0774/DIS, with the previous reference 20/1881/FUL)

3.12 The committed development of Killingdown Farm consists of the demolition of existing buildings for residential development comprising of two-storey houses and three-storey blocks of flats, with a total of 160 dwellings. Planning permission was granted on 27th June 2024.

Grove Court, Grove Crescent, Croxley Green (Ref 24/1679/NMA, with the previous reference 20/0467/FUL)

3.13 The committed development of Grove Court consists of the demolition of existing 27 flats and the construction of 42 new flats in two 2-4 storey blocks associated with parking and landscaping. Planning permission was granted on the 20th February 2024.

Traffic Data

3.14 A series of Classified Turning Counts (CTCs) were undertaken on Thursday 27th June 2024 across the surrounding highway network, at the following junctions;

- Little Green Lane (NE)/ Durrants Drive/ Little Green Lane (SW)
- Little Green Lane (NE)/ Links Way/ Little Green Lane (SW)
- Little Green Lane (SE)/ Lincoln Drive/Little Green Lane (NW)
- Little Green Lane (NE)/ Norwich Way/ Little Green Lane (SW)
- Little Green Lane (NE)/ Canterbury Way/ Little Green Lane (SW)
- Baldwins Lane (W)/ Links Way/ Baldwins Lane (E)
- A412 Watford Road (W)/New Road/ A412 Watford Road (E)
- A412 Watford Road (W)/Winton Drive/ A412 Watford Road (E)
- A412 Watford Road (W)/Winton Approach/ A412 Watford Road (E)
- A412 Rickmansworth Rd (E)/ Hagden Lane/ Rickmansworth Rd (W)/ Metropolitan Station Approach

3.15 As well the above junctions, CTCs were also taken at the following roundabouts;

- Manor Way/ Baldwins Lane (E) /Repton Way/Baldwins Lane (W)
- Durrants Drive/ Baldwins Lane (E)/ Baldwins Lane (W)
- Rickmansworth Road (NE)/ Ascot Road/ Rickmansworth Road (SW)
- Raven Close/ Whippendell Road/ Ascot Road (SE)/ Ascot Road (S)/ Ascot Road

3.16 The CTC data is included as **Appendix B** along with the queuing data summaries that accompanied them.

3.17 Automatic Traffic Counts (ATCs) have been undertaken over a 7-day period between the 22nd and 28th of June 2024 at the following locations:

- Little Green Lane; midway between Norwich Way and Durrants Drive
- Little Green Lane; northeast of Canterbury Way
- Links Way
- Canterbury Way
- Durrants Drive
- Lincoln Drive
- Baldwins Lane; west of Lancing Way and east of Repton Way
- The Green; south of Copthorne Road and north of Old Barn Lane
- Aldenham Road; north of the A4008 Chalk Hill
- Lower High Street; north of the A4125 Eastbury Road

3.18 The ATC data in included as **Appendix C**. As part of the consultation process, HCC asked that we also include a traffic count of the Links Way/Baldwins Lane/Winton Drive staggered crossroads. Peak hour traffic counts were undertaken at this junction on 7th May 2025 and is also included in **Appendix C**.

3.19 Traffic flow diagrams showing the 2024 baseline flows and PCUs can be seen in **Figures 3.1 to 3.4.**

Accident Data

3.20 An initial review of Personal Injury Accident (PIA) data along the site frontage and within the immediate vicinity of the site has been undertaken using the DfT Road Safety Data database from 2019 to 2023. The map indicating the extent of the study area and the location of the accidents are provided in **Appendix D** and the data is summarised in **Table 1**.

3.21 Following consultation from the highway authorities, the scope of the accident data has been widened to include the Strategic Road Network (SRN) which includes junctions 18 and 19 of the M25 as well as junction 5 of the M1.

Table 1 - DfT Accident Data Summary (2019 – 2023)

Location	Severity			
	Slight	Serious	Fatal	Total
Junctions				
Baldwins Lane/ Durrants Drive mini roundabout	1	-	-	1
Baldwin's Lane/ Manor Way/ Repton Way roundabout	3	-	-	3
Baldwin's Lane/Winton Drive	2	-	-	2
Baldwin's Lane/ The Green	1	-	-	1
The Green/ Loudwater Lane	1	-	-	1
The Green/ New Road	2	-	-	2
Watford Road/A412/The Green mini roundabout	1	-	-	1
Watford Road/ Yorke Road	1	-	-	1
Watford Road/ Dickinson Square	1	-	-	1
A412 Watford Road/ Winton Approach	1	-	-	1
A412 Watford Road/ Baldwins Lane/ Rickmansworth Road	1	1	-	2
A412 Rickmansworth Road/ Hagden Lane	-	2	-	2
A412 Rickmansworth Road/ Shepherds Road	-	1	-	1
A412 Rickmansworth Road/ Cassiobury Park Avenue	-	1	-	1

	A412 Rickmansworth Road/ Cassiobury Drive	-	1	-	1
	A412 Rickmansworth Road/ A4178 Cassio Road	3	-	-	3
	A412 Rickmansworth Road/ Rosslyn Road	2	-	-	2
	St Albans Road/A411 Beechen Grove/ Rickmansworth Road/ The	16	1	-	17
	The Avenue/ Hemsptead Road/ Hyde Road roundabout	5	1	-	6
	Hagden Lane/Whippendell Road	4	-	-	4
	Sarrat Road/ Redhall Lane	-	1	-	1
	Sarrat Road/ York House School	1	-	-	1
	Rousebarn Lane/ Lodge End Road	1	-	-	1
	Cassiobury Drive/ The Gardens	3	-	-	3
	Cassiobury Drive/ Stratford Way	1	-	-	1
	Hempstead Road/ Stratford Way	1	-	-	1
	Hemsptead Road/ Langley Way	2	2	-	4
	Hempstead Way/ Courtlands Drive	2	1	1	4
	Chorleywood Road/ Valley Road	1	-	-	1

Chorleywood Road/ Loudwater Lane	2	-	-	2
Chorleywood Road/ The Clump	1	-	-	1
M25 Junction 18	10	3	-	13
M25 Junction 19	12	3	-	15
M1 Junction 5: Berrygrove Interchange	27	7	-	34
Links				
Baldwin's Lane	6	-	-	6
A412 Watford Road	7	2	-	9
A412 Rickmansworth Road (west of Hagden Lane, east of Baldwins Lane)	4	-	-	5
A412 Rickmansworth Road (east of Hagden Lane, west of Metropolitan Approach)	5	2	-	7
Hagden Lane	-	2	-	2
New Road	1	-	-	1
Raven Close	-	1	-	1
Ascot Road (south of the A412 roundabout)	2	-	-	2
Hempstead Road (north of the Avenue roundabout, south of Hunton Cross Spur)	5	2	-	7
Chorleywood Road (east of M25 junction 18)	1	2	-	3
Sarrat Road	-	-	1	1
Redhall Lane	2	-	-	2
Rousebarn Lane	2	1	-	3
Cassiobury Drive	2	-	-	2
Total				
All Accidents	146	37	2	186

3.22 Accident data has been retrieved across a wider extent than in previous submissions and stretches as far as 3.65km (as the crow flies) to include the Strategic Road Network (SRN) including M1 junction 5, and M25 junctions 18 and 19.

3.23 Further information on the detail of the fatality on Sarratt Road has been retrieved using the Crashmap website. The fatal accident occurred on Sunday May 14, 2023, and was a result of a vehicle turning right from Sarratt Road into Redhall Lane and colliding with a cyclist.

3.24 The other fatal incident recorded in this period occurred along Hempstead Road and was a result of a van travelling along the left-hand bend and hitting a pedestrian over the age of 75 who was crossing the carriageway. Further details of the accident reports from Crashmap can be seen in **Appendix D.**

3.25 Though the incidents are unfortunate, there is no evidence to suggest that the incidents occurred as a result of issues relating to highway network or junction design.

3.26 Not surprisingly, the busiest junctions, including the motorway junctions, have experienced the highest number of injury accidents, with M1 J5 (Berrygrove) having had 34 PIAs recorded in a recent 5-year period.

3.27 We investigate forecast traffic impact at various junctions later in this report where we conclude that development traffic impact at the busiest junctions will be minimal. Therefore, although all personal injury accidents are regrettable, the data does not indicate any undue cause for concern in terms of the number and severity of accidents observed on the highway network. In particular, it is concluded that the traffic associated with the proposed development would not have an unacceptable impact on highway safety.

4.0 Development Proposals

Site Access

4.1 General vehicular access to the development will be via the access junctions from Durrants Drive and Links Way.

4.2 Drawings **T24544.001 Rev E** and **T24544.002 Rev D** detail the proposed vehicular site access junction layouts from Durrants Drive and Links Way. At each access there is a proposed change in priority, with Little Green Lane giving way to traffic and active travellers accessing and egressing the proposal site. Drawings **T24544.015** and **T24544.016** indicate the vehicular swept paths for cars at the access points.

4.3 Drawings **T24544.003 Rev F** and **T24544.004 Rev B** show the proposed site access junctions in a wider context, along with a proposed shared footway/cycleway link along Canterbury Way and Dover Way and the associated traffic/speed calming measures along Links Way.

4.4 On Durrants Drive, the observed 85th percentile speeds were 25.0mph northbound and 24.2mph southbound. On Links Way, the observed 85th percentile speeds were 32.9mph northbound and 31.2mph southbound.

4.5 The proposed junction layouts offer opportunities for pedestrians and cyclists to cross the carriageway safely and conveniently, with the raised table design ensuring active travel users are prioritised over vehicle movements on the minor arms, with the raised tables designed to keep speeds at or below 20mph.

4.6 The local highway authority originally expressed concerns regarding the southern radii of the junction between Little Green Lane and Durrants Drive being overrun and requested that future designs consider this issue. The revised design in **Drawing T24544.001 Rev E** shows the realignment of the Little Green Lane carriageway to ease the radii to ensure that the verge is not overrun.

4.7 A site access strategy has been developed in consultation with the LHA. In order to facilitate bus access, it is intended that the existing width of Durrants Drive will be maintained, with buses entering the site from Durrants Drive completing a loop around the primary street network and exiting the site along Durrants Drive. Durrants Drive will have priority over Little Green Lane.

4.8 The development will support a dedicated bus service, which will serve the site via Durrants Drive and will provide sheltering, timetabling and dropped kerb crossings, where deemed necessary and practical. More information regarding this service has been provided in the Active Travel Audit provided in **Appendix E** and later in the text of this report.

4.9 The site access points and proposed footway/cycleway arrangements will be the subject of a Stage 1 Road Safety Audit (RSA1) that will follow shortly after the submission of the Transport Assessment.

4.10 Cyclists will be encouraged to arrive on-site via Links Way, on which traffic/speed calming measures are now proposed as far as Dover Way, where a shared cycleway/footway turns along this street before turning northwards towards the site on Canterbury Way. The traffic/speed calming and shared footway/cycleway enable an active travel connection between the site and Baldwins Lane which would improve access for future, and existing, residents to amenities such as local shops, community facilities, and the Croxley Danes secondary school.

4.11 The shared footway/cycleway will be widened into the existing carriageway, where necessary, to achieve a minimum 3.0m width and will pass directly into the site with priority over Little Green Lane.

4.12 With regards to the shared use paths, ATE stated, "ATE does not generally support shared-use paths unless they meet limited exceptions in LTN 1/20. The proposed route interacts with driveways, creating potential conflicts with both vehicles and pedestrians and ultimately amounts to conversion of a footpath. Moreover, it appears pavement parking is prevalent along this route, however no detail on how this will be managed is provided. Alternative measures should be considered, including managing pavement parking, enhancing placemaking and introducing traffic calming which reduces conflicts, to ensure this route is attractive to all users."

4.13 The development's shared use footway/cycleway proposals have been designed in line with section 8.2.8 of LTN 1/20, which states *"A fully shared surface is preferable to creating sub-standard widths for both pedestrians and cyclists where the available width is 3.0m or less. This allows users to walk or cycle side by side and negotiate the space when passing. "* The document also states, *"Off-carriageway cycling provision may either be physically segregated from pedestrian facilities or a common surface may be shared."*

4.14 The site access has therefore been designed in line with the minimum width required for shared use routes provided in Table 6.3 of the LTN 1/20 document. Given that *"cyclists alter their behaviour according to the density of pedestrians"*, and that pedestrian trips are predicted to be far less than the 300 highlighted in page 66 of the LTN 1/20 design guidance (trip rates are indicated in **Section 5.0** of this report), it is considered that the shared footway will not create any significant conflict between active travel users and therefore, the shared footway/cycleway should be deemed as acceptable.

4.15 In relation to pavement parking along the proposed cycle route, given that dwellings along the route have sufficient off-street parking available on driveways there is very little reason for drivers to be parking in this illegal manner. Appropriate signage will be in place to advise of the new footway/cycleway and additional signage will be provided to indicate that vehicles should not be parked part on/part off the carriageway. Once the footway/cycleway is in place, we would recommend a period of enforcement be undertaken to ensure compliance.

4.16 In addition, HCC has expressed some concern regarding some on-street parking along with some partly on-footway parking along Durrants Drive in the vicinity of the site access, even though dwellings appear to have off-street parking available. In order to offer an alternative to parking on-street or partly on pavement, we are proposing to provide a limited number of parking bays in verge areas, which will offer alternative parking and keep footway and carriageway clear of parking. The proposals are indicated in drawing **T24544.005 Rev C**.

Internal Layout

4.17 The internal layout of the proposed development has been designed in accordance with the guidelines of Manual for Streets 1 and 2.

4.18 Sufficient car parking for the site will be provided in accordance with Three Rivers District Council's parking standards to provide on-plot parking spaces and secure cycle storage for residents of the development site, and to provide suitable levels of parking for staff at the school and at the local centre.

4.19 The draft illustrative layout indicates that the local centre will sit towards the frontage of Little Green Lane, providing easy access for future residents and existing residents of the residential estate to the south. The school lies to the east of the local centre.

4.20 The primary route network is proposed to be of sufficient width to take two-way bus travel at a carriageway width of 6.75m. A combined footway/cycleway is provided alongside the primary street network.

Active and Sustainable Travel Proposals

4.21 In addition to this report, active travel route audits have been completed, with the Active Travel Audit report included as **Appendix E** of this report. The document highlights local facilities in and around the vicinity of the development site and highlights existing and potential sustainable and active travel measures. The active travel audit highlights routes which will act as alternative routes towards transport interchanges and local facilities.

4.22 The report also indicates that certain routes are only ever to be considered as recreational routes suitable only as secondary routes; in part because parts of the routes are not deemed suitable for upgrade to allow cycling use and in part because they are not suitable for 24-hour, 365-day use.

4.23 The report includes the walking distances to various facilities and transport interchanges from the proposal site. It also includes a summary of available footpath connections and sustainable transport connections. A summary of the Local Walking and Cycle Infrastructure Plan (LCWIP) is included along with the proposed interventions in that plan. The report indicates that a Beryl Bikes scheme will be included at the focal point of the development and acknowledges the proposals for a new footway/cycleway towards Baldwins Lane and Croxley Danes School.

4.24 The report sets out existing public transport availability and indicates that a new route will be provided to support sustainable travel from the site to key local facilities and transport interchanges. The bus will be supported by stops and shelters on site and by stops along Durrants Drive to encourage use by residents of the existing residential estate to the south.

4.25 ATE has asked for more detailed audits of the specific routes from the site. A summary of these findings are provided below.

Route to Croxley Station

4.26 The initial part of this route is through residential estates to the south using the existing footway network, for example Durrants Drive, or the planned footway/cycleway network.

4.27 There is an informal crossing of the speed-calmed Baldwins Lane before proceeding along a footpath of 1.0m-1.5m in width, where cyclists will be encouraged to dismount with improved signage.

4.28 The alternative route for pedestrians adds very little to the walk time to Croxley station and for cyclists, who would need to dismount, the alternative route will prove quicker.

4.29 Beyond the footpath, legible active travel signage is provided along quiet routes towards Croxley Station.

Alternative Route to Watford Station via Rousebarn Lane

4.30 The initial part of the route along Rousebarn Lane southwards is fronted by housing, lit, overlooked and alongside a lightly trafficked route. The route passes the access to the golf course.

4.31 The route then heads east and narrows to become a rural lane. The lane is unlit, rises sharply, and has steeply bank verges with not footways. Pedestrians and cyclists travel in the carriageway. The route then drops sharply towards the Grand Union Canal.

4.32 The part of the route described above offers little opportunity for improvement. Widening to provide footways/cycleways or additional carriageway width and lighting, would require significant vegetation removal

and civil engineering works that would totally alter the nature of the route. Signage could be provided to encourage increased use in daylight conditions.

4.33 The route continues over the canal bridge and onwards between the fishery and the River Gade along a tarmacked, non-vehicular route, which is subject to seasonal flooding, towards a bridge over the River Gade and onwards via footways and cycle routes towards Watford Station. The route is suitable for pedestrian use, and cycle use with caution, in daylight conditions and subject to seasonal weather conditions.

4.34 The nature of much of this route is recreational and the route is considered only as a secondary route towards Watford Station and beyond. Improved signage of the route from the site and Rousebarn Lane will be provided.

Route through Cassiobury Park via West Hertfordshire Golf Club

4.35 This is a recreational route that has suitable signage along it. We do not envisage any improvements along this route and, indeed, physical improvements through the wooded areas would totally change the nature of the route and any suggestions for physical interventions across the golf course are likely to be resisted.

4.36 The route will be suitably signed from the development.

Signage

4.37 The detail and costing of the proposed improved signage will be agreed with the local planning and/or highway authorities.

LCWIP Interventions

4.38 Opportunities to improve active and sustainable travel in Croxley Green and the surrounding areas have been highlighted in the Watford and Three Rivers Local Cycling and Walking Infrastructure Plan (LCWIP) which has been included as an attachment within the active travel audit in **Appendix E**. The plan includes upgrades and key interventions to cycle infrastructure, including to cycle priority enhancements along the A412 corridor towards Watford, known as Route 2 in the scheme. Further details of the LCWIP interventions for Route 2 can be seen on Page 178 of the General Public Services and Community Engagement Committee Agenda Report which was released on the 1st July 2025. Route 2, from Croxley to Rickmansworth has been ranked first in terms of prioritisation. It is important to note that though the committee report is more recent, it does not supersede the previous appendices of the LCWIP which have been attached to the active travel audit in **Appendix E**. We understand that the Three Rivers District Council will be looking to adopt the LCWIP at full council on Tuesday, 8th July.

4.39 A brief summary of the potential interventions includes:

- Various junctions on the A412 between Whippendell Road and Watford cycle routes 6 and 17 to give safe continuation of the cycle track over the mouth of each junction.
- Two-way cycle track on the north side of the A412 between Gade Avenue and Cassio Road.
- Improvement of A412/Metropolitan Station Approach/Hagden Lane signals to give additional priority to peds/cycles.
- Additional signalled crossings at A412/Ascot Road roundabout.
- Crossings along the Baldwins Lane/Watford Road roundabout should demand require this improvement.

- Two-way cycle track on the south side of the A412 between Baldwins Lane and Ascot Road roundabouts and to continue westwards along the A412 past Croxley Station and The Green.
- Upgrade of crossing of A412 at Winton Approach to a signal crossing with further crossings of the A412 and priority over side roads.
- A priority crossing along the A412 Watford Rd where the A412 Watford Rd meets Frankland Road, near Croxley Station

4.40 The interventions above are only one small part of the overall LCWIP and we can see that the proposal for a shared footway/cycleway from the development site towards Croxley Dames School and Baldwins Lane goes some way towards creating a suitable active travel link towards the A412 proposals.

4.41 We have considered traffic impacts at various junctions along the A412 corridor where the LCWIP interventions are planned. As will be seen later in this report, highway improvements are not planned as part of the development proposals, however, in line with the vision to ensure that the site provides everyday facilities and .that movements to/from the site are undertaken as sustainably as possible, contributions to the LCWIP proposals will be provided.

4.42 As the HCC response to the planning application indicates, contributions will be in accordance with the HCC Guide to Developer Contributions Policy Technical Appendix 1 document, which splits contributions into two different strands. Strand 1 identifies specific impacts of the proposed development (identified in this TA), which the developer will be required to mitigate measures to be undertaken.

4.43 The second strand identifies cumulative, wider sustainable transport improvements across the area (with particular emphasis on active and sustainable travel. These are pooled contributions to deliver scheme networks serving all developments

4.44 The proposed development will further support the LCWIP's objectives by delivering clear, effective connections that promote active and sustainable travel choices for both future residents and the wider community. Contributions to be made from the developer are set to include the following, amongst others;

- Shared footway and cycleway provision alongside the site access and within the site.
- Contributions towards surrounding active travel links, such as the signage of routes.
- The provision of Beryl Bikes docking stations on site. We anticipate 15 such ebikes being provided at an estimated cost of £45K, as per the provision at Croxley Green. At paragraph 2.15 of the Policy and Resources Committee on 4th Dec 2023 we note;

  "The capital cost of this pilot project for expansion of the scheme with 15 ebikes into Croxley Green would be £45k. There is no revenue requirement. All revenue arising from the scheme would be utilised for bike maintenance and further project development.

- The introduction of a dedicated bus service within and surrounding the site, including to key destinations such as Rickmansworth, Watford Station, Croxley Station, and Watford Junction. The cost of the subsidy for provision of this service has been estimated at approximately £1.955M over five years.
- Offer of a seasonal bus pass to each dwelling on initial occupation. This item is estimated to cost up to £511,200 on the basis of providing 6 x 4-week bus passes for 600 dwellings calculated on the basis of a 4-week All-Zone Arriva ticket in Herts/Essex.
- Potential contribution to planned step-free access at Croxley station. We are currently in discussion with TfL as to the appropriate level of contribution.
- Designated car-pooling parking provision.

4.45 As indicated, certain of the costings and details of contributions are still under discussion with the transport authorities. It is recognised that there may be additional items to which the development might contribute as part of the 'Strand 2' contributions.

Car Parking

4.46 Car parking at dwellings outside of the local centre will be provided as per the residential car parking guidelines in the current local plan.

4.47 **Table 2** provides the level of parking to be provided for the proposals within the development Square.

Table 2 – Parking Spaces in Development Square

Use	Proposed	LP Requirement	Emerging LP Requirement
Retail 400 sqm	14	14	14
Retail 165 sqm	6	6	6
Pharmacy 206 sqm	4	7	7
Medical Centre 1,000 sqm	37	15	15
Community Hub 430 sqm	48	48	48
Car Club	2	-	-
Unallocated spaces adjacent to Medical Centre	2	-	-
Residential 1-bed apartments (#24)	22	42	22
Residential 2-bed apartments (#28)	40	56	40
Total	175	188	152

4.48 The level of car parking proposed at the local centre totals 175 spaces. The number exceeds the emerging LP requirement and allows for two car club spaces and two unallocated spaces.

4.49 Retail car parking will include time limits along with ANPR enforcement to ensure the allocated parking spaces are used appropriately and to ensure that residents park in their designated residential parking area and not within the retail car park.

4.50 The justification for the proposed level of parking is further strengthened by the introduction of the bus service and the provision of Beryl Bikes on site, both of which enhance active and sustainable travel options to and from the development. Together, these measures support a balanced and sustainable approach to transport, thereby justifying the proposed parking provision in the context of the development. It is therefore considered that the proposed level of parking spaces is justified based on the development proposals.

4.51 The main purpose of the provision of the local centre on the proposal site is to serve the needs of the development. Any such trips to the local centre from the development will predominantly be undertaken on foot or by cycle.

4.52 Of course, the facilities will be open to all users, but we expect the majority of users to be local to the development and a high proportion to be undertaking trips to the facilities on foot or by cycle. The trip rates for each land use are discussed in further detail in **Section 5** of this report.

4.53 From the outset of the design process, the emphasis has been on putting active travel modes first, followed by public transport. To that end, footway/cycleway infrastructure has been carefully planned around the site, including a cycle track alongside the primary vehicle route. Cycle infrastructure is proposed to extend from the site across Little Green Lane and via Canterbury Way, Dover Way, and Links Way to the wider cycleway network present on Baldwins Lane and the A412.

4.54 The proposal site is to be served by a 22 dedicated bus service (referred to as number 22), which will benefit residents of the residential areas to the south as well as further afield. This too will tend to reduce use of the car for travel to facilities on the site and thus minimise parking demand.

4.55 We note that the adopted parking standards offer flexibility in discounting by parking area. The residential development to the south of Little Green Lane is in Zone 4. The advice in Appendix 5 of the standards can be found here: https://www.planvu.co.uk/trdc/written/dmp/cpt22.php, and indicates that:

"The standards for car parking (except for C3 Residential) may be adjusted according to which zone the proposed development is located in (zones are indicated in the map on page 82)."

4.56 Viewing the proposals as a logical extension to the existing development south of Little Green Lane and the proximity to a Zone 4 area where 75%-100% of the indicative demand based standard applies to non-residential uses, we note that applying the 75% figure to the non-residential use standards from the Local Plan would result in a reduction of 24 spaces i.e. a 164 parking space requirement overall.

4.57 The community hub parking in Durrants Square (48 spaces), will not be assigned to any particular use. This proposal offers the ability of users to efficiently share parking and therefore minimise the amount of space taken up by parking in the development.

4.58 For example, one would expect the greatest demand for the retail uses during the day when use of the community hub might be lighter than would otherwise be the case in the evening. Conversely, use of the community hub may be highest in the evening when one would expect retail use to be lower.

4.59 Overall, the planned parking levels at the local centre are therefore considered to be both suitable and efficient and appropriate from a place-making perspective.

4.60 ATE has suggested that any pavement parking could create potential conflicts with active travel users. As indicated under the **Site Access** heading in this section, in part to discourage footway parking, **Drawing T24544.005 Rev C** shows the potential for vehicular parking in the existing verges of Durrants Drive. The drawing shows five car parking spaces and one disabled car parking space immediately fronting 59-63 Durrants Drive and five parking bays and one disabled parking bay on the opposite verge. The verge fronting 87 Durrants Drive has an additional five parking spaces.

Cycle Parking

4.61 Cycle parking within the local centre will be applied as per the cycle parking standards. These include;

- Retail 1 short-term space per 150sqm plus 1 long-term space for 10 staff
- Residential 1 long-term space per unit where no garage provided
- Residential (flats) 1 space per 2 units
- Community Hall 1 short-term space per 200sqm 1 long-term space per 10 staff on duty
- Surgery 1 short-term space per consulting room 1 long-term space per 10 staff on duty

4.62 All other uses on site will also adhere to local guidance on cycle parking provision.

4.63 With regards to cycle parking, ATE stated, “It is understood that cycle parking provision will comply with local standards. “Thought should also be given LTN 1/20 standards. Parking should be as convenient as car parking with unobstructed access to secure facilities provided by the developer. The need for further cycle parking provision should be explored at Croxley Underground Station.” Observations of the cycle provision at Croxley Station indicate that there are spare spaces during the day.

4.64 Cycle parking standards are to align with Appendix 5 of the Three River’s Adopted Development Management Policies Local Development Document. The standard of provision is set out by Use Class. The emerging Local Plan recognises as part of its draft Sustainable Transport and Travel Policy at paragraph 15.17 that *“Cycling is also an essential component of sustainability and the support of healthy lifestyles, as well as providing an affordable means of access to local destinations and opportunity for leisure and recreation… Providing sufficient, convenient and secure cycle parking, with a particular priority at key destinations such as town centres and railway stations is also important, as well as end-of-trip facilities for cyclists”.* The details of cycle parking are envisaged to be reserved by condition following the grant of any future reserved matters application(s).

4.65 With regard to cycle parking at Croxley Station, according to TfL’s station footfall documents for 2024/25, annual usage for Croxley Station was 645,525. (TfL.co.uk). Therefore, on average (excluding Sundays), an estimated 2062 people use Croxley Station on a daily basis.

4.66 According to Table 11.1 of the guidance, one parking space is required per 200 daily users at a major interchange; therefore, 11 cycle parking spaces are required. At present, there are more than triple this level of spaces provided, with 32 facilities for bicycle storage as well as an additional five cycle parking bays associated with the Beryl Bikes scheme. On-site observations after the morning peak hour indicate that spare cycle spaces are available.

4.67 The level of spaces required at the station, according to standards, will significantly exceed any additional forecast demand from the development, and certainly there will remain sufficient cycle parking available at the station with respect to the standards.

4.68 As such, unless TfL advises otherwise on existing and likely future demand, the existing provision is considered sufficient and capable of accommodating cycle parking, having been assessed against LTN 1/20 standards.

5.0 Traffic Generation, Distribution and Assignment

Traffic Generation

5.1 The proposed development is a residential-led development for 600 dwellings, a local centre, a 1FE primary school plus expansion land, and other uses as set out at Paragraph 1.2 of this report.

5.2 The traffic generation for the proposed residential aspect of the development has been derived using the TRICS (7.11.4) database and has been forecasted in accordance with the TRICS Good Practice Guide.

Residential Trip Rates

5.3 In the previous TA affiliated with the proposed development, two sets of trip rates were obtained, based on a 50/50 split of affordable and market housing. Since then, HCC requested the exclusion of a site surveyed due to low levels of parking and therefore potentially lowered trip rates. HCC commented, *"This site should be deselected, and the trip rate calculations and all the supporting information should be updated to reflect the revised flows."*

5.4 In addition to the comments made by HCC, ATE requested revised trip generation in their response to the TA, commenting that; "Expected trip rates for walking, wheeling, and cycling journeys are not clearly provided in the Transport Assessment (TA) and appear to focus solely on vehicle trips. Trip rates should be provided for active modes as all-day trips rather than being restricted to peak hours. The trip generation for active modes should consider all onsite uses, not just residential elements."

5.5 Therefore, an initial revised trip generation exercise was undertaken to obtain multi-modal trip rates under the previous forecasting parameters, whilst excluding the one site as per HCC's request. This resulted in the sample only containing one affordable site. As this would not be reflective of the proposed development, the TRICS parameters have been reviewed in order to be more representative of the proposed development site and include more surveyed sites.

5.6 Revised residential trip rates were acquired using the mixed private/affordable dwellings (Class 3M) subcategory within TRICS. This conforms to the TRICS user guide which states that the 3M category should be used where *"Housing developments where less than 75% of units are privately owned, and less than 75% of units are non- privately owned,"* which is the case for the proposed development.

5.7 The following parameters have been used within the TRICS assessment for the residential dwellings:

- Regions – United Kingdom (excl. Northern Ireland and Greater London)
- Units – 208 - 544
- Data Range – 01/01/2016 to 26/06/24
- Days – Weekdays
- Locations – Suburban Area, Neighbourhood centre, Edge of Town

5.8 All TRICS outputs included in this report can be seen in **Appendix F,** with the residential trip results summarised in **Table 3** below.

Table 3 – TRICS Generation (Mixed Tenure Residential Dwellings)

Peak Period	Trip Rate (per dwelling)		Trips (600 dwellings)		Total
	In	Out	In	Out	
AM	0.143	0.381	86	229	**315**
PM	0.333	0.173	200	104	**304**

NB: AM peak is 08:00-09:00, PM peak is 17:00-18:00; trips have been rounded

5.9 The forecast traffic generation of the residential elements is 315 vehicular movements in the AM peak; 304 in the evening peak, equating to just over 5 vehicular movements per minute.

5.10 Given the internal street layout of the site and balance of residential development across it, the traffic arrivals and departures at the site are likely to be split equally across Links Way and Durrants Drive; i.e. approximately an additional 2 vehicular movements per minute during peak hours along each of the proposed points of access along Durrants Drive and Links Way.

5.11 In discussions with HCC, it has been agreed that the great majority of movements to/from school will be local in nature and that traffic movements associated with the school will be limited.

5.12 Similarly, the majority of traffic movements to/from the local centre are likely to be undertaken by those from the development or from residents just to the south of the development, and likely to be undertaken by active travel modes. Therefore, no additional traffic has been added for these development proposals.

5.13 Regarding the above 2 points (5.11 and 5.12), National Highways has stated that they "accept that this is an outline application and the trip impact from the non-residential uses of the proposed development on the SRN are likely to be minor. However, as the anticipated trips from the residential uses alone are already relatively high, we require this additional information to understand the full potential traffic impact of the proposed development, particularly given the proposed country park and play space uses may generate a significant number of external vehicle trips. We request that the additional information is provided, including the anticipated trips generated from the non-residential uses of the proposed development with internalisation factors applied, and justification for the proposed internalisation factors."

5.14 We have provided the TRICS based forecasts for active travel trips and discussed the approach to trip generation for each land use in the paragraphs to follow.

Active Travel Trips

5.15 In response to the comments provided by ATE quoted in **paragraph 5.4** of this report, the TRICS based forecasts of active travel trips by walking and cycling have been explored in further detail, having obtained multimodal residential trip rates using the TRICS database.

Table 4 – Active Travel Trips forecasted using TRICS

Mode	Peak Period	Trip Rate (per dwelling)		Trips		Total
		In	Out	In	Out	
Cycle	AM	0.003	0.013	2	8	**10**
	PM	0.011	0.005	7	3	**10**
Walk	AM	0.029	0.120	17	72	**89**
	PM	0.044	0.034	26	20	**46**

NB: AM peak is 08:00-09:00, PM peak is 17:00-18:00; trips have been rounded

5.16 The forecast active travel trip generation for the residential element of the development equates to 99 trips in the AM peak; 10 of which are cycle trips and 89 are pedestrian trips. This number is lower in the evening peak, equating to 56 trips; 10 of which are cycle trips and 46 are on foot. The numbers equates to just under 2 active travel trips per minute in the AM peak and just under 1 active travel trip per minute in the PM peak period.

5.17 These TRICS based forecasts are not seen as targets. The development is proposing significant active travel improvements along with a new bus service to provide links to nearby facilities, major centres, and transport interchanges. In addition, the proposal site is providing a number of facilities on site that will be used by residents on a day-to-day and weekly basis which will also help to offset car trips that might otherwise be taken.

5.18 We can therefore sensibly expect the approach to result in up to 15% reduction in vehicle trip rates that might otherwise have been realised.

School Trips

5.19 National Highways provided comments that "The trip generation provided in the TA does not include any other aspect of the proposed development, including the expected trips generated from the primary school use, or the mixed use local centre with NHS health and social care facilities, retail and café provision, or the country park and outdoor play / recreation areas."

5.20 Following National Highways' response regarding the trip rates submitted previously, the DfE pupil yield dashboard has been used to attain trip rates for the proposed school on site; the most recent data is from 2021/2022. This results in the following pupil yields for the Three Rivers district;

- Primary School = 0.25 per dwelling

5.21 On this basis, there is likely to be a demand for 150 primary school places from residents of the proposed development when fully constructed and occupied.

5.22 The 1FE school will have a total of 210 places available. As the demand for those from the proposed development is expected to be 150, 60 pupils are expected to journey to the site. An assumption of pupils travelling with caregivers, and of 1.2 pupils per group, has been used to calculate journey numbers. On this basis, it is expected that 50 school-related groups of people travelling will arrive from off-site. The modal split of these journeys has been explored in further detail below using the Tempro 8.1 software to extract journey purpose information for all journey purposes individually.

5.23 The full output of the modal share for educational trips derived from Tempro can be seen in **Appendix G** and **Table 5** below.

Table 5 – Education-related journeys Via Various Modes (Tempro Three Rivers 003)

Mode	2030 Trips AM peak		2030 Trips PM peak	
	In	In (%)	Out	Out (%)
Walk	267	22%	64	19%
Cycle	16	1%	4	1%
Car	218	18%	102	31%
Car Passenger	542	44%	123	37%
Bus/Coach	174	14%	35	11%
Rail/Underground	8	1%	2	1%
Combined Modes	1,227	100%	330	100%

5.24 As indicated in **Table 5,** many education-specific journeys are likely to be made via sustainable modes of transport; with the Tempro data suggesting only 18% of education-related journeys are via car driving in the morning peak hour, which is slightly higher during the evening peak. In comparison, 22% of education-related journeys are undertaken via walk mode in the AM peak and 19% in the PM peak. Of course, we do not envisage any significant number of education-related trips associated with a primary school in the PM peak hour.

5.25 **Table 6** indicates the resultant forecast of inbound education trips by car as a result of the presence of the primary school on site.

Table 6 – Educational Trips to the Proposed Development

Peak Period	Total inbound education-related journeys	Inbound Tempro Modal Split (car)	Inbound Educational Car Trips
AM	50	18%	9

5.26 The analysis demonstrates only a very limited number of car-based arrivals to the site, and such trips will be restricted to the local highway network in close proximity to the development and certainly not via the SRN.

5.27 Furthermore, the TRICS-based trip rates will already include car-based trips to/from residential developments for education purposes. We have made no reductions to forecast trips to account for the primary school-based car trips that would otherwise have travelled from the site if a primary school had not been provided on the site i.e. the forecasts here are considered robust.

5.28 As a result of the high proportion of internalised trips to/from the school, the significant level of active travel to the school, and the robust nature of the traffic forecasts for the residential element (TRICS forecasts include education trips), no additional trips have been added for education-based purposes.

Local Centre Trips

5.29 **Table 2** of this report sets out the floor area associated with the proposed local centre, which is 2,201m^2 inclusive of 1,000m^2 for the medical centre.

5.30 Although larger local centres, especially those on major arterial routes, can attract significant numbers of visitors, the vehicle attraction during peak hours will be made up of significant levels of traffic already on the highway network and either passing by or diverting slightly to take in the shops as part of a separate primary purpose trip.

5.31 The local centre proposed in this development is relatively small in scale and is not on a major route. The retail uses will serve the development itself and parts of the residential estate to the south. Traffic from areas close to Baldwins Lane and the A412, either as primary or diverted trips, will not travel to the proposed retail areas on site, ignoring retail options closer to their area, including those (larger) and closer local centres on Baldwins Lane and the A412.

5.32 For that reason, trips to the retail element of the local centre on the proposal site will be local and will, for the great majority, be undertaken by active modes of travel.

5.33 A doctor's surgery may attract trips from slightly further afield than the shops. However, the great majority of trips are again likely to be local to the site and therefore have a high propensity to walk/cycle or take the new bus service. Even if we assume three doctors/health professionals at the surgery seeing six patients per hour, this would amount to only 18 trips to and from the surgery in any peak hour. Assuming half of these were by car leads to only 18 two-way vehicle trips related to this usage, and all of these trips would be on the local highway network and would not reach the SRN.

5.34 For these reasons, the very limited number of vehicle trips associated with the local centre has been discounted and not added into the forecast assignment.

Traffic Distribution and Assignment

5.35 In consultation with HCC, it was agreed that traffic distribution/assignment would be considered on the basis of Mobile Network Data (MND) held by the authority and via Select Link Analysis (SLA) from Hertfordshire's COMET strategic traffic model.

5.36 Ultimately, the MND data is useful as an indicator of the destinations for all modes of travel but was not broken down by mode and therefore proved less dependable for the purposes of distribution and, ultimately, assignment of vehicles. For example, London is a big draw for movement, but it is likely that a considerable level of this movement is accounted for by sustainable travel modes.

5.37 However, the SLA data relates entirely to vehicular traffic and has been utilised to directly inform vehicle assignment to the network factoring up the trips forecast by the SLA from the Hertfordshire COMET model on a pro rata basis for each peak hour.

5.38 The development assignment and traffic flows have been calculated using Figures 10 and 11 of the Hertfordshire Traffic Flow Distribution Analysis document, which indicates the level of traffic entering and departing zone 4562 – the zone used as a proxy for the proposed development, across both peaks in the 2014 model.

5.39 The resultant development assignment percentages are shown in **Figure 5.1** and **Figure 5.2,** with the initial split of traffic being 50/50 at the site access points of Durrants Drive and Links Way. This has been forecasted through using HCC's Traffic Flow Distribution Analysis forecasted from the Comet Model.

5.40 **Figures 5.3** and **5.4** show the Select Link Analysis (SLA) arrivals, whilst **Figures 5.5** and **5.6** show the SLA departures across both peak periods within the base year.

5.41 **Figures 5.7** and **5.8** show the resultant development traffic flows based on the sum of the arrivals and departures from the Select Link Analysis data.

5.42 As such, during the morning peak period, it can be seen that 61% of all traffic is to/from the west, with the remaining 39% from/to the east. This varies during the evening peak period where 69% of traffic heads is to/from the west and 31% of all traffic from the development is to/from the east.

5.43 The resultant assignment using the Select Link Analysis flows for the morning peak period and evening peak, respectively, were as follows:

- Links Way:
- East to Baldwins Lane (E) = 20% / 16%
- West to Baldwins Lane (W) = 30% / 34%
- Baldwins Lane (W):
- North to Links Way = 28% / 21%
- East to Baldwins Lane (E) = 20% / 16%
- Baldwins Lane (E):
- North to Links Way = 22% / 29%
- West to Baldwins Lane (W) = 22% / 29%
- A412 Watford Road / Baldwins Lane Roundabout:
- Baldwins Lane:
- East to A412 Watford Rd (E) = 34% / 27%
- South to A412 Watford Rd (SW) = 4% / 3%
- A412 Watford Rd (E):
- West to Baldwins Lane = 37% / 30%
- A412 Watford Rd (SW):
- West to Baldwins Lane = 5% / 3%
- A412 Watford Road/ Winton Approach:
- North to A412 Watford Road = 1% / 1%
- South to A412 Watford Road = 1% / 0%
- A412 Rickmansworth Road/ Ascot Road roundabout:
- A412 Rickmansworth Road (E):

- A412 Rickmansworth Road (W) = 17% / 17%
- A412 Rickmansworth Road (W):
- A412 Rickmansworth Road (E) = 14% / 12%
- Ascot Road = 20% / 13%
- Ascot Road, Whippendell Road roundabout:
- Ascot Rd (N):
- Whippendell Road = 3% / 5%
- Ascot Road (S) Exit Only = 17% / 8%
- Whippendell Road :
- Ascot Road (N) = 10% / 14%
- Ascot Road (S):
- Ascot Road (N) = 10% / 17%

5.44 As indicated earlier in the report, there are two committed developments in close proximity to the proposed development site, with Killingdown Farm lying to the south of Little Green Lane. This development consists of 160 dwellings; including houses and 3-storey blocks of flats. Killingdown Farm is forecast to generate 75 trips in the AM peak and 70 trips in the PM peak.

5.45 The remaining committed development is Grove Court which lies to the northeast of Grove Crescent and comprises of the demolition and replacement of the flats with 42 apartments. The transport statement affiliated with this development states an approximation of 9 2-way trips in the AM peak hour and 10 2-way in the PM peak hour.

5.46 In terms of assignment values, where data was missing for both committed developments, the proposed developments' assignment values were applied to the relevant committed development flows given. The resultant assignment for Killingdown Farm can be seen in **Figures 5.9** and **5.10**, with Grove Court's assignment in **Figures 5.11** and **5.12.**

5.47 The anticipated traffic of each committed development can be seen in **Figures 5.13 to 5.16**, with Killingdown Farm traffic indicated in **Figures 5.13 – 5.14** and Grove Court's traffic shown in **Figures 5.15 – 5.16.**

5.48 As well as the distribution and assignment retrieved from the select link analysis, assignment data has been extended to a wider scope in line with the comments made by National Highways, which were as follows;

"National Highways request that the trip distribution/assignment exercise is extended to the nearby SRN junctions and provided for review before further comments are made. This should be presented as turning movements for the sensitive weekday AM and PM peak hours."

"National Highways is interested whether there would be any adverse safety implications or material increase in queues and delays on the SRN as a result of the proposed development, in this case on the M25 J18 and 19, and the M1 J5."

5.49 This revised TA includes traffic forecasts at the Strategic Road Network (SRN) and includes the M25 junctions; 18, 19 and 20 as well as the M1 junction 5. The assignment values and journey to work data obtained from

NOMIS can be seen in **Appendix H.** The resulting assignment which reaches the SRN for the outbound journeys is as follows:

- M25 Junction 18:
- Northbound = 5%
- Southbound = 16%
- M25 Junction 20:
- Northbound = 5%
- M1 Junction 5:
- Northbound = 5%
- Southbound = 9%

5.50 The following indicates the assignment for the inbound journeys:

- M25 Junction 18:
- Northbound = 2%
- Southbound = 11%
- M25 Junction 20:
- Northbound = 8%
- M1 Junction 5:
- Northbound = 5%
- Southbound = 9%

5.51 The resultant assignment of traffic related to the proposed development at the Strategic Road Network (SRN) locations for the inbound and outbound journeys across both peak periods can be seen in **Table 7** below.

Table 7 – Distribution across Strategic Road Network (SRN)

Time Period	M25 Junction 18 Northbound	M25 Junction 18 Southbound	M25 Junction 20 Northbound	M1 Junction 5 Northbound	M1 Junction 5 Southbound
	Inbound				
08:00 – 09:00	5	34	24	15	15
17:00 - 18:00	5	33	23	27	26
Time Period	**M25 Junction 18 Northbound**	**M25 Junction 18 Southbound**	**M25 Junction 20 Northbound**	**M1 Junction 5 Northbound**	**M1 Junction 5 Southbound**
	Outbound				
08:00 – 09:00	16	50	16	15	29
17:00 - 18:00	15	49	16	15	28

5.52 The assignment forecasts summarised in **Table 7** demonstrates that although development traffic is forecast to reach junctions on the SRN, the volumes involved are modest and unlikely to materially impact the performance of the highway network, and as National Highways have stated *"the trip impact from the non-residential uses of the proposed development on the SRN are likely to be minor."* We would suggest that very few, if any, trips associated with the non-residential uses on the site will be travelling via the SRN.

5.53 Analysis using the Google routing tool indicates that northbound traffic tends to access the M25 via Junction 20 directly, rather than travelling southbound to reach Junction 18 and then heading towards Junction 19. Traffic destined for M25 Junction 20 is routed via Durrants Drive, Baldwins Lane (westbound), The Green (A412), Sarratt Road, Redhall Lane, and Langlebury Lane before reaching the motorway.

5.54 Based on routeing patterns and the low percentage of development traffic anticipated to pass through M25 Junction 19, it is considered highly unlikely that this junction will experience any material impact. Northbound traffic is expected to favour M25 Junction 20, while southbound trips are more evenly distributed between M25 Junction 18 and M1 Junction 5, as supported by the assignment forecasts in **Table 7**.

5.55 Overall, the revised analysis directly addresses National Highways' request by providing a more comprehensive view of how traffic might use the SRN. The low forecast assignment levels indicated above, as well as the PIA data shown in **Table 1** of the report, suggest no significant safety implications or capacity impacts are expected on the M25 or M1 junctions as a result of the proposed development.

Construction Traffic

5.56 With regard to construction traffic, National Highways stated that "a construction traffic impact assessment is carried out and provided for review, to allow us to understand the potential impact of construction HGVs and workforce traffic on our network, particularly during the peak construction period. A Framework Construction Traffic Management Plan (FCTMP) should also be provided to mitigate any potential impacts identified."

5.57 To consider potential impacts due to construction, the maximum flow associated with construction activities has been estimated based on the data shown in **Table 8**. These are coarse estimates of traffic based on experiences elsewhere.

5.58 The theoretical worst-case scenario would be the simultaneous construction of the residential aspect of the development, the local centre and the medical centre proposed onsite, and therefore, the peak traffic flow in this scenario would be where peak activity phases of all these construction activities coincide i.e. if the dwellings, medical centre, retail areas, and school are constructed at the same time.

5.59 In response to the planning application, HCC stated several comments regarding the construction traffic generated in **Table 8.** They stated the following;

"The information provided in Table 8 for the construction related activity is confusing, it is unclear how the correlation between total people light vehicle per day and resultant trips have been derived. Is light vehicle movements LGV's or does this include staff car trips? Also, when you review Phase 1 section of the table for the respective elements of the build the labourer columns differ, i.e. Medical Centre Labourers = 10 people = 10 light vehicles per day = 20 resultant trips. However, the same number of labourers for the Local Centre = 6.7 light vehicles per day and = 13.3 resultant trips. The school Building also provides a completely different number of resultant trips as well. It is unclear why these variations are occurring. We require further information on the construction related section of this amended Transport Assessment."

5.60 For clarification, 'Light Vehicles' would refer to both cars and vans, which would include LGVs (sub-3.5t and single rear axle). In traffic and environmental impact terms, light vehicles therefore usually cover both cars and vans, as opposed to HGVs, which would have a greater impact in both traffic and environmental terms.

5.61 The revised construction trips now show that the medical centre trips have been treated in a similar way to the local centre, as the construction methodology will likely be the same. Both the medical centre and local centre now assume a vehicle occupancy of 1.5 staff per light vehicle, resulting in 1.3 trips per labourer per day across both inbound and outbound journeys.

5.62 Regarding the school building, construction is expected to have more on-site staff at one time as schools are generally more specialised in design than a local centre or doctors' surgery type building. The staff numbers are based on an estimated construction methodology and are intended to be indicative of a level of activity forecast rather than based on a construction schedule. The school construction follows the convention of expecting 1.5 staff per vehicle applied to all non-management activities.

5.63 It is worth noting that staff numbers and construction trip forecasts estimates are, at this point, conceptual and not fixed. The numbers in **Table 8** therefore provide an indicative level of construction traffic levels and should be treated as such.

Table 8 – Construction Traffic from the proposed development

Phase	Activity	Team	People	Light vehicles per day	Resultant trips	Heavy vehicles per day
1	Management	Manager	1	1.0	2.0	
		Administration	1	1.0	2.0	
1	Enabling works	Foreman	1	0.7	1.3	
		Driver	2	1.3	2.7	
		Banksman	1	0.7	1.3	
		Labourer	2	1.3	2.7	
		HGV deliveries				4
Phase 1 Total			8	6	12	4
2	Management	Manager	1	1.0	2.0	
		Administration	1	1.0	2.0	
2	Road Construction	Foreman	1	0.7	1.3	
		Driver	2	1.3	2.7	
		Banksman	1	0.7	1.3	
		Labourer	2	1.3	2.7	
		HGV deliveries				4
2	Utilities works	Foreman	1	0.7	1.3	
		Driver	1	0.7	1.3	
		Banksman	1	0.7	1.3	
		Labourer	1	0.7	1.3	
		HGV deliveries				2
	House Building	Foreman	1	0.7	1.3	
		Labourer	15	10.0	20.0	
		HGV deliveries				5
2a	Medical Centre	Foreman	1	0.7	1.3	
		Labourer	10	6.7	13.3	
		HGV deliveries				2
2b	Local Centre	Foreman	1	0.7	1.3	
		Labourer	10	6.7	13.3	
		HGV deliveries				2
2c	School Building	Foreman	1	0.7	1.3	
		Labourer	15	10.0	20.0	
		HGV deliveries				3
Phase 2 Total			71	48	96	21
3	Management	Manager	1	1.0	2.0	
		Administration	1	1.0	2.0	
3a	Finishing works – Commercial/Retail	Foreman	1	0.7	1.3	
		Labourer	2	1.3	2.7	
		HGV deliveries				0.5
3b	Finishing works – Local Centre/Care Home	Foreman	1	0.7	1.3	
		Labourer	1	0.7	1.3	
		HGV deliveries				0.5
3c	Finishing works – Housing	Foreman	1	0.7	1.3	
		Labourer	2	1.3	2.7	
		HGV deliveries				0.5
3d	Finishing works – School	Foreman	1	0.7	1.3	
		Labourer	1	0.7	1.3	
		HGV deliveries				0.5
3e	Finishing works – highways and landscaping	Foreman	1	0.7	1.3	
		Driver	1	0.7	1.3	
Phase 3 Total			17	12	24	3

5.65 As such, the resulting worst case vehicular trip generation and HGV generation for the concurrent phases is shown in **Table 9** below.

Table 9 – Maximum Daily Construction Traffic Trip Generation

Scenario	Two-way Daily Traffic Movements	
	All Vehicles (including HGVs)	HGVs
Proposed Development	63	12

NB: AM peak is 08:00-09:00, PM peak is 17:00-18:00; trips have been rounded

5.66 These figures are noted as representing daily activity and will be predominantly occurring outside peak hours on the local network. Such a peak in activity would also occur over a limited duration where phases of construction ran in parallel and coincided with other phases coming forward. On this basis, there is considered to be negligible impact of this additional traffic generated as a result of construction activities. As the impact is negligible, no significant effects arise from construction activities.

5.67 With regards to the FCTMP, this would be conditioned as part of any permission on the site. The FCTMP will adhere to route planning and detailed scheduling whilst addressing parking measures to avoid the potential impact of construction traffic on highway users.

6.0 Traffic Impact and Capacity Analysis

Introduction

6.1 This section sets out the results of the junction modelling capacity assessments on the local highway network.

6.2 As indicated, the traffic generation of the proposed development would result in an additional 314 vehicle trips in the morning peak and 304 during the PM peak; equating to at most, around 5 vehicle trips per in either peak hour.

6.3 Following HCC's response to the initial application associated with the proposed development, traffic generation and junction modelling have since been revised to reflect the HGVs and vehicles along the network.

Traffic Growth

6.4 Initial baseline traffic data was collected from the surrounding highway network by both CTCs and ATCs in June 2024.

6.5 Regarding the Baldwins Lane/Links Way junction, HCC commented;

"The assessment should model the junctions as a staggered crossroad and the pedestrian crossing by the school should be included in the assessment, as this will create delays along major road especially in the AM Peak. New traffic survey and pedestrian counts will be required for this updated analysis to address this point."

6.6 Therefore, new counts were undertaken on the 7th of May 2025, at Baldwins Lane/Links Way/Winton Drive and this junction has been modelled as a staggered crossroads, in line with the above comments.

6.7 The future assessment year is 2030, six years hence from base data collection. Growth factors for Three Rivers 003 have been applied to the baseline traffic data to 2030; these growth factors have been obtained from TEMPro and adjusted by the NTM, and are as follows;

- 2024 to 2030 AM Peak = 1.0526
- 2024 to 2030 PM Peak = 1.0536

(Note: these factors also applied to the data collected at Links Way/Baldwins Lane/Winton Drive in 2025).

6.8 The assessments consider the junction operation at the base year of 2024 and at a future year of 2033. The following assessment scenarios were completed:

- 2024 Surveyed Base
- 2030 Future Year Base
- 2030 + Committed Development
- 2030 + Committed Developed + Proposed Development

6.9 The 2030 base year traffic flow forecasts are indicated on **Figures 6.1 - 6.2**.

6.10 The future year traffic flows across the surrounding highway network with committed development traffic are set out in **Figures 6.3** and **6.4** and **Figures 6.5** and **6.6** show the future year forecasts including the Richborough proposed development traffic.

Junction Capacity Assessments

6.11 In order to assess the impact that the development will have on the surrounding highway network, a series of junctions have been assessed using the Junctions 11 software package.

6.12 HCC expressed concerns over the geometries of certain junctions and stated to "*provide drawings showing the geometry measurements.*" The drawings have used the measurement tool within the Junctions 11 programme and have since been embedded within the Junctions 11 file outputs for the following junctions/roundabouts, which were requested:

- Little Green Lane (NE) / Links Way / Little Green Lane (SW) site access junction
- A412 Watford Road (W) / New Road / A412 Watford Road (E) junction
- Winton Approach / Watford Road junction
- Manor Way / Baldwins Lane / Repton Way mini roundabout
- A412 Watford Road (E) / Sea Cadets / A412 Watford Road (S) / Baldwins Lane / Car Planet roundabout
- A412 Rickmansworth Road / Ascot Round roundabout linked to Raven Close / Whippendell Road / Ascot Road roundabout

6.13 The full output file for the site access junction of Little Green Lane/Durrants Drive, showing the geometry and capacity calculations are included in **Appendix I. Table 10** demonstrates that this site access junction is forecasted to operate with negligible queues and delays, and with significant spare capacity in both peak hours.

Table 10 – Site Access Junction – Little Green Lane (NE) /Durrants Drive/ Little Green Lane (SW) PICADY

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2030 Base + Committed + Development						
Little Green Lane (NE)	0.07	0	8	0.05	0	8
Site Access	0.00	0	0	0.00	0	0
Little Green Lane (SW)	0.09	0	9	0.06	0	8
Durrants Drive	0.01	0	6	0.00	0	6

6.14 The full output file for the site access junction of Little Green Lane/Links Way, showing the geometry and capacity calculations is included in **Appendix J** and is summarised in **Table 11** below.

Table 11 – Site Access Junction – Little Green Lane (NE) / Links Way / Little Green Lane (SW) PICADY

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2030 Base + Committed + Development						
Little Green Lane (NE)	0.09	0	8	0.06	0	7
Site Access	0.00	0	0	0.00	0	0
Little Green Lane (SW)	0.09	0	10	0.05	0	9
Links Way	0.06	0	7	0.05	0	6

6.15 **Table 11** demonstrates that this site access junction is also forecast to operate with negligible queues and delays, and with significant spare capacity in both peak hours.

6.16 HCC commented with regards to the previous modelling of the Links Way junction and stated **"**The interaction of the Winton Drive junction which is located 30m east of Links Way has the potential to create additional delays along Baldwin Lane, the road markings along the major arm have been modified so that the Winton Drive has a longer right turn storage capacity at the junction. The assessment should model the junctions as a staggered crossroad and the pedestrian crossing by the school should be included in the assessment, as this will create delays along the major road especially in the AM Peak. New traffic survey and pedestrian counts will be required for this updated analysis to address this point."

6.17 Therefore, the Baldwins Lane/Links Way/Winton Drive junction has been treated and modelled as a stagger, with the revised counts as stated in section 6.5 of the report, accounting for the interaction with Winton Drive.

6.18 The full output file for the Links Way/Baldwins Lane (E)/Winton Drive/Baldwins Lane (W) junction capacity analysis, showing the geometry and capacity calculations are included in **Appendix K** and the results are summarised in **Table 12** below.

Table 12 – Links Way/Baldwins Lane(E) /Winton Drive/Baldwins Lane (W) PICADY

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2024 Surveyed Base						
Winton Drive LT	0.27	0	18	0.19	0	14
Winton Drive RT	0.65	2	35	0.39	1	25
Baldwins Lane (E)	0.42	1	12	0.57	2	11
Baldwins Lane (E) RT	0.46	0	13	0.57	0	11
Links Way LT	0.25	0	10	0.19	0	9
Links Way RT	0.13	0	15	0.10	0	14
Baldwins Lane (W) RT	0.05	0	7	0.07	0	10
2030 Base						
Winton Drive LT	0.34	1	24	0.26	0	19
Winton Drive RT	0.71	3	45	0.50	1	37
Baldwins Lane (E)	0.44	1	13	0.72	5	15

Baldwins Lane (E) RT	0.48	0	13	0.70	0	15
Links Way	0.27	0	11	0.22	0	10
Baldwins Lane RT	0.14	0	16	0.12	0	16
Winton Drive LT	0.05	0	8	0.08	0	12
2030 Base + Committed						
Winton Drive LT	0.36	1	26	0.27	0	20
Winton Drive RT	0.73	3	49	0.51	1	39
Baldwins Lane (E)	0.45	2	13	0.73	5	16
Baldwins Lane (E) RT	0.49	0	14	0.70	0	16
Links Way	0.27	0	11	0.22	0	10
Baldwins Lane RT	0.14	0	16	0.12	0	17
Winton Drive LT	0.05	0	8	0.09	0	12
2030 Base + Committed + Development						
Winton Drive LT	0.66	2	84	0.45	1	41
Winton Drive RT	0.85	5	100	0.69	2	80
Baldwins Lane (E)	0.49	2	14	0.84	9	24
Baldwins Lane (E) RT	0.54	0	15	0.77	1	21
Links Way	0.48	1	20	0.31	0	13
Baldwins Lane RT	0.49	1	34	0.34	1	28
Winton Drive LT	0.05	0	8	0.10	0	13

6.19 **Table 12** demonstrates that the Baldwins Lane/Links Way/Winton Drive staggered junction is forecast to operate with negligible queues and delays, and with spare capacity in both peak hours.

6.20 Although there is a delay of 100 seconds for the Winton Drive right turn in the future year AM peak with all development, the analysis demonstrates that the addition of the proposed residential development still forecasts RFCs on all arms at below 0.85.

6.21 The full output file for the junction of New Road/A412 Watford Road, showing the geometry and capacity calculations, is included in **Appendix L** and the results are summarised in **Table 13**.

Table 13 – A412 Watford Road (W)/New Road/ A412 Watford Road (E) PICADY

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2024 Surveyed Base						
New Road	0.30	0	11	0.36	1	12
A412 Watford Road	0.46	2	8	0.50	2	8
2030 Base						
New Road	0.33	1	12	0.39	1	13
A412 Watford Road	0.50	2	9	0.55	2	8
2030 Base + Committed						
New Road	0.33	1	12	0.39	1	13

A412 Watford Road	0.50	2	9	0.55	2	8
2030 Base + Committed + Development						
New Road	0.33	1	12	0.39	1	13
A412 Watford Road	0.50	2	9	0.55	2	8

6.22 **Table 13** demonstrates that the A412/New Road junction is forecast to operate with negligible queues and delays, and with significant spare capacity in both peak hours.

6.23 The analysis demonstrates that the addition of the proposed residential development has no noticeable impact on the operation of the junction, with very little development traffic assigned via this junction.

6.24 The full output file for the Winton Drive/A412 Watford Road junction, showing the geometry and capacity calculations, is included in **Appendix M** and the results are summarised in **Table 14** below.

Table 14 – Winton Drive/A412 Watford Road PICADY

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2024 Surveyed Base						
Winton Drive	0.28	0	16	0.22	0	14
A412 Watford Road	0.03	0	5	0.06	0	4
2030 Base						
Winton Drive	0.31	0	17	0.25	0	16
A412 Watford Road	0.03	0	5	0.07	0	4
2030 Base + Committed						
Winton Drive	0.31	0	17	0.25	0	16
A412 Watford Road	0.03	0	5	0.07	0	4
2030 Base + Committed + Development						
Winton Drive	0.31	0	17	0.25	0	16
A412 Watford Road	0.03	0	5	0.07	0	4

6.25 **Table 14** demonstrates that the A412/Winton Drive junction is forecasted to operate with negligible queues and delays, and with significant spare capacity in both peak hours.

6.26 The analysis demonstrates that the addition of the proposed residential development has no noticeable impact on the operation of the junction, with very little traffic assigned via this junction.

6.27 The full output file for the junction of Winton Approach/A412 Watford Road, showing the geometry and capacity calculations, is included in **Appendix N** and the results are summarised in **Table 15**.

Table 15 – Winton Approach/A412 Watford Road PICADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2024 Surveyed Base						
Winton Approach	0.35	1	17	0.19	0	12
A412 Watford Road	0.31	1	6	0.24	1	5
2030 Base						
Winton Approach	0.38	1	19	0.21	0	12
A412 Watford Road	0.34	1	6	0.26	1	5
2030 Base + Committed						
Winton Approach	0.38	1	19	0.21	0	13
A412 Watford Road	0.34	1	6	0.26	1	5
2030 Base + Committed + Development						
Winton Approach	0.38	1	19	0.21	0	13
A412 Watford Road	0.35	1	6	0.26	1	5

6.28 **Table 15** demonstrates that the A412/Winton approach junction is forecast to operate with negligible queues and delays, and with significant spare capacity in both peak hours.

6.29 The analysis demonstrates that the addition of the proposed residential development has no noticeable impact on the operation of the junction, with very little development traffic assigned via this junction.

6.30 As well as the above junctions, the following roundabouts were assessed using the ARCADY module of the Junctions software:

- Manor Way/Baldwins Lane/ Repton Way mini-roundabout
- A412 Watford Road (E)/ Sea Cadets/ A412 Watford Road (S)/Baldwins Lane/ Car Planet Roundabout

6.31 The full output file for the Manor Way/Baldwins Lane/ Repton Way mini-roundabout, showing the geometry and capacity calculations, is included in **Appendix O** and summarised in **Table 16**.

Table 16 – Manor Way/ Baldwins Lane/ Repton Way Mini Roundabout– ARCADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2024 Surveyed Base						
Manor Way	0.32	1	9	0.12	0	6
Baldwins Lane (E)	0.50	1	12	0.80	4	26
Repton Way	0.23	0	6	0.23	0	8
Baldwins Lane (W)	0.75	3	20	0.59	1	12
2030 Base						
Manor Way	0.34	1	9	0.13	0	6

Baldwins Lane (E)	0.53	1	13	0.85	5	33
Repton Way	0.25	0	7	0.25	0	8
Baldwins Lane (W)	0.79	4	24	0.62	2	13
2030 Base + Committed						
Manor Way	0.35	1	10	0.13	0	6
Baldwins Lane (E)	0.55	1	13	0.88	6	40
Repton Way	0.25	0	7	0.25	0	9
Baldwins Lane (W)	0.83	5	28	0.64	2	13
2030 Base + Committed + Development						
Manor Way	0.37	1	11	0.14	0	7
Baldwins Lane (E)	0.80	4	28	0.96	12	70
Repton Way	0.29	0	8	0.27	0	9
Baldwins Lane (W)	0.90	7	43	0.76	4	20

6.32 **Table 16** forecasts that traffic at the Manor Way/Baldwins Lane/Repton Way mini-roundabout is approaching capacity in the evening peak of the surveyed base, with queues of approximately 4 vehicles and an RFC value of 0.80. With the addition of future growth and committed development increases in queues and delays are noted on Baldwins Lane (W) in the AM peak hour and Baldwins Lane (E) in the PM peak hour.

6.33 The summary output suggests that with the proposed development traffic added to these forecasts future year queues and delays do, not surprisingly, increase.

6.34 It is worth noting that the error message within the Junctions 11 programme reiterates the above point that the mini-roundabout appears to have unbalanced flows and may behave more like a priority junction, with arms B and D (Baldwins Lane East and Baldwins Lane West) having the predominant flows.

6.35 Overall, it is considered that the cumulative traffic impact at this junction is relatively modest and certainly not severe, and the development proposal will not have an unacceptable impact on safety.

6.36 The full output file for the A412 Watford Road/Sea Cadets/A412 Watford Road (S)/Baldwins Lane/Car Planet roundabout, showing the geometry and capacity calculations, is included in **Appendix P** and the results are summarised in **Table 17**.

Table 17 – A412(E)/Sea Cadets/ A412(S)/Baldwins Lane/ Car Planet Roundabout– ARCADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2024 Surveyed Base						
A412 Watford Road (E)	0.58	1	5	0.84	5	12
Sea Cadets	0.00	0	0	0.03	0	15
A412 Watford Road (S)	0.85	6	22	0.74	3	15
Baldwins Lane	0.80	4	18	0.39	1	5
Car Planet	0.00	0	0	0.00	0	0
2030 Base						

A412 Watford Road (E)	0.61	2	5	0.89	8	17
Sea Cadets	0.00	0	0	0.04	0	18
A412 Watford Road (S)	0.91	9	33	0.80	4	19
Baldwins Lane	0.86	6	27	0.41	1	6
Car Planet	0.00	0	0	0.00	0	0
2030 Base + Committed						
A412 Watford Road (E)	0.61	2	5	0.89	8	17
Sea Cadets	0.00	0	0	0.04	0	18
A412 Watford Road (S)	0.91	9	34	0.80	4	19
Baldwins Lane	0.89	7	31	0.42	1	6
Car Planet	0.00	0	0	0.00	0	0
2030 Base + Committed + Development						
A412 Watford Road (E)	0.63	2	5	0.95	15	32
Sea Cadets	0.00	0	0	0.05	0	25
A412 Watford Road (S)	0.93	11	41	0.86	6	29
Baldwins Lane	0.98	17	69	0.46	1	6
Car Planet	0.00	0	0	0.00	0	0

6.37 The roundabout capacity results summarised in **Table 17** above indicate that it is likely that very little traffic travels to/from Car Planet during the peak hours. Similarly, very little or no traffic appears to travel to/from the Sea Cadets' arm during the morning peak.

6.38 **Table 17** indicates that within the 2024 surveyed base, there were queues present along the A412 Watford Road (S) and Baldwins Lane during the morning peak. RFC values here exceed the theoretical capacity at 0.85 and again along the A412 Watford Road (E), during the evening peak period but remain under the 1.00 value.

6.39 **Table 17** demonstrates that the A412 Watford Road/Car Planet roundabout is forecast to operate with modest queues and delays, and with spare capacity in both peak hours at 2024 traffic levels.

6.40 During the future year scenario with all development, RFC remains below the 1.00 capacity value along Baldwins Lane, with queues of 17 vehicles. This could be a result of the high flows from the A412 Watford Road (S) turning across Baldwins Lane into A412 Watford Road (E), which results in fewer opportunities for those from Baldwins Lane to join and enter the roundabout, causing delays and queueing.

6.41 Similarly, this could be the case for the A412 Watford Road (S) which approaches capacity and has queues of 6 vehicles during the surveyed base year, as flows from the A412 Watford Road (E) turn across the A412 Wafford Road (S) into Baldwins Lane resulting in less opportunities for those from the A412 Watford Road (S) to enter the roundabout.

6.42 As background traffic flows begin to rise, levels of delay are forecast to increase. When development traffic is added at 2030, delays on Baldwins Lane are forecast to increase from 31 seconds in the AM peak hour to 69 seconds when development traffic is added. Nevertheless, the junction is operating within capacity parameters that are acceptable and far below any severe classification.

6.43 HCC commented on the previous junction modelling at the A412 Rickmansworth Road/Ascot Road/Whippendell roundabout complex and stated the roundabouts at page 7 of their response that the roundabouts *"should be assessed as linked roundabouts, due to the lane configurations the modelling should consider lane simulation mode in ARCADY. The results show queues of between 25 - 41 vehicles in future year scenarios this level of queuing would block back onto the Whippendell Road / Ascot Road roundabout which is another reason why modelling the roundabouts as linked junctions may provide a more accurate assessment of the impacts."*

6.44 The two roundabouts listed below were calibrated within the Junctions 11 modelling software when using the advanced mode, so that the model could more accurately reflect the base surveyed queues:

- Junction 1 - A412 Rickmansworth Road/Ascot Road roundabout
- Junction 2 - Ascot Road/Whippendell Road roundabout

6.45 These roundabouts have been calibrated using surveyed queue results. The intercept and capacity adjustments were modified in order that the base year model results more closely matched the observed queuing data in 2024 across Rickmansworth Road. Queueing data has been submitted with the traffic counts as part of **Appendix B.**

6.46 The full output file for the A412 Rickmansworth Road/Ascot Road/Whippendell roundabout complex showing the geometry and capacity calculations is included in **Appendix Q** and summary analysis is provided in **Table 18**.

Table 18 – A412 Rickmansworth Road Linked Ascot Road Roundabout – ARCADY

Approach	AM Peak 08:00-09:00				PM Peak 17:00-18:00	
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2024 Base						
1 - A412 Rickmansworth Rd (E)	0.60	3	12	0.43	2	7
1 - Ascot Road (S)	-	1	4	-	2	5
1 - A412 Rickmansworth Rd (W)	0.55	5	11	0.33	2	6
2 – Raven Close	0.12	0	15	0.02	0	7
2 – Whippendell Road	0.96	18	85	0.55	2	9
2 – Ascot Road (S)	0.24	1	5	0.59	2	7
2 – Ascot Road (N)	-	2	6	-	1	5
2030 Base						
1 - A412 Rickmansworth Rd (E)	0.73	4	13	0.47	2	7
1 - Ascot Road (S)	-	1	4	-	2	5
1 - A412 Rickmansworth Rd (W)	0.59	6	14	0.35	2	6
2 – Raven Close	0.14	0	19	0.02	0	8
2 – Whippendell Road	1.03	48	193	0.60	2	9
2 – Ascot Road (S)	0.26	1	5	0.62	3	7
2 – Ascot Road (N)	-	2	6	-	1	5
2030 Base + Committed						
1 - A412 Rickmansworth Rd (E)	0.71	4	14	0.46	2	7
1 - Ascot Road (S)	-	1	4	-	2	5
1 - A412 Rickmansworth Rd (W)	0.59	7	15	0.36	2	6
2 – Raven Close	0.15	0	29	0.02	0	7

2 – Whippendell Road	1.05	47	186	0.61	2	9
2 – Ascot Road (S)	0.26	1	5	0.65	3	7
2 – Ascot Road (N)	-	3	6	-	1	5
2030 Base + Committed + Development						
1 - A412 Rickmansworth Rd (E)	0.74	5	16	0.51	2	8
1 - Ascot Road (S)	-	1	4	-	3	5
1 - A412 Rickmansworth Rd (W)	0.61	10	21	0.36	2	6
2 – Raven Close	0.18	0	30	0.02	0	7
2 – Whippendell Road	1.11	57	226	0.63	2	10
2 – Ascot Road (S)	0.26	1	5	0.67	3	8
2 – Ascot Road (N)	-	3	6	-	1	5

6.47 **Table 18** above demonstrates that there are existing issues at the A412 Rickmansworth Road and Ascot Road linked roundabout as can be seen in the surveyed queue data. Notably, there were queues of approximately 23 vehicles along the Whippendell Road, as such, the intercept and capacity adjustments have been altered to reflect more accurately observed queuing data.

6.48 The RFC value along Whippendell Road during the surveyed base approaches capacity and has a value of 0.96, with this exceeding 1.00 RFC across all future year scenarios. It is worth noting that beyond the 1.00 RFC value and under the lane simulation mode of the software, results should be treated with a significant degree of caution, as the software is operating beyond the modelling capabilities of the ARCADY software, as the Junctions 11 user guide states, *"Although Lane Simulation makes use of the core ARCADY/PICADY models, it is not in itself derived from empirical studies. Therefore you should (as always) apply engineering judgement to both the application of the model and the interpretation of the results."*

6.49 It is accepted that there are pre-existing delays and queues at the A412 Rickmansworth Road and Ascot Road roundabouts, which will be exacerbated with future year growth and which the development traffic will impact upon.

6.50 It is noted in particular that there are existing issues in the AM peak hour that are exacerbated by increases in background traffic flows and the addition of committed and proposed development traffic. This is seen particularly along the Whippendell Road arm.

6.51 Discussions with the LHA have concentrated on the delivery of active and sustainable travel measures to support the development and it is considered that the proposed measures will limit the impact of development traffic at off-site junctions. Nevertheless, discussions will continue with the LHA during the application process and will also include consultation with the local planning authority (LPA) to consider if any further measures are required to mitigate the impact of the development traffic.

6.52 For example, we are aware of proposals to improve walking/cycling infrastructure along the A412 corridor and, rather than seek to address any potential traffic impacts at this location, it is proposed that highway-related contributions from the development should be concentrated on promoting the LCWIP proposals. After all, the focus of the development has been on providing a residential development with; local facilities on site, improved cycle infrastructure routes and Beryl Bikes provision, a new dedicated bus service serving major interchanges and local/town centres, provision of bus season tickets for new residents, and contributions towards step-free access at Croxley Station.

6.53 It is proposed that discussions will continue to be undertaken with the local planning and highway authorities to consider whether any further measures beyond the active and sustainable measures are required to mitigate the impact of the development traffic.

6.54 We have also sought to calibrate the base model of the Durrants Drive/Baldwins Lane Roundabout against observed data. The full output file for the Durrants Drive/Baldwins Lane roundabout showing the geometry and capacity calculations is included in **Appendix R** and a summary is provided in **Table 19**.

Table 19 – Durrants Drive/Baldwins Lane Roundabout – ARCADY Analysis

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2024 Base						
Durrants Drive	0.35	1	10	0.21	0	7
Baldwins Lane (E)	0.39	1	6	0.67	2	11
Baldwins Lane (W)	0.77	3	23	0.50	1	11
2030 Base						
Durrants Drive	0.38	1	10	0.23	0	7
Baldwins Lane (E)	0.42	1	6	0.73	2	12
Baldwins Lane (W)	0.81	4	28	0.55	1	12
2030 Base + Committed						
Durrants Drive	0.38	1	11	0.23	1	7
Baldwins Lane (E)	0.43	1	7	0.73	3	13
Baldwins Lane (W)	0.85	5	33	0.55	1	12
2030 Base + Committed + Development						
Durrants Drive	0.63	2	18	0.32	1	8
Baldwins Lane (E)	0.56	1	9	0.85	5	24
Baldwins Lane (W)	0.94	10	63	0.72	3	21

6.55 **Table 19** indicates that there are delays along Baldwins Lane within the base year. The modelling has been calibrated using surveyed queue data as the original model output results were markedly different to the queues surveyed. The capacity adjustments were modified to match the observed queuing data more closely in 2024.

6.56 **Table 19** demonstrates that Baldwins Lane (W) is approaching capacity in the surveyed base of 2024, with an RFC of 0.77 and a queue of 3. This increases in the future years to 0.85 with the committed development and is at 0.94 RFC in the future year with all development. This could be due to traffic flows from Baldwins Lane (W) being the most prevalent during the morning peak, whilst the flows from Baldwins Lane (E) are the most prominent during the evening peak.

6.57 The roundabout is predicted to operate within acceptable parameters of queueing and delay.

Other Potential Network Impacts

A412/Metropolitan Station Approach/Hagden Lane signals

6.58 Observations of traffic movements and queuing at this junction indicate a level of queuing beyond that which the cameras were set up to capture. However, on-site observations indicate that queues on the A412 were typically up to 15 vehicles at times during the AM peak hour. It is further noted from on-site observations that queues outside of the peak hours were relatively modest.

6.59 The development proposal is predicted to add just 36 two-way traffic movements to the junction during the AM peak hour and 49 in the PM peak hour; an impact of less than one vehicle movement per minute in any peak hour.

6.60 The impact of the proposed development at this junction is therefore considered minimal.

7.0 Sensitivity Testing

7.1 **Section 5** of this report provides forecast vehicle trip rates from the proposed residential development making no allowance for the internalisation of trips related to significant complementary uses to the residential-led development, and the significant active travel and sustainable travel improvements planned for the development which seeks to put the needs of these modes well above those of the private car.

7.2 Therefore, to assess the potential impact of potential internalisation of trips as well as active and sustainable travel uptake beyond that which might normally be expected, a sensitivity test was conducted by applying a 15% reduction to development-related vehicular trips. This adjustment was used to remodel key junctions, particularly those forecast to be under stress, providing insight into the benefits on operational capacity which might be realised with the vision-led approach to the development.

7.3 The following junctions have been included in this sensitivity test:

- Manor Way/Baldwins Lane/ Repton Way mini roundabout
- A412 Watford Road (E)/ Sea Cadets/ A412 Watford Road (S)/Baldwins Lane/ Car Planet Roundabout
- A412 Rickmansworth Road/Ascot Road roundabout linked with the Ascot Road/Whippendell Road roundabout
- Durrants Drive/Baldwins Lane mini-roundabout

7.4 The full output file for the Manor Way/Baldwins Lane/Repton Way mini-roundabout sensitivity test, showing the geometry and capacity calculations, is included in **Appendix O** and summarised in **Table 20**.

Table 20 – Manor Way/ Baldwins Lane/Repton Way Mini Roundabout– ARCADY Analysis (Sensitivity Test)

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2030 Base + Committed + Development Sensitivity Test						
Manor Way	0.37	1	10	0.14	0	7
Baldwins Lane (E)	0.76	3	24	0.94	11	64
Repton Way	0.28	0	8	0.27	0	9
Baldwins Lane (W)	0.89	7	40	0.74	3	19

7.5 **Table 20** demonstrates that traffic at the Manor Way/Baldwins Lane/Repton Way mini-roundabout forecasts show slight delays along Baldwins Lane (E) and Baldwins Lane (W), with the RFC value at 0.76 on Baldwins Lane (E) in the evening peak. Baldwins Lane (W) also experiences high demand, nearing capacity at 0.89 RFC in the AM peak.

7.6 Under the sensitivity scenario, both arms experience moderate improvements, with shorter delays, most notably along the Baldwins Lane eastern and western arms.

7.7 The full output file for the A412 Watford Road/ Sea Cadets/A412 Watford Road (S)/Baldwins Lane/Car Planet roundabout, showing the geometry and capacity calculations, is included in **Appendix P** and summarised in **Table 21**.

Table 21 – A412 Watford Road (E)/ Sea Cadets/A412 Watford Road (S)/Baldwins Lane/ Car Planet Roundabout– ARCADY Analysis (Sensitivity Test)

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2030 Base + Committed + Development Sensitivity Test						
A412 Watford Road (E)	0.63	2	5	0.94	13	28
Sea Cadets	0.00	0	0	0.05	0	24
A412 Watford Road (S)	0.93	10	39	0.85	5	27
Baldwins Lane	0.97	15	60	0.46	1	6
Car Planet	0.00	0	0	0.00	0	0

7.8 Referring back to the results indicated in **Table 17** we note that the sensitivity analysis presented in **Table 21** shows that under the sensitivity scenario, the junction is forecast to operate with a delay of seven seconds per vehicle less on Baldwins Lane in the AM peak hour with two fewer vehicles in the queue on this arm.

7.9 The full output file for the A412 Rickmansworth Road/Ascot Road roundabout showing the geometry and capacity calculations are included in **Appendix Q** and summary analysis of the sensitivity testing is provided in **Table 22**.

Table 22 – A412 Rickmansworth Road Linked Ascot Road Roundabout – ARCADY (Sensitivity Test)

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2030 Base + Committed + Development Sensitivity Test						
1 - A412 Rickmansworth Rd (E)	0.72	5	16	0.51	2	8
1 - Ascot Road (S)	-	1	4	-	2	5
1 - A412 Rickmansworth Rd (W)	0.60	9	20	0.37	2	6
2 – Raven Close	0.15	0	24	0.02	0	7
2 – Whippendell Road	1.03	60	240	0.59	2	10
2 – Ascot Road (S)	0.27	1	5	0.65	3	7
2 – Ascot Road (N)	-	3	6	-	1	5

7.10 **Table 22** shows that under the sensitivity scenario, the junction is forecast to operate with slightly improved capacity, with lower delays along the A412 Rickmansworth Road (W) during the morning peak.

7.11 The full output file for the Durrants Drive/Baldwins Lane roundabout, showing the geometry and capacity calculations is included in **Appendix R** and a summary of the sensitivity testing at the junction is provided in **Table 23**.

Table 23 – Durrants Drive/ Baldwins Lane Roundabout – ARCADY Analysis (Sensitivity Test)

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2030 Base + Committed + Development						
Durrants Drive	0.59	1	16	0.31	0	8
Baldwins Lane (E)	0.54	1	9	0.83	5	21
Baldwins Lane (W)	0.93	9	56	0.70	2	19

7.12 **Table 23** indicates that under the sensitivity scenario, the junction is forecast to operate with a reduced delay (seven seconds less per vehicle) and shorter queues on the Baldwins Lane (W) arm during the morning peak.

7.13 The sensitivity testing across the above junctions demonstrates slight improvements in the performance of the network, particularly at the most constrained approaches. The results suggest that current trip generation estimates may be conservative, and even modest reductions in vehicular trips, achievable through the site's sustainable and vision-led approaches can lessen the delay and queuing at junctions, as the refined forecasting shows.

Overall

7.14 The planned active and sustainable travel improvements indicate the potential to assist in the mitigation of traffic impacts of future growth and the traffic associated with the proposed development.

7.15 Although the proposed active/sustainable travel improvements will benefit those from outside of the development, no trip reductions have been applied to background traffic levels in the sensitivity analysis.

7.16 Although it is clear that queues and delays will remain on the highway network, the cumulative impact on the road network is not considered severe and neither will it lead to an unacceptable impact on highway safety.

7.17 Furthermore, it is considered appropriate that the focus of any mitigation measures proposed, beyond those active/sustainable travel measures to be provided as part of the development, should be focused on active/sustainable travel measures.

7.18 Given that there are a number of active travel measures proposed in the LCWIP along the A412 corridor, on which the development impacts, it is considered appropriate that the development contribute to the provision of these measures appropriately via s106 contribution.

8.0 Summary and Conclusion

Summary

8.1 This report supports an outline application for construction of up to 600 residential dwellings (Use Class C3(a)), a 5-bedroom property for children's social care and supported living (Use Class C3(b)). Two vehicular access points from Little Green Lane and further pedestrian/cycleway accesses. A one-form entry primary school (Use Class F1(a)) (plus expansion land for a two-form entry primary school). A mixed-use local centre including provision for NHS health and social care services (Use Class E(e)), community building (Use Class F2), retail and café provision (Use Class E(a-c)), car parking and associated infrastructure. A country park, areas for play and recreation, allotments, a community orchard and landscaping with associated infrastructure including sustainable urban drainage systems. (All matters are reserved except for vehicular access.)

8.2 A direct footway/cycleway link into the site is to be provided from Canterbury Way, providing access to a proposed cycleway along the frontage of the local centre area. The footway/cycleway runs down Canterbury Way and eastwards along Dover Way. Cyclists are required to rejoin the carriageway at Links Way and it is proposed to provide traffic calming measures along Links Way to Baldwins Lane, giving access to the shops and Croxley Danes School at that location.

8.3 Vehicular site access is to be provided via the existing Durrants Drive and Links Way residential estate roads. Each road will provide direct access into the site with priority over Little Green Lane. The Durrants Drive carriageway will remain at its current width of approximately 6.8m to allow the entry/exit of buses via this route. A raised table will cover the junction, and it is intended that vehicles and pedestrians from Durrants Drive will have priority over Little Green Lane traffic.

8.4 As the HCC response to the initial planning application states, developer contributions will be in accordance with Technical Appendix 1 document.

8.5 Segregated footway/cycleways are to be provided around the primary access route within the development. The development will make provision for Beryl Bikes within the development focal square.

8.6 A dedicated bus service will be secured via s106 contribution to serve the site, also providing benefit to existing residents in the residential estate lying to the south of Little Green Lane. The bus service of half hourly frequency will serve not only residents of the site but will also directly serve residents of the estate to the south and improve public transport accessibility for others in the Rickmansworth and Watford areas.

8.7 In addition, the development will be providing a suitable contribution towards the implementation of step-free access at Croxley Underground station. The scale and nature of this contribution remain uncertain, pending further discussions with TfL and additional correspondence to agree the forecast demand generated by the proposed site and the costings of the step-free access proposal.

8.8 The development benefits from having a range of facilities typically used by residents on a day-to-day basis within an easy walk or cycle for residents of the proposal site, including facilities on site such as: 1FE primary school, local centre including; shops, community hall, and doctors' surgery. The site will also provide a country park. A suitable level of parking will be provided for all uses on the proposal site.

8.9 Whilst all PIAs are regrettable, the number and severity of accidents in the immediate vicinity of the site does not give any undue cause for concern and the level of traffic associated with the development will not have an unacceptable impact on highway safety.

8.10 It has been demonstrated that the development proposal will provide safe and suitable access for all users, including improved active travel and public transport opportunities.

8.11 This report addresses comments from various transport authorities relating to the forecast trips from all uses on the site and it is noted that the non-residential uses on the site will not generate significant levels of traffic and that any such traffic is likely to be on the local highway network.

8.12 Furthermore, as the primary school onsite is 1FE, it is likely that the majority of trips affiliated with this will also be internally distributed. As a result, the total vehicular trip generation from the proposed development is forecast to generate 315 trips during the morning peak and 304 trips during the evening peak.

8.13 The capacity analysis carried out on junctions on the local highway network indicates an impact of the development traffic at certain locations. These impacts will be discussed with HCC and TRDC to consider whether any physical sustainable/highway mitigation measures are required over and above those already identified.

Conclusion

8.14 The National Planning Policy Framework (NPPF) states that opportunities to promote sustainable transport modes should be taken up and that safe and suitable access to the site is achievable for all users.

8.15 The development is well located to make use of existing infrastructure and, where deemed necessary and practical, will provide transport improvements to mitigate transport impact. The development will promote the use of sustainable modes of transport, and the site provides safe and suitable access for all users.

8.16 Bearing the above in mind, the NPPF states that:

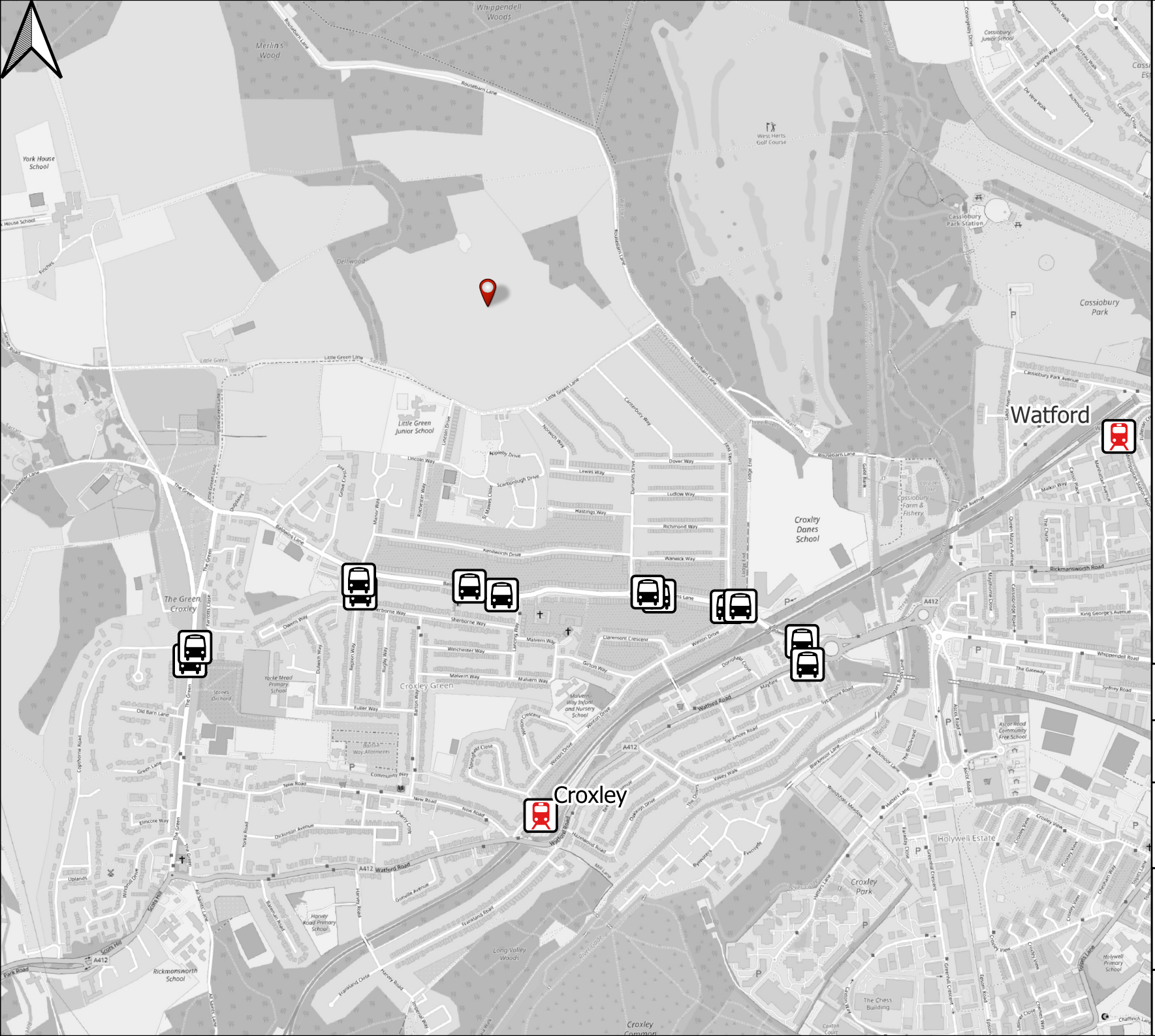
> ‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.’

8.17 The assessment work undertaken and detailed in this report demonstrates that, in NPPF terms, the residual cumulative impacts on the road network would not be severe and will not have an unacceptable impact on highway safety.

8.18 On the basis of the above, it is concluded that the proposals accord with national, regional and local transport related policies and, as such, it is considered there are no reasons why the proposals should be resisted on traffic or transportation grounds.

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Figures



Legend

- Site
- Train Station
- Bus Stops

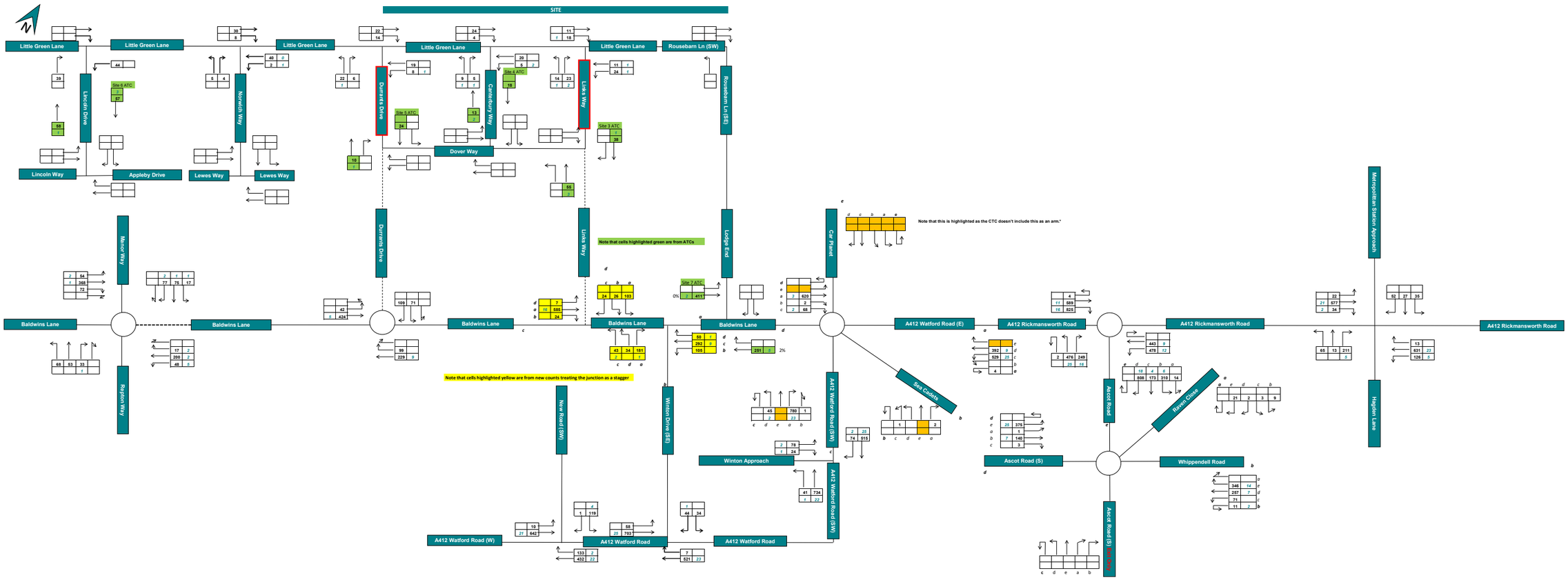
Figure 1.1 - Site Location

Richborough

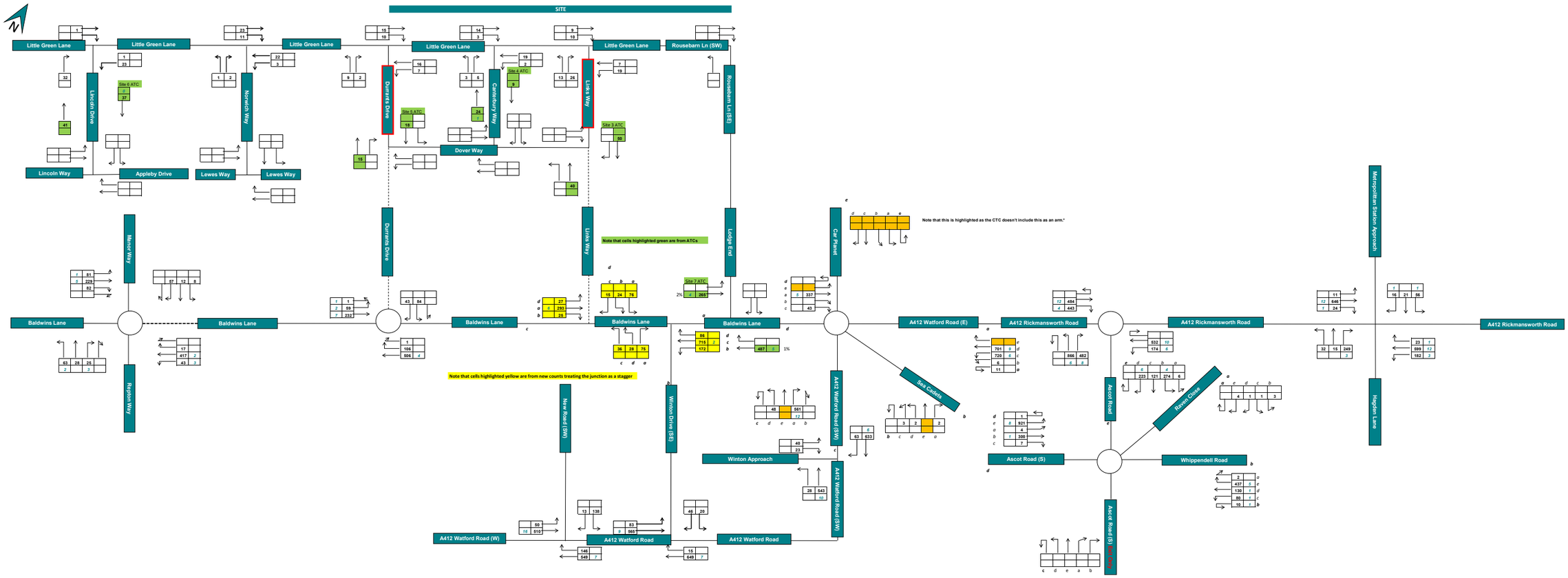
hub TRANSPORT PLANNING LTD

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0 200 400 600 m



hub	**T24544** **Little Green Lane, Croxley Green**
	Figure 3.1 2024 Surveyed Base AM Peak Hour: 08:00 - 09:00



hub Transport Planning Ltd	**T24544** **Little Green Lane, Croxley Green** Figure 3.2 2024 Surveyed Base PM Peak Hour: 17:00 - 18:00

hub	**T24544** **Little Green Lane, Croxley Green** Figure 3.3 2024 PDUs AM Peak Hour: 08:00 - 09:00



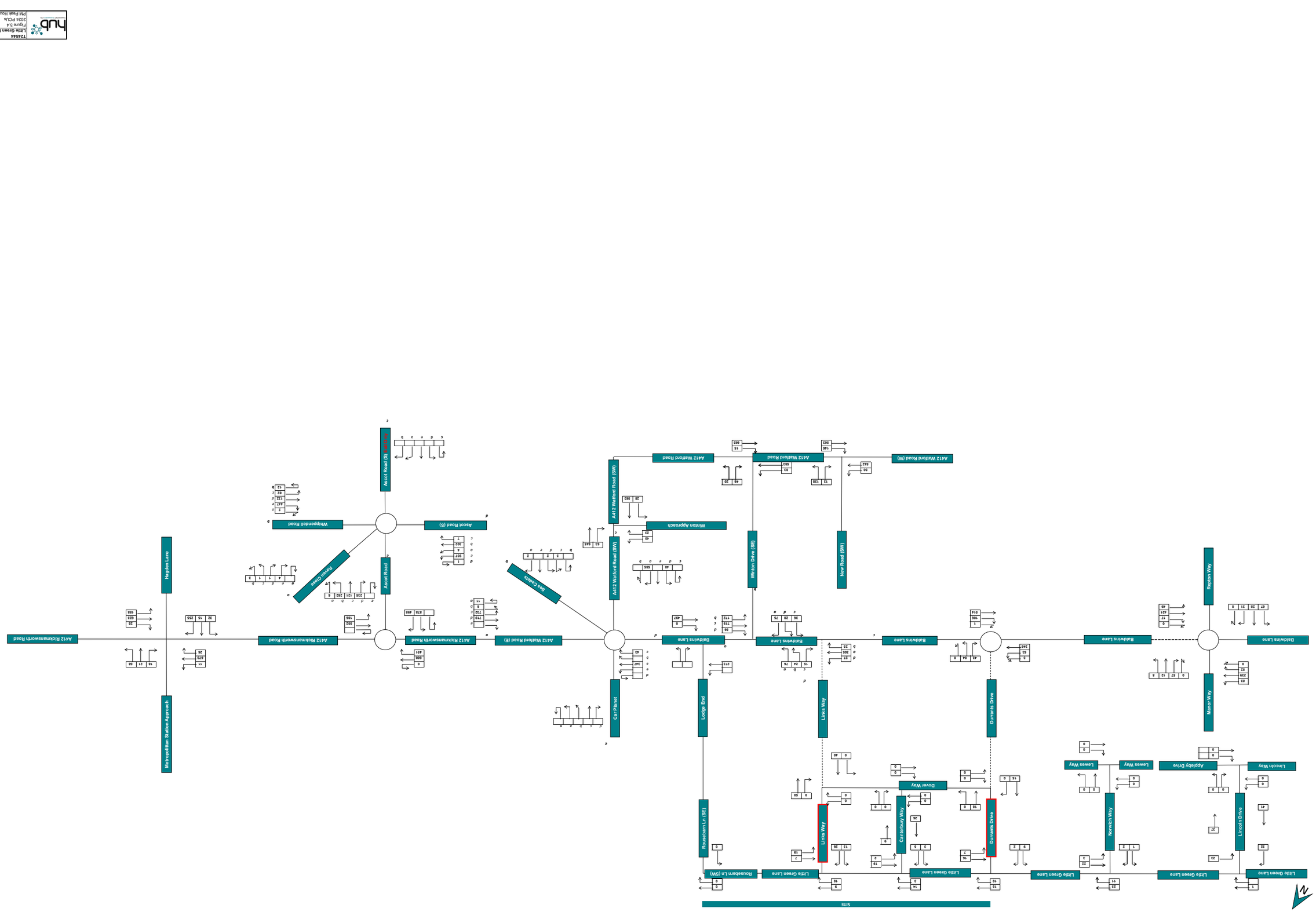
T24544

Little Green Lane, Croxley Green

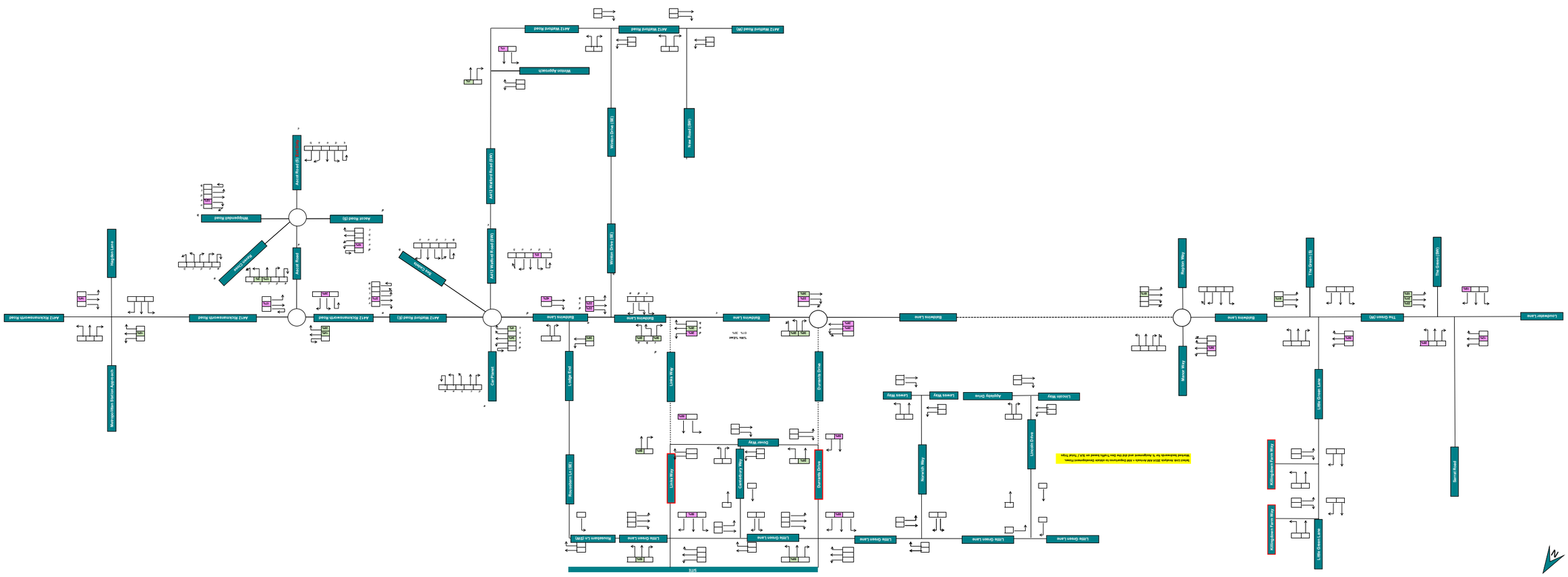
Figure 3.4

2024 PCUs

PM Peak Hour: 17:00 - 18:00

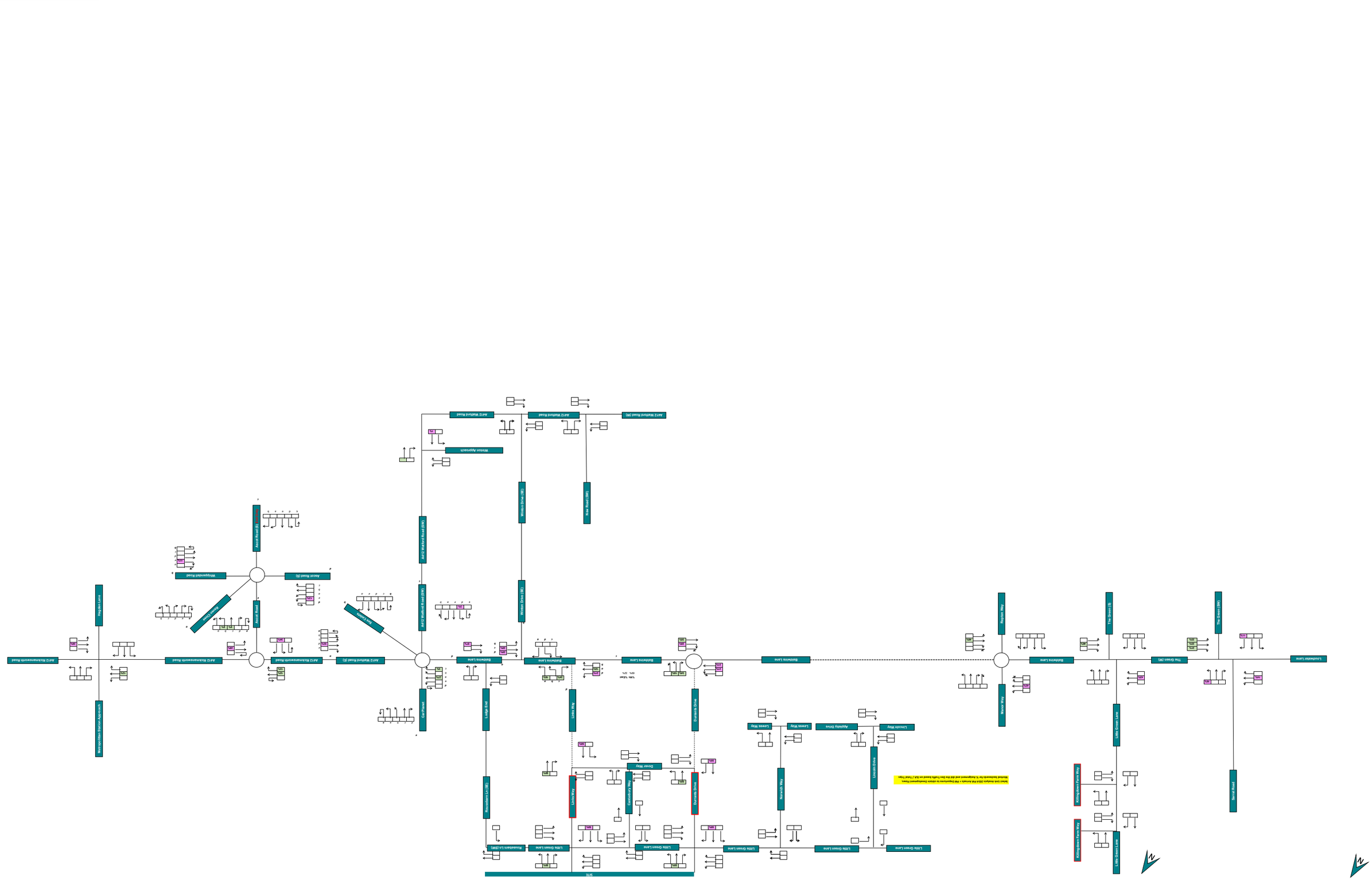


hub	**T1Edit4** **Little Green Lane, Clophill** Development Traffic Assignment based on SLA. Figure 5.1 AM Peak HW - 08:00 - 09:00


Site
Little Green Lane
Roxebeth Ln (SW)
Roxebeth Ln (SE)
Lodge End
Little Way
Dunstable Drive
Conveyor Way
Tower Way
Norwich Way
London Drive
Lincoln Way
Lewes Way
Appleby Drive
Bedfordia Lane
Kings Arm Way
Kingsbourn Farm Way
Lake Green Lane
The Green (SE)
The Green (NW)
Swan Road
Lincolnshire Lane
Kingston Way
Wilstead Road (SE)
Wilstead Road (NW)
A418 Wellfield Road (SE)
A418 Wellfield Road (NW)
A418 Wellfield Road (W)
A418 Wellfield Road (E)
Wixamtree Lane
Wixamtree Approach
A418 Wellfield Road (NW)
A418 Wellfield Road (SW)
Cliff Road
Dunstable Lane
Acorn Road (E)
Acorn Road (S)
Acorn Road (W)
Woodside Cottages
Woodside Lane
Woodside Cottages
Woodside Lane
Woodside Lane
Woodside Lane

TYHAA
Little Green Lane, Croxley Green
Chesnonyme Traffic Assignment based on SLA
Figure 5.2
PM Peak Hour - 17.00 - 18.00

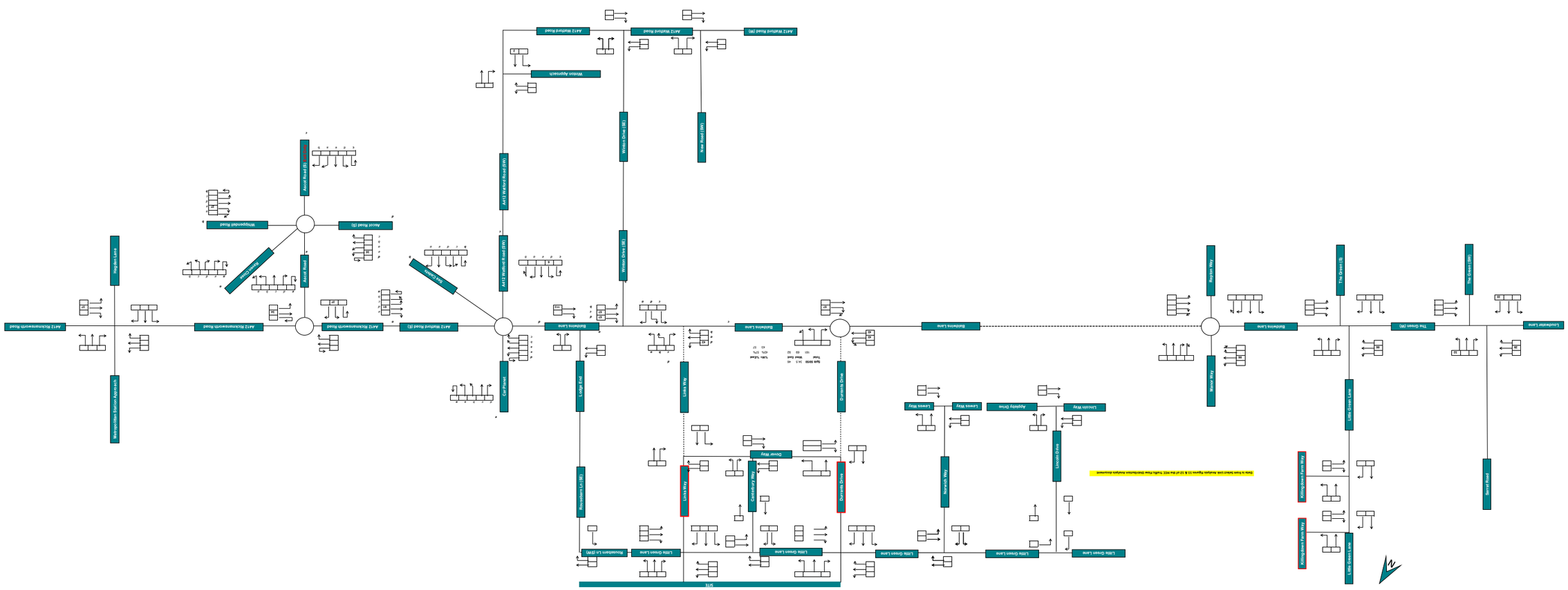


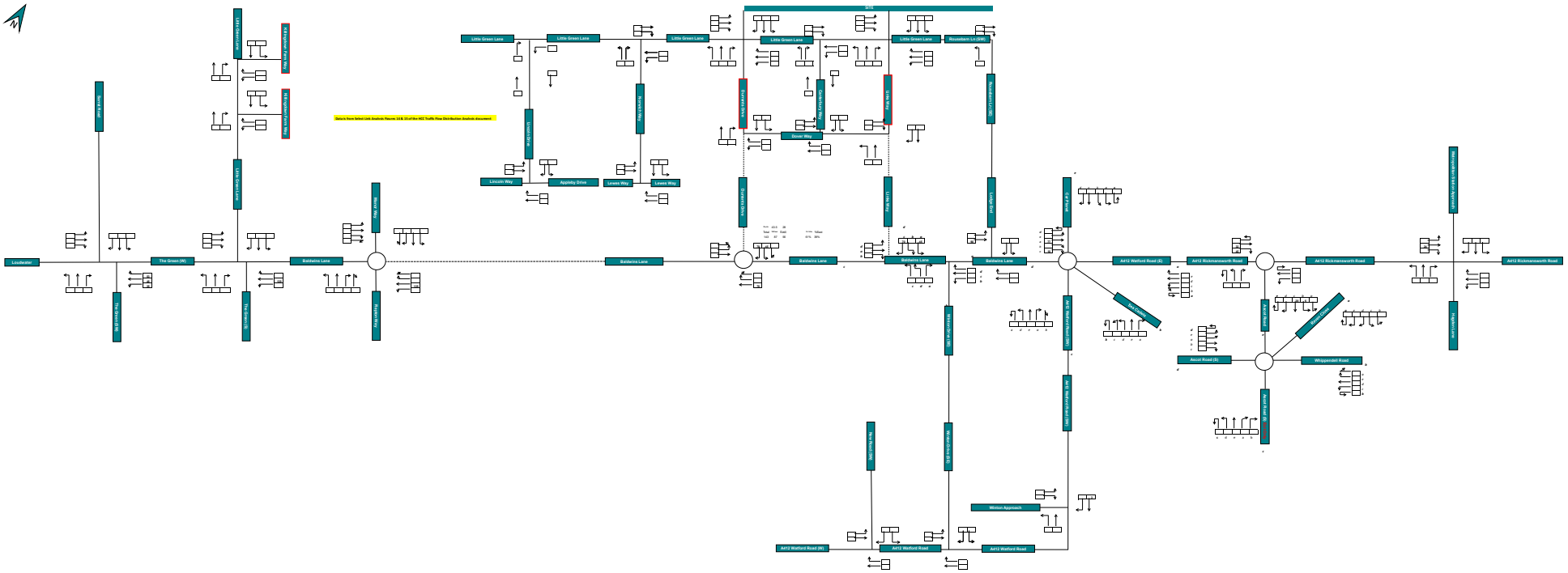

Metropolitan Station Approach
Hayden Lane
A412 Rickmansworth Road
A412 Rickmansworth Road
A412 Rickmansworth Road (S)
A412 Watford Road (S)
Aldenham Road (S)
Whippendell Road
Aldenham Road (N)
Alder Road
Alder Road (N)
Alder Road (S)
Car Park
Car Park
Car Park
Car Park
A412 Watford Road
A412 Watford Road (W)
A412 Watford Road (E)
Mission Approach
A412 Watford Road (W)
A412 Watford Road (E)
A412 Watford Road
Wiles Drive (SE)
Wiles Drive (NE)
Vale Road (SE)
Aldenham Lane
Aldenham Lane
Aldenham Lane

| | | |



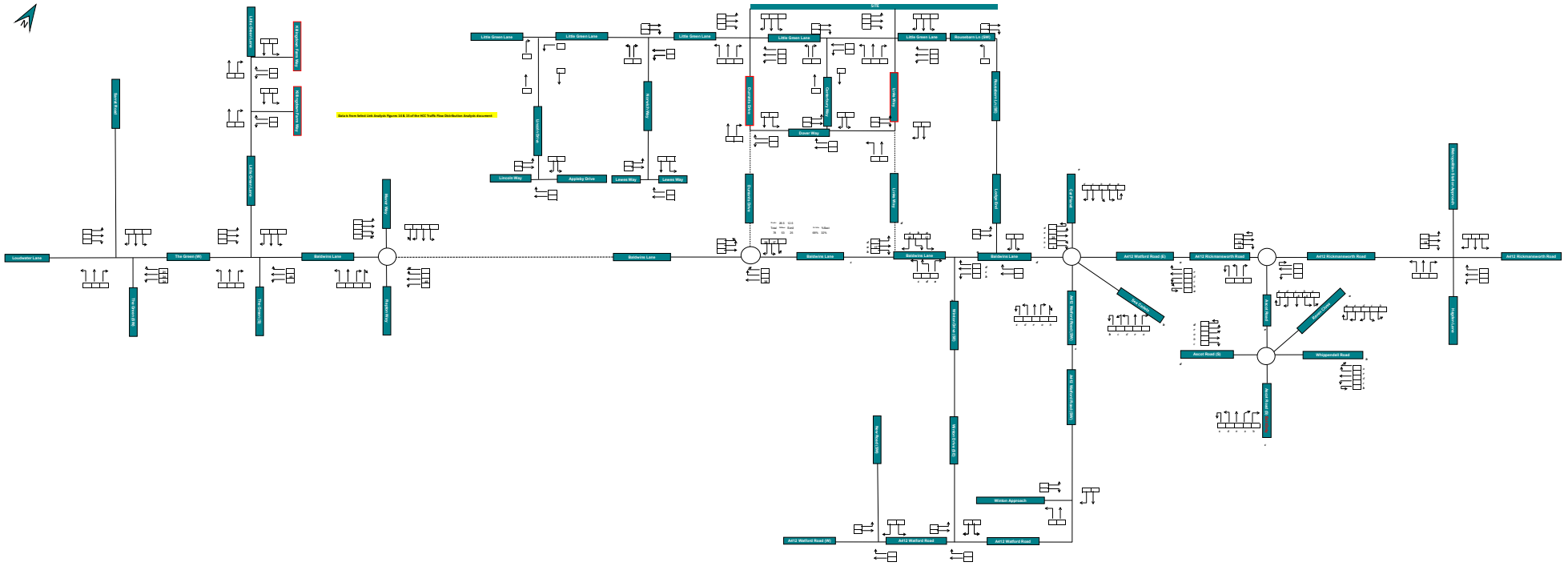



Data in base latest rank. Analysis figures 11 & 12 of the NCC Traffic Flow Distribution Analysis document.
A414 Maylands Avenue
A414 Maylands Avenue
A414 Maylands Avenue

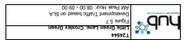


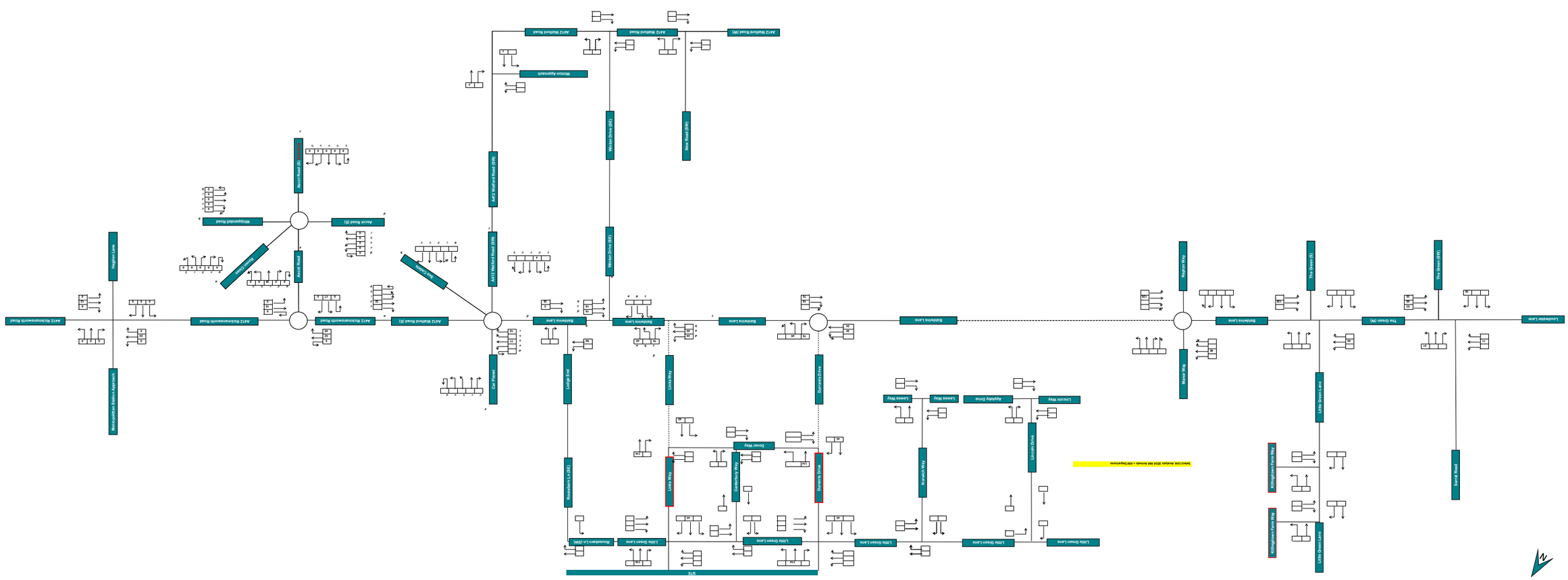
Key	Existing	
	Ped	Cycle
ARM	YES	YES

Client	
Lane Green Lane, Croxley Green	
Phase 3.5	
2m Bike Stacking Tops	
Mid Term Horizon - No Dev - No Mit	

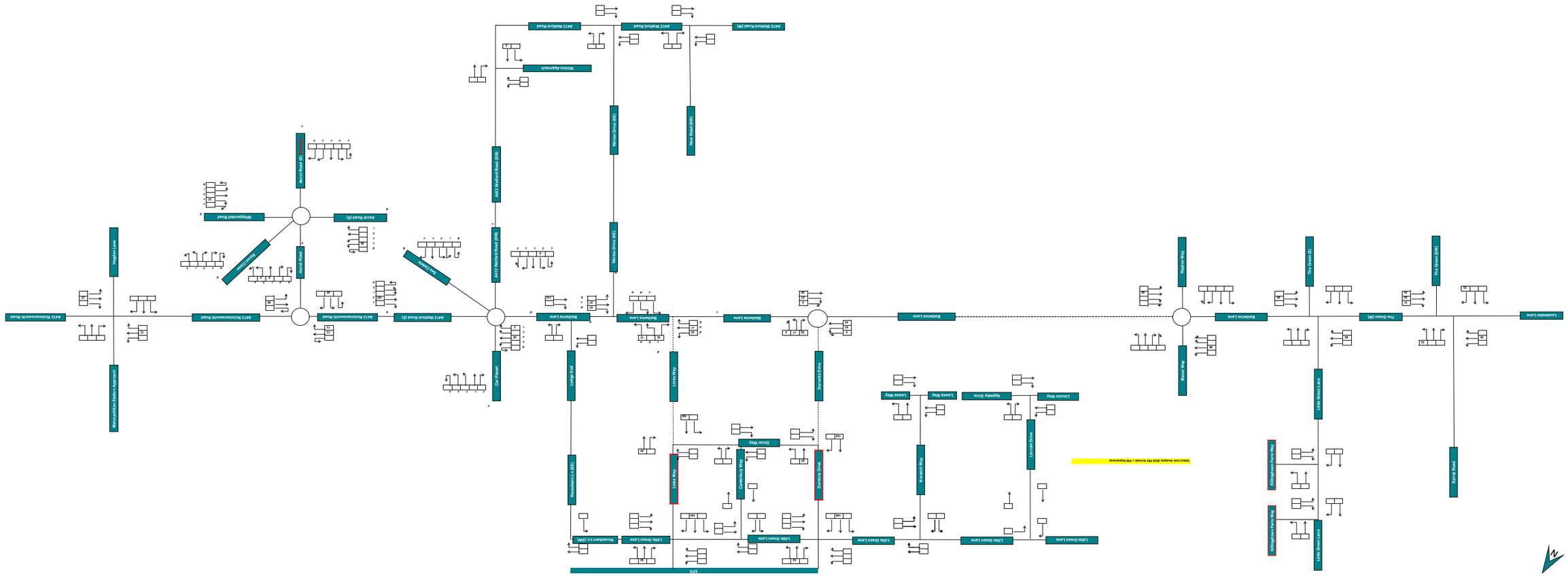


Status
Little Green Lane, Croxley Green
Figure 5.6
2014 Base Weekday Flow
All Vehicles - 12:00 - 13:00




A412 Rickmansworth Road
Kingsfield Estate Approach
Height Lane
A412 Rickmansworth Road
A412 Rickmansworth Road
Aston Road
Aston Road (E)
Aston Road (W)
Whippendell Road
A412 Watford Road (E)
A412 Watford Road (W)
Watson Approach
Car Phase
Ridgefield
Woodcock Ln (SE)
Woodcock Ln (NW)
Little Green Lane
Little Green Lane
Little Green Lane

hub	**TitleHere** **Little Green Lane, Cuckney Green** Development Traffic Based on SLA Figure 5.6 PM Peak Hour - 17:00 - 18:00



%	From Comm Dev 7 A
%	In
%	Out

hub	**T14544**
	Little Green Lane Cheshire Green
	Figure 3.5
	Estimated Term Assessment %
	AM PeM HeV 08:00 - 09:00

Route Cannot Defy TA	%
In	%
Old	%

17x64x	
Little Green Lane Chandler Ghyllis	
Figure 5.10	
Kickendorf Farm Assessment %	
Pall Malls Hall - 17:00 - 18:00	

Note that from the new Kickendorf Lower Farm Access junction more accurate fuels data for all HGV traffic movements have been considered. Therefore, the assignment values from pre-development & SA data have been used to calculate the most of the assignment for the amended network.

Beyond the A413 Whitfield Road junction, there were no flows / assignment values

Bletchins Lane
Bletchins Lane
Bletchins Lane

Old	%
In	%

hub
Hertfordshire

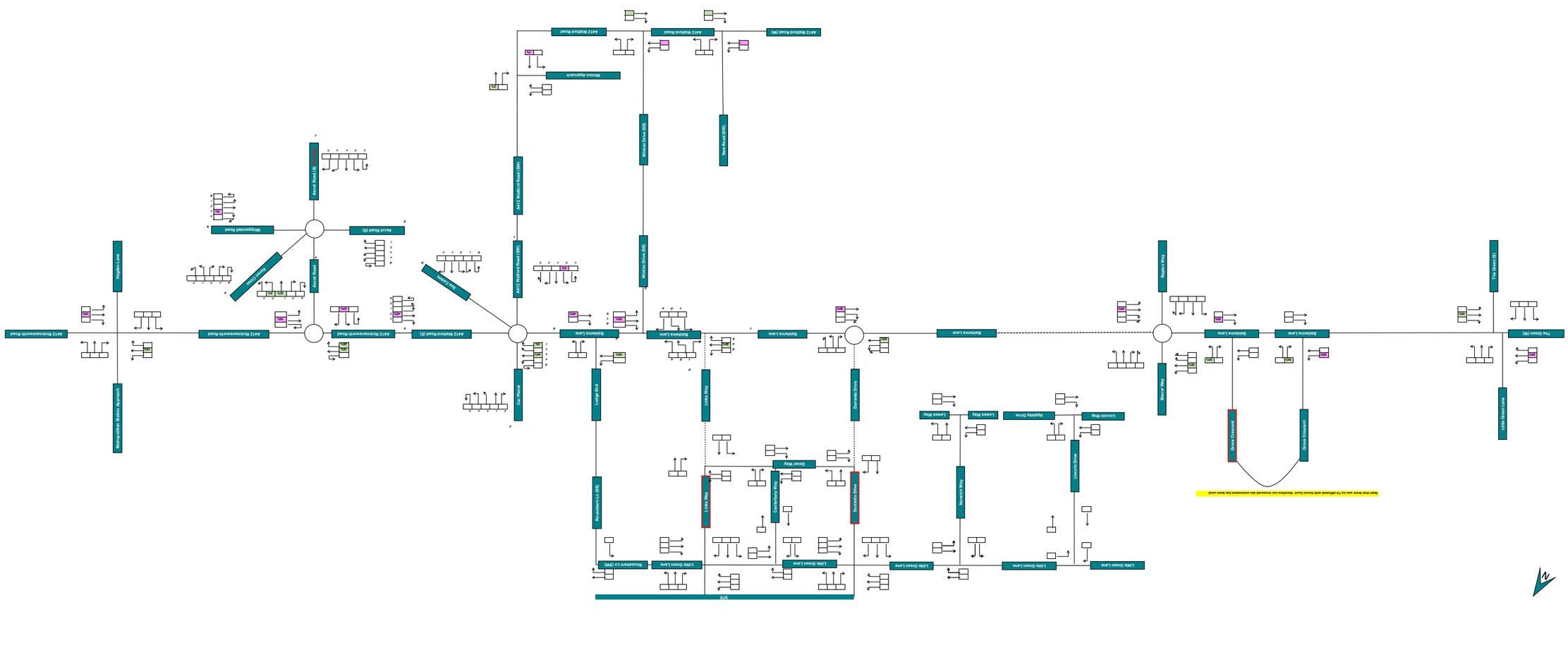
T24444

Little Green Lane, Chalkdale Chase

Figure 5.11

Drone Chart Controlled Compositional Assignment 'b

Ref: Plate Ref#: DB.00 - 09.00


Site
Little Green Lane
Rosebarn Ln (SW)
Rosebarn Lane
Lodge Rd
Car Park
Luxis Way
Dunsets Drive
Dower Way
Canterbury Way
Norwich Way
Lincoln Way
Appleby Drive
Lewes Way
Lewes Way
Lincoln Drive
Dunsets Drive
Bishtons Lane
Bishtons Lane
Bishtons Lane

%	In
%	Out

hub	T24644 Little Green Lane, Croxley Green Figure 5.12 Gross Court Committed Development Assignment % PM Peak Hour: 17:00 - 18:00

%	From Comm Dev TA
%	Is
%	Qld

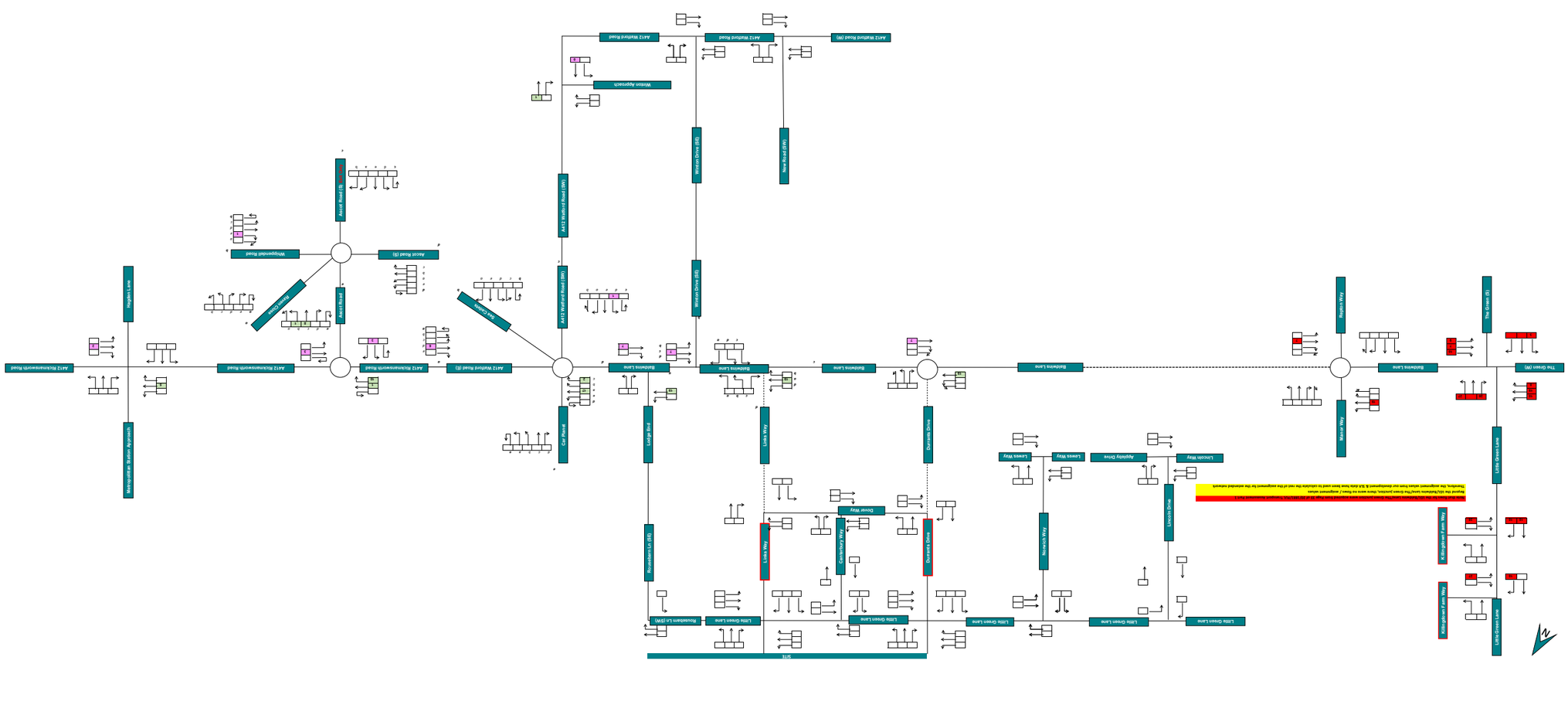
T19444

Lidl Dacorum Extn. Chaulden Depot

Figure 5.13

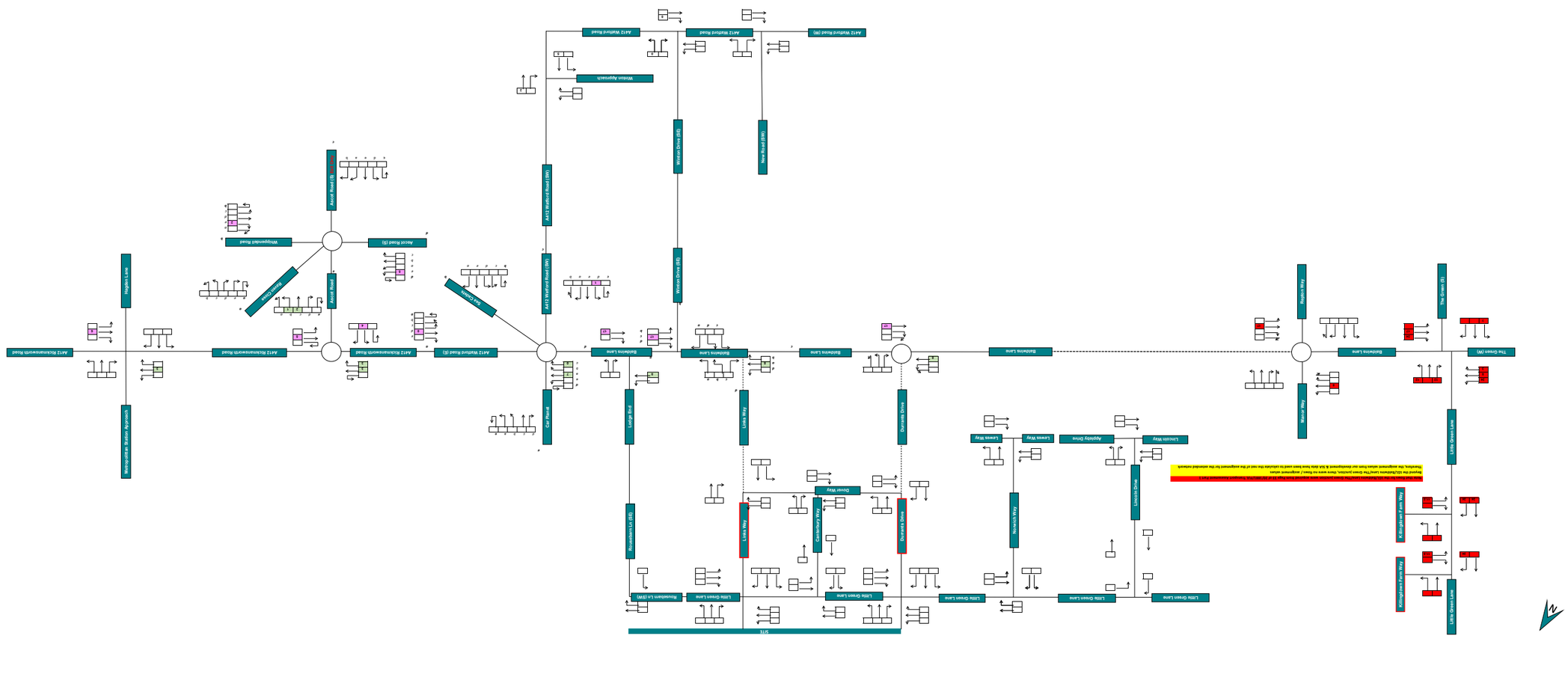
Roundabout Arm Centreline Characteristics

AM Peak Hour - 08:00 - 09:00


Site Access
Site Access Lane
Kingsfisher Link Way
Kingsfisher Park Way
Lincoln Drive
Lincoln Way
Appleby Drive
Lenora Way
Lenora Way
Norwich Way
Canterbury Way
Dover Way
Lewis Way
Lewis Way
Ryeabank Ln (EB)
Ryeabank Ln (WB)
Ledge Blvd
Ledge Blvd
Darwins Drive
Darwins Drive
Bloomsbury Lane
Bloomsbury Lane
Bloomsbury Lane

%	Proxim Liberty Bay 7A
%	1A
%	Old

	[24444
	Little Dryden Lane, Chudley Dryden
	Figure 5.1d
	Edmundson Farm Centralised Decarbonisation
	2nd Public Hold - 17.00 - 18.00

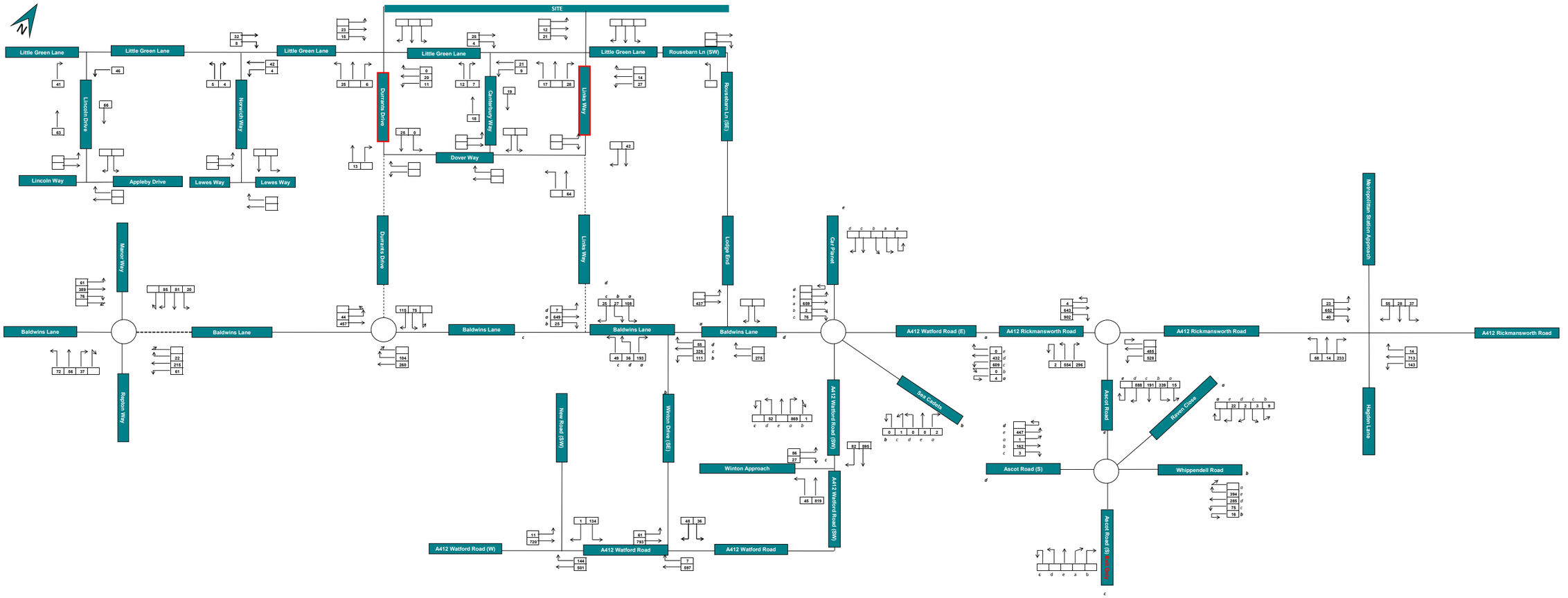

Little Dryden Lane
Kingsdown Farm Way
Kingsdown Farm Way
Little Green Lane
Little Green Lane
The Green (S)
The Green (N)
Bottoms Lane
Bottoms Lane
Bottoms Lane

%	In
%	Out

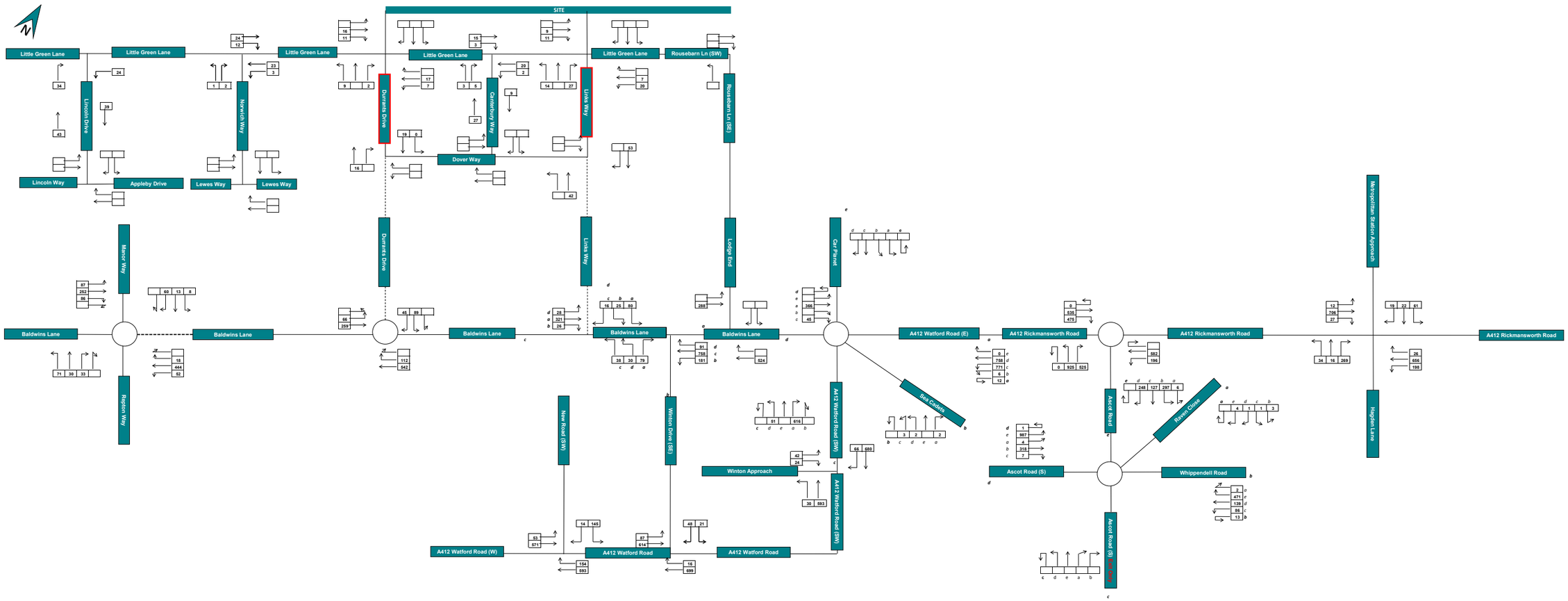
hub	724644
	Little Green Lane, Croxley Green
	Figure 6.15
	Gross Court Committed Development
	AM Peak Hour: 08:00 - 09:00

%	In
%	Out

T24544
Little Green Lane, Croxley Green
Figure 5.16
Grove Court Committed Development
PM Peak Hour 17:00 - 18:00

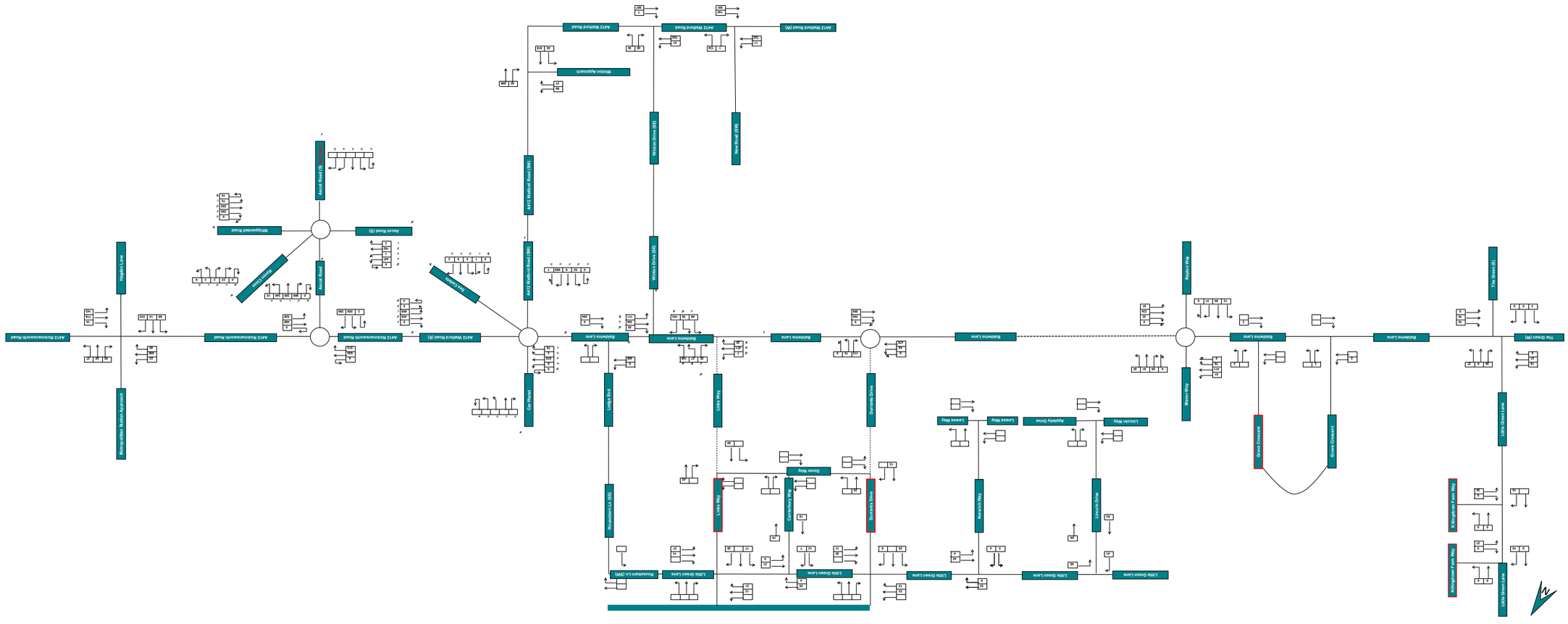


hub	**T24544**
	Little Green Lane, Croxley Green
	Figure 6.1
	2030 Future Year Base
	AM Peak Hour: 08:00 - 09:00



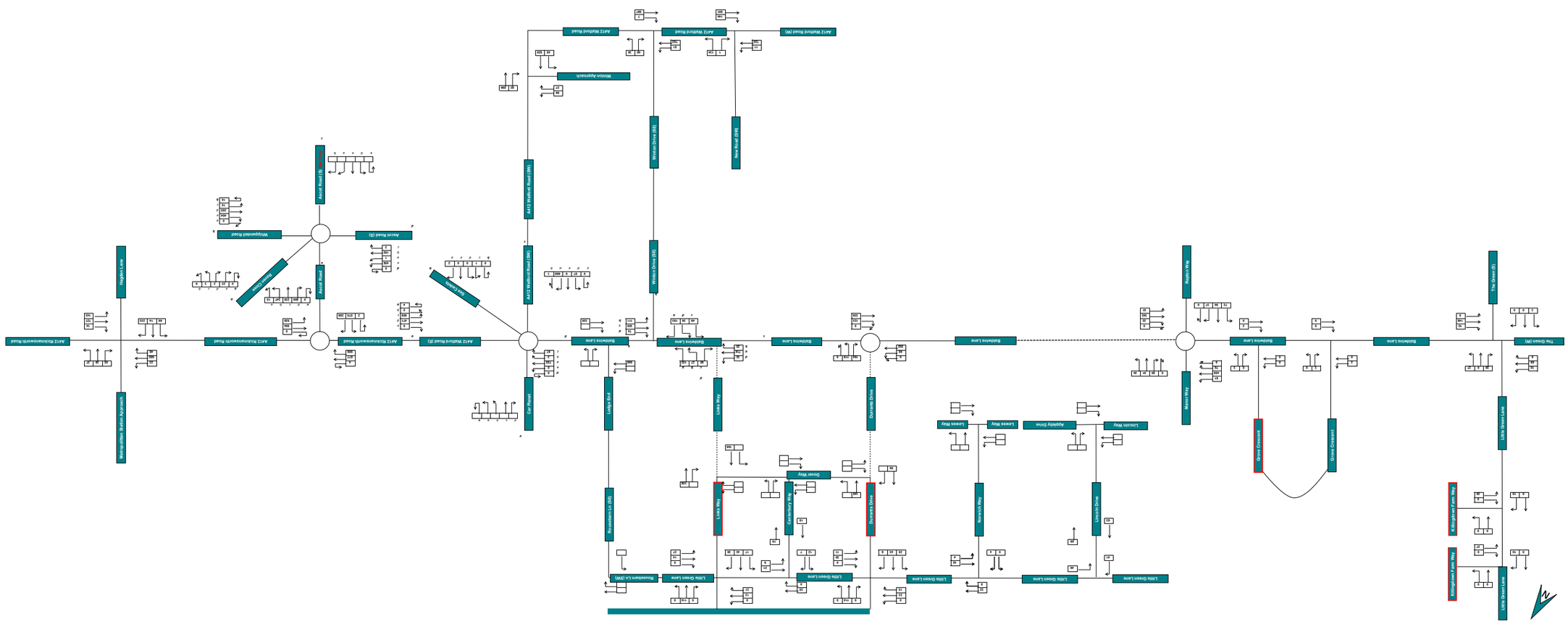
hub	**T24544**
	Little Green Lane, Croxley Green
	Figure 6.2
	2030 Future Year Base
	PM Peak Hour: 17:00 - 18:00




A412 Uxbridge Road
A412 Rickmansworth Road
Maylands Business Park
Maylands Avenue
Nimbus Park
Nimbus Way
Nimbus Drive
Nimbus Close
Nimbus Road
Nimbus Lane
Nimbus Park
Nimbus Park Access
Nimbus Park Egress
Nimbus Park Egress
Nimbus Park Access

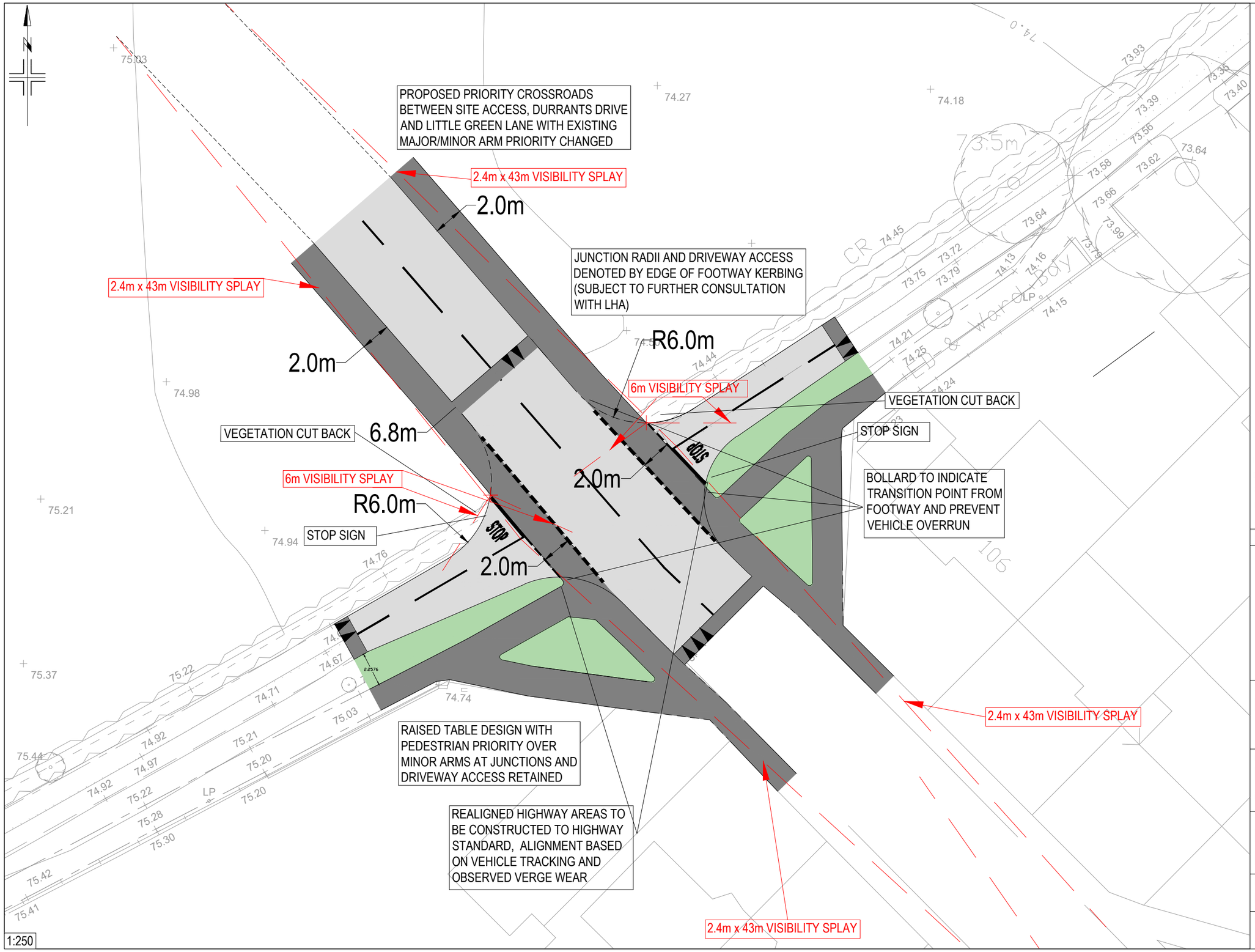

hub
T1Hub4
Lake Green Lake Overlay Option
Future Year Base + Committed Data
PM Peak Hour - 17:00 - 18:00




A412 Rickmansworth Road
Northolme, Bolton Approach
Nightn Lane
A412 Rickmansworth Road
A412 Rickmansworth Road
Ascot Road (B)
Ascot Road
Ascot Road (B)
Whippendell Road
Ascot Road (B)
Dyrham Chase
Dyrham Chase
A412 Watford Road (E)
A412 Watford Road
A412 Watford Road (W)
A412 Watford Road
A412 Watford Road (W)
Watford Approach
A412 Watford Road (NW)
A412 Watford Road (SW)
Watford Drive (EB)
Watford Drive (WB)
Three Rivers (EB)
Three Rivers (WB)
Cul-Pleuet
Bedmond Lane
Bedmond Lane
Bedmond Lane


A12 Whitehall Road (WB)
A12 Whitehall Road (EB)
Whitehall Road
Whitelock Drive (WB)
Whitelock Drive (EB)
New Road (EB)
Mission Approach
A13 Watford Road (NB)
A13 Watford Road (SB)
Car Park
Ascot Road (S)
Ascot Road (N)
Ascot Road
Wrappendale Road
Eton Court
Eton Court
Hughes Lane
Mackay-Hallen Bypass Approach
A412 Richmansworth Road
A412 Richmansworth Road
A412 Richmansworth Road
A412 Whitford Road (E)
Bolderina Lane
Bolderina Lane
Bolderina Lane

Drawings



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH
E	UPDATED FOLLOWING RSA	01.08.25	NB	GM
D	UPDATED FOLLOWING LHA COMMENTS	09.06.25	BHB	GM
C	UPDATED FOLLOWING CLIENT COMMENTS	14.01.25	BHB	GM
B	UPDATED FOLLOWING CLIENT COMMENTS	10.01.25	BHB	GM
A	UPDATED FOLLOWING LHA COMMENTS	07.01.25	BHB	GM

Hub Transport Planning Ltd
Floor 1B
4 Temple Row
Birmingham
B2 5HG

T : 0121 454 5530

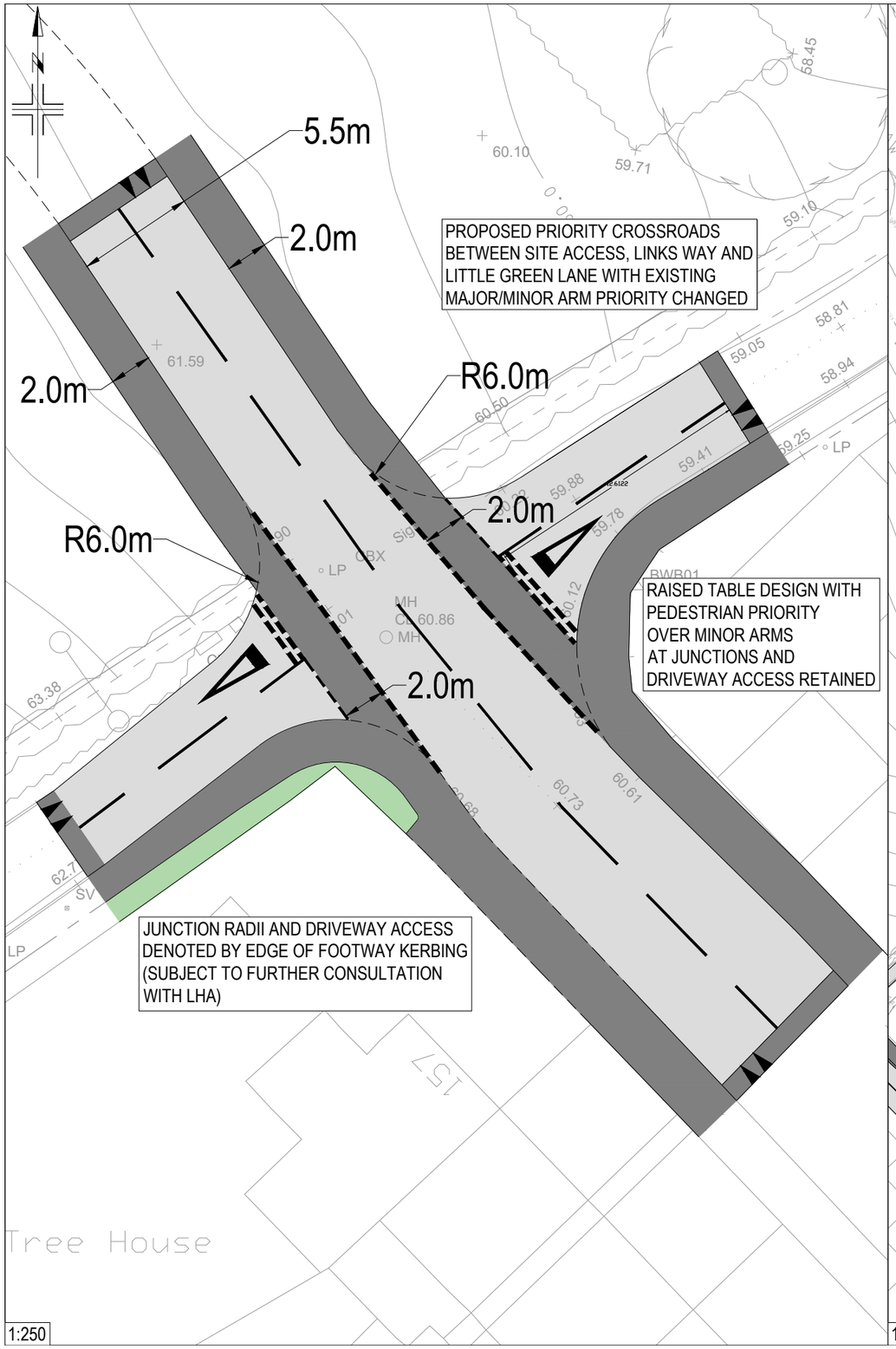
CLIENT
RICHBOROUGH

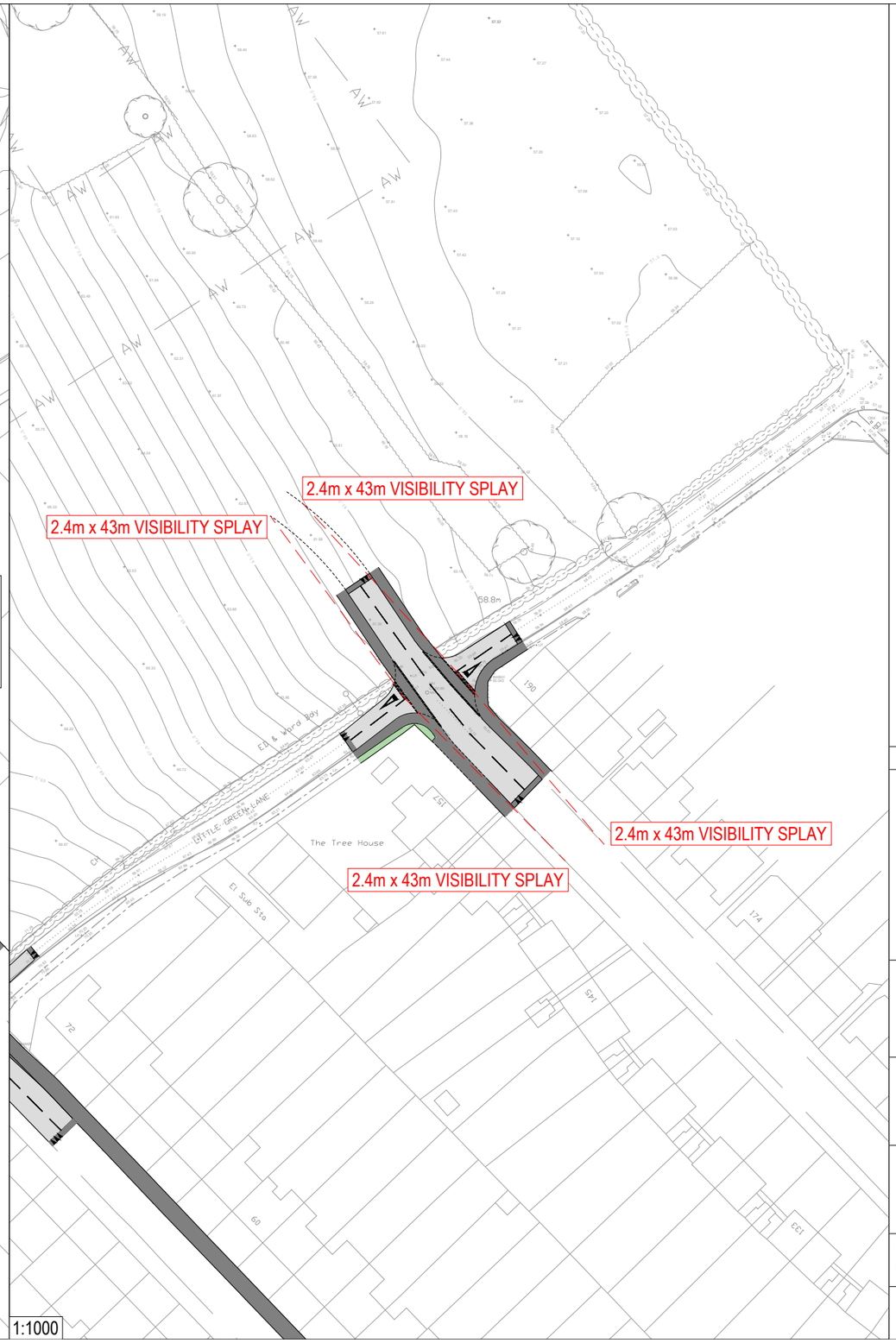
PROJECT
LITTLE GREEN LANE
CROXLEY GREEN

TITLE
PROPOSED SITE ACCESS
DURRANTS DRIVE

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
NB	GM	AS SHOWN	A3	09.06.25

PROJECT NO.	DRAWING NO.	REV
T24544	001	E





1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH
D	UPDATED FOLLOWING CLIENT COMMENTS	09.05.25	BHB	GM
C	UPDATED FOLLOWING CLIENT COMMENTS	14.01.25	BHB	GM
B	UPDATED FOLLOWING CLIENT COMMENTS	10.01.25	BHB	GM
A	UPDATED FOLLOWING LHA COMMENTS	07.01.25	BHB	GM

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4 Temple Row
Birmingham
B2 5HG

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CLIENT
RICHBOROUGH

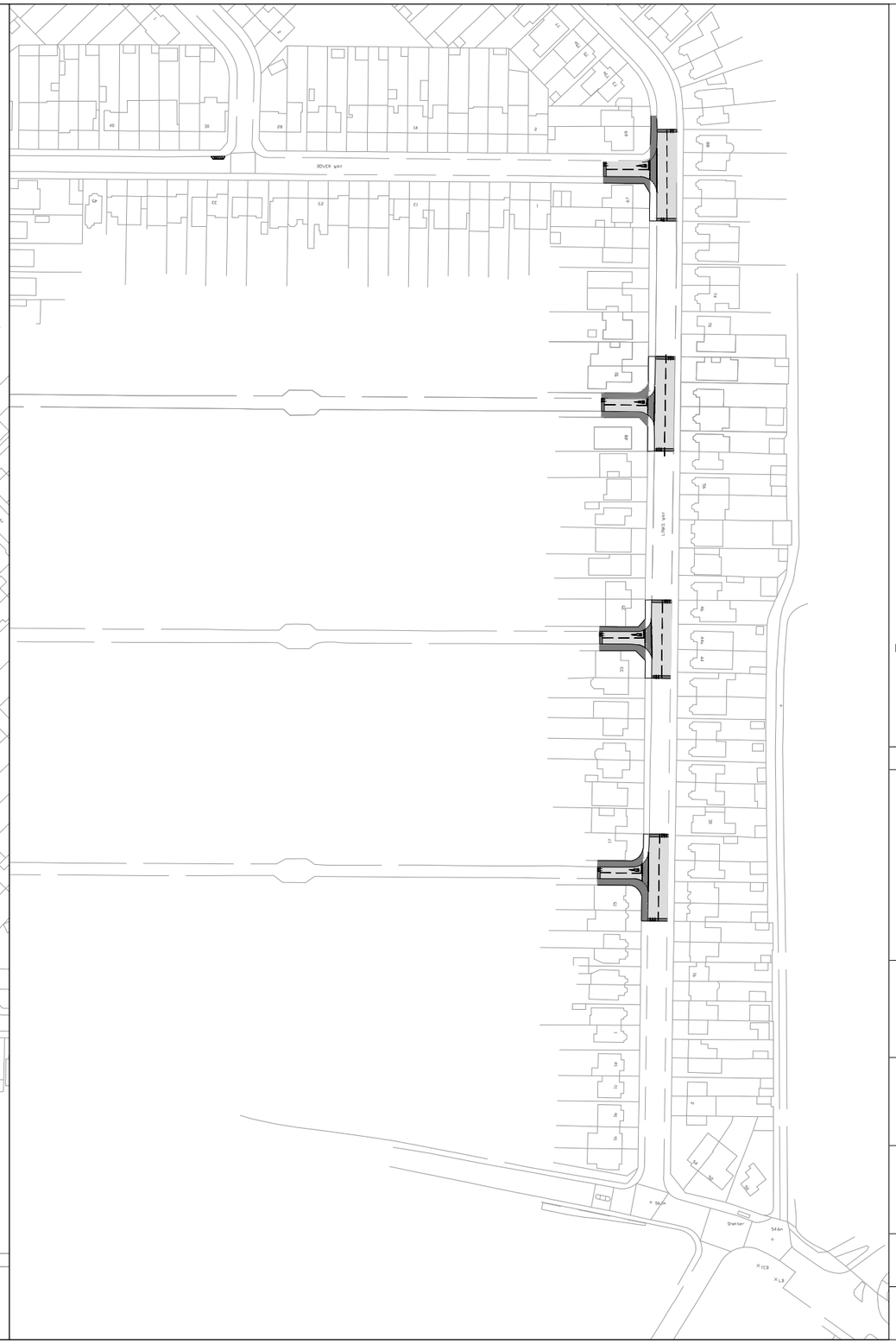
PROJECT
LITTLE GREEN LANE
CROXLEY GREEN

TITLE
PROPOSED SITE ACCESS
LINKS WAY

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
BHB	GM	AS SHOWN	A3	17.12.24

PROJECT NO.	DRAWING NO.	REV
T24544	002	D





1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH
F	UPDATED PARKING DESIGN	23.10.25	NB	GM
E	UPDATEDDESIGN	03.07.25	NB	GM
D	UPDATED FOLLOWING CLIENT COMMENTS	09.06.25	BHB	GM
C	UPDATED FOLLOWING CLIENT COMMENTS	14.01.25	BHB	GM
B	UPDATED FOLLOWING CLIENT COMMENTS	10.01.25	BHB	GM
A	UPDATED FOLLOWING LHA COMMENTS	07.01.25	BHB	GM

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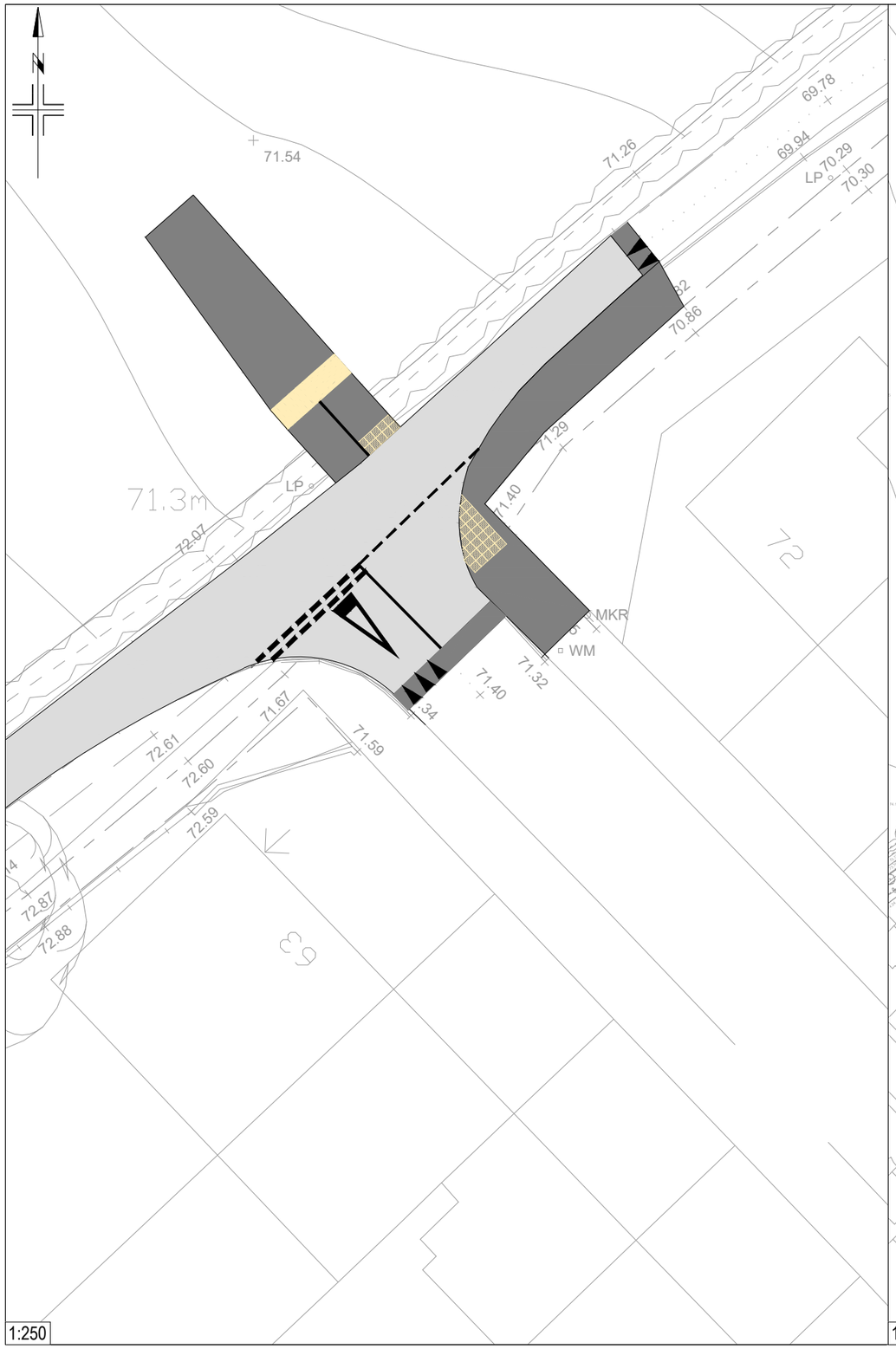
CLIENT
RICHBOROUGH

PROJECT
LITTLE GREEN LANE
CROXLEY GREEN

TITLE
PROPOSED SITE ACCESS
SHARED FOOTWAY/CYCLEWAY

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
BHB	GM	1:2000	A3	17.12.24

PROJECT NO.	DRAWING NO.	REV
T24544	003	F





1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH
B	UPDATED DESIGN	23.10.25	NB	GM
A	UPDATED DESIGN	03.07.25	NB	GM

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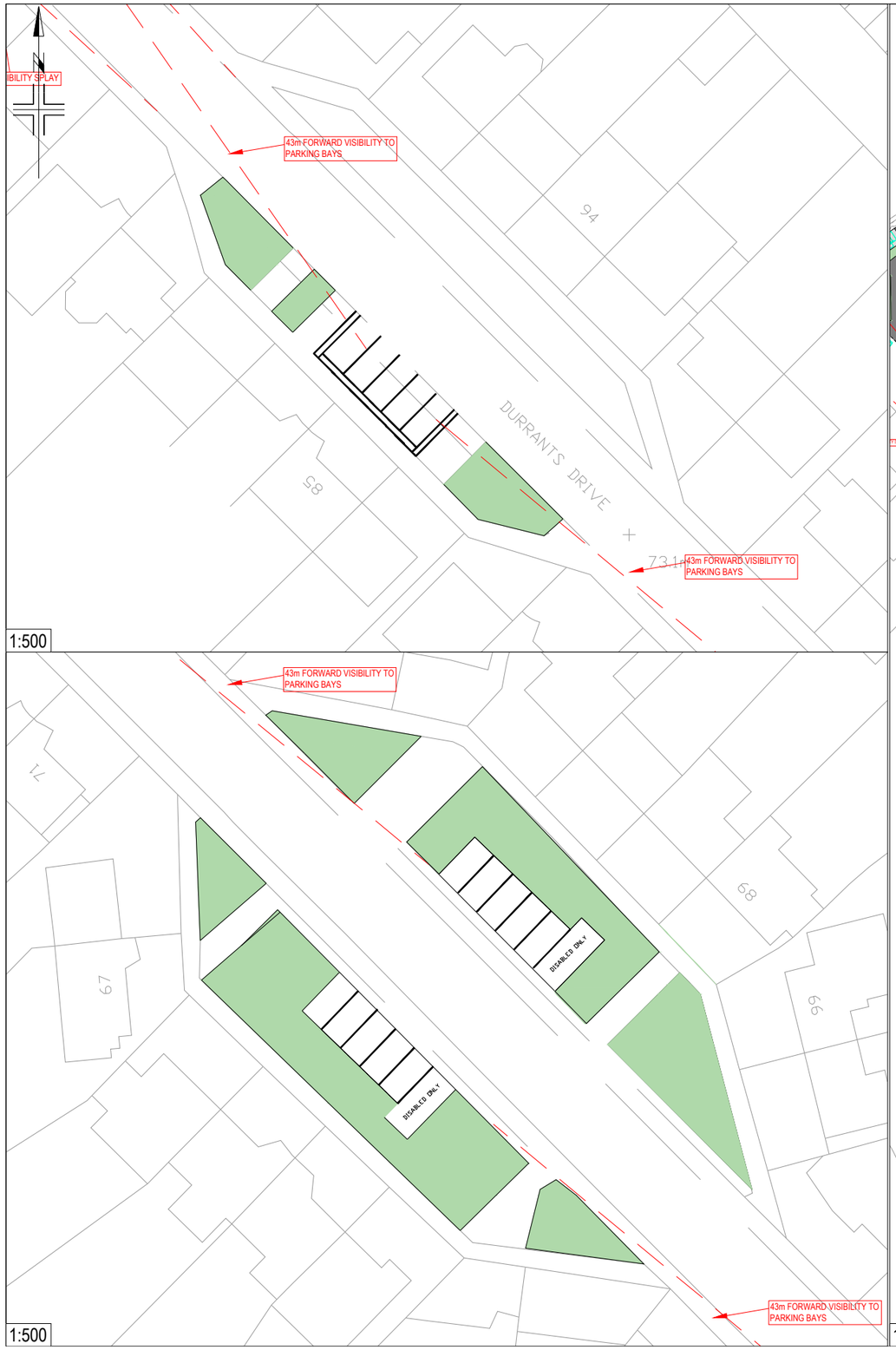
CLIENT
RICHBOROUGH

PROJECT
LITTLE GREEN LANE
CROXLEY GREEN

TITLE
PROPOSED SITE ACCESS
SHARED FOOTWAY/CYCLEWAY

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
BHB	GM	AS SHOWN	A3	09.06.25

PROJECT NO.	DRAWING NO.	REV
T24544	004	B





1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH
C	FORWARD VISIBILITY ADDED	23.10.25	NB	GM
B	FORWARD VISIBILITY ADDED	01.08.25	NB	GM
A	DESIGN REVISION	03.07.25	NB	GM

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RICHBOROUGH

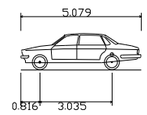
PROJECT
LITTLE GREEN LANE
CROXLEY GREEN

TITLE
POTENTIAL PARKING PROVISION

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
NB	GM	AS SHOWN	A3	09.06.25

PROJECT NO.	DRAWING NO.	REV
T24544	005	C

1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.



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

REV	DESCRIPTION	DATE	BY	AUTH

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CLIENT
RICHBOROUGH

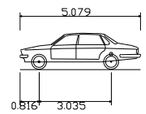
PROJECT
LITTLE GREEN LANE
CROXLEY GREEN

TITLE
SWEPT PATH
DURRANTS DRIVE SITE ACCESS

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
NB	GM	1:250	A3	23.10.25

PROJECT NO.	DRAWING NO.	REV
T24544	015	-

1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.



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

REV	DESCRIPTION	DATE	BY	AUTH

Hub Transport Planning Ltd
Floor 1B
4 Temple Row
Birmingham
B2 5HG

T : 0121 454 5530

CLIENT
RICHBOROUGH

PROJECT
LITTLE GREEN LANE
CROXLEY GREEN

TITLE
SWEPT PATH
LINKS WAY SITE ACCESS

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
BHB	GM	1:250	A3	23.10.25

PROJECT NO.	DRAWING NO.	REV
T24544	016	-

Appendix A

Indicative Masterplan



KEY

- SITE LOCATION
- PUBLIC OPEN SPACE AND AMENITY SPACE
- HARD LANDSCAPE FEATURE SQUARES/ FOCAL SPACES WITH PEDESTRIAN/CYCLE PRIORITY
- EXISTING TREES
- NEW TREE PLANTING
- WILDFLOWER / LONG GRASS
- COMMUNITY ORCHARD
- AREA FOR PLAY
- SUSTAINABLE DRAINAGE
- TRIM TRAIL ROUTE (2KM)
- PROPOSED NATIVE THICKET PLANTING
- PROPOSED ORNAMENTAL SHRUBS
- PROPOSED HEDGEROW
- SWALE
- MOWN PATHS
- PROPOSED SHARED PEDESTRIAN / CYCLE WAY ALONG CANTERBURY ROAD

KEY PRINCIPLES

1. PROPOSED DEVELOPMENT ACCESS VIA DURRANTS DRIVE AND LINKS WAY,
2. PRIMARY STREET AND BUS ROUTE,
3. FOCAL SPACE WITH AREAS OF LANDSCAPING, PLAY AND RECREATION,
4. ACTIVE TRAVEL ROUTES, TRIM/FITNESS TRAIL
5. PEDESTRIAN ROUTES PROVIDING ACCESS TO ALL AREAS OF PUBLIC OPEN SPACE,
6. RETENTION AND BUFFER TO THE ANCIENT WOODLAND AND EXISTING VEGETATION,
7. PROPOSED NATIVE WOODLAND PLANTING TO BUFFER ROUSEBARN LANE AND ANCIENT WOODLANDS,
8. NEW LANDSCAPE AND RETAINED HEDGEROW TO THE PERIMETER OF DEVELOPMENT,
9. WILDFLOWER PLANTING AND NEUTRAL GRASSLANDS PROMOTING BIODIVERSITY AND HABITAT CREATION,
10. WETLAND FEATURES WITH ASSOCIATED BANKSIDE AND AQUATIC VEGETATION,
11. COMMUNITY SPACE,
12. AREAS OF EQUIPPED PLAY AND RECREATION FOR OLDER CHILDREN/TEENAGERS,
13. LOCAL PLAY AND NATURAL PLAY FOR YOUNGER CHILDREN,
14. DWELLINGS OVERLOOKING NEWLY CREATED AREAS OF PUBLIC OPEN SPACE,
15. VIEW CORRIDOR TO DURRANTS HOUSE
16. BUS GATE.

N

0 25 50 m

REV C : UPDATED GRAPHICS TO CL COMMENTS. SB/SE (05.12.24)
REV B : UPDATED TO REV F TESTING LAYOUT. SB/SE (04.12.24)
REV A : UPDATED TO REV E TESTING LAYOUT. SB/SE (02.12.24)

Expertly Done.

DESIGN | ECONOMICS | ENVIRONMENT | HERITAGE | LAND & PROPERTY | PLANNING | TRANSPORT & INFRASTRUCTURE

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CROXLEY GREEN - ILLUSTRATIVE MASTERPLAN

| PEGASUSGROUP.CO.UK | TEAM/DRAWN BY: SB/SE | APPROVED BY: JW | DATE: 18.09.24 | SCALE: 1:1250 @ A0 | DRWG: P24-1200_DE_021_01C | CLIENT: RICHBOROUGH |

PEGASUS GROUP

Appendix B

Classified Turning Count (CTC) Data

SITE:		DATE:
1	AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	27/06/2024
LOCATION: LITTLE GREEN LANE (SE) / LINCOLN DRIVE / LITTLE GREEN LANE (NW)		DAY: THURSDAY



JOB TITLE:		JOB NUMBER:
CROXLEY GREEN		13537

SITE:		DATE:
2	AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	27/06/2024
LOCATION: LITTLE GREEN LANE (NE) / DURRANTS DRIVE / LITTLE GREEN LANE (SW)		DAY: THURSDAY



JOB TITLE:		JOB NUMBER:
CROXLEY GREEN		13537

SITE:		DATE:
3	AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	27/06/2024
LOCATION: LITTLE GREEN LANE (NE) / DURRANTS DRIVE / LITTLE GREEN LANE (SW)		DAY: THURSDAY



JOB TITLE:		JOB NUMBER:
CROXLEY GREEN		13537

SITE:		DATE:
4	AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	27/06/2024
LOCATION: LITTLE GREEN LANE (NE) / CANTERBURY WAY / LITTLE GREEN LANE (SW)		DAY: THURSDAY



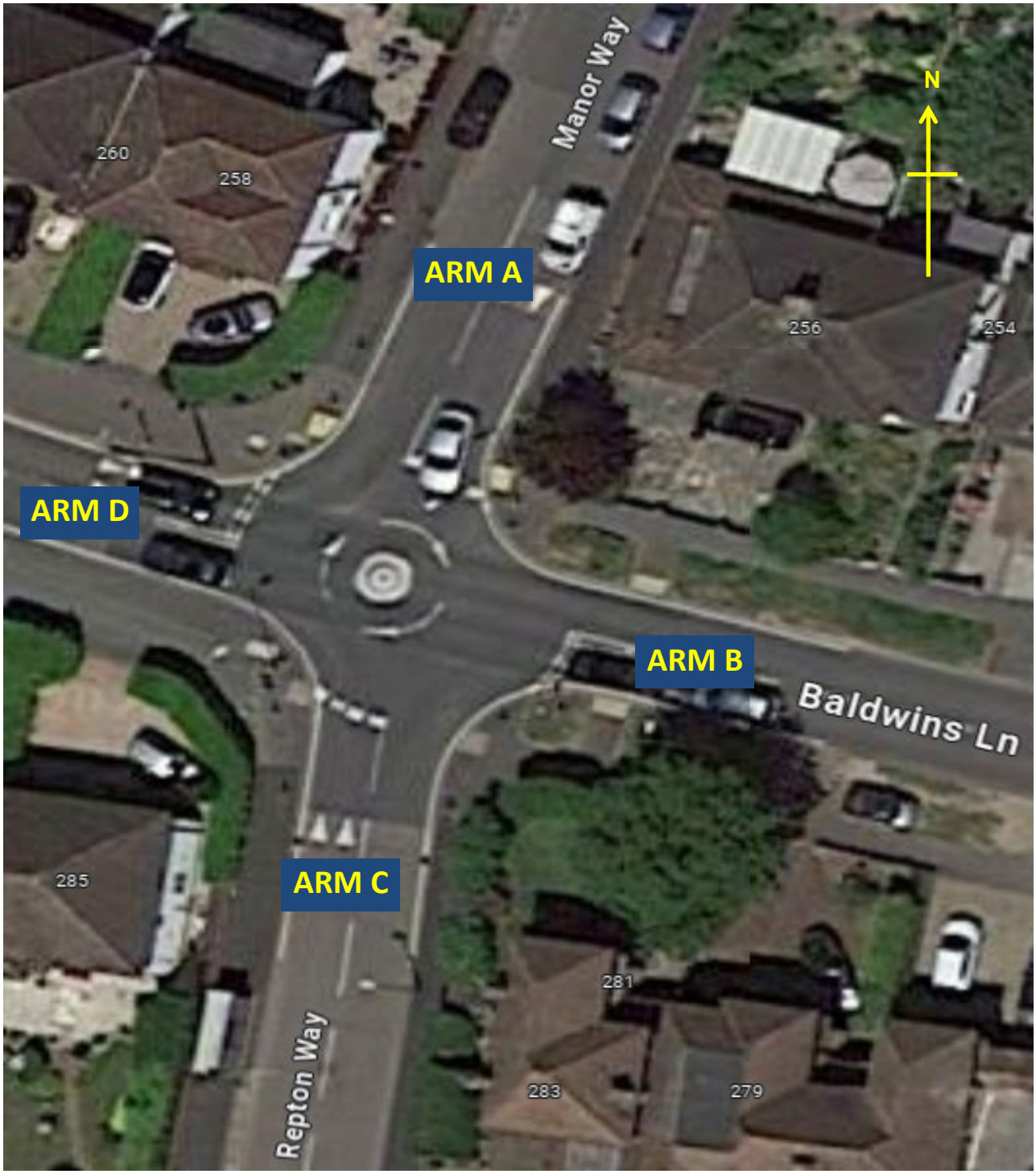
JOB TITLE:		JOB NUMBER:
CROXLEY GREEN		13537

SITE:		DATE:
5	AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	27/06/2024
LOCATION: LITTLE GREEN LANE (NE) / LINKS WAY / LITTLE GREEN LANE (SW)		DAY: THURSDAY



JOB TITLE:		JOB NUMBER:
CROXLEY GREEN		13537

SITE:		DATE:
6	AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	27/06/2024
LOCATION: MANOR WAY / BALDWINS LANE (E) / REPTON WAY		**DAY:** THURSDAY



JOB TITLE:		JOB NUMBER:
CROXLEY GREEN		13537

SITE:		DATE:
7	AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	27/06/2024
LOCATION: DURRANTS DRIVE / BALDWINS LANE (E) / BALDWINS LANE (W)		**DAY:** THURSDAY



JOB TITLE:		JOB NUMBER:
CROXLEY GREEN		13537

SITE:		DATE:
8	AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	27/06/2024
LOCATION: BALDWINS LANE (W) / LINKS WAY / BALDWINS LANE (E)		**DAY:** THURSDAY



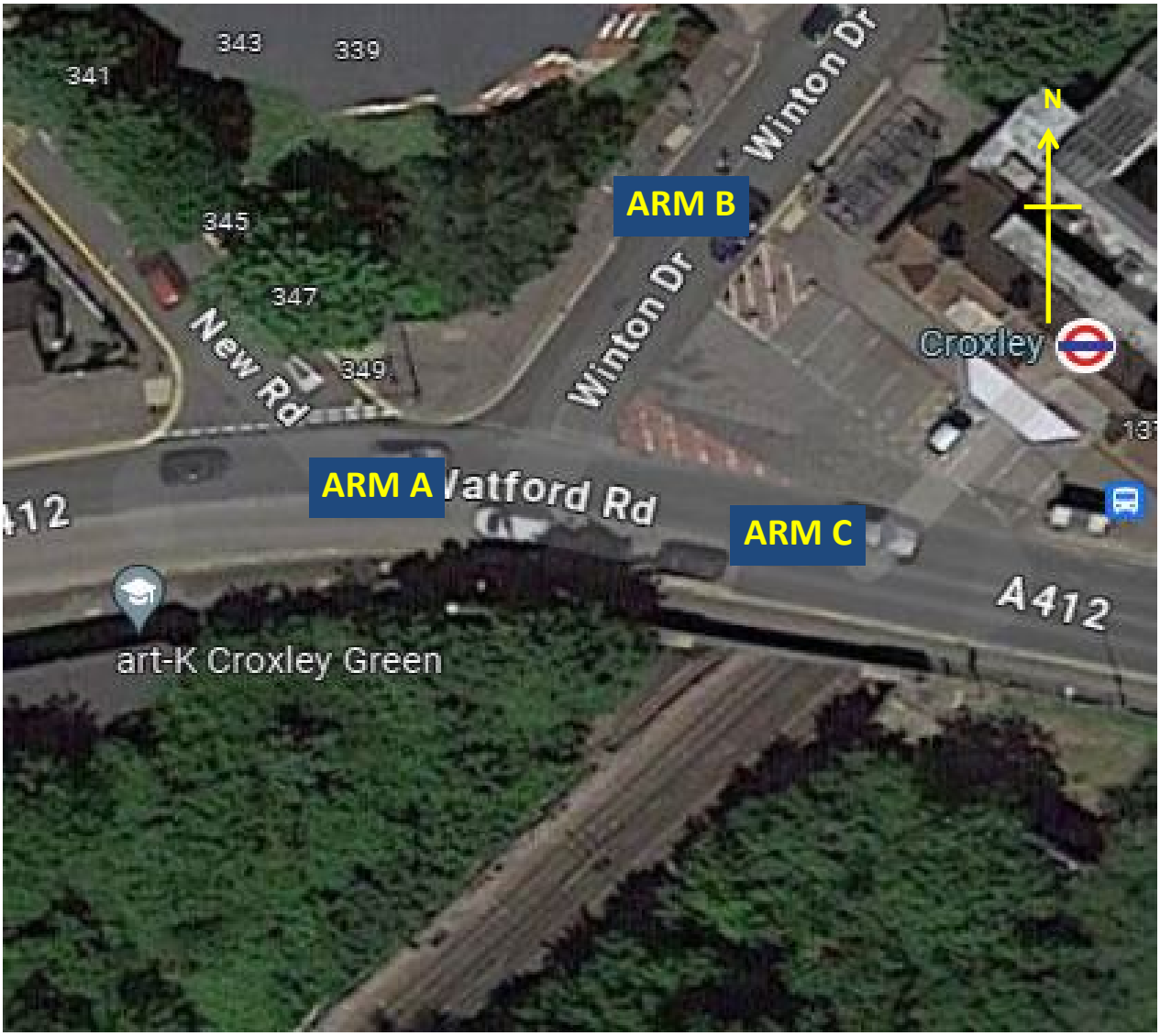
JOB TITLE:		JOB NUMBER:
CROXLEY GREEN		13537

SITE:		DATE:
9	AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	27/06/2024
LOCATION: A412 WATFORD ROAD (W) / NEW ROAD / A412 WATFORD ROAD (E)		DAY: THURSDAY



JOB TITLE:		JOB NUMBER:
CROXLEY GREEN		13537

SITE:		DATE:
10	AUTO SURVEYS LTD	27/06/2024
LOCATION: A412 WATFORD ROAD (W) / WINTON DRIVE / A412 WATFORD ROAD (E)		DAY: THURSDAY



JOB TITLE:		JOB NUMBER:
CROXLEY GREEN		13537

SITE:		DATE:
11	AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	27/06/2024
LOCATION: A412 WATFORD ROAD (W) / WINTON APPROACH / A412 WATFORD ROAD (E)		DAY: THURSDAY



JOB TITLE:		JOB NUMBER:
CROXLEY GREEN		13537

SITE:		DATE:
12	AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	27/06/2024
LOCATION:		**DAY:**
A412 (E) / ACCESS ROAD / A412 (W)		THURSDAY



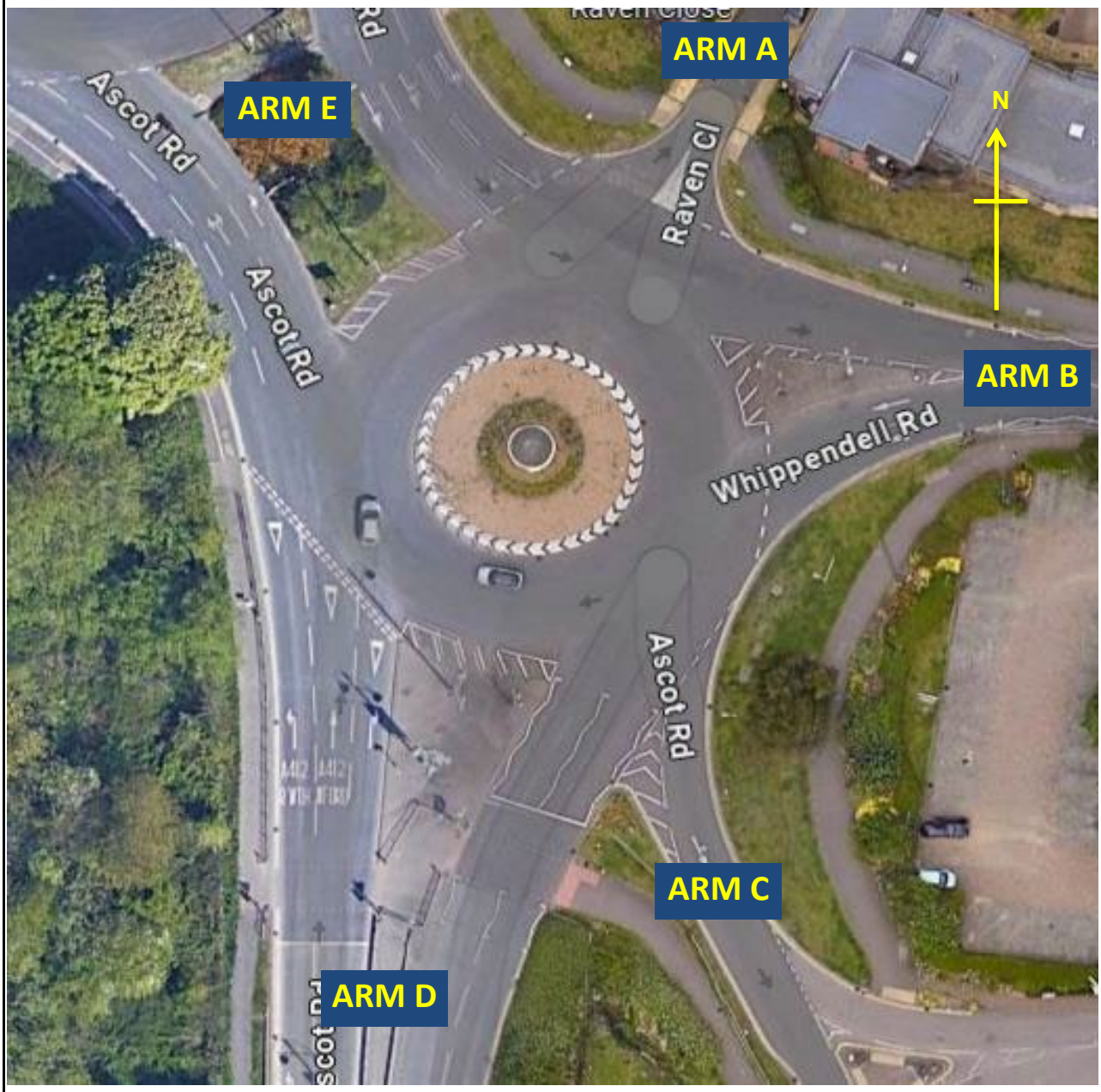
JOB TITLE:		JOB NUMBER:
CROXLEY GREEN		13537

SITE:		DATE:
13	AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	27/06/2024
LOCATION: RICKMANSWORTH ROAD (NE) / ASCOT ROAD / RICKMANSWORTH ROAD (W)		DAY: THURSDAY



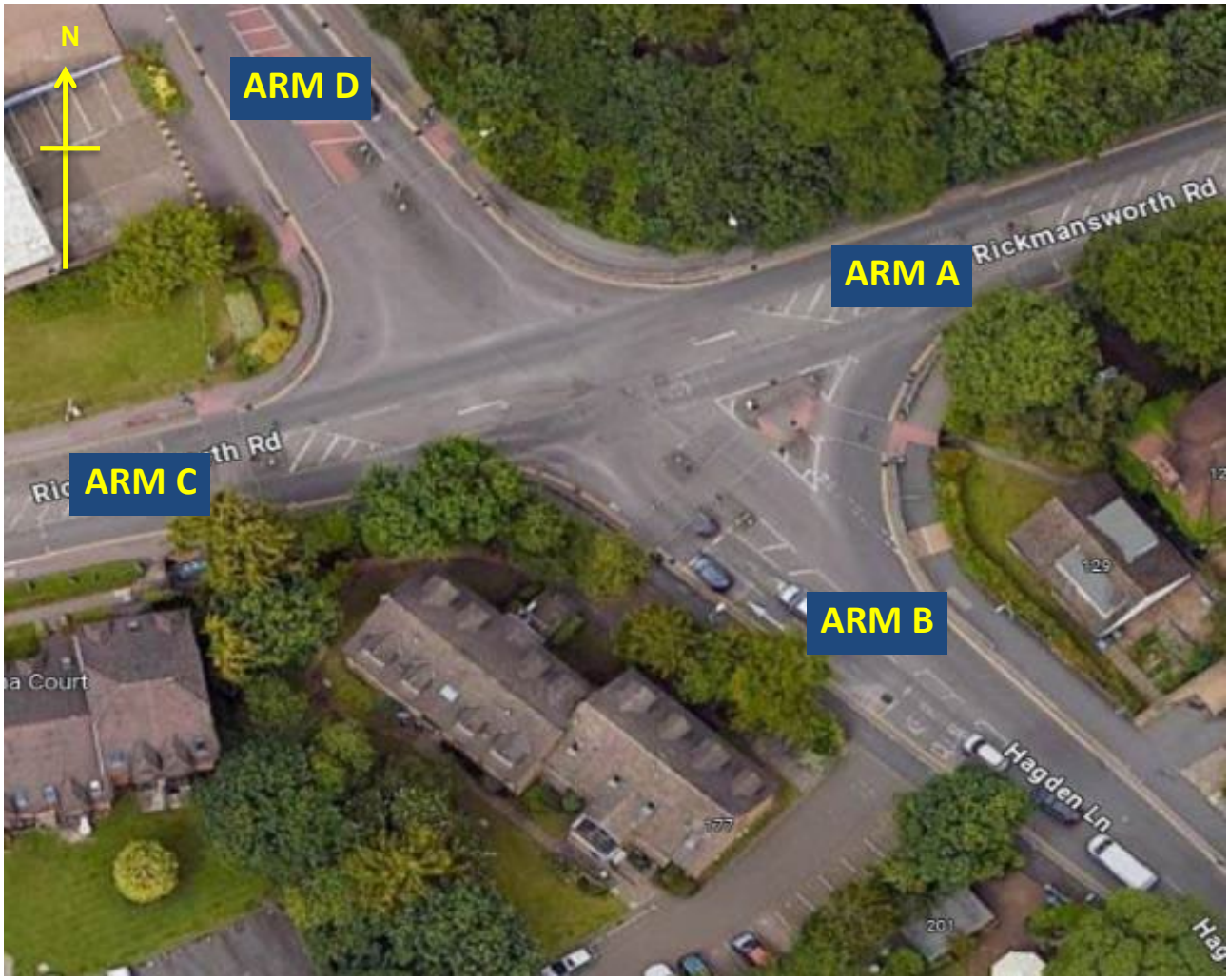
JOB TITLE:		JOB NUMBER:
CROXLEY GREEN		13537

SITE:		DATE:
14	AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	27/06/2024
LOCATION: RAVEN CLOSE / WHIPPENDELL ROAD / ASCOT ROAD (SE) / ASCOT ROAD (S) / ASCOT ROAD		DAY: THURSDAY



JOB TITLE:		JOB NUMBER:
CROXLEY GREEN		13537

SITE:		DATE:
15	AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	27/06/2024
LOCATION: RICKMANSWORTH ROAD (E) / HAGDEN LANE / RICKMANSWORTH ROAD (W) /		DAY: THURSDAY



JOB TITLE:		JOB NUMBER:
CROXLEY GREEN		13537

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (SE) / LINCOLN DRIVE / LITTLE GREEN LANE (NW) **DAY:** THURSDAY

TIME	A TO B FROM LITTLE GREEN LANE (SE) TO LINCOLN DRIVE								A TO C FROM LITTLE GREEN LANE (SE) TO LITTLE GREEN LANE (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0
07:15	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
07:30	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
07:45	7	0	1	0	0	0	1	9	0	0	0	0	0	0	0	0
H/TOT	20	1	2	0	0	0	1	24	0	0	0	0	0	0	0	0
08:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:15	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
08:30	25	1	0	0	0	0	0	26	0	0	0	0	0	0	0	0
08:45	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
H/TOT	43	1	0	0	0	0	0	44	0	0	0	0	0	0	0	0
09:00	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
09:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
09:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0
P/TOT	73	4	2	0	0	0	1	80	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (SE) / LINCOLN DRIVE / LITTLE GREEN LANE (NW) **DAY:** THURSDAY

TIME	A TO B FROM LITTLE GREEN LANE (SE) TO LINCOLN DRIVE								A TO C FROM LITTLE GREEN LANE (SE) TO LITTLE GREEN LANE (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	2	1	0	0	0	0	2	5	0	0	0	0	0	0	4	4
14:45	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
HH/TOT	7	2	0	0	0	0	2	11	0	0	0	0	0	0	4	4
15:00	17	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0
15:15	4	1	0	0	0	0	1	6	0	0	0	0	0	0	0	0
15:30	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
15:45	5	2	0	0	0	0	0	7	0	0	0	0	0	0	1	1
H/TOT	32	4	0	0	0	0	1	37	0	0	0	0	0	0	1	1
16:00	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
16:15	7	1	0	0	0	0	1	9	0	0	0	0	0	0	0	0
16:30	4	1	0	0	0	0	1	6	0	0	0	0	0	0	0	0
16:45	3	3	0	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	19	6	0	0	0	0	2	27	0	0	0	0	0	0	0	0
17:00	6	1	0	0	0	0	0	7	0	0	0	0	0	0	1	1
17:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
17:30	7	0	0	0	0	0	1	8	0	0	0	0	0	0	0	0
17:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	21	1	0	0	0	0	1	23	0	0	0	0	0	0	1	1
18:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:15	10	1	0	0	0	0	2	13	0	0	0	0	0	0	0	0
18:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
18:45	3	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0
H/TOT	20	1	0	0	0	0	4	25	0	0	0	0	0	0	0	0
P/TOT	99	14	0	0	0	0	10	123	0	0	0	0	0	0	6	6

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (SE) / LINCOLN DRIVE / LITTLE GREEN LANE (NW) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (SE) / LINCOLN DRIVE / LITTLE GREEN LANE (NW) **DAY:** THURSDAY

TIME	B TO A FROM LINCOLN DRIVE TO LITTLE GREEN LANE (SE)								B TO C FROM LINCOLN DRIVE TO LITTLE GREEN LANE (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:30	3	1	0	0	0	0	1	5	0	0	0	0	0	0	0	0
07:45	4	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0
H/TOT	10	2	0	0	0	0	2	14	0	0	0	0	0	0	0	0
08:00	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
08:15	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
08:30	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0
08:45	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0
H/TOT	36	3	0	0	0	0	0	39	0	0	0	0	0	0	0	0
09:00	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
09:15	5	2	0	0	0	0	0	7	0	0	0	0	0	0	0	0
09:30	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
09:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	12	3	1	0	0	0	0	16	0	0	0	0	0	0	0	0
P/TOT	58	8	1	0	0	0	2	69	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (SE) / LINCOLN DRIVE / LITTLE GREEN LANE (NW) **DAY:** THURSDAY

TIME	B TO A FROM LINCOLN DRIVE TO LITTLE GREEN LANE (SE)								B TO C FROM LINCOLN DRIVE TO LITTLE GREEN LANE (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
14:45	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
HH/TOT	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
15:00	3	0	0	0	0	0	3	6	0	0	0	0	0	0	0	0
15:15	28	1	0	0	0	0	0	29	0	0	0	0	0	0	0	0
15:30	3	2	0	0	0	0	0	5	0	0	0	0	0	0	1	1
15:45	3	1	0	0	0	0	1	5	0	0	0	0	0	0	0	0
H/TOT	37	4	0	0	0	0	4	45	0	0	0	0	0	0	1	1
16:00	8	1	0	0	0	0	1	10	0	0	0	0	0	0	0	0
16:15	5	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0
16:30	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
16:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	26	2	0	0	0	0	2	30	0	0	0	0	0	0	0	0
17:00	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
17:15	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
17:30	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
17:45	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
H/TOT	32	0	0	0	0	0	0	32	0	0	0	0	0	0	0	0
18:00	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
18:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:30	3	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0
18:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	12	1	0	0	0	1	0	14	0	0	0	0	0	0	0	0
P/TOT	115	8	0	0	0	1	6	130	0	0	0	0	0	0	1	1

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (SE) / LINCOLN DRIVE / LITTLE GREEN LANE (NW) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (SE) / LINCOLN DRIVE / LITTLE GREEN LANE (NW) **DAY:** THURSDAY

TIME	C TO A FROM LITTLE GREEN LANE (NW) TO LITTLE GREEN LANE (SE)								C TO B FROM LITTLE GREEN LANE (NW) TO LINCOLN DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (SE) / LINCOLN DRIVE / LITTLE GREEN LANE (NW) **DAY:** THURSDAY

TIME	C TO A FROM LITTLE GREEN LANE (NW) TO LITTLE GREEN LANE (SE)								C TO B FROM LITTLE GREEN LANE (NW) TO LINCOLN DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (SE) / LINCOLN DRIVE / LITTLE GREEN LANE (NW) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (SE) / LINCOLN DRIVE / LITTLE GREEN LANE (NW) **DAY:** THURSDAY

TIME	TO ARM A LITTLE GREEN LANE (SE)								FROM ARM A LITTLE GREEN LANE (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	1	0	0	0	0	0	2	3	0	1	0	0	0	0	4
07:15	2	0	0	0	0	0	0	2	3	1	0	0	0	0	0	4
07:30	3	1	0	0	0	0	1	5	7	0	0	0	0	0	0	7
07:45	4	0	0	0	0	0	1	5	7	0	1	0	0	0	1	9
H/TOT	10	2	0	0	0	0	2	14	20	1	2	0	0	0	1	24
08:00	3	1	0	0	0	0	0	4	2	0	0	0	0	0	0	2
08:15	7	0	0	0	0	0	0	7	9	0	0	0	0	0	0	9
08:30	10	2	0	0	0	0	0	12	25	1	0	0	0	0	0	26
08:45	16	0	0	0	0	0	0	16	7	0	0	0	0	0	0	7
H/TOT	36	3	0	0	0	0	0	39	43	1	0	0	0	0	0	44
09:00	1	0	1	0	0	0	0	2	2	1	0	0	0	0	0	3
09:15	5	2	0	0	0	0	0	7	2	0	0	0	0	0	0	2
09:30	3	1	0	0	0	0	0	4	3	0	0	0	0	0	0	3
09:45	3	0	0	0	0	0	0	3	3	1	0	0	0	0	0	4
H/TOT	12	3	1	0	0	0	0	16	10	2	0	0	0	0	0	12
P/TOT	58	8	1	0	0	0	2	69	73	4	2	0	0	0	1	80

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (SE) / LINCOLN DRIVE / LITTLE GREEN LANE (NW) **DAY:** THURSDAY

TIME	TO ARM A LITTLE GREEN LANE (SE)								FROM ARM A LITTLE GREEN LANE (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	2	0	0	0	0	0	0	2	2	1	0	0	0	0	6	9
14:45	6	1	0	0	0	0	0	7	5	1	0	0	0	0	0	6
HH/TOT	8	1	0	0	0	0	0	9	7	2	0	0	0	0	6	15
15:00	3	0	0	0	0	0	3	6	17	0	0	0	0	0	0	17
15:15	28	1	0	0	0	0	1	30	4	1	0	0	0	0	1	6
15:30	3	2	0	0	0	0	0	5	6	1	0	0	0	0	0	7
15:45	3	1	0	0	0	0	1	5	5	2	0	0	0	0	1	8
H/TOT	37	4	0	0	0	0	5	46	32	4	0	0	0	0	2	38
16:00	8	1	0	0	0	0	1	10	5	1	0	0	0	0	0	6
16:15	5	0	0	0	0	0	1	6	7	1	0	0	0	0	1	9
16:30	8	1	0	0	0	0	0	9	4	1	0	0	0	0	1	6
16:45	5	0	0	0	0	0	0	5	3	3	0	0	0	0	0	6
H/TOT	26	2	0	0	0	0	2	30	19	6	0	0	0	0	2	27
17:00	8	0	0	0	0	0	1	9	6	1	0	0	0	0	1	8
17:15	8	0	0	0	0	0	0	8	4	0	0	0	0	0	0	4
17:30	8	0	0	0	0	0	0	8	7	0	0	0	0	0	1	8
17:45	8	0	0	0	0	0	0	8	4	0	0	0	0	0	0	4
H/TOT	32	0	0	0	0	0	1	33	21	1	0	0	0	0	2	24
18:00	5	1	0	0	0	0	0	6	2	0	0	0	0	0	0	2
18:15	2	0	0	0	0	0	0	2	10	1	0	0	0	0	2	13
18:30	3	0	0	0	0	1	0	4	5	0	0	0	0	0	0	5
18:45	2	0	0	0	0	0	0	2	3	0	0	0	0	0	2	5
H/TOT	12	1	0	0	0	1	0	14	20	1	0	0	0	0	4	25
P/TOT	115	8	0	0	0	1	8	132	99	14	0	0	0	0	16	129

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (SE) / LINCOLN DRIVE / LITTLE GREEN LANE (NW) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (SE) / LINCOLN DRIVE / LITTLE GREEN LANE (NW) **DAY:** THURSDAY

TIME	TO ARM B LINCOLN DRIVE								FROM ARM B LINCOLN DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	0	1	0	0	0	0	4	1	1	0	0	0	0	0	2
07:15	3	1	0	0	0	0	0	4	2	0	0	0	0	0	0	2
07:30	7	0	0	0	0	0	0	7	3	1	0	0	0	0	1	5
07:45	7	0	1	0	0	0	1	9	4	0	0	0	0	0	1	5
H/TOT	20	1	2	0	0	0	1	24	10	2	0	0	0	0	2	14
08:00	2	0	0	0	0	0	0	2	3	1	0	0	0	0	0	4
08:15	9	0	0	0	0	0	0	9	7	0	0	0	0	0	0	7
08:30	25	1	0	0	0	0	0	26	10	2	0	0	0	0	0	12
08:45	7	0	0	0	0	0	0	7	16	0	0	0	0	0	0	16
H/TOT	43	1	0	0	0	0	0	44	36	3	0	0	0	0	0	39
09:00	2	1	0	0	0	0	0	3	1	0	1	0	0	0	0	2
09:15	2	0	0	0	0	0	0	2	5	2	0	0	0	0	0	7
09:30	3	0	0	0	0	0	0	3	3	1	0	0	0	0	0	4
09:45	3	1	0	0	0	0	0	4	3	0	0	0	0	0	0	3
H/TOT	10	2	0	0	0	0	0	12	12	3	1	0	0	0	0	16
P/TOT	73	4	2	0	0	0	1	80	58	8	1	0	0	0	2	69

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (SE) / LINCOLN DRIVE / LITTLE GREEN LANE (NW) **DAY:** THURSDAY

TIME	TO ARM B LINCOLN DRIVE								FROM ARM B LINCOLN DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	2	1	0	0	0	0	2	5	2	0	0	0	0	0	0	2
14:45	5	1	0	0	0	0	0	6	6	1	0	0	0	0	0	7
HH/TOT	7	2	0	0	0	0	2	11	8	1	0	0	0	0	0	9
15:00	17	0	0	0	0	0	0	17	3	0	0	0	0	0	3	6
15:15	4	1	0	0	0	0	1	6	28	1	0	0	0	0	0	29
15:30	6	1	0	0	0	0	0	7	3	2	0	0	0	0	1	6
15:45	5	2	0	0	0	0	0	7	3	1	0	0	0	0	1	5
H/TOT	32	4	0	0	0	0	1	37	37	4	0	0	0	0	5	46
16:00	5	1	0	0	0	0	0	6	8	1	0	0	0	0	1	10
16:15	7	1	0	0	0	0	1	9	5	0	0	0	0	0	1	6
16:30	4	1	0	0	0	0	1	6	8	1	0	0	0	0	0	9
16:45	3	3	0	0	0	0	0	6	5	0	0	0	0	0	0	5
H/TOT	19	6	0	0	0	0	2	27	26	2	0	0	0	0	2	30
17:00	6	1	0	0	0	0	0	7	8	0	0	0	0	0	0	8
17:15	4	0	0	0	0	0	0	4	8	0	0	0	0	0	0	8
17:30	7	0	0	0	0	0	1	8	8	0	0	0	0	0	0	8
17:45	4	0	0	0	0	0	0	4	8	0	0	0	0	0	0	8
H/TOT	21	1	0	0	0	0	1	23	32	0	0	0	0	0	0	32
18:00	2	0	0	0	0	0	0	2	5	1	0	0	0	0	0	6
18:15	10	1	0	0	0	0	2	13	2	0	0	0	0	0	0	2
18:30	5	0	0	0	0	0	0	5	3	0	0	0	0	1	0	4
18:45	3	0	0	0	0	0	2	5	2	0	0	0	0	0	0	2
H/TOT	20	1	0	0	0	0	4	25	12	1	0	0	0	1	0	14
P/TOT	99	14	0	0	0	0	10	123	115	8	0	0	0	1	7	131

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (SE) / LINCOLN DRIVE / LITTLE GREEN LANE (NW) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (SE) / LINCOLN DRIVE / LITTLE GREEN LANE (NW) **DAY:** THURSDAY

TIME	TO ARM C LITTLE GREEN LANE (NW)								FROM ARM C LITTLE GREEN LANE (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (SE) / LINCOLN DRIVE / LITTLE GREEN LANE (NW) **DAY:** THURSDAY

TIME	TO ARM C LITTLE GREEN LANE (NW)								FROM ARM C LITTLE GREEN LANE (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
15:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	7	7	0	0	0	0	0	0	2	2

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (SE) / LINCOLN DRIVE / LITTLE GREEN LANE (NW) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 2 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (E) / NORWICH WAY / LITTLE GREEN LANE (W) **DAY:** THURSDAY

TIME	A TO B FROM LITTLE GREEN LANE (E) TO NORWICH WAY								A TO C FROM LITTLE GREEN LANE (E) TO LITTLE GREEN LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
07:45	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	13	1	2	0	0	0	0	16
08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:15	1	0	0	0	0	0	0	1	9	0	0	0	0	0	1	10
08:30	0	0	0	0	0	0	0	0	22	1	0	0	0	0	0	23
08:45	0	0	1	0	0	0	0	1	6	0	0	0	0	0	0	6
H/TOT	1	0	1	0	0	0	0	2	38	1	0	0	0	0	1	40
09:00	1	0	0	0	0	0	0	1	3	1	0	0	0	0	1	5
09:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	1	0	0	0	0	0	0	1	9	1	0	0	0	0	1	11
P/TOT	2	0	1	0	0	0	0	3	60	3	2	0	0	0	2	67

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 2 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (E) / NORWICH WAY / LITTLE GREEN LANE (W) **DAY:** THURSDAY

TIME	A TO B FROM LITTLE GREEN LANE (E) TO NORWICH WAY								A TO C FROM LITTLE GREEN LANE (E) TO LITTLE GREEN LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	2
14:45	1	1	0	0	0	0	0	2	3	1	0	0	0	0	0	4
HH/TOT	1	1	1	0	0	0	0	3	5	1	0	0	0	0	0	6
15:00	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16
15:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	5
15:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
15:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	5
H/TOT	0	0	0	0	0	0	0	0	30	0	0	0	0	0	2	32
16:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
16:15	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
16:30	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
16:45	0	0	0	0	0	0	0	0	2	2	0	0	0	0	1	5
H/TOT	0	0	0	0	0	0	0	0	16	5	0	0	0	0	1	22
17:00	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
17:15	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5
17:30	2	0	0	0	0	0	0	2	6	0	0	0	0	0	1	7
17:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
H/TOT	3	0	0	0	0	0	0	3	20	1	0	0	0	0	1	22
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	9	0	0	0	0	0	2	11
18:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
18:45	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
H/TOT	1	0	0	0	0	0	0	1	18	0	0	0	0	0	2	20
P/TOT	5	1	1	0	0	0	0	7	89	7	0	0	0	0	6	102

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 2 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (E) / NORWICH WAY / LITTLE GREEN LANE (W) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 2 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (E) / NORWICH WAY / LITTLE GREEN LANE (W) **DAY:** THURSDAY

TIME	B TO A FROM NORWICH WAY TO LITTLE GREEN LANE (E)								B TO C FROM NORWICH WAY TO LITTLE GREEN LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	4
H/TOT	0	1	0	0	0	0	0	1	6	0	0	0	0	0	1	7
08:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
08:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	5
09:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
09:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
H/TOT	6	0	0	0	0	0	0	6	2	1	0	0	0	0	0	3
P/TOT	10	1	0	0	0	0	0	11	13	1	0	0	0	0	1	15

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 2 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (E) / NORWICH WAY / LITTLE GREEN LANE (W) **DAY:** THURSDAY

TIME	B TO A FROM NORWICH WAY TO LITTLE GREEN LANE (E)								B TO C FROM NORWICH WAY TO LITTLE GREEN LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
HH/TOT	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
15:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
15:15	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
15:45	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	3
H/TOT	3	0	0	0	0	0	0	3	3	4	0	0	0	0	0	7
16:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:45	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2	3	1	0	0	0	0	0	4
17:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
17:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	2	1	0	0	0	0	2	5
P/TOT	9	0	0	0	0	0	0	9	11	6	0	0	0	0	2	19

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 2 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (E) / NORWICH WAY / LITTLE GREEN LANE (W) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 2 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (E) / NORWICH WAY / LITTLE GREEN LANE (W) **DAY:** THURSDAY

TIME	C TO A FROM LITTLE GREEN LANE (W) TO LITTLE GREEN LANE (E)								C TO B FROM LITTLE GREEN LANE (W) TO NORWICH WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
07:30	2	1	0	0	0	0	1	4	1	0	0	0	0	0	0	1
07:45	3	0	0	0	0	0	1	4	1	0	0	0	0	0	0	1
H/TOT	7	2	0	0	0	0	2	11	3	0	0	0	0	0	0	3
08:00	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
08:15	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
08:30	7	0	0	0	0	0	0	7	2	2	0	0	0	0	0	4
08:45	14	0	0	0	0	0	0	14	3	0	0	0	0	0	0	3
H/TOT	29	1	0	0	0	0	0	30	6	2	0	0	0	0	0	8
09:00	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
09:15	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
09:30	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0
09:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
H/TOT	10	3	0	0	0	0	0	13	1	0	1	0	0	0	0	2
P/TOT	46	6	0	0	0	0	2	54	10	2	1	0	0	0	0	13

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 2 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (E) / NORWICH WAY / LITTLE GREEN LANE (W) **DAY:** THURSDAY

TIME	C TO A FROM LITTLE GREEN LANE (W) TO LITTLE GREEN LANE (E)								C TO B FROM LITTLE GREEN LANE (W) TO NORWICH WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1
14:45	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
HH/TOT	5	0	0	0	0	0	0	5	3	1	0	0	0	0	0	4
15:00	1	0	0	0	0	0	3	4	2	0	0	0	0	0	0	2
15:15	21	0	0	0	0	0	1	22	7	1	0	0	0	0	0	8
15:30	3	1	0	0	0	0	0	4	0	1	0	0	0	0	0	1
15:45	2	1	0	0	0	0	1	4	1	0	0	0	0	0	0	1
H/TOT	27	2	0	0	0	0	5	34	10	2	0	0	0	0	0	12
16:00	6	0	0	0	0	0	0	6	2	1	0	0	0	0	1	4
16:15	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
16:30	6	1	0	0	0	0	0	7	2	0	0	0	0	0	0	2
16:45	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
H/TOT	19	1	0	0	0	0	0	20	7	1	0	0	0	0	1	9
17:00	4	0	0	0	0	0	1	5	4	0	0	0	0	0	0	4
17:15	7	0	0	0	0	0	0	7	1	1	0	0	0	0	0	2
17:30	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2
17:45	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3
H/TOT	22	0	0	0	0	0	1	23	10	1	0	0	0	0	0	11
18:00	2	0	0	0	0	0	0	2	3	1	0	0	0	0	0	4
18:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
18:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	7	0	0	0	0	0	0	7	5	1	0	0	0	0	0	6
P/TOT	80	3	0	0	0	0	6	89	35	6	0	0	0	0	1	42

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 2 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (E) / NORWICH WAY / LITTLE GREEN LANE (W) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 2 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (E) / NORWICH WAY / LITTLE GREEN LANE (W) **DAY:** THURSDAY

TIME	TO ARM A LITTLE GREEN LANE (E)								FROM ARM A LITTLE GREEN LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	1	0	0	0	0	0	2	1	0	1	0	0	0	0	2
07:15	1	1	0	0	0	0	0	2	1	1	0	0	0	0	0	2
07:30	2	1	0	0	0	0	1	4	7	0	0	0	0	0	0	7
07:45	3	0	0	0	0	0	1	4	4	0	1	0	0	0	0	5
H/TOT	7	3	0	0	0	0	2	12	13	1	2	0	0	0	0	16
08:00	4	1	0	0	0	0	0	5	1	0	0	0	0	0	0	1
08:15	5	0	0	0	0	0	0	5	10	0	0	0	0	0	1	11
08:30	8	0	0	0	0	0	0	8	22	1	0	0	0	0	0	23
08:45	16	0	0	0	0	0	0	16	6	0	1	0	0	0	0	7
H/TOT	33	1	0	0	0	0	0	34	39	1	1	0	0	0	1	42
09:00	4	0	0	0	0	0	0	4	4	1	0	0	0	0	1	6
09:15	6	1	0	0	0	0	0	7	2	0	0	0	0	0	0	2
09:30	4	2	0	0	0	0	0	6	2	0	0	0	0	0	0	2
09:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
H/TOT	16	3	0	0	0	0	0	19	10	1	0	0	0	0	1	12
P/TOT	56	7	0	0	0	0	2	65	62	3	3	0	0	0	2	70

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 2 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (E) / NORWICH WAY / LITTLE GREEN LANE (W) **DAY:** THURSDAY

TIME	TO ARM A LITTLE GREEN LANE (E)								FROM ARM A LITTLE GREEN LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	3	0	0	0	0	0	0	3	2	0	1	0	0	0	0	3
14:45	4	0	0	0	0	0	0	4	4	2	0	0	0	0	0	6
HH/TOT	7	0	0	0	0	0	0	7	6	2	1	0	0	0	0	9
15:00	1	0	0	0	0	0	3	4	16	0	0	0	0	0	0	16
15:15	23	0	0	0	0	0	1	24	4	0	0	0	0	0	1	5
15:30	3	1	0	0	0	0	0	4	6	0	0	0	0	0	0	6
15:45	3	1	0	0	0	0	1	5	4	0	0	0	0	0	1	5
H/TOT	30	2	0	0	0	0	5	37	30	0	0	0	0	0	2	32
16:00	7	0	0	0	0	0	0	7	3	1	0	0	0	0	0	4
16:15	4	0	0	0	0	0	0	4	7	1	0	0	0	0	0	8
16:30	6	1	0	0	0	0	0	7	4	1	0	0	0	0	0	5
16:45	4	0	0	0	0	0	0	4	2	2	0	0	0	0	1	5
H/TOT	21	1	0	0	0	0	0	22	16	5	0	0	0	0	1	22
17:00	5	0	0	0	0	0	1	6	5	1	0	0	0	0	0	6
17:15	8	0	0	0	0	0	0	8	6	0	0	0	0	0	0	6
17:30	6	0	0	0	0	0	0	6	8	0	0	0	0	0	1	9
17:45	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
H/TOT	24	0	0	0	0	0	1	25	23	1	0	0	0	0	1	25
18:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
18:15	2	0	0	0	0	0	0	2	9	0	0	0	0	0	2	11
18:30	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5
18:45	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
H/TOT	7	0	0	0	0	0	0	7	19	0	0	0	0	0	2	21
P/TOT	89	3	0	0	0	0	6	98	94	8	1	0	0	0	6	109

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 2 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (E) / NORWICH WAY / LITTLE GREEN LANE (W) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 2 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (E) / NORWICH WAY / LITTLE GREEN LANE (W) **DAY:** THURSDAY

TIME	TO ARM B NORWICH WAY								FROM ARM B NORWICH WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3
07:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	3	0	0	0	0	0	1	4
H/TOT	3	0	0	0	0	0	0	3	6	1	0	0	0	0	1	8
08:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:30	2	2	0	0	0	0	0	4	5	0	0	0	0	0	0	5
08:45	3	0	1	0	0	0	0	4	2	0	0	0	0	0	0	2
H/TOT	7	2	1	0	0	0	0	10	9	0	0	0	0	0	0	9
09:00	1	0	1	0	0	0	0	2	3	0	0	0	0	0	0	3
09:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
09:45	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
H/TOT	2	0	1	0	0	0	0	3	8	1	0	0	0	0	0	9
P/TOT	12	2	2	0	0	0	0	16	23	2	0	0	0	0	1	26

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 2 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (E) / NORWICH WAY / LITTLE GREEN LANE (W) **DAY:** THURSDAY

TIME	TO ARM B NORWICH WAY								FROM ARM B NORWICH WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	1	1	0	0	0	0	2	1	0	0	0	0	0	0	1
14:45	4	1	0	0	0	0	0	5	3	0	0	0	0	0	0	3
HH/TOT	4	2	1	0	0	0	0	7	4	0	0	0	0	0	0	4
15:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
15:15	7	1	0	0	0	0	0	8	2	1	0	0	0	0	0	3
15:30	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1
15:45	1	0	0	0	0	0	0	1	2	2	0	0	0	0	0	4
H/TOT	10	2	0	0	0	0	0	12	6	4	0	0	0	0	0	10
16:00	2	1	0	0	0	0	1	4	3	0	0	0	0	0	0	3
16:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
16:45	2	0	0	0	0	0	0	2	1	1	0	0	0	0	0	2
H/TOT	7	1	0	0	0	0	1	9	5	1	0	0	0	0	0	6
17:00	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
17:15	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1
17:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
17:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	13	1	0	0	0	0	0	14	3	0	0	0	0	0	0	3
18:00	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
18:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	2
18:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	6	1	0	0	0	0	0	7	2	1	0	0	0	0	2	5
P/TOT	40	7	1	0	0	0	1	49	20	6	0	0	0	0	2	28

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 2 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (E) / NORWICH WAY / LITTLE GREEN LANE (W) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 2 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (E) / NORWICH WAY / LITTLE GREEN LANE (W) **DAY:** THURSDAY

TIME	TO ARM C LITTLE GREEN LANE (W)								FROM ARM C LITTLE GREEN LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	1	0	0	0	0	3	1	1	0	0	0	0	0	2
07:15	3	1	0	0	0	0	0	4	2	0	0	0	0	0	0	2
07:30	7	0	0	0	0	0	0	7	3	1	0	0	0	0	1	5
07:45	7	0	1	0	0	0	1	9	4	0	0	0	0	0	1	5
H/TOT	19	1	2	0	0	0	1	23	10	2	0	0	0	0	2	14
08:00	2	0	0	0	0	0	0	2	3	1	0	0	0	0	0	4
08:15	9	0	0	0	0	0	1	10	6	0	0	0	0	0	0	6
08:30	26	1	0	0	0	0	0	27	9	2	0	0	0	0	0	11
08:45	6	0	0	0	0	0	0	6	17	0	0	0	0	0	0	17
H/TOT	43	1	0	0	0	0	1	45	35	3	0	0	0	0	0	38
09:00	3	1	0	0	0	0	1	5	1	0	1	0	0	0	0	2
09:15	2	0	0	0	0	0	0	2	4	1	0	0	0	0	0	5
09:30	3	0	0	0	0	0	0	3	3	2	0	0	0	0	0	5
09:45	3	1	0	0	0	0	0	4	3	0	0	0	0	0	0	3
H/TOT	11	2	0	0	0	0	1	14	11	3	1	0	0	0	0	15
P/TOT	73	4	2	0	0	0	3	82	56	8	1	0	0	0	2	67

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 2 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (E) / NORWICH WAY / LITTLE GREEN LANE (W) **DAY:** THURSDAY

TIME	TO ARM C LITTLE GREEN LANE (W)								FROM ARM C LITTLE GREEN LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	3
14:45	5	1	0	0	0	0	0	6	6	0	0	0	0	0	0	6
HH/TOT	7	1	0	0	0	0	0	8	8	1	0	0	0	0	0	9
15:00	18	0	0	0	0	0	0	18	3	0	0	0	0	0	3	6
15:15	4	1	0	0	0	0	1	6	28	1	0	0	0	0	1	30
15:30	6	1	0	0	0	0	0	7	3	2	0	0	0	0	0	5
15:45	5	2	0	0	0	0	1	8	3	1	0	0	0	0	1	5
H/TOT	33	4	0	0	0	0	2	39	37	4	0	0	0	0	5	46
16:00	5	1	0	0	0	0	0	6	8	1	0	0	0	0	1	10
16:15	7	1	0	0	0	0	0	8	5	0	0	0	0	0	0	5
16:30	5	1	0	0	0	0	0	6	8	1	0	0	0	0	0	9
16:45	2	3	0	0	0	0	1	6	5	0	0	0	0	0	0	5
H/TOT	19	6	0	0	0	0	1	26	26	2	0	0	0	0	1	29
17:00	6	1	0	0	0	0	0	7	8	0	0	0	0	0	1	9
17:15	5	0	0	0	0	0	0	5	8	1	0	0	0	0	0	9
17:30	6	0	0	0	0	0	1	7	8	0	0	0	0	0	0	8
17:45	4	0	0	0	0	0	0	4	8	0	0	0	0	0	0	8
H/TOT	21	1	0	0	0	0	1	23	32	1	0	0	0	0	1	34
18:00	2	0	0	0	0	0	0	2	5	1	0	0	0	0	0	6
18:15	10	1	0	0	0	0	2	13	2	0	0	0	0	0	0	2
18:30	5	0	0	0	0	0	2	7	3	0	0	0	0	0	0	3
18:45	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
H/TOT	20	1	0	0	0	0	4	25	12	1	0	0	0	0	0	13
P/TOT	100	13	0	0	0	0	8	121	115	9	0	0	0	0	7	131

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 2 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (E) / NORWICH WAY / LITTLE GREEN LANE (W) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 3 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / DURRANTS DRIVE / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	A TO B FROM LITTLE GREEN LANE (NE) TO DURRANTS DRIVE								A TO C FROM LITTLE GREEN LANE (NE) TO LITTLE GREEN LANE (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
07:45	0	2	0	0	0	0	0	2	0	0	1	0	0	0	0	1
H/TOT	0	2	0	0	0	0	0	2	6	1	1	0	0	0	0	8
08:00	2	1	0	0	0	0	0	3	2	0	0	0	0	0	0	2
08:15	1	1	1	0	0	0	0	3	4	0	0	0	0	0	0	4
08:30	1	0	0	0	0	0	0	1	8	1	0	0	0	0	0	9
08:45	0	1	0	0	0	0	0	1	4	0	0	0	0	0	0	4
H/TOT	4	3	1	0	0	0	0	8	18	1	0	0	0	0	0	19
09:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	1	4
09:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	1	3
09:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
09:45	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2
H/TOT	2	1	0	0	0	0	0	3	8	1	0	0	0	0	2	11
P/TOT	6	6	1	0	0	0	0	13	32	3	1	0	0	0	2	38

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 3 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / DURRANTS DRIVE / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	A TO B FROM LITTLE GREEN LANE (NE) TO DURRANTS DRIVE								A TO C FROM LITTLE GREEN LANE (NE) TO LITTLE GREEN LANE (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	4	6
14:45	2	0	0	0	0	0	0	2	4	1	0	0	0	0	0	5
HH/TOT	3	0	0	0	0	0	0	3	6	1	0	0	0	0	4	11
15:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
15:15	3	0	1	0	0	0	0	4	3	0	0	0	0	0	2	5
15:30	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
15:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	5
H/TOT	4	0	1	0	0	0	0	5	16	0	0	0	0	0	5	21
16:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
16:15	1	0	0	0	0	0	0	1	5	1	0	0	0	0	0	6
16:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	3
H/TOT	2	0	0	0	0	0	0	2	7	5	0	0	0	0	1	13
17:00	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
17:15	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
17:30	1	1	0	0	0	0	0	2	3	0	0	0	0	0	1	4
17:45	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
H/TOT	6	1	0	0	0	0	0	7	15	0	0	0	0	0	1	16
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:15	2	0	0	0	0	0	0	2	6	0	0	0	0	0	0	6
18:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
18:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
H/TOT	3	0	0	0	0	0	0	3	14	0	0	0	0	0	0	14
P/TOT	18	1	1	0	0	0	0	20	58	6	0	0	0	0	11	75

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 3 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / DURRANTS DRIVE / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 3 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / DURRANTS DRIVE / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	B TO A FROM DURRANTS DRIVE TO LITTLE GREEN LANE (NE)								B TO C FROM DURRANTS DRIVE TO LITTLE GREEN LANE (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	1	0	1	0	0	0	0	2
07:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
H/TOT	4	1	0	0	0	0	0	5	7	0	1	0	0	0	0	8
08:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
08:30	2	0	0	0	0	0	0	2	14	0	0	0	0	0	0	14
08:45	2	0	0	0	0	0	0	2	2	0	1	0	0	0	0	3
H/TOT	5	1	0	0	0	0	0	6	21	0	1	0	0	0	0	22
09:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	2	1	1	0	0	0	0	4	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	3	1	1	0	0	0	0	5	2	0	0	0	0	0	0	2
P/TOT	12	3	1	0	0	0	0	16	30	0	2	0	0	0	0	32

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 3 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / DURRANTS DRIVE / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	B TO A FROM DURRANTS DRIVE TO LITTLE GREEN LANE (NE)								B TO C FROM DURRANTS DRIVE TO LITTLE GREEN LANE (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
14:45	2	0	0	0	0	0	0	2	1	1	0	0	0	0	0	2
HH/TOT	2	0	0	0	0	0	0	2	1	1	1	0	0	0	0	3
15:00	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
15:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
15:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	12	0	0	0	0	0	1	13
16:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
16:15	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3
16:30	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
16:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
H/TOT	9	0	0	0	0	0	0	9	9	0	0	0	0	0	0	9
17:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:30	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5
17:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	8	1	0	0	0	0	0	9
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
H/TOT	1	0	0	0	0	0	1	2	5	0	0	0	0	0	0	5
P/TOT	14	0	0	0	0	0	1	15	35	2	1	0	0	0	1	39

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 3 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / DURRANTS DRIVE / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 3 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / DURRANTS DRIVE / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	C TO A FROM LITTLE GREEN LANE (SW) TO LITTLE GREEN LANE (NE)								C TO B FROM LITTLE GREEN LANE (SW) TO DURRANTS DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:30	1	1	0	0	0	0	1	3	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	1	2	3	0	0	0	0	0	0	3
H/TOT	4	3	0	0	0	0	2	9	3	0	0	0	0	0	0	3
08:00	2	1	0	0	0	0	2	5	2	0	0	0	0	0	0	2
08:15	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
08:30	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3
08:45	10	0	0	0	0	0	0	10	5	1	0	0	0	0	0	6
H/TOT	19	1	0	0	0	0	2	22	13	1	0	0	0	0	0	14
09:00	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
09:15	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
09:30	4	2	0	0	0	0	0	6	1	0	0	0	0	0	0	1
09:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	12	3	0	0	0	0	0	15	5	0	0	0	0	0	0	5
P/TOT	35	7	0	0	0	0	4	46	21	1	0	0	0	0	0	22

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 3 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / DURRANTS DRIVE / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	C TO A FROM LITTLE GREEN LANE (SW) TO LITTLE GREEN LANE (NE)								C TO B FROM LITTLE GREEN LANE (SW) TO DURRANTS DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
14:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
HH/TOT	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5
15:00	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	1
15:15	15	0	0	0	0	0	1	16	7	0	0	0	0	0	1	8
15:30	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
15:45	2	1	0	0	0	0	1	4	1	0	0	0	0	0	0	1
H/TOT	20	2	0	0	0	0	5	27	9	0	0	0	0	0	1	10
16:00	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2
16:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
16:30	4	1	0	0	0	0	0	5	3	0	0	0	0	0	0	3
16:45	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
H/TOT	14	1	0	0	0	0	0	15	7	0	0	0	0	0	0	7
17:00	2	0	0	0	0	0	1	3	3	0	0	0	0	0	0	3
17:15	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
17:30	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
17:45	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
H/TOT	14	0	0	0	0	0	1	15	10	0	0	0	0	0	0	10
18:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:30	2	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	4	0	0	0	0	1	0	5	3	0	0	0	0	0	0	3
P/TOT	54	3	0	0	0	1	6	64	34	0	0	0	0	0	1	35

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 3 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / DURRANTS DRIVE / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 3 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / DURRANTS DRIVE / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	TO ARM A LITTLE GREEN LANE (NE)								FROM ARM A LITTLE GREEN LANE (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1
07:15	3	2	0	0	0	0	0	5	1	1	0	0	0	0	0	2
07:30	2	1	0	0	0	0	1	4	4	0	0	0	0	0	0	4
07:45	1	0	0	0	0	0	1	2	0	2	1	0	0	0	0	3
H/TOT	8	4	0	0	0	0	2	14	6	3	1	0	0	0	0	10
08:00	3	2	0	0	0	0	2	7	4	1	0	0	0	0	0	5
08:15	2	0	0	0	0	0	0	2	5	1	1	0	0	0	0	7
08:30	7	0	0	0	0	0	0	7	9	1	0	0	0	0	0	10
08:45	12	0	0	0	0	0	0	12	4	1	0	0	0	0	0	5
H/TOT	24	2	0	0	0	0	2	28	22	4	1	0	0	0	0	27
09:00	1	0	0	0	0	0	0	1	2	1	0	0	0	0	1	4
09:15	5	1	0	0	0	0	0	6	3	0	0	0	0	0	1	4
09:30	6	3	1	0	0	0	0	10	3	0	0	0	0	0	0	3
09:45	3	0	0	0	0	0	0	3	2	1	0	0	0	0	0	3
H/TOT	15	4	1	0	0	0	0	20	10	2	0	0	0	0	2	14
P/TOT	47	10	1	0	0	0	4	62	38	9	2	0	0	0	2	51

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 3 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / DURRANTS DRIVE / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	TO ARM A LITTLE GREEN LANE (NE)								FROM ARM A LITTLE GREEN LANE (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	4	7
14:45	4	0	0	0	0	0	0	4	6	1	0	0	0	0	0	7
HH/TOT	4	0	0	0	0	0	0	4	9	1	0	0	0	0	4	14
15:00	0	0	0	0	0	0	3	3	7	0	0	0	0	0	0	7
15:15	15	0	0	0	0	0	1	16	6	0	1	0	0	0	2	9
15:30	3	1	0	0	0	0	0	4	5	0	0	0	0	0	0	5
15:45	2	1	0	0	0	0	1	4	2	0	0	0	0	0	3	5
H/TOT	20	2	0	0	0	0	5	27	20	0	1	0	0	0	5	26
16:00	6	0	0	0	0	0	0	6	2	1	0	0	0	0	0	3
16:15	7	0	0	0	0	0	0	7	6	1	0	0	0	0	0	7
16:30	6	1	0	0	0	0	0	7	1	1	0	0	0	0	0	2
16:45	4	0	0	0	0	0	0	4	0	2	0	0	0	0	1	3
H/TOT	23	1	0	0	0	0	0	24	9	5	0	0	0	0	1	15
17:00	2	0	0	0	0	0	1	3	7	0	0	0	0	0	0	7
17:15	4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	5
17:30	5	0	0	0	0	0	0	5	4	1	0	0	0	0	1	6
17:45	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5
H/TOT	16	0	0	0	0	0	1	17	21	1	0	0	0	0	1	23
18:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
18:15	1	0	0	0	0	0	0	1	8	0	0	0	0	0	0	8
18:30	2	0	0	0	0	1	0	3	5	0	0	0	0	0	0	5
18:45	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	3
H/TOT	5	0	0	0	0	1	1	7	17	0	0	0	0	0	0	17
P/TOT	68	3	0	0	0	1	7	79	76	7	1	0	0	0	11	95

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 3 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / DURRANTS DRIVE / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 3 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / DURRANTS DRIVE / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	TO ARM B DURRANTS DRIVE								FROM ARM B DURRANTS DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3
07:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
07:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
07:45	3	2	0	0	0	0	0	5	4	0	0	0	0	0	0	4
H/TOT	3	2	0	0	0	0	0	5	11	1	1	0	0	0	0	13
08:00	4	1	0	0	0	0	0	5	1	1	0	0	0	0	0	2
08:15	4	1	1	0	0	0	0	6	5	0	0	0	0	0	0	5
08:30	4	0	0	0	0	0	0	4	16	0	0	0	0	0	0	16
08:45	5	2	0	0	0	0	0	7	4	0	1	0	0	0	0	5
H/TOT	17	4	1	0	0	0	0	22	26	1	1	0	0	0	0	28
09:00	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
09:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:30	2	0	0	0	0	0	0	2	2	1	1	0	0	0	0	4
09:45	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	7	1	0	0	0	0	0	8	5	1	1	0	0	0	0	7
P/TOT	27	7	1	0	0	0	0	35	42	3	3	0	0	0	0	48

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 3 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / DURRANTS DRIVE / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	TO ARM B DURRANTS DRIVE								FROM ARM B DURRANTS DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	4	0	0	0	0	0	0	4	0	0	1	0	0	0	0	1
14:45	4	0	0	0	0	0	0	4	3	1	0	0	0	0	0	4
HH/TOT	8	0	0	0	0	0	0	8	3	1	1	0	0	0	0	5
15:00	1	0	0	0	0	0	0	1	8	0	0	0	0	0	0	8
15:15	10	0	1	0	0	0	1	12	1	0	0	0	0	0	0	1
15:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	1	2
15:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
H/TOT	13	0	1	0	0	0	1	15	12	0	0	0	0	0	1	13
16:00	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
16:15	2	0	0	0	0	0	0	2	8	0	0	0	0	0	0	8
16:30	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5
16:45	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
H/TOT	9	0	0	0	0	0	0	9	18	0	0	0	0	0	0	18
17:00	6	0	0	0	0	0	0	6	1	1	0	0	0	0	0	2
17:15	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
17:30	4	1	0	0	0	0	0	5	6	0	0	0	0	0	0	6
17:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
H/TOT	16	1	0	0	0	0	0	17	10	1	0	0	0	0	0	11
18:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:15	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	1	3
H/TOT	6	0	0	0	0	0	0	6	6	0	0	0	0	0	1	7
P/TOT	52	1	1	0	0	0	1	55	49	2	1	0	0	0	2	54

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 3 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / DURRANTS DRIVE / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 3 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / DURRANTS DRIVE / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	TO ARM C LITTLE GREEN LANE (SW)								FROM ARM C LITTLE GREEN LANE (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	1	0	0	0	0	3	1	1	0	0	0	0	0	2
07:15	1	1	0	0	0	0	0	2	1	1	0	0	0	0	0	2
07:30	6	0	0	0	0	0	0	6	1	1	0	0	0	0	1	3
07:45	4	0	1	0	0	0	0	5	4	0	0	0	0	0	1	5
H/TOT	13	1	2	0	0	0	0	16	7	3	0	0	0	0	2	12
08:00	2	0	0	0	0	0	0	2	4	1	0	0	0	0	2	7
08:15	9	0	0	0	0	0	0	9	5	0	0	0	0	0	0	5
08:30	22	1	0	0	0	0	0	23	8	0	0	0	0	0	0	8
08:45	6	0	1	0	0	0	0	7	15	1	0	0	0	0	0	16
H/TOT	39	1	1	0	0	0	0	41	32	2	0	0	0	0	2	36
09:00	4	1	0	0	0	0	1	6	5	0	0	0	0	0	0	5
09:15	2	0	0	0	0	0	1	3	5	1	0	0	0	0	0	6
09:30	2	0	0	0	0	0	0	2	5	2	0	0	0	0	0	7
09:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
H/TOT	10	1	0	0	0	0	2	13	17	3	0	0	0	0	0	20
P/TOT	62	3	3	0	0	0	2	70	56	8	0	0	0	0	4	68

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 3 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / DURRANTS DRIVE / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	TO ARM C LITTLE GREEN LANE (SW)								FROM ARM C LITTLE GREEN LANE (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	2	0	1	0	0	0	4	7	3	0	0	0	0	0	0	3
14:45	5	2	0	0	0	0	0	7	4	0	0	0	0	0	0	4
HH/TOT	7	2	1	0	0	0	4	14	7	0	0	0	0	0	0	7
15:00	15	0	0	0	0	0	0	15	1	0	0	0	0	0	3	4
15:15	4	0	0	0	0	0	2	6	22	0	0	0	0	0	2	24
15:30	5	0	0	0	0	0	1	6	3	1	0	0	0	0	0	4
15:45	4	0	0	0	0	0	3	7	3	1	0	0	0	0	1	5
H/TOT	28	0	0	0	0	0	6	34	29	2	0	0	0	0	6	37
16:00	2	1	0	0	0	0	0	3	7	0	0	0	0	0	0	7
16:15	8	1	0	0	0	0	0	9	3	0	0	0	0	0	0	3
16:30	4	1	0	0	0	0	0	5	7	1	0	0	0	0	0	8
16:45	2	2	0	0	0	0	1	5	4	0	0	0	0	0	0	4
H/TOT	16	5	0	0	0	0	1	22	21	1	0	0	0	0	0	22
17:00	5	1	0	0	0	0	0	6	5	0	0	0	0	0	1	6
17:15	6	0	0	0	0	0	0	6	7	0	0	0	0	0	0	7
17:30	8	0	0	0	0	0	1	9	7	0	0	0	0	0	0	7
17:45	4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	5
H/TOT	23	1	0	0	0	0	1	25	24	0	0	0	0	0	1	25
18:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
18:15	9	0	0	0	0	0	0	9	2	0	0	0	0	0	0	2
18:30	5	0	0	0	0	0	0	5	2	0	0	0	0	1	0	3
18:45	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
H/TOT	19	0	0	0	0	0	0	19	7	0	0	0	0	1	0	8
P/TOT	93	8	1	0	0	0	12	114	88	3	0	0	0	1	7	99

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 3 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / DURRANTS DRIVE / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 4 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / CANTERBURY WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	A TO B FROM LITTLE GREEN LANE (NE) TO CANTERBURY WAY								A TO C FROM LITTLE GREEN LANE (NE) TO LITTLE GREEN LANE (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
07:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
07:45	1	0	0	0	0	0	0	1	2	1	1	0	0	0	0	4
H/TOT	2	0	0	0	0	0	0	2	7	2	1	0	0	0	0	10
08:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
08:15	3	0	1	0	0	0	0	4	3	0	0	0	0	0	0	3
08:30	0	0	1	0	0	0	0	1	7	1	0	0	0	0	0	8
08:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
H/TOT	3	0	2	0	0	0	0	5	17	3	0	0	0	0	0	20
09:00	0	0	1	0	0	0	0	1	0	1	0	0	0	0	1	2
09:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3
09:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
H/TOT	0	0	1	0	0	0	0	1	4	2	0	0	0	0	2	8
P/TOT	5	0	3	0	0	0	0	8	28	7	1	0	0	0	2	38

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 4 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / CANTERBURY WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	A TO B FROM LITTLE GREEN LANE (NE) TO CANTERBURY WAY								A TO C FROM LITTLE GREEN LANE (NE) TO LITTLE GREEN LANE (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	1	0	0	0	0	0	0	1	3	0	0	0	0	0	4	7
14:45	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
HH/TOT	1	0	0	0	0	0	0	1	8	1	0	0	0	0	4	13
15:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
15:15	0	0	0	0	0	0	1	1	5	0	1	0	0	0	2	8
15:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3
15:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	4
H/TOT	0	0	0	0	0	0	1	1	14	0	1	0	0	0	5	20
16:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
16:30	1	1	0	0	0	0	0	2	1	1	0	0	0	0	0	2
16:45	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	3
H/TOT	2	1	0	0	0	0	0	3	9	5	0	0	0	0	0	14
17:00	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5
17:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
17:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	5
17:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
H/TOT	2	0	0	0	0	0	0	2	18	0	0	0	0	0	1	19
18:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:15	3	0	0	0	0	0	0	3	6	0	0	0	0	0	0	6
18:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
18:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	4	0	0	0	0	0	0	4	12	0	0	0	0	0	0	12
P/TOT	9	1	0	0	0	0	1	11	61	6	1	0	0	0	10	78

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 4 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / CANTERBURY WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 4 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / CANTERBURY WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	B TO A FROM CANTERBURY WAY TO LITTLE GREEN LANE (NE)								B TO C FROM CANTERBURY WAY TO LITTLE GREEN LANE (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3
08:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
08:15	2	0	0	0	0	0	0	2	2	1	1	0	0	0	0	4
08:30	1	0	1	0	0	0	0	2	2	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	4	0	1	0	0	0	0	5	7	1	1	0	0	0	0	9
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
P/TOT	5	0	1	0	0	0	0	6	10	2	1	0	0	0	0	13

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 4 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / CANTERBURY WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	B TO A FROM CANTERBURY WAY TO LITTLE GREEN LANE (NE)								B TO C FROM CANTERBURY WAY TO LITTLE GREEN LANE (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:45	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
HH/TOT	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
H/TOT	2	0	0	0	0	0	0	2	2	0	0	0	0	0	1	3
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
H/TOT	1	0	0	0	0	0	0	1	1	0	0	0	0	0	1	2
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:30	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
17:45	3	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	0	1	5	2	1	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5
P/TOT	9	1	0	0	0	0	1	11	11	1	0	0	0	0	2	14

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 4 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / CANTERBURY WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 4 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / CANTERBURY WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	C TO A FROM LITTLE GREEN LANE (SW) TO LITTLE GREEN LANE (NE)								C TO B FROM LITTLE GREEN LANE (SW) TO CANTERBURY WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
07:15	2	1	0	0	0	0	0	3	0	1	0	0	0	0	0	1
07:30	2	1	0	0	0	0	1	4	1	0	0	0	0	0	0	1
07:45	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
H/TOT	7	3	0	0	0	0	2	12	1	1	0	0	0	0	0	2
08:00	2	2	0	0	0	0	2	6	1	0	0	0	0	0	0	1
08:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:30	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1
08:45	10	0	0	0	0	0	0	10	2	0	0	0	0	0	0	2
H/TOT	20	2	0	0	0	0	2	24	4	0	0	0	0	0	0	4
09:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
09:30	6	3	0	0	0	0	0	9	0	0	1	0	0	0	0	1
09:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	15	4	0	0	0	0	0	19	0	0	1	0	0	0	0	1
P/TOT	42	9	0	0	0	0	4	55	5	1	1	0	0	0	0	7

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 4 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / CANTERBURY WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	C TO A FROM LITTLE GREEN LANE (SW) TO LITTLE GREEN LANE (NE)								C TO B FROM LITTLE GREEN LANE (SW) TO CANTERBURY WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
HH/TOT	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
15:15	15	0	0	0	0	0	0	15	1	0	0	0	0	0	0	1
15:30	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1
15:45	2	1	0	0	0	0	1	4	0	0	0	0	0	0	0	0
H/TOT	19	2	0	0	0	0	2	23	2	0	0	0	0	0	1	3
16:00	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
16:15	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
16:30	4	1	0	0	0	0	0	5	1	0	0	0	0	0	0	1
16:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	19	1	0	0	0	0	0	20	4	0	0	0	0	0	0	4
17:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	1	1
17:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
17:30	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
17:45	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
H/TOT	14	0	0	0	0	0	0	14	2	0	0	0	0	0	1	3
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:30	2	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
H/TOT	5	0	0	0	0	1	1	7	1	0	0	0	0	0	0	1
P/TOT	61	3	0	0	0	1	3	68	9	0	0	0	0	0	2	11

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 4 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / CANTERBURY WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 4 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / CANTERBURY WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	TO ARM A LITTLE GREEN LANE (NE)								FROM ARM A LITTLE GREEN LANE (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	1	0	0	0	0	0	4	2	0	0	0	0	0	0	2
07:15	2	1	0	0	0	0	0	3	1	1	0	0	0	0	0	2
07:30	2	1	0	0	0	0	1	4	3	0	0	0	0	0	0	3
07:45	1	0	0	0	0	0	1	2	3	1	1	0	0	0	0	5
H/TOT	8	3	0	0	0	0	2	13	9	2	1	0	0	0	0	12
08:00	3	2	0	0	0	0	2	7	3	1	0	0	0	0	0	4
08:15	4	0	0	0	0	0	0	4	6	0	1	0	0	0	0	7
08:30	7	0	1	0	0	0	0	8	7	1	1	0	0	0	0	9
08:45	10	0	0	0	0	0	0	10	4	1	0	0	0	0	0	5
H/TOT	24	2	1	0	0	0	2	29	20	3	2	0	0	0	0	25
09:00	1	0	0	0	0	0	0	1	0	1	1	0	0	0	1	3
09:15	5	1	0	0	0	0	0	6	2	0	0	0	0	0	1	3
09:30	6	3	0	0	0	0	0	9	2	0	0	0	0	0	0	2
09:45	3	0	0	0	0	0	0	3	0	1	0	0	0	0	0	1
H/TOT	15	4	0	0	0	0	0	19	4	2	1	0	0	0	2	9
P/TOT	47	9	1	0	0	0	4	61	33	7	4	0	0	0	2	46

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 4 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / CANTERBURY WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	TO ARM A LITTLE GREEN LANE (NE)								FROM ARM A LITTLE GREEN LANE (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	1	0	0	0	0	0	0	1	4	0	0	0	0	0	4	8
14:45	4	1	0	0	0	0	0	5	5	1	0	0	0	0	0	6
HH/TOT	5	1	0	0	0	0	0	6	9	1	0	0	0	0	4	14
15:00	0	0	0	0	0	0	1	1	5	0	0	0	0	0	0	5
15:15	17	0	0	0	0	0	0	17	5	0	1	0	0	0	3	9
15:30	2	1	0	0	0	0	0	3	2	0	0	0	0	0	1	3
15:45	2	1	0	0	0	0	1	4	2	0	0	0	0	0	2	4
H/TOT	21	2	0	0	0	0	2	25	14	0	1	0	0	0	6	21
16:00	4	0	0	0	0	0	0	4	2	1	0	0	0	0	0	3
16:15	7	0	0	0	0	0	0	7	5	1	0	0	0	0	0	6
16:30	4	1	0	0	0	0	0	5	2	2	0	0	0	0	0	4
16:45	5	0	0	0	0	0	0	5	2	2	0	0	0	0	0	4
H/TOT	20	1	0	0	0	0	0	21	11	6	0	0	0	0	0	17
17:00	2	0	0	0	0	0	0	2	7	0	0	0	0	0	0	7
17:15	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
17:30	5	0	0	0	0	0	0	5	4	0	0	0	0	0	1	5
17:45	7	0	0	0	0	0	1	8	5	0	0	0	0	0	0	5
H/TOT	18	0	0	0	0	0	1	19	20	0	0	0	0	0	1	21
18:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
18:15	1	0	0	0	0	0	0	1	9	0	0	0	0	0	0	9
18:30	2	0	0	0	0	1	0	3	3	0	0	0	0	0	0	3
18:45	2	0	0	0	0	0	1	3	2	0	0	0	0	0	0	2
H/TOT	6	0	0	0	0	1	1	8	16	0	0	0	0	0	0	16
P/TOT	70	4	0	0	0	1	4	79	70	7	1	0	0	0	11	89

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 4 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / CANTERBURY WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 4 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / CANTERBURY WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	TO ARM B CANTERBURY WAY								FROM ARM B CANTERBURY WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
07:45	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
H/TOT	3	1	0	0	0	0	0	4	3	1	0	0	0	0	0	4
08:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
08:15	3	0	1	0	0	0	0	4	4	1	1	0	0	0	0	6
08:30	1	0	1	0	0	0	0	2	3	0	1	0	0	0	0	4
08:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
H/TOT	7	0	2	0	0	0	0	9	11	1	2	0	0	0	0	14
09:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	0	0	0	2	1	0	0	0	0	0	0	1
P/TOT	10	1	4	0	0	0	0	15	15	2	2	0	0	0	0	19

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 4 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / CANTERBURY WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	TO ARM B CANTERBURY WAY								FROM ARM B CANTERBURY WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
HH/TOT	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3
15:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	0	1	2	2	0	0	0	0	0	0	2
15:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
H/TOT	2	0	0	0	0	0	2	4	4	0	0	0	0	0	1	5
16:00	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:30	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
H/TOT	6	1	0	0	0	0	0	7	2	0	0	0	0	0	1	3
17:00	2	0	0	0	0	0	1	3	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:30	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
17:45	1	0	0	0	0	0	0	1	3	0	0	0	0	0	1	4
H/TOT	4	0	0	0	0	0	1	5	6	1	0	0	0	0	1	8
18:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:15	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	5	0	0	0	0	0	0	5	6	0	0	0	0	0	0	6
P/TOT	18	1	0	0	0	0	3	22	20	2	0	0	0	0	3	25

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 4 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / CANTERBURY WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 4 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / CANTERBURY WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	TO ARM C LITTLE GREEN LANE (SW)								FROM ARM C LITTLE GREEN LANE (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	3
07:15	1	1	0	0	0	0	0	2	2	2	0	0	0	0	0	4
07:30	4	0	0	0	0	0	0	4	3	1	0	0	0	0	1	5
07:45	2	2	1	0	0	0	0	5	1	0	0	0	0	0	1	2
H/TOT	9	3	1	0	0	0	0	13	8	4	0	0	0	0	2	14
08:00	4	1	0	0	0	0	0	5	3	2	0	0	0	0	2	7
08:15	5	1	1	0	0	0	0	7	2	0	0	0	0	0	0	2
08:30	9	1	0	0	0	0	0	10	7	0	0	0	0	0	0	7
08:45	6	1	0	0	0	0	0	7	12	0	0	0	0	0	0	12
H/TOT	24	4	1	0	0	0	0	29	24	2	0	0	0	0	2	28
09:00	0	1	0	0	0	0	1	2	1	0	0	0	0	0	0	1
09:15	2	0	0	0	0	0	1	3	5	1	0	0	0	0	0	6
09:30	3	0	0	0	0	0	0	3	6	3	1	0	0	0	0	10
09:45	0	1	0	0	0	0	0	1	3	0	0	0	0	0	0	3
H/TOT	5	2	0	0	0	0	2	9	15	4	1	0	0	0	0	20
P/TOT	38	9	2	0	0	0	2	51	47	10	1	0	0	0	4	62

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 4 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / CANTERBURY WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	TO ARM C LITTLE GREEN LANE (SW)								FROM ARM C LITTLE GREEN LANE (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	3	0	0	0	0	0	4	7	0	0	0	0	0	0	0	0
14:45	6	1	0	0	0	0	0	7	4	0	0	0	0	0	0	4
HH/TOT	9	1	0	0	0	0	4	14	4	0	0	0	0	0	0	4
15:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	2	2
15:15	5	0	1	0	0	0	2	8	16	0	0	0	0	0	0	16
15:30	3	0	0	0	0	0	1	4	3	1	0	0	0	0	0	4
15:45	3	0	0	0	0	0	3	6	2	1	0	0	0	0	1	4
H/TOT	16	0	1	0	0	0	6	23	21	2	0	0	0	0	3	26
16:00	2	1	0	0	0	0	0	3	6	0	0	0	0	0	0	6
16:15	6	1	0	0	0	0	0	7	7	0	0	0	0	0	0	7
16:30	1	1	0	0	0	0	0	2	5	1	0	0	0	0	0	6
16:45	1	2	0	0	0	0	1	4	5	0	0	0	0	0	0	5
H/TOT	10	5	0	0	0	0	1	16	23	1	0	0	0	0	0	24
17:00	6	0	0	0	0	0	0	6	2	0	0	0	0	0	1	3
17:15	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
17:30	4	1	0	0	0	0	1	6	5	0	0	0	0	0	0	5
17:45	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5
H/TOT	20	1	0	0	0	0	1	22	16	0	0	0	0	0	1	17
18:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
18:15	7	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2
18:30	5	0	0	0	0	0	0	5	2	0	0	0	0	1	0	3
18:45	3	0	0	0	0	0	0	3	1	0	0	0	0	0	1	2
H/TOT	17	0	0	0	0	0	0	17	6	0	0	0	0	1	1	8
P/TOT	72	7	1	0	0	0	12	92	70	3	0	0	0	1	5	79

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 4 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / CANTERBURY WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 5 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / LINKS WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	A TO B FROM LITTLE GREEN LANE (NE) TO LINKS WAY								A TO C FROM LITTLE GREEN LANE (NE) TO LITTLE GREEN LANE (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
07:15	3	0	0	0	0	0	0	3	0	1	0	0	0	0	0	1
07:30	4	2	0	0	0	0	0	6	1	0	0	0	0	0	0	1
07:45	5	0	1	0	0	0	0	6	2	1	1	0	0	0	0	4
H/TOT	14	2	1	0	0	0	0	17	4	2	1	0	0	0	0	7
08:00	2	3	0	0	0	0	0	5	2	1	0	0	0	0	0	3
08:15	5	0	0	0	0	1	0	6	2	0	0	0	0	0	0	2
08:30	5	0	0	0	0	0	0	5	3	1	1	0	0	0	0	5
08:45	5	2	1	0	0	0	0	8	0	1	0	0	0	0	0	1
H/TOT	17	5	1	0	0	1	0	24	7	3	1	0	0	0	0	11
09:00	6	0	0	0	0	0	0	6	0	1	0	0	0	0	0	1
09:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:30	7	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2
09:45	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
H/TOT	15	0	0	0	0	0	0	15	2	2	0	0	0	0	0	4
P/TOT	46	7	2	0	0	1	0	56	13	7	2	0	0	0	0	22

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 5 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / LINKS WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	A TO B FROM LITTLE GREEN LANE (NE) TO LINKS WAY								A TO C FROM LITTLE GREEN LANE (NE) TO LITTLE GREEN LANE (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	5	0	0	0	0	0	0	5	1	0	0	0	0	0	4	5
14:45	3	3	0	0	0	0	0	6	4	1	0	0	0	0	0	5
HH/TOT	8	3	0	0	0	0	0	11	5	1	0	0	0	0	4	10
15:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
15:15	10	0	0	0	0	0	0	10	1	0	0	0	0	0	3	4
15:30	2	1	1	0	0	0	0	4	1	0	0	0	0	0	1	2
15:45	7	0	0	0	0	0	0	7	2	0	0	0	0	0	2	4
H/TOT	23	1	1	0	0	0	0	25	4	0	0	0	0	0	6	10
16:00	9	4	0	0	0	0	0	13	1	1	0	0	0	0	0	2
16:15	11	1	0	0	0	0	1	13	2	1	0	0	0	0	0	3
16:30	4	0	0	0	0	0	1	5	1	1	0	0	0	0	0	2
16:45	7	2	0	0	0	0	1	10	0	2	0	0	0	0	0	2
H/TOT	31	7	0	0	0	0	3	41	4	5	0	0	0	0	0	9
17:00	4	0	0	0	0	0	1	5	3	0	0	0	0	0	0	3
17:15	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
17:30	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1
17:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	18	0	0	0	0	0	1	19	7	0	0	0	0	0	0	7
18:00	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
18:15	10	2	1	0	0	1	0	14	7	0	0	0	0	0	0	7
18:30	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
18:45	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1
H/TOT	24	3	1	0	0	1	0	29	11	0	0	0	0	0	0	11
P/TOT	104	14	2	0	0	1	4	125	31	6	0	0	0	0	10	47

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 5 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / LINKS WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 5 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / LINKS WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	B TO A FROM LINKS WAY TO LITTLE GREEN LANE (NE)								B TO C FROM LINKS WAY TO LITTLE GREEN LANE (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
07:15	7	2	0	0	0	0	0	9	1	0	0	0	0	0	0	1
07:30	3	2	1	0	0	0	0	6	2	0	0	0	0	0	0	2
07:45	5	1	0	0	0	0	0	6	1	0	0	0	0	0	0	1
H/TOT	19	5	1	0	0	0	0	25	5	0	0	0	0	0	0	5
08:00	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
08:15	3	2	2	0	0	0	0	7	4	0	1	0	0	0	0	5
08:30	3	2	0	0	0	0	0	5	6	0	0	0	0	0	0	6
08:45	8	1	0	0	0	0	0	9	2	0	0	0	0	0	0	2
H/TOT	15	6	2	0	0	0	0	23	13	0	1	0	0	0	0	14
09:00	7	0	1	0	0	0	0	8	0	0	1	0	0	0	2	3
09:15	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
09:30	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
09:45	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0
H/TOT	31	2	1	0	0	0	0	34	3	0	1	0	0	0	2	6
P/TOT	65	13	4	0	0	0	0	82	21	0	2	0	0	0	2	25

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 5 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / LINKS WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	B TO A FROM LINKS WAY TO LITTLE GREEN LANE (NE)								B TO C FROM LINKS WAY TO LITTLE GREEN LANE (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	6	2	0	0	0	1	0	9	3	0	0	0	0	0	0	3
14:45	4	1	0	0	0	0	0	5	1	0	0	0	0	0	0	1
HH/TOT	10	3	0	0	0	1	0	14	4	0	0	0	0	0	0	4
15:00	4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	5
15:15	8	0	0	0	0	0	0	8	5	0	1	0	0	0	0	6
15:30	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
15:45	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
H/TOT	27	0	0	0	0	0	0	27	11	0	1	0	0	0	0	12
16:00	11	2	0	0	0	0	0	13	2	0	0	0	0	0	0	2
16:15	11	2	0	0	0	0	0	13	2	0	0	0	0	0	0	2
16:30	1	2	0	0	0	0	0	3	1	1	0	0	0	0	0	2
16:45	1	2	0	0	0	0	0	3	1	0	0	0	0	0	0	1
H/TOT	24	8	0	0	0	0	0	32	6	1	0	0	0	0	0	7
17:00	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5
17:15	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
17:30	13	1	0	0	0	0	0	14	3	0	0	0	0	0	0	3
17:45	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
H/TOT	25	1	0	0	0	0	0	26	13	0	0	0	0	0	0	13
18:00	6	3	0	0	0	0	0	9	3	0	0	0	0	0	0	3
18:15	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	2
18:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
18:45	5	0	1	0	0	0	0	6	1	0	0	0	0	0	0	1
H/TOT	17	4	1	0	0	0	0	22	6	0	0	0	0	0	0	6
P/TOT	103	16	1	0	0	1	0	121	40	1	1	0	0	0	0	42

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 5 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / LINKS WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 5 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / LINKS WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	C TO A FROM LITTLE GREEN LANE (SW) TO LITTLE GREEN LANE (NE)								C TO B FROM LITTLE GREEN LANE (SW) TO LINKS WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1
07:15	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
07:30	0	1	0	0	0	0	1	2	2	0	0	0	0	0	0	2
07:45	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
H/TOT	4	3	0	0	0	0	2	9	4	0	0	0	0	0	0	4
08:00	1	1	0	0	0	0	1	3	2	1	0	0	0	0	0	3
08:15	3	0	0	0	0	0	1	4	1	0	0	0	0	0	0	1
08:30	2	0	0	0	0	0	0	2	5	0	1	0	0	0	0	6
08:45	2	0	0	0	0	0	0	2	8	0	0	0	0	0	0	8
H/TOT	8	1	0	0	0	0	2	11	16	1	1	0	0	0	0	18
09:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	3
09:30	6	2	0	0	0	0	0	8	0	1	0	0	0	0	0	1
09:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
H/TOT	10	3	0	0	0	0	0	13	5	1	0	0	0	0	0	6
P/TOT	22	7	0	0	0	0	4	33	25	2	1	0	0	0	0	28

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 5 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / LINKS WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	C TO A FROM LITTLE GREEN LANE (SW) TO LITTLE GREEN LANE (NE)								C TO B FROM LITTLE GREEN LANE (SW) TO LINKS WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
14:45	4	0	0	0	0	0	0	4	0	1	0	0	0	0	0	1
HH/TOT	4	0	0	0	0	0	0	4	1	1	0	0	0	0	0	2
15:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
15:15	5	0	0	0	0	0	0	5	12	0	0	0	0	0	0	12
15:30	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
15:45	2	1	0	0	0	0	0	3	0	0	0	0	0	0	1	1
H/TOT	8	1	0	0	0	0	1	10	13	1	0	0	0	0	1	15
16:00	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
16:15	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
16:30	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1
16:45	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
H/TOT	11	1	0	0	0	0	0	12	9	0	0	0	0	0	0	9
17:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
17:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
17:30	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
17:45	3	0	0	0	0	0	1	4	4	0	0	0	0	0	0	4
H/TOT	8	0	0	0	0	0	1	9	10	0	0	0	0	0	0	10
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:30	2	0	0	0	0	0	0	2	0	0	0	0	0	1	0	1
18:45	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
H/TOT	2	0	0	0	0	0	1	3	4	0	0	0	0	1	0	5
P/TOT	33	2	0	0	0	0	3	38	37	2	0	0	0	1	1	41

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 5 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / LINKS WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 5 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / LINKS WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	TO ARM A LITTLE GREEN LANE (NE)								FROM ARM A LITTLE GREEN LANE (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	6	1	0	0	0	0	0	7	3	0	0	0	0	0	0	3
07:15	8	3	0	0	0	0	0	11	3	1	0	0	0	0	0	4
07:30	3	3	1	0	0	0	1	8	5	2	0	0	0	0	0	7
07:45	6	1	0	0	0	0	1	8	7	1	2	0	0	0	0	10
H/TOT	23	8	1	0	0	0	2	34	18	4	2	0	0	0	0	24
08:00	2	2	0	0	0	0	1	5	4	4	0	0	0	0	0	8
08:15	6	2	2	0	0	0	1	11	7	0	0	0	0	1	0	8
08:30	5	2	0	0	0	0	0	7	8	1	1	0	0	0	0	10
08:45	10	1	0	0	0	0	0	11	5	3	1	0	0	0	0	9
H/TOT	23	7	2	0	0	0	2	34	24	8	2	0	0	1	0	35
09:00	8	0	1	0	0	0	0	9	6	1	0	0	0	0	0	7
09:15	5	1	0	0	0	0	0	6	1	0	0	0	0	0	0	1
09:30	17	2	0	0	0	0	0	19	9	0	0	0	0	0	0	9
09:45	11	2	0	0	0	0	0	13	1	1	0	0	0	0	0	2
H/TOT	41	5	1	0	0	0	0	47	17	2	0	0	0	0	0	19
P/TOT	87	20	4	0	0	0	4	115	59	14	4	0	0	1	0	78

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 5 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / LINKS WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	TO ARM A LITTLE GREEN LANE (NE)								FROM ARM A LITTLE GREEN LANE (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	6	2	0	0	0	1	0	9	6	0	0	0	0	0	4	10
14:45	8	1	0	0	0	0	0	9	7	4	0	0	0	0	0	11
HH/TOT	14	3	0	0	0	1	0	18	13	4	0	0	0	0	4	21
15:00	4	0	0	0	0	0	1	5	4	0	0	0	0	0	0	4
15:15	13	0	0	0	0	0	0	13	11	0	0	0	0	0	3	14
15:30	5	0	0	0	0	0	0	5	3	1	1	0	0	0	1	6
15:45	13	1	0	0	0	0	0	14	9	0	0	0	0	0	2	11
H/TOT	35	1	0	0	0	0	1	37	27	1	1	0	0	0	6	35
16:00	12	2	0	0	0	0	0	14	10	5	0	0	0	0	0	15
16:15	14	2	0	0	0	0	0	16	13	2	0	0	0	0	1	16
16:30	4	3	0	0	0	0	0	7	5	1	0	0	0	0	1	7
16:45	5	2	0	0	0	0	0	7	7	4	0	0	0	0	1	12
H/TOT	35	9	0	0	0	0	0	44	35	12	0	0	0	0	3	50
17:00	3	0	0	0	0	0	0	3	7	0	0	0	0	0	1	8
17:15	7	0	0	0	0	0	0	7	5	0	0	0	0	0	0	5
17:30	15	1	0	0	0	0	0	16	8	0	0	0	0	0	0	8
17:45	8	0	0	0	0	0	1	9	5	0	0	0	0	0	0	5
H/TOT	33	1	0	0	0	0	1	35	25	0	0	0	0	0	1	26
18:00	6	3	0	0	0	0	0	9	7	0	0	0	0	0	0	7
18:15	1	1	0	0	0	0	0	2	17	2	1	0	0	1	0	21
18:30	7	0	0	0	0	0	0	7	7	0	0	0	0	0	0	7
18:45	5	0	1	0	0	0	1	7	4	1	0	0	0	0	0	5
H/TOT	19	4	1	0	0	0	1	25	35	3	1	0	0	1	0	40
P/TOT	136	18	1	0	0	1	3	159	135	20	2	0	0	1	14	172

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 5 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / LINKS WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 5 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / LINKS WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	TO ARM B LINKS WAY								FROM ARM B LINKS WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5
07:15	4	0	0	0	0	0	0	4	8	2	0	0	0	0	0	10
07:30	6	2	0	0	0	0	0	8	5	2	1	0	0	0	0	8
07:45	5	0	1	0	0	0	0	6	6	1	0	0	0	0	0	7
H/TOT	18	2	1	0	0	0	0	21	24	5	1	0	0	0	0	30
08:00	4	4	0	0	0	0	0	8	2	1	0	0	0	0	0	3
08:15	6	0	0	0	0	1	0	7	7	2	3	0	0	0	0	12
08:30	10	0	1	0	0	0	0	11	9	2	0	0	0	0	0	11
08:45	13	2	1	0	0	0	0	16	10	1	0	0	0	0	0	11
H/TOT	33	6	2	0	0	1	0	42	28	6	3	0	0	0	0	37
09:00	6	0	0	0	0	0	0	6	7	0	2	0	0	0	2	11
09:15	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6
09:30	7	1	0	0	0	0	0	8	11	0	0	0	0	0	0	11
09:45	3	0	0	0	0	0	0	3	10	2	0	0	0	0	0	12
H/TOT	20	1	0	0	0	0	0	21	34	2	2	0	0	0	2	40
P/TOT	71	9	3	0	0	1	0	84	86	13	6	0	0	0	2	107

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 5 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / LINKS WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	TO ARM B LINKS WAY								FROM ARM B LINKS WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	6	0	0	0	0	0	0	6	9	2	0	0	0	1	0	12
14:45	3	4	0	0	0	0	0	7	5	1	0	0	0	0	0	6
HH/TOT	9	4	0	0	0	0	0	13	14	3	0	0	0	1	0	18
15:00	4	0	0	0	0	0	0	4	9	0	0	0	0	0	0	9
15:15	22	0	0	0	0	0	0	22	13	0	1	0	0	0	0	14
15:30	3	2	1	0	0	0	0	6	5	0	0	0	0	0	0	5
15:45	7	0	0	0	0	0	1	8	11	0	0	0	0	0	0	11
H/TOT	36	2	1	0	0	0	1	40	38	0	1	0	0	0	0	39
16:00	12	4	0	0	0	0	0	16	13	2	0	0	0	0	0	15
16:15	15	1	0	0	0	0	1	17	13	2	0	0	0	0	0	15
16:30	5	0	0	0	0	0	1	6	2	3	0	0	0	0	0	5
16:45	8	2	0	0	0	0	1	11	2	2	0	0	0	0	0	4
H/TOT	40	7	0	0	0	0	3	50	30	9	0	0	0	0	0	39
17:00	5	0	0	0	0	0	1	6	7	0	0	0	0	0	0	7
17:15	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6
17:30	10	0	0	0	0	0	0	10	16	1	0	0	0	0	0	17
17:45	9	0	0	0	0	0	0	9	9	0	0	0	0	0	0	9
H/TOT	28	0	0	0	0	0	1	29	38	1	0	0	0	0	0	39
18:00	8	0	0	0	0	0	0	8	9	3	0	0	0	0	0	12
18:15	11	2	1	0	0	1	0	15	3	1	0	0	0	0	0	4
18:30	4	0	0	0	0	1	0	5	5	0	0	0	0	0	0	5
18:45	5	1	0	0	0	0	0	6	6	0	1	0	0	0	0	7
H/TOT	28	3	1	0	0	2	0	34	23	4	1	0	0	0	0	28
P/TOT	141	16	2	0	0	2	5	166	143	17	2	0	0	1	0	163

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 5 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / LINKS WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 5 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / LINKS WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	TO ARM C LITTLE GREEN LANE (SW)								FROM ARM C LITTLE GREEN LANE (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	0	0	0	0	0	2	3	1	0	0	0	0	0	4
07:15	1	1	0	0	0	0	0	2	2	1	0	0	0	0	0	3
07:30	3	0	0	0	0	0	0	3	2	1	0	0	0	0	1	4
07:45	3	1	1	0	0	0	0	5	1	0	0	0	0	0	1	2
H/TOT	9	2	1	0	0	0	0	12	8	3	0	0	0	0	2	13
08:00	3	1	0	0	0	0	0	4	3	2	0	0	0	0	1	6
08:15	6	0	1	0	0	0	0	7	4	0	0	0	0	0	1	5
08:30	9	1	1	0	0	0	0	11	7	0	1	0	0	0	0	8
08:45	2	1	0	0	0	0	0	3	10	0	0	0	0	0	0	10
H/TOT	20	3	2	0	0	0	0	25	24	2	1	0	0	0	2	29
09:00	0	1	1	0	0	0	2	4	1	0	0	0	0	0	0	1
09:15	3	0	0	0	0	0	0	3	5	1	0	0	0	0	0	6
09:30	2	0	0	0	0	0	0	2	6	3	0	0	0	0	0	9
09:45	0	1	0	0	0	0	0	1	3	0	0	0	0	0	0	3
H/TOT	5	2	1	0	0	0	2	10	15	4	0	0	0	0	0	19
P/TOT	34	7	4	0	0	0	2	47	47	9	1	0	0	0	4	61

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 5 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / LINKS WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

TIME	TO ARM C LITTLE GREEN LANE (SW)								FROM ARM C LITTLE GREEN LANE (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	4	0	0	0	0	0	4	8	1	0	0	0	0	0	0	1
14:45	5	1	0	0	0	0	0	6	4	1	0	0	0	0	0	5
HH/TOT	9	1	0	0	0	0	4	14	5	1	0	0	0	0	0	6
15:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	1	1
15:15	6	0	1	0	0	0	3	10	17	0	0	0	0	0	0	17
15:30	2	0	0	0	0	0	1	3	2	1	0	0	0	0	0	3
15:45	2	0	0	0	0	0	2	4	2	1	0	0	0	0	1	4
H/TOT	15	0	1	0	0	0	6	22	21	2	0	0	0	0	2	25
16:00	3	1	0	0	0	0	0	4	4	0	0	0	0	0	0	4
16:15	4	1	0	0	0	0	0	5	7	0	0	0	0	0	0	7
16:30	2	2	0	0	0	0	0	4	4	1	0	0	0	0	0	5
16:45	1	2	0	0	0	0	0	3	5	0	0	0	0	0	0	5
H/TOT	10	6	0	0	0	0	0	16	20	1	0	0	0	0	0	21
17:00	8	0	0	0	0	0	0	8	2	0	0	0	0	0	0	2
17:15	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
17:30	4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	5
17:45	4	0	0	0	0	0	0	4	7	0	0	0	0	0	1	8
H/TOT	20	0	0	0	0	0	0	20	18	0	0	0	0	0	1	19
18:00	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
18:15	9	0	0	0	0	0	0	9	1	0	0	0	0	0	0	1
18:30	3	0	0	0	0	0	0	3	2	0	0	0	0	1	0	3
18:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	1	3
H/TOT	17	0	0	0	0	0	0	17	6	0	0	0	0	1	1	8
P/TOT	71	7	1	0	0	0	10	89	70	4	0	0	0	1	4	79

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 5 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / LINKS WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 6 **DATE:** 27/06/2024

LOCATION: MANOR WAY / BALDWINS LANE (E) / REPTON WAY **DAY:** THURSDAY

TIME	A TO A FROM MANOR WAY TO MANOR WAY								A TO B FROM MANOR WAY TO BALDWINS LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
07:30	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5
07:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	10	1	1	0	0	0	0	12
08:00	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4
08:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
08:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
08:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	15	1	1	0	0	0	0	17
09:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	6
09:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	12	1	1	0	0	0	0	14
P/TOT	0	0	0	0	0	0	0	0	37	3	3	0	0	0	0	43

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 6 **DATE:** 27/06/2024

LOCATION: MANOR WAY / BALDWINS LANE (E) / REPTON WAY **DAY:** THURSDAY

TIME	A TO A FROM MANOR WAY TO MANOR WAY								A TO B FROM MANOR WAY TO BALDWINS LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
14:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
HH/TOT	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	11	0	1	0	0	0	0	12
15:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
15:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	13	1	1	0	0	0	0	15
16:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
16:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
16:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
17:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
18:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
18:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	7	0	0	0	0	1	0	8
H/TOT	0	0	0	0	0	0	0	0	12	1	0	0	0	1	0	14
P/TOT	0	0	0	0	0	0	0	0	52	5	1	0	0	1	0	59

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 6 **DATE:** 27/06/2024

LOCATION: MANOR WAY / BALDWINS LANE (E) / REPTON WAY **DAY:** THURSDAY

TIME	A TO C FROM MANOR WAY TO REPTON WAY								A TO D FROM MANOR WAY TO BALDWINS LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	0	0	0	0	0	0	3	13	0	2	0	0	0	0	15
07:15	3	0	0	0	0	0	0	3	15	2	0	0	0	0	0	17
07:30	5	0	0	0	0	0	0	5	26	1	0	0	0	0	0	27
07:45	9	0	0	0	0	0	2	11	26	1	1	0	0	0	0	28
H/TOT	20	0	0	0	0	0	2	22	80	4	3	0	0	0	0	87
08:00	11	0	1	0	0	0	1	13	20	0	0	0	0	0	0	20
08:15	6	0	0	0	0	0	0	6	14	1	0	0	0	0	0	15
08:30	28	0	0	0	0	0	3	31	21	0	1	0	0	0	0	22
08:45	23	2	0	0	0	0	0	25	15	4	1	0	0	0	0	20
H/TOT	68	2	1	0	0	0	4	75	70	5	2	0	0	0	0	77
09:00	2	1	0	0	0	0	1	4	14	1	0	0	0	0	1	16
09:15	1	0	0	0	0	0	0	1	12	1	0	0	0	0	0	13
09:30	3	0	0	0	0	0	0	3	15	0	0	0	0	0	0	15
09:45	2	1	0	0	0	0	1	4	13	2	0	0	0	0	0	15
H/TOT	8	2	0	0	0	0	2	12	54	4	0	0	0	0	1	59
P/TOT	96	4	1	0	0	0	8	109	204	13	5	0	0	0	1	223

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 6 **DATE:** 27/06/2024

LOCATION: MANOR WAY / BALDWINS LANE (E) / REPTON WAY **DAY:** THURSDAY

TIME	A TO C FROM MANOR WAY TO REPTON WAY								A TO D FROM MANOR WAY TO BALDWINS LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	3	0	1	0	0	0	2	6	11	0	0	0	0	1	0	12
14:45	6	0	0	0	0	0	0	6	9	1	0	0	0	0	0	10
HH/TOT	9	0	1	0	0	0	2	12	20	1	0	0	0	1	0	22
15:00	5	0	0	0	0	0	0	5	4	1	0	0	0	0	1	6
15:15	20	0	0	0	0	0	0	20	22	0	0	0	0	0	0	22
15:30	4	1	0	0	0	0	0	5	13	0	1	0	0	0	0	14
15:45	12	0	0	0	0	0	0	12	11	2	0	0	0	0	0	13
H/TOT	41	1	0	0	0	0	0	42	50	3	1	0	0	0	1	55
16:00	2	0	0	0	0	0	0	2	15	1	0	0	0	0	0	16
16:15	4	1	0	0	0	0	1	6	15	0	0	0	0	0	0	15
16:30	4	0	0	0	0	1	1	6	8	3	0	0	0	1	0	12
16:45	3	0	0	0	0	1	1	5	17	2	0	0	0	0	0	19
H/TOT	13	1	0	0	0	2	3	19	55	6	0	0	0	1	0	62
17:00	2	0	0	0	0	1	0	3	10	1	0	0	0	0	0	11
17:15	4	0	0	0	0	0	0	4	12	0	0	0	0	0	0	12
17:30	2	0	0	0	0	0	0	2	15	2	0	0	0	0	0	17
17:45	2	0	0	0	0	0	1	3	15	2	0	0	0	0	0	17
H/TOT	10	0	0	0	0	1	1	12	52	5	0	0	0	0	0	57
18:00	1	0	0	0	0	0	1	2	12	0	0	0	0	0	0	12
18:15	1	0	0	0	0	0	0	1	20	1	0	0	0	0	0	21
18:30	1	0	0	0	0	0	1	2	15	1	1	0	0	0	0	17
18:45	5	0	0	0	0	0	0	5	9	0	0	0	0	1	0	10
H/TOT	8	0	0	0	0	0	2	10	56	2	1	0	0	1	0	60
P/TOT	81	2	1	0	0	3	8	95	233	17	2	0	0	3	1	256

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 6

DATE: 27/06/2024

LOCATION: MANOR WAY / BALDWINS LANE (E) / REPTON WAY

DAY: THURSDAY

TIME	B TO A FROM BALDWINS LANE (E) TO MANOR WAY								B TO B FROM BALDWINS LANE (E) TO BALDWINS LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:00	3	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0
08:15	3	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0
08:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
08:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	15	0	2	0	0	0	0	17	0	0	0	0	0	0	0	0
09:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
P/TOT	22	2	2	0	0	0	0	26	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 6 **DATE:** 27/06/2024

LOCATION: MANOR WAY / BALDWINS LANE (E) / REPTON WAY **DAY:** THURSDAY

TIME	B TO A FROM BALDWINS LANE (E) TO MANOR WAY								B TO B FROM BALDWINS LANE (E) TO BALDWINS LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
14:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
HH/TOT	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
15:00	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
15:15	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
15:30	5	0	1	0	0	0	0	6	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	30	0	1	0	0	0	0	31	0	0	0	0	0	0	0	0
16:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
16:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
16:30	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
16:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	19	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0
17:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
17:30	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
17:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0
18:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
18:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
P/TOT	79	2	1	0	0	0	0	82	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 6 **DATE:** 27/06/2024

LOCATION: MANOR WAY / BALDWINS LANE (E) / REPTON WAY **DAY:** THURSDAY

TIME	B TO C FROM BALDWINS LANE (E) TO REPTON WAY								B TO D FROM BALDWINS LANE (E) TO BALDWINS LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	1	0	0	0	0	0	3	21	5	1	0	0	0	0	27
07:15	4	0	1	0	0	0	0	5	26	8	2	0	0	0	1	37
07:30	7	0	1	0	1	0	0	9	49	5	0	0	0	0	0	54
07:45	3	0	0	0	0	0	0	3	51	5	2	0	0	0	0	58
H/TOT	16	1	2	0	1	0	0	20	147	23	5	0	0	0	1	176
08:00	4	2	1	0	1	0	0	8	64	10	1	0	0	0	0	75
08:15	7	1	0	0	1	0	0	9	39	4	1	0	0	0	0	44
08:30	22	0	0	0	1	0	0	23	41	4	0	0	0	0	0	45
08:45	6	1	0	0	1	0	0	8	33	2	0	0	0	1	0	36
H/TOT	39	4	1	0	4	0	0	48	177	20	2	0	0	1	0	200
09:00	1	0	0	0	1	0	0	2	32	10	1	0	0	0	1	44
09:15	3	0	0	0	1	0	0	4	27	1	1	0	0	1	0	30
09:30	1	0	0	0	0	0	0	1	26	6	0	0	0	2	1	35
09:45	3	0	0	0	0	0	0	3	24	5	0	0	0	0	0	29
H/TOT	8	0	0	0	2	0	0	10	109	22	2	0	0	3	2	138
P/TOT	63	5	3	0	7	0	0	78	433	65	9	0	0	4	3	514

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 6 **DATE:** 27/06/2024

LOCATION: MANOR WAY / BALDWINS LANE (E) / REPTON WAY **DAY:** THURSDAY

TIME	B TO C FROM BALDWINS LANE (E) TO REPTON WAY								B TO D FROM BALDWINS LANE (E) TO BALDWINS LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	9	1	0	0	0	0	0	10	35	7	0	0	0	0	0	42
14:45	6	1	0	0	2	0	0	9	46	4	0	0	0	0	0	50
HH/TOT	15	2	0	0	2	0	0	19	81	11	0	0	0	0	0	92
15:00	12	0	0	0	1	0	0	13	60	7	0	0	0	0	0	67
15:15	6	1	0	0	1	0	0	8	46	7	0	0	0	1	0	54
15:30	7	0	0	0	1	0	1	9	64	10	0	2	1	2	2	81
15:45	5	0	0	0	0	0	0	5	53	8	0	0	0	0	0	61
H/TOT	30	1	0	0	3	0	1	35	223	32	0	2	1	3	2	263
16:00	1	3	0	0	1	0	0	5	83	11	0	1	0	0	0	95
16:15	8	0	0	0	1	0	0	9	74	9	1	1	0	1	0	86
16:30	3	0	0	0	1	0	0	4	67	5	3	0	0	1	0	76
16:45	6	0	0	0	0	0	0	6	66	9	0	0	0	1	0	76
H/TOT	18	3	0	0	3	0	0	24	290	34	4	2	0	3	0	333
17:00	11	2	0	0	1	0	0	14	100	7	0	1	0	1	0	109
17:15	9	0	1	0	1	0	0	11	95	12	0	0	0	1	0	108
17:30	9	1	0	0	0	0	0	10	104	4	0	0	0	1	1	110
17:45	8	0	0	0	0	0	0	8	80	9	1	0	0	0	0	90
H/TOT	37	3	1	0	2	0	0	43	379	32	1	1	0	3	1	417
18:00	7	0	0	0	1	0	0	8	53	5	0	0	0	1	0	59
18:15	7	0	0	0	0	0	0	7	58	2	0	0	0	0	0	60
18:30	8	0	0	0	1	1	0	10	45	2	0	0	0	0	0	47
18:45	8	1	0	0	0	0	0	9	37	4	0	0	0	4	0	45
H/TOT	30	1	0	0	2	1	0	34	193	13	0	0	0	5	0	211
P/TOT	130	10	1	0	12	1	1	155	1166	122	5	5	1	14	3	1316

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 6 **DATE:** 27/06/2024

LOCATION: MANOR WAY / BALDWINS LANE (E) / REPTON WAY **DAY:** THURSDAY

TIME	C TO A FROM REPTON WAY TO MANOR WAY								C TO B FROM REPTON WAY TO BALDWINS LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
07:15	2	1	0	0	0	0	0	3	6	0	0	0	1	0	0	7
07:30	1	0	0	0	0	0	0	1	3	0	0	0	1	0	0	4
07:45	2	0	0	0	0	0	1	3	1	2	2	0	0	0	0	5
H/TOT	6	1	0	0	0	0	1	8	13	2	2	0	2	0	0	19
08:00	4	0	0	0	0	0	2	6	3	0	0	0	0	0	1	4
08:15	13	1	0	0	0	0	0	14	9	1	0	0	0	0	0	10
08:30	19	0	0	0	0	0	0	19	5	0	0	0	0	0	0	5
08:45	12	1	0	0	0	0	1	14	13	0	0	0	1	0	0	14
H/TOT	48	2	0	0	0	0	3	53	30	1	0	0	1	0	1	33
09:00	1	2	0	0	0	0	0	3	7	0	0	0	1	0	0	8
09:15	2	1	0	0	0	0	0	3	2	0	0	0	1	0	0	3
09:30	2	0	0	0	0	1	0	3	5	0	0	0	1	0	0	6
09:45	3	1	0	0	0	0	0	4	3	1	0	0	1	0	0	5
H/TOT	8	4	0	0	0	1	0	13	17	1	0	0	4	0	0	22
P/TOT	62	7	0	0	0	1	4	74	60	4	2	0	7	0	1	74

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 6 **DATE:** 27/06/2024

LOCATION: MANOR WAY / BALDWINS LANE (E) / REPTON WAY **DAY:** THURSDAY

TIME	C TO A FROM REPTON WAY TO MANOR WAY								C TO B FROM REPTON WAY TO BALDWINS LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	3	1	0	0	0	0	0	4	4	0	0	0	1	0	1	6
14:45	2	0	0	0	0	0	1	3	0	1	0	0	0	0	0	1
HH/TOT	5	1	0	0	0	0	1	7	4	1	0	0	1	0	1	7
15:00	20	0	0	0	0	0	2	22	2	0	0	0	1	0	0	3
15:15	14	0	0	0	0	0	1	15	12	0	0	0	0	0	0	12
15:30	7	0	0	0	0	0	0	7	3	0	0	0	0	0	0	3
15:45	5	0	0	0	0	0	0	5	3	0	0	0	0	2	0	5
H/TOT	46	0	0	0	0	0	3	49	20	0	0	0	1	2	0	23
16:00	2	0	0	0	0	0	0	2	6	3	0	0	1	0	0	10
16:15	4	0	0	0	0	0	0	4	5	0	0	0	1	0	0	6
16:30	6	1	0	0	0	0	0	7	3	0	0	0	1	0	0	4
16:45	3	0	0	0	0	0	1	4	6	1	0	0	0	0	0	7
H/TOT	15	1	0	0	0	0	1	17	20	4	0	0	3	0	0	27
17:00	6	1	0	0	0	0	0	7	7	0	0	0	1	0	0	8
17:15	9	0	0	0	0	0	0	9	10	0	0	0	1	0	0	11
17:30	6	2	0	0	0	0	0	8	3	1	0	0	0	0	0	4
17:45	3	1	0	0	0	0	0	4	1	0	0	0	1	0	0	2
H/TOT	24	4	0	0	0	0	0	28	21	1	0	0	3	0	0	25
18:00	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
18:15	4	1	0	0	0	0	0	5	4	0	0	0	1	0	0	5
18:30	4	0	0	0	0	0	0	4	1	0	0	0	0	1	0	2
18:45	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6
H/TOT	13	1	0	0	0	0	0	14	13	0	0	0	1	1	0	15
P/TOT	103	7	0	0	0	0	5	115	78	6	0	0	9	3	1	97

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 6 **DATE:** 27/06/2024

LOCATION: MANOR WAY / BALDWINS LANE (E) / REPTON WAY **DAY:** THURSDAY

TIME	C TO C FROM REPTON WAY TO REPTON WAY								C TO D FROM REPTON WAY TO BALDWINS LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
07:15	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9
07:30	0	0	0	0	0	0	0	0	11	2	1	0	0	1	0	15
07:45	0	0	0	0	0	0	0	0	19	2	0	0	0	0	0	21
H/TOT	0	0	0	0	0	0	0	0	48	7	1	0	0	1	0	57
08:00	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
08:15	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	17
08:30	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8
08:45	0	0	0	0	0	0	0	0	28	3	0	0	0	0	0	31
H/TOT	0	0	0	0	0	0	0	0	62	6	0	0	0	0	0	68
09:00	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14
09:15	0	0	0	0	0	0	0	0	10	2	1	0	0	0	1	14
09:30	0	0	0	0	0	0	0	0	12	1	1	0	0	0	0	14
09:45	0	0	0	0	0	0	0	0	12	1	1	0	0	0	1	15
H/TOT	0	0	0	0	0	0	0	0	48	4	3	0	0	0	2	57
P/TOT	0	0	0	0	0	0	0	0	158	17	4	0	0	1	2	182

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 6 **DATE:** 27/06/2024

LOCATION: MANOR WAY / BALDWINS LANE (E) / REPTON WAY **DAY:** THURSDAY

TIME	C TO C FROM REPTON WAY TO REPTON WAY								C TO D FROM REPTON WAY TO BALDWINS LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
14:45	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
HH/TOT	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	22
15:00	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
15:15	0	0	0	0	0	0	0	0	15	3	0	0	0	0	1	19
15:30	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
15:45	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18
H/TOT	0	0	0	0	0	0	0	0	47	7	0	0	0	0	1	55
16:00	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13
16:15	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15
16:30	1	0	0	0	0	0	0	1	9	2	0	0	0	1	0	12
16:45	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18
H/TOT	1	0	0	0	0	0	0	1	51	6	0	0	0	1	0	58
17:00	0	0	0	0	0	0	0	0	18	1	1	0	0	0	1	21
17:15	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16
17:30	0	0	0	0	0	0	0	0	6	2	1	0	0	0	0	9
17:45	0	0	0	0	0	0	0	0	15	1	0	0	0	0	1	17
H/TOT	0	0	0	0	0	0	0	0	54	5	2	0	0	0	2	63
18:00	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16
18:15	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
18:30	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
18:45	0	0	0	0	0	0	0	0	12	0	1	0	0	0	0	13
H/TOT	0	0	0	0	0	0	0	0	49	2	1	0	0	0	0	52
P/TOT	1	0	0	0	0	0	0	1	223	20	3	0	0	1	3	250

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 6

DATE: 27/06/2024

LOCATION: MANOR WAY / BALDWINS LANE (E) / REPTON WAY

DAY: THURSDAY

TIME	D TO A FROM BALDWINS LANE (W) TO MANOR WAY								D TO B FROM BALDWINS LANE (W) TO BALDWINS LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	2	0	0	0	0	0	7	21	5	1	0	0	0	0	27
07:15	8	1	0	0	0	0	0	9	41	10	0	0	0	0	0	51
07:30	3	4	1	0	0	0	0	8	56	5	1	0	0	0	0	62
07:45	14	3	0	0	0	0	0	17	56	6	0	0	1	0	0	63
H/TOT	30	10	1	0	0	0	0	41	174	26	2	0	1	0	0	203
08:00	11	3	1	0	0	0	0	15	97	13	0	0	0	0	0	110
08:15	12	1	0	0	0	0	0	13	83	10	0	0	0	0	0	93
08:30	15	0	0	0	0	0	0	15	76	7	0	0	0	0	0	83
08:45	9	1	1	0	0	0	0	11	74	7	1	0	0	0	0	82
H/TOT	47	5	2	0	0	0	0	54	330	37	1	0	0	0	0	368
09:00	11	1	1	0	0	1	0	14	69	9	2	0	0	0	0	80
09:15	13	2	0	0	0	0	0	15	44	7	0	0	0	0	1	52
09:30	8	1	0	0	0	0	0	9	26	6	0	0	1	1	1	35
09:45	10	4	0	0	0	0	0	14	37	4	0	0	0	0	2	43
H/TOT	42	8	1	0	0	1	0	52	176	26	2	0	1	1	4	210
P/TOT	119	23	4	0	0	1	0	147	680	89	5	0	2	1	4	781

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 6 **DATE:** 27/06/2024

LOCATION: MANOR WAY / BALDWINS LANE (E) / REPTON WAY **DAY:** THURSDAY

TIME	D TO A FROM BALDWINS LANE (W) TO MANOR WAY								D TO B FROM BALDWINS LANE (W) TO BALDWINS LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	15	0	0	0	0	0	0	15	26	7	0	0	0	0	1	34
14:45	13	2	0	0	0	0	2	17	36	5	1	0	0	1	0	43
HH/TOT	28	2	0	0	0	0	2	32	62	12	1	0	0	1	1	77
15:00	15	4	0	0	0	0	0	19	29	4	0	0	0	0	0	33
15:15	13	1	0	0	0	0	2	16	32	8	1	0	0	1	1	43
15:30	14	2	0	0	0	0	0	16	37	7	0	0	0	1	0	45
15:45	10	2	0	0	0	0	1	13	37	5	0	1	0	0	1	44
H/TOT	52	9	0	0	0	0	3	64	135	24	1	1	0	2	2	165
16:00	16	1	0	0	0	1	0	18	53	9	0	1	0	0	2	65
16:15	12	1	0	0	0	0	0	13	41	4	2	0	0	0	0	47
16:30	22	4	0	0	0	0	0	26	52	3	2	0	0	1	0	58
16:45	15	1	0	0	0	0	0	16	43	0	0	2	0	2	0	47
H/TOT	65	7	0	0	0	1	0	73	189	16	4	3	0	3	2	217
17:00	11	0	0	0	0	0	0	11	44	7	0	0	0	0	1	52
17:15	18	2	0	0	0	0	0	20	60	7	1	0	0	1	0	69
17:30	22	0	1	0	0	0	0	23	51	10	1	1	0	0	3	66
17:45	25	1	0	0	0	1	0	27	35	3	2	0	0	1	1	42
H/TOT	76	3	1	0	0	1	0	81	190	27	4	1	0	2	5	229
18:00	15	2	0	0	0	0	0	17	30	4	0	0	0	1	0	35
18:15	13	0	0	0	0	1	0	14	38	4	0	0	0	0	0	42
18:30	14	0	1	0	0	0	0	15	38	3	0	0	0	0	0	41
18:45	15	0	0	0	0	0	0	15	33	0	0	0	0	1	0	34
H/TOT	57	2	1	0	0	1	0	61	139	11	0	0	0	2	0	152
P/TOT	278	23	2	0	0	3	5	311	715	90	10	5	0	10	10	840

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 6 **DATE:** 27/06/2024

LOCATION: MANOR WAY / BALDWINS LANE (E) / REPTON WAY **DAY:** THURSDAY

TIME	D TO C FROM BALDWINS LANE (W) TO REPTON WAY								D TO D FROM BALDWINS LANE (W) TO BALDWINS LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	2	1	0	0	0	0	8	0	0	0	0	0	0	0	0
07:15	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0
07:30	8	3	2	0	0	0	0	13	0	0	0	0	0	0	0	0
07:45	9	1	1	0	0	0	0	11	0	0	0	0	0	0	0	0
H/TOT	29	8	4	0	0	0	0	41	0	0	0	0	0	0	0	0
08:00	23	3	0	0	0	0	0	26	0	0	0	0	0	0	0	0
08:15	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0
08:30	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
08:45	10	4	0	0	0	0	1	15	0	0	0	0	0	0	0	0
H/TOT	62	9	0	0	0	0	1	72	0	0	0	0	0	0	0	0
09:00	15	2	0	0	0	0	1	18	0	0	0	0	0	0	0	0
09:15	8	1	0	0	0	0	1	10	0	0	0	0	0	0	0	0
09:30	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
09:45	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
H/TOT	42	5	0	0	0	0	2	49	0	0	0	0	0	0	0	0
P/TOT	133	22	4	0	0	0	3	162	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 6 **DATE:** 27/06/2024

LOCATION: MANOR WAY / BALDWINS LANE (E) / REPTON WAY **DAY:** THURSDAY

TIME	D TO C FROM BALDWINS LANE (W) TO REPTON WAY								D TO D FROM BALDWINS LANE (W) TO BALDWINS LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
14:45	11	3	0	0	0	0	0	14	0	0	0	0	0	0	0	0
HH/TOT	21	3	0	0	0	0	0	24	0	0	0	0	0	0	0	0
15:00	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
15:15	9	1	0	0	0	1	0	11	0	0	0	0	0	0	0	0
15:30	13	2	0	0	0	1	0	16	0	0	0	0	0	0	0	0
15:45	6	3	1	0	0	0	0	10	0	0	0	0	0	0	0	0
H/TOT	36	7	1	0	0	2	0	46	0	0	0	0	0	0	0	0
16:00	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
16:15	17	1	0	0	0	1	0	19	0	0	0	0	0	0	0	0
16:30	27	4	0	0	0	1	0	32	0	0	0	0	0	0	0	0
16:45	16	5	0	0	0	1	0	22	0	0	0	0	0	0	0	0
H/TOT	67	10	0	0	0	3	0	80	0	0	0	0	0	0	0	0
17:00	21	0	0	0	0	0	0	21	0	0	0	0	0	0	0	0
17:15	22	2	0	0	0	0	0	24	0	0	0	0	0	0	0	0
17:30	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0
17:45	19	1	0	0	0	0	0	20	0	0	0	0	0	0	0	0
H/TOT	77	5	0	0	0	0	0	82	0	0	0	0	0	0	0	0
18:00	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
18:15	14	0	0	0	0	0	1	15	0	0	0	0	0	0	0	0
18:30	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
18:45	7	1	1	0	0	0	0	9	0	0	0	0	0	0	0	0
H/TOT	42	2	1	0	0	0	1	46	0	0	0	0	0	0	0	0
P/TOT	243	27	2	0	0	5	1	278	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 6 **DATE:** 27/06/2024

LOCATION: MANOR WAY / BALDWINS LANE (E) / REPTON WAY **DAY:** THURSDAY

TIME	TO ARM A MANOR WAY								FROM ARM A MANOR WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	6	2	0	0	0	0	0	8	16	0	2	0	0	0	0	18
07:15	10	2	0	0	0	0	0	12	22	2	0	0	0	0	0	24
07:30	4	5	1	0	0	0	0	10	35	1	1	0	0	0	0	37
07:45	17	3	0	0	0	0	1	21	37	2	1	0	0	0	2	42
H/TOT	37	12	1	0	0	0	1	51	110	5	4	0	0	0	2	121
08:00	18	3	2	0	0	0	2	25	34	0	2	0	0	0	1	37
08:15	28	2	1	0	0	0	0	31	22	2	0	0	0	0	0	24
08:30	39	0	0	0	0	0	0	39	53	0	1	0	0	0	3	57
08:45	25	2	1	0	0	0	1	29	44	6	1	0	0	0	0	51
H/TOT	110	7	4	0	0	0	3	124	153	8	4	0	0	0	4	169
09:00	14	3	1	0	0	1	0	19	20	3	0	0	0	0	2	25
09:15	17	3	0	0	0	0	0	20	13	1	0	0	0	0	0	14
09:30	11	1	0	0	0	1	0	13	23	0	1	0	0	0	0	24
09:45	14	6	0	0	0	0	0	20	18	3	0	0	0	0	1	22
H/TOT	56	13	1	0	0	2	0	72	74	7	1	0	0	0	3	85
P/TOT	203	32	6	0	0	2	4	247	337	20	9	0	0	0	9	375

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 6 **DATE:** 27/06/2024

LOCATION: MANOR WAY / BALDWINS LANE (E) / REPTON WAY **DAY:** THURSDAY

TIME	TO ARM A MANOR WAY								FROM ARM A MANOR WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	19	2	0	0	0	0	0	21	17	0	1	0	0	1	2	21
14:45	17	2	0	0	0	0	3	22	17	2	0	0	0	0	0	19
HH/TOT	36	4	0	0	0	0	3	43	34	2	1	0	0	1	2	40
15:00	50	4	0	0	0	0	2	56	9	1	0	0	0	0	1	11
15:15	36	1	0	0	0	0	3	40	53	0	1	0	0	0	0	54
15:30	26	2	1	0	0	0	0	29	18	2	1	0	0	0	0	21
15:45	16	2	0	0	0	0	1	19	24	2	0	0	0	0	0	26
H/TOT	128	9	1	0	0	0	6	144	104	5	2	0	0	0	1	112
16:00	23	1	0	0	0	1	0	25	20	2	0	0	0	0	0	22
16:15	20	1	0	0	0	0	0	21	21	1	0	0	0	0	1	23
16:30	34	5	0	0	0	0	0	39	16	4	0	0	0	2	1	23
16:45	22	1	0	0	0	0	1	24	25	2	0	0	0	1	1	29
H/TOT	99	8	0	0	0	1	1	109	82	9	0	0	0	3	3	97
17:00	19	1	0	0	0	0	0	20	13	1	0	0	0	1	0	15
17:15	31	2	0	0	0	0	0	33	19	0	0	0	0	0	0	19
17:30	35	2	1	0	0	0	0	38	20	2	0	0	0	0	0	22
17:45	31	3	0	0	0	1	0	35	18	2	0	0	0	0	1	21
H/TOT	116	8	1	0	0	1	0	126	70	5	0	0	0	1	1	77
18:00	23	2	0	0	0	0	0	25	15	0	0	0	0	0	1	16
18:15	18	1	0	0	0	1	0	20	24	1	0	0	0	0	0	25
18:30	22	0	1	0	0	0	0	23	16	2	1	0	0	0	1	20
18:45	18	0	0	0	0	0	0	18	21	0	0	0	0	2	0	23
H/TOT	81	3	1	0	0	1	0	86	76	3	1	0	0	2	2	84
P/TOT	460	32	3	0	0	3	10	508	366	24	4	0	0	7	9	410

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 6 **DATE:** 27/06/2024

LOCATION: MANOR WAY / BALDWINS LANE (E) / REPTON WAY **DAY:** THURSDAY

TIME	TO ARM B BALDWINS LANE (E)								FROM ARM B BALDWINS LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	24	5	1	0	0	0	0	30	23	6	1	0	0	0	0	30
07:15	51	10	0	0	1	0	0	62	30	8	3	0	0	0	1	42
07:30	63	5	2	0	1	0	0	71	56	6	1	0	1	0	0	64
07:45	59	9	2	0	1	0	0	71	55	5	2	0	0	0	0	62
H/TOT	197	29	5	0	3	0	0	234	164	25	7	0	1	0	1	198
08:00	103	13	1	0	0	0	1	118	71	12	3	0	1	0	0	87
08:15	94	12	0	0	0	0	0	106	49	5	2	0	1	0	0	57
08:30	85	7	0	0	0	0	0	92	68	4	0	0	1	0	0	73
08:45	93	7	1	0	1	0	0	102	43	3	0	0	1	1	0	48
H/TOT	375	39	2	0	1	0	1	418	231	24	5	0	4	1	0	265
09:00	80	10	2	0	1	0	0	93	35	10	1	0	1	0	1	48
09:15	46	7	0	0	1	0	1	55	32	1	1	0	1	1	0	36
09:30	36	6	1	0	2	1	1	47	28	6	0	0	0	2	1	37
09:45	43	5	0	0	1	0	2	51	28	6	0	0	0	0	0	34
H/TOT	205	28	3	0	5	1	4	246	123	23	2	0	2	3	2	155
P/TOT	777	96	10	0	9	1	5	898	518	72	14	0	7	4	3	618

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 6 **DATE:** 27/06/2024

LOCATION: MANOR WAY / BALDWINS LANE (E) / REPTON WAY **DAY:** THURSDAY

TIME	TO ARM B BALDWINS LANE (E)								FROM ARM B BALDWINS LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	33	7	0	0	1	0	2	43	45	9	0	0	0	0	0	54
14:45	38	7	1	0	0	1	0	47	54	5	0	0	2	0	0	61
HH/TOT	71	14	1	0	1	1	2	90	99	14	0	0	2	0	0	115
15:00	31	4	0	0	1	0	0	36	87	7	0	0	1	0	0	95
15:15	55	8	2	0	0	1	1	67	61	8	0	0	1	1	0	71
15:30	41	8	0	0	0	1	0	50	76	10	1	2	2	2	3	96
15:45	41	5	0	1	0	2	1	50	59	8	0	0	0	0	0	67
H/TOT	168	25	2	1	1	4	2	203	283	33	1	2	4	3	3	329
16:00	62	13	0	1	1	0	2	79	89	14	0	1	1	0	0	105
16:15	48	4	2	0	1	0	0	55	86	9	1	1	1	1	0	99
16:30	59	4	2	0	1	1	0	67	76	5	3	0	1	1	0	86
16:45	54	1	0	2	0	2	0	59	76	9	0	0	0	1	0	86
H/TOT	223	22	4	3	3	3	2	260	327	37	4	2	3	3	0	376
17:00	52	7	0	0	1	0	1	61	113	9	0	1	1	1	0	125
17:15	73	7	1	0	1	1	0	83	108	12	1	0	1	1	0	123
17:30	57	11	1	1	0	0	3	73	120	5	0	0	0	1	1	127
17:45	37	3	2	0	1	1	1	45	91	10	1	0	0	0	0	102
H/TOT	219	28	4	1	3	2	5	262	432	36	2	1	2	3	1	477
18:00	34	4	0	0	0	1	0	39	64	5	0	0	1	1	0	71
18:15	45	4	0	0	1	0	0	50	66	2	0	0	0	0	0	68
18:30	39	4	0	0	0	1	0	44	57	2	0	0	1	1	0	61
18:45	46	0	0	0	0	2	0	48	47	5	0	0	0	4	0	56
H/TOT	164	12	0	0	1	4	0	181	234	14	0	0	2	6	0	256
P/TOT	845	101	11	5	9	14	11	996	1375	134	7	5	13	15	4	1553

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 6 **DATE:** 27/06/2024

LOCATION: MANOR WAY / BALDWINS LANE (E) / REPTON WAY **DAY:** THURSDAY

TIME	TO ARM C REPTON WAY								FROM ARM C REPTON WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	10	3	1	0	0	0	0	14	15	1	0	0	0	0	0	16
07:15	14	2	1	0	0	0	0	17	15	3	0	0	1	0	0	19
07:30	20	3	3	0	1	0	0	27	15	2	1	0	1	1	0	20
07:45	21	1	1	0	0	0	2	25	22	4	2	0	0	0	1	29
H/TOT	65	9	6	0	1	0	2	83	67	10	3	0	2	1	1	84
08:00	38	5	2	0	1	0	1	47	19	0	0	0	0	0	3	22
08:15	28	3	0	0	1	0	0	32	38	3	0	0	0	0	0	41
08:30	64	0	0	0	1	0	3	68	30	2	0	0	0	0	0	32
08:45	39	7	0	0	1	0	1	48	53	4	0	0	1	0	1	59
H/TOT	169	15	2	0	4	0	5	195	140	9	0	0	1	0	4	154
09:00	18	3	0	0	1	0	2	24	22	2	0	0	1	0	0	25
09:15	12	1	0	0	1	0	1	15	14	3	1	0	1	0	1	20
09:30	16	1	0	0	0	0	0	17	19	1	1	0	1	1	0	23
09:45	12	2	0	0	0	0	1	15	18	3	1	0	1	0	1	24
H/TOT	58	7	0	0	2	0	4	71	73	9	3	0	4	1	2	92
P/TOT	292	31	8	0	7	0	11	349	280	28	6	0	7	2	7	330

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 6 **DATE:** 27/06/2024

LOCATION: MANOR WAY / BALDWINS LANE (E) / REPTON WAY **DAY:** THURSDAY

TIME	TO ARM C REPTON WAY								FROM ARM C REPTON WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	22	1	1	0	0	0	2	26	18	1	0	0	1	0	1	21
14:45	23	4	0	0	2	0	0	29	13	1	0	0	0	0	1	15
HH/TOT	45	5	1	0	2	0	2	55	31	2	0	0	1	0	2	36
15:00	25	1	0	0	1	0	0	27	29	1	0	0	1	0	2	33
15:15	35	2	0	0	1	1	0	39	41	3	0	0	0	0	2	46
15:30	24	3	0	0	1	1	1	30	19	1	0	0	0	0	0	20
15:45	23	3	1	0	0	0	0	27	24	2	0	0	0	2	0	28
H/TOT	107	9	1	0	3	2	1	123	113	7	0	0	1	2	4	127
16:00	10	3	0	0	1	0	0	14	20	4	0	0	1	0	0	25
16:15	29	2	0	0	1	1	1	34	23	1	0	0	1	0	0	25
16:30	35	4	0	0	1	2	1	43	19	3	0	0	1	1	0	24
16:45	25	5	0	0	0	2	1	33	25	3	0	0	0	0	1	29
H/TOT	99	14	0	0	3	5	3	124	87	11	0	0	3	1	1	103
17:00	34	2	0	0	1	1	0	38	31	2	1	0	1	0	1	36
17:15	35	2	1	0	1	0	0	39	34	1	0	0	1	0	0	36
17:30	26	3	0	0	0	0	0	29	15	5	1	0	0	0	0	21
17:45	29	1	0	0	0	0	1	31	19	2	0	0	1	0	1	23
H/TOT	124	8	1	0	2	1	1	137	99	10	2	0	3	0	2	116
18:00	17	0	0	0	1	0	1	19	20	2	0	0	0	0	0	22
18:15	22	0	0	0	0	0	1	23	20	1	0	0	1	0	0	22
18:30	21	1	0	0	1	1	1	25	16	0	0	0	0	1	0	17
18:45	20	2	1	0	0	0	0	23	19	0	1	0	0	0	0	20
H/TOT	80	3	1	0	2	1	3	90	75	3	1	0	1	1	0	81
P/TOT	455	39	4	0	12	9	10	529	405	33	3	0	9	4	9	463

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 6 **DATE:** 27/06/2024

LOCATION: MANOR WAY / BALDWINS LANE (E) / REPTON WAY **DAY:** THURSDAY

TIME	TO ARM D BALDWINS LANE (W)								FROM ARM D BALDWINS LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	45	6	3	0	0	0	0	54	31	9	2	0	0	0	0	42
07:15	48	12	2	0	0	0	1	63	56	13	0	0	0	0	0	69
07:30	86	8	1	0	0	1	0	96	67	12	4	0	0	0	0	83
07:45	96	8	3	0	0	0	0	107	79	10	1	0	1	0	0	91
H/TOT	275	34	9	0	0	1	1	320	233	44	7	0	1	0	0	285
08:00	96	10	1	0	0	0	0	107	131	19	1	0	0	0	0	151
08:15	69	6	1	0	0	0	0	76	110	13	0	0	0	0	0	123
08:30	68	6	1	0	0	0	0	75	105	7	0	0	0	0	0	112
08:45	76	9	1	0	0	1	0	87	93	12	2	0	0	0	1	108
H/TOT	309	31	4	0	0	1	0	345	439	51	3	0	0	0	1	494
09:00	60	11	1	0	0	0	2	74	95	12	3	0	0	1	1	112
09:15	49	4	2	0	0	1	1	57	65	10	0	0	0	0	2	77
09:30	53	7	1	0	0	2	1	64	46	8	0	0	1	1	1	57
09:45	49	8	1	0	0	0	1	59	54	9	0	0	0	0	2	65
H/TOT	211	30	5	0	0	3	5	254	260	39	3	0	1	2	6	311
P/TOT	795	95	18	0	0	5	6	919	932	134	13	0	2	2	7	1090

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 6 **DATE:** 27/06/2024

LOCATION: MANOR WAY / BALDWINS LANE (E) / REPTON WAY **DAY:** THURSDAY

TIME	TO ARM D BALDWINS LANE (W)								FROM ARM D BALDWINS LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	57	7	0	0	0	1	0	65	51	7	0	0	0	0	1	59
14:45	66	5	0	0	0	0	0	71	60	10	1	0	0	1	2	74
HH/TOT	123	12	0	0	0	1	0	136	111	17	1	0	0	1	3	133
15:00	71	9	0	0	0	0	1	81	52	9	0	0	0	0	0	61
15:15	83	10	0	0	0	1	1	95	54	10	1	0	0	2	3	70
15:30	86	11	1	2	1	2	2	105	64	11	0	0	0	2	0	77
15:45	80	12	0	0	0	0	0	92	53	10	1	1	0	0	2	67
H/TOT	320	42	1	2	1	3	4	373	223	40	2	1	0	4	5	275
16:00	110	13	0	1	0	0	0	124	76	10	0	1	0	1	2	90
16:15	103	10	1	1	0	1	0	116	70	6	2	0	0	1	0	79
16:30	84	10	3	0	0	3	0	100	101	11	2	0	0	2	0	116
16:45	99	13	0	0	0	1	0	113	74	6	0	2	0	3	0	85
H/TOT	396	46	4	2	0	5	0	453	321	33	4	3	0	7	2	370
17:00	128	9	1	1	0	1	1	141	76	7	0	0	0	0	1	84
17:15	122	13	0	0	0	1	0	136	100	11	1	0	0	1	0	113
17:30	125	8	1	0	0	1	1	136	88	12	2	1	0	0	3	106
17:45	110	12	1	0	0	0	1	124	79	5	2	0	0	2	1	89
H/TOT	485	42	3	1	0	3	3	537	343	35	5	1	0	3	5	392
18:00	79	7	0	0	0	1	0	87	54	6	0	0	0	1	0	61
18:15	90	3	0	0	0	0	0	93	65	4	0	0	0	1	1	71
18:30	71	3	1	0	0	0	0	75	64	4	1	0	0	0	0	69
18:45	58	4	1	0	0	5	0	68	55	1	1	0	0	1	0	58
H/TOT	298	17	2	0	0	6	0	323	238	15	2	0	0	3	1	259
P/TOT	1622	159	10	5	1	18	7	1822	1236	140	14	5	0	18	16	1429

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 7 **DATE:** 27/06/2024

LOCATION: DURRANTS DRIVE / BALDWINS LANE (E) / BALDWINS LANE (W) **DAY:** THURSDAY

TIME	A TO A FROM DURRANTS DRIVE TO DURRANTS DRIVE								A TO B FROM DURRANTS DRIVE TO BALDWINS LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	17	1	0	0	0	0	0	18
07:15	0	0	0	0	0	0	0	0	11	4	0	0	0	0	0	15
07:30	0	0	0	0	0	0	0	0	11	0	0	0	0	0	1	12
07:45	0	0	0	0	0	0	0	0	14	3	2	0	0	0	0	19
H/TOT	0	0	0	0	0	0	0	0	53	8	2	0	0	0	1	64
08:00	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16
08:15	0	0	0	0	0	0	0	0	15	4	0	0	0	0	0	19
08:30	0	0	0	0	0	0	0	0	19	2	0	0	0	0	0	21
08:45	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15
H/TOT	0	0	0	0	0	0	0	0	64	7	0	0	0	0	0	71
09:00	0	0	0	0	0	0	0	0	10	3	0	0	0	0	0	13
09:15	0	0	0	0	0	0	0	0	17	2	0	0	0	0	0	19
09:30	0	0	0	0	0	0	0	0	8	0	0	0	1	0	0	9
09:45	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
H/TOT	0	0	0	0	0	0	0	0	42	6	0	0	1	0	0	49
P/TOT	0	0	0	0	0	0	0	0	159	21	2	0	1	0	1	184

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 7 **DATE:** 27/06/2024

LOCATION: DURRANTS DRIVE / BALDWINS LANE (E) / BALDWINS LANE (W) **DAY:** THURSDAY

TIME	A TO A FROM DURRANTS DRIVE TO DURRANTS DRIVE								A TO B FROM DURRANTS DRIVE TO BALDWINS LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
14:45	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	23
HH/TOT	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	30
15:00	0	0	0	0	0	0	0	0	9	0	1	0	0	0	0	10
15:15	0	0	0	0	0	0	0	0	35	3	1	0	0	0	1	40
15:30	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
15:45	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	16
H/TOT	0	0	0	0	0	0	0	0	65	6	3	0	0	0	1	75
16:00	0	0	0	0	0	0	0	0	9	3	0	0	0	3	0	15
16:15	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14
16:30	0	0	0	0	0	0	0	0	9	2	0	0	0	1	1	13
16:45	0	0	0	0	0	0	0	0	16	1	0	0	0	1	0	18
H/TOT	0	0	0	0	0	0	0	0	46	8	0	0	0	5	1	60
17:00	0	0	0	0	0	0	0	0	22	1	0	0	0	0	0	23
17:15	0	0	0	0	0	0	0	0	14	1	0	0	0	0	1	16
17:30	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	22
17:45	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	23
H/TOT	0	0	0	0	0	0	0	0	79	4	0	0	0	0	1	84
18:00	0	0	0	0	0	0	0	0	8	2	2	0	0	0	0	12
18:15	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16
18:30	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
18:45	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
H/TOT	0	0	0	0	0	0	0	0	44	3	2	0	0	0	0	49
P/TOT	0	0	0	0	0	0	0	0	264	21	5	0	0	5	3	298

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 7 **DATE:** 27/06/2024

LOCATION: DURRANTS DRIVE / BALDWINS LANE (E) / BALDWINS LANE (W) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 7 **DATE:** 27/06/2024

LOCATION: DURRANTS DRIVE / BALDWINS LANE (E) / BALDWINS LANE (W) **DAY:** THURSDAY

TIME	A TO C FROM DURRANTS DRIVE TO BALDWINS LANE (W)								B TO A FROM BALDWINS LANE (E) TO DURRANTS DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	9	3	0	0	0	0	0	12	3	1	0	0	0	0	0	4
07:15	9	1	0	0	0	0	1	11	8	0	0	0	0	0	0	8
07:30	13	0	0	0	0	0	2	15	5	3	0	0	0	0	0	8
07:45	20	3	0	0	0	0	0	23	7	0	0	0	0	0	0	7
H/TOT	51	7	0	0	0	0	3	61	23	4	0	0	0	0	0	27
08:00	22	2	0	0	0	1	0	25	14	3	0	0	0	0	0	17
08:15	18	1	0	0	0	0	0	19	21	1	0	0	0	0	0	22
08:30	30	1	0	0	0	0	0	31	46	0	0	0	0	0	0	46
08:45	30	3	0	0	0	0	1	34	13	1	0	0	0	0	0	14
H/TOT	100	7	0	0	0	1	1	109	94	5	0	0	0	0	0	99
09:00	7	1	0	0	0	0	1	9	10	2	0	0	0	0	0	12
09:15	9	0	1	0	0	0	0	10	5	0	0	0	0	0	0	5
09:30	8	1	0	0	0	1	0	10	12	3	0	0	0	0	0	15
09:45	11	1	0	0	0	0	0	12	5	1	0	0	0	0	0	6
H/TOT	35	3	1	0	0	1	1	41	32	6	0	0	0	0	0	38
P/TOT	186	17	1	0	0	2	5	211	149	15	0	0	0	0	0	164

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 7 **DATE:** 27/06/2024

LOCATION: DURRANTS DRIVE / BALDWINS LANE (E) / BALDWINS LANE (W) **DAY:** THURSDAY

TIME	A TO C FROM DURRANTS DRIVE TO BALDWINS LANE (W)								B TO A FROM BALDWINS LANE (E) TO DURRANTS DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	11	4	0	0	0	0	0	15	5	0	1	0	0	0	0	6
14:45	15	1	0	0	0	0	0	16	8	0	0	0	0	0	0	8
HH/TOT	26	5	0	0	0	0	0	31	13	0	1	0	0	0	0	14
15:00	10	0	0	0	0	0	0	10	33	1	0	0	0	0	0	34
15:15	16	2	0	0	1	0	0	19	17	0	0	0	0	0	0	17
15:30	7	1	0	0	0	0	0	8	13	3	0	0	0	0	0	16
15:45	6	3	0	0	0	0	0	9	16	0	0	0	0	0	0	16
H/TOT	39	6	0	0	1	0	0	46	79	4	0	0	0	0	0	83
16:00	10	1	0	0	0	0	0	11	14	1	0	0	0	3	0	18
16:15	8	1	0	0	0	0	0	9	14	0	0	0	0	0	0	14
16:30	10	1	1	0	0	0	1	13	22	1	0	0	0	2	0	25
16:45	11	1	0	0	0	0	0	12	20	1	2	0	0	2	0	25
H/TOT	39	4	1	0	0	0	1	45	70	3	2	0	0	7	0	82
17:00	6	0	0	0	0	0	0	6	23	1	0	0	0	1	0	25
17:15	16	3	0	0	0	0	0	19	28	4	0	0	0	0	0	32
17:30	6	1	0	0	0	0	0	7	25	2	0	0	0	0	0	27
17:45	10	1	0	0	0	0	0	11	22	0	0	0	0	0	0	22
H/TOT	38	5	0	0	0	0	0	43	98	7	0	0	0	1	0	106
18:00	7	0	0	0	0	0	0	7	21	2	0	0	0	0	0	23
18:15	8	0	0	0	0	0	0	8	11	2	1	0	0	0	0	14
18:30	14	0	0	0	0	0	0	14	10	1	0	0	0	0	0	11
18:45	13	2	0	0	0	0	0	15	16	2	0	0	0	2	0	20
H/TOT	42	2	0	0	0	0	0	44	58	7	1	0	0	2	0	68
P/TOT	184	22	1	0	1	0	1	209	318	21	4	0	0	10	0	353

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 7 **DATE:** 27/06/2024

LOCATION: DURRANTS DRIVE / BALDWINS LANE (E) / BALDWINS LANE (W) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 7 **DATE:** 27/06/2024

LOCATION: DURRANTS DRIVE / BALDWINS LANE (E) / BALDWINS LANE (W) **DAY:** THURSDAY

TIME	B TO B FROM BALDWINS LANE (E) TO BALDWINS LANE (E)								B TO C FROM BALDWINS LANE (E) TO BALDWINS LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	14	2	2	0	0	0	0	18
07:15	0	0	0	0	0	0	0	0	28	7	2	0	0	0	1	38
07:30	0	0	0	0	0	0	0	0	41	2	1	1	0	0	0	45
07:45	0	0	0	0	0	0	0	0	41	8	1	0	1	0	0	51
H/TOT	0	0	0	0	0	0	0	0	124	19	6	1	1	0	1	152
08:00	0	0	0	0	0	0	0	0	53	10	2	0	0	0	0	65
08:15	0	0	0	0	0	0	0	0	52	3	3	0	1	0	0	59
08:30	0	0	0	0	0	0	0	0	54	6	1	0	1	0	0	62
08:45	0	0	0	0	0	0	0	0	38	4	0	0	1	0	0	43
H/TOT	0	0	0	0	0	0	0	0	197	23	6	0	3	0	0	229
09:00	0	0	0	0	0	0	0	0	28	7	1	0	0	0	0	36
09:15	0	0	0	0	0	0	0	0	23	1	0	0	1	0	1	26
09:30	0	0	0	0	0	0	0	0	16	6	0	0	0	1	1	24
09:45	0	0	1	0	0	0	0	1	28	6	1	0	1	0	0	36
H/TOT	0	0	1	0	0	0	0	1	95	20	2	0	2	1	2	122
P/TOT	0	0	1	0	0	0	0	1	416	62	14	1	6	1	3	503

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 7 **DATE:** 27/06/2024

LOCATION: DURRANTS DRIVE / BALDWINS LANE (E) / BALDWINS LANE (W) **DAY:** THURSDAY

TIME	B TO B FROM BALDWINS LANE (E) TO BALDWINS LANE (E)								B TO C FROM BALDWINS LANE (E) TO BALDWINS LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	46	5	0	0	0	0	0	51
14:45	0	0	0	0	0	0	0	0	54	3	0	0	2	0	0	59
HH/TOT	0	0	0	0	0	0	0	0	100	8	0	0	2	0	0	110
15:00	0	0	0	0	0	0	0	0	74	9	0	0	1	0	2	86
15:15	0	0	0	0	0	0	0	0	49	9	0	1	1	0	0	60
15:30	0	0	0	0	0	0	0	0	74	10	1	1	1	2	3	92
15:45	0	0	0	0	0	0	0	0	63	7	0	0	0	0	0	70
H/TOT	0	0	0	0	0	0	0	0	260	35	1	2	3	2	5	308
16:00	0	0	0	0	0	0	0	0	92	14	0	1	1	1	0	109
16:15	0	0	0	0	0	0	0	0	87	9	1	1	1	1	0	100
16:30	1	0	0	0	0	0	0	1	74	6	3	0	1	1	0	85
16:45	0	0	0	0	0	0	0	0	78	9	1	0	0	1	0	89
H/TOT	1	0	0	0	0	0	0	1	331	38	5	2	3	4	0	383
17:00	0	1	0	0	0	0	0	1	116	12	0	1	1	1	0	131
17:15	0	0	0	0	0	0	0	0	120	9	0	0	1	3	1	134
17:30	0	0	0	0	0	0	0	0	132	9	0	0	0	0	3	144
17:45	0	0	0	0	0	0	0	0	89	6	1	0	0	1	0	97
H/TOT	0	1	0	0	0	0	0	1	457	36	1	1	2	5	4	506
18:00	0	0	0	0	0	0	0	0	71	3	0	0	1	1	0	76
18:15	0	0	0	0	0	0	0	0	60	4	0	0	0	1	0	65
18:30	0	0	0	0	0	0	0	0	44	4	0	0	0	1	4	53
18:45	0	0	0	0	0	0	0	0	47	2	0	0	1	4	0	54
H/TOT	0	0	0	0	0	0	0	0	222	13	0	0	2	7	4	248
P/TOT	1	1	0	0	0	0	0	2	1370	130	7	5	12	18	13	1555

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 7 **DATE:** 27/06/2024

LOCATION: DURRANTS DRIVE / BALDWINS LANE (E) / BALDWINS LANE (W) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 7 **DATE:** 27/06/2024

LOCATION: DURRANTS DRIVE / BALDWINS LANE (E) / BALDWINS LANE (W) **DAY:** THURSDAY

TIME	C TO A FROM BALDWINS LANE (W) TO DURRANTS DRIVE								C TO B FROM BALDWINS LANE (W) TO BALDWINS LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	1	0	0	0	0	0	3	29	6	0	0	0	0	0	35
07:15	3	0	0	0	0	0	0	3	58	13	0	0	1	0	0	72
07:30	3	0	0	0	0	0	0	3	64	4	1	0	1	0	1	71
07:45	4	1	1	0	0	0	0	6	68	7	1	0	1	0	0	77
H/TOT	12	2	1	0	0	0	0	15	219	30	2	0	3	0	1	255
08:00	10	2	0	0	0	0	0	12	100	10	1	0	0	0	1	112
08:15	5	0	0	0	0	0	0	5	93	10	1	0	0	0	0	104
08:30	12	3	0	0	0	0	1	16	93	5	1	0	0	0	1	100
08:45	8	1	0	0	0	0	0	9	98	7	1	0	1	1	0	108
H/TOT	35	6	0	0	0	0	1	42	384	32	4	0	1	1	2	424
09:00	7	0	0	0	0	0	0	7	89	7	1	0	1	0	0	98
09:15	2	2	0	0	0	0	0	4	53	7	1	0	1	1	1	64
09:30	3	0	0	0	1	0	0	4	39	6	1	0	1	1	0	48
09:45	6	1	0	0	0	0	1	8	39	5	0	0	1	0	2	47
H/TOT	18	3	0	0	1	0	1	23	220	25	3	0	4	2	3	257
P/TOT	65	11	1	0	1	0	2	80	823	87	9	0	8	3	6	936

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 7 **DATE:** 27/06/2024

LOCATION: DURRANTS DRIVE / BALDWINS LANE (E) / BALDWINS LANE (W) **DAY:** THURSDAY

TIME	C TO A FROM BALDWINS LANE (W) TO DURRANTS DRIVE								C TO B FROM BALDWINS LANE (W) TO BALDWINS LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	2	2	0	0	0	0	0	4	37	7	0	0	1	0	1	46
14:45	7	0	0	0	0	0	0	7	38	4	0	0	0	1	1	44
HH/TOT	9	2	0	0	0	0	0	11	75	11	0	0	1	1	2	90
15:00	9	3	0	0	0	0	0	12	36	5	1	0	1	0	0	43
15:15	12	2	0	0	0	0	0	14	50	4	2	0	0	0	1	57
15:30	13	1	0	0	0	0	0	14	44	6	0	0	0	2	0	52
15:45	16	0	0	0	0	0	1	17	34	5	0	1	2	0	0	42
H/TOT	50	6	0	0	0	0	1	57	164	20	3	1	3	2	1	194
16:00	10	0	0	0	0	0	0	10	49	7	0	1	1	1	2	61
16:15	7	2	0	0	0	0	1	10	54	6	2	0	1	0	0	63
16:30	15	0	1	0	0	0	0	16	46	3	0	0	1	1	0	51
16:45	12	0	0	0	0	0	0	12	57	1	0	2	0	2	0	62
H/TOT	44	2	1	0	0	0	1	48	206	17	2	3	3	4	2	237
17:00	12	2	1	0	0	0	0	15	50	6	0	0	1	0	1	58
17:15	24	3	0	0	0	0	0	27	54	4	0	0	1	2	1	62
17:30	8	3	1	0	0	0	0	12	50	10	0	1	1	1	4	67
17:45	5	0	0	0	0	0	0	5	36	2	2	0	1	2	2	45
H/TOT	49	8	2	0	0	0	0	59	190	22	2	1	4	5	8	232
18:00	9	1	0	0	0	0	0	10	26	3	0	0	0	0	0	29
18:15	13	2	0	0	0	1	0	16	39	4	0	0	1	1	0	45
18:30	8	1	0	0	0	0	0	9	33	2	0	0	0	0	2	37
18:45	7	0	0	0	0	0	0	7	38	1	0	0	0	2	3	44
H/TOT	37	4	0	0	0	1	0	42	136	10	0	0	1	3	5	155
P/TOT	189	22	3	0	0	1	2	217	771	80	7	5	12	15	18	908

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 7 **DATE:** 27/06/2024

LOCATION: DURRANTS DRIVE / BALDWINS LANE (E) / BALDWINS LANE (W) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 7 **DATE:** 27/06/2024

LOCATION: DURRANTS DRIVE / BALDWINS LANE (E) / BALDWINS LANE (W) **DAY:** THURSDAY

TIME	C TO C FROM BALDWINS LANE (W) TO BALDWINS LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 7 **DATE:** 27/06/2024

LOCATION: DURRANTS DRIVE / BALDWINS LANE (E) / BALDWINS LANE (W) **DAY:** THURSDAY

TIME	C TO C FROM BALDWINS LANE (W) TO BALDWINS LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	1	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	1	0	0	0	0	1

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 7 **DATE:** 27/06/2024

LOCATION: DURRANTS DRIVE / BALDWINS LANE (E) / BALDWINS LANE (W) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 7 **DATE:** 27/06/2024

LOCATION: DURRANTS DRIVE / BALDWINS LANE (E) / BALDWINS LANE (W) **DAY:** THURSDAY

TIME	TO ARM A DURRANTS DRIVE								FROM ARM A DURRANTS DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	2	0	0	0	0	0	7	26	4	0	0	0	0	0	30
07:15	11	0	0	0	0	0	0	11	20	5	0	0	0	0	1	26
07:30	8	3	0	0	0	0	0	11	24	0	0	0	0	0	3	27
07:45	11	1	1	0	0	0	0	13	34	6	2	0	0	0	0	42
H/TOT	35	6	1	0	0	0	0	42	104	15	2	0	0	0	4	125
08:00	24	5	0	0	0	0	0	29	38	2	0	0	0	1	0	41
08:15	26	1	0	0	0	0	0	27	33	5	0	0	0	0	0	38
08:30	58	3	0	0	0	0	1	62	49	3	0	0	0	0	0	52
08:45	21	2	0	0	0	0	0	23	44	4	0	0	0	0	1	49
H/TOT	129	11	0	0	0	0	1	141	164	14	0	0	0	1	1	180
09:00	17	2	0	0	0	0	0	19	17	4	0	0	0	0	1	22
09:15	7	2	0	0	0	0	0	9	26	2	1	0	0	0	0	29
09:30	15	3	0	0	1	0	0	19	16	1	0	0	1	1	0	19
09:45	11	2	0	0	0	0	1	14	18	2	0	0	0	0	0	20
H/TOT	50	9	0	0	1	0	1	61	77	9	1	0	1	1	1	90
P/TOT	214	26	1	0	1	0	2	244	345	38	3	0	1	2	6	395

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 7 **DATE:** 27/06/2024

LOCATION: DURRANTS DRIVE / BALDWINS LANE (E) / BALDWINS LANE (W) **DAY:** THURSDAY

TIME	TO ARM A DURRANTS DRIVE								FROM ARM A DURRANTS DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	7	2	1	0	0	0	0	10	18	4	0	0	0	0	0	22
14:45	15	0	0	0	0	0	0	15	38	1	0	0	0	0	0	39
HH/TOT	22	2	1	0	0	0	0	25	56	5	0	0	0	0	0	61
15:00	42	4	0	0	0	0	0	46	19	0	1	0	0	0	0	20
15:15	29	2	0	0	0	0	0	31	51	5	1	0	1	0	1	59
15:30	26	4	0	0	0	0	0	30	15	2	0	0	0	0	0	17
15:45	32	0	0	0	0	0	1	33	19	5	1	0	0	0	0	25
H/TOT	129	10	0	0	0	0	1	140	104	12	3	0	1	0	1	121
16:00	24	1	0	0	0	3	0	28	19	4	0	0	0	3	0	26
16:15	21	2	0	0	0	0	1	24	20	3	0	0	0	0	0	23
16:30	37	1	1	0	0	2	0	41	19	3	1	0	0	1	2	26
16:45	32	1	2	0	0	2	0	37	27	2	0	0	0	1	0	30
H/TOT	114	5	3	0	0	7	1	130	85	12	1	0	0	5	2	105
17:00	35	3	1	0	0	1	0	40	28	1	0	0	0	0	0	29
17:15	52	7	0	0	0	0	0	59	30	4	0	0	0	0	1	35
17:30	33	5	1	0	0	0	0	39	28	1	0	0	0	0	0	29
17:45	27	0	0	0	0	0	0	27	31	3	0	0	0	0	0	34
H/TOT	147	15	2	0	0	1	0	165	117	9	0	0	0	0	1	127
18:00	30	3	0	0	0	0	0	33	15	2	2	0	0	0	0	19
18:15	24	4	1	0	0	1	0	30	24	0	0	0	0	0	0	24
18:30	18	2	0	0	0	0	0	20	21	1	0	0	0	0	0	22
18:45	23	2	0	0	0	2	0	27	26	2	0	0	0	0	0	28
H/TOT	95	11	1	0	0	3	0	110	86	5	2	0	0	0	0	93
P/TOT	507	43	7	0	0	11	2	570	448	43	6	0	1	5	4	507

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 7 **DATE:** 27/06/2024

LOCATION: DURRANTS DRIVE / BALDWINS LANE (E) / BALDWINS LANE (W) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 7 **DATE:** 27/06/2024

LOCATION: DURRANTS DRIVE / BALDWINS LANE (E) / BALDWINS LANE (W) **DAY:** THURSDAY

TIME	TO ARM B BALDWINS LANE (E)								FROM ARM B BALDWINS LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	46	7	0	0	0	0	0	53	17	3	2	0	0	0	0	22
07:15	69	17	0	0	1	0	0	87	36	7	2	0	0	0	1	46
07:30	75	4	1	0	1	0	2	83	46	5	1	1	0	0	0	53
07:45	82	10	3	0	1	0	0	96	48	8	1	0	1	0	0	58
H/TOT	272	38	4	0	3	0	2	319	147	23	6	1	1	0	1	179
08:00	116	10	1	0	0	0	1	128	67	13	2	0	0	0	0	82
08:15	108	14	1	0	0	0	0	123	73	4	3	0	1	0	0	81
08:30	112	7	1	0	0	0	1	121	100	6	1	0	1	0	0	108
08:45	112	8	1	0	1	1	0	123	51	5	0	0	1	0	0	57
H/TOT	448	39	4	0	1	1	2	495	291	28	6	0	3	0	0	328
09:00	99	10	1	0	1	0	0	111	38	9	1	0	0	0	0	48
09:15	70	9	1	0	1	1	1	83	28	1	0	0	1	0	1	31
09:30	47	6	1	0	2	1	0	57	28	9	0	0	0	1	1	39
09:45	46	6	1	0	1	0	2	56	33	7	2	0	1	0	0	43
H/TOT	262	31	4	0	5	2	3	307	127	26	3	0	2	1	2	161
P/TOT	982	108	12	0	9	3	7	1121	565	77	15	1	6	1	3	668

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 7 **DATE:** 27/06/2024

LOCATION: DURRANTS DRIVE / BALDWINS LANE (E) / BALDWINS LANE (W) **DAY:** THURSDAY

TIME	TO ARM B BALDWINS LANE (E)								FROM ARM B BALDWINS LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	44	7	0	0	1	0	1	53	51	5	1	0	0	0	0	57
14:45	61	4	0	0	0	1	1	67	62	3	0	0	2	0	0	67
HH/TOT	105	11	0	0	1	1	2	120	113	8	1	0	2	0	0	124
15:00	45	5	2	0	1	0	0	53	107	10	0	0	1	0	2	120
15:15	85	7	3	0	0	0	2	97	66	9	0	1	1	0	0	77
15:30	52	7	0	0	0	2	0	61	87	13	1	1	1	2	3	108
15:45	47	7	1	1	2	0	0	58	79	7	0	0	0	0	0	86
H/TOT	229	26	6	1	3	2	2	269	339	39	1	2	3	2	5	391
16:00	58	10	0	1	1	4	2	76	106	15	0	1	1	4	0	127
16:15	66	8	2	0	1	0	0	77	101	9	1	1	1	1	0	114
16:30	56	5	0	0	1	2	1	65	97	7	3	0	1	3	0	111
16:45	73	2	0	2	0	3	0	80	98	10	3	0	0	3	0	114
H/TOT	253	25	2	3	3	9	3	298	402	41	7	2	3	11	0	466
17:00	72	8	0	0	1	0	1	82	139	14	0	1	1	2	0	157
17:15	68	5	0	0	1	2	2	78	148	13	0	0	1	3	1	166
17:30	72	10	0	1	1	1	4	89	157	11	0	0	0	0	3	171
17:45	57	4	2	0	1	2	2	68	111	6	1	0	0	1	0	119
H/TOT	269	27	2	1	4	5	9	317	555	44	1	1	2	6	4	613
18:00	34	5	2	0	0	0	0	41	92	5	0	0	1	1	0	99
18:15	55	4	0	0	1	1	0	61	71	6	1	0	0	1	0	79
18:30	40	3	0	0	0	0	2	45	54	5	0	0	0	1	4	64
18:45	51	1	0	0	0	2	3	57	63	4	0	0	1	6	0	74
H/TOT	180	13	2	0	1	3	5	204	280	20	1	0	2	9	4	316
P/TOT	1036	102	12	5	12	20	21	1208	1689	152	11	5	12	28	13	1910

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 7 **DATE:** 27/06/2024

LOCATION: DURRANTS DRIVE / BALDWINS LANE (E) / BALDWINS LANE (W) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 7 **DATE:** 27/06/2024

LOCATION: DURRANTS DRIVE / BALDWINS LANE (E) / BALDWINS LANE (W) **DAY:** THURSDAY

TIME	TO ARM C BALDWINS LANE (W)								FROM ARM C BALDWINS LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	23	5	2	0	0	0	0	30	31	7	0	0	0	0	0	38
07:15	37	8	2	0	0	0	2	49	61	13	0	0	1	0	0	75
07:30	54	2	1	1	0	0	2	60	67	4	1	0	1	0	1	74
07:45	61	11	1	0	1	0	0	74	72	8	2	0	1	0	0	83
H/TOT	175	26	6	1	1	0	4	213	231	32	3	0	3	0	1	270
08:00	75	12	2	0	0	1	0	90	110	12	1	0	0	0	1	124
08:15	70	4	3	0	1	0	0	78	98	10	1	0	0	0	0	109
08:30	84	7	1	0	1	0	0	93	105	8	1	0	0	0	2	116
08:45	68	7	0	0	1	0	1	77	106	8	1	0	1	1	0	117
H/TOT	297	30	6	0	3	1	1	338	419	38	4	0	1	1	3	466
09:00	35	8	1	0	0	0	1	45	96	7	1	0	1	0	0	105
09:15	32	1	1	0	1	0	1	36	55	9	1	0	1	1	1	68
09:30	24	7	0	0	0	2	1	34	42	6	1	0	2	1	0	52
09:45	39	7	1	0	1	0	0	48	45	6	0	0	1	0	3	55
H/TOT	130	23	3	0	2	2	3	163	238	28	3	0	5	2	4	280
P/TOT	602	79	15	1	6	3	8	714	888	98	10	0	9	3	8	1016

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 7 **DATE:** 27/06/2024

LOCATION: DURRANTS DRIVE / BALDWINS LANE (E) / BALDWINS LANE (W) **DAY:** THURSDAY

TIME	TO ARM C BALDWINS LANE (W)								FROM ARM C BALDWINS LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	57	9	0	0	0	0	0	66	39	9	0	0	1	0	1	50
14:45	69	4	0	0	2	0	0	75	45	4	0	0	0	1	1	51
HH/TOT	126	13	0	0	2	0	0	141	84	13	0	0	1	1	2	101
15:00	84	9	0	0	1	0	2	96	45	8	1	0	1	0	0	55
15:15	65	11	0	1	2	0	0	79	62	6	2	0	0	0	1	71
15:30	81	11	1	1	1	2	3	100	57	7	0	0	0	2	0	66
15:45	69	10	0	0	0	0	0	79	50	5	0	1	2	0	1	59
H/TOT	299	41	1	2	4	2	5	354	214	26	3	1	3	2	2	251
16:00	102	15	0	1	1	1	0	120	59	7	0	1	1	1	2	71
16:15	95	10	1	1	1	1	0	109	61	8	2	0	1	0	1	73
16:30	84	7	4	0	1	1	1	98	61	3	1	0	1	1	0	67
16:45	89	10	1	0	0	1	0	101	69	1	0	2	0	2	0	74
H/TOT	370	42	6	2	3	4	1	428	250	19	3	3	3	4	3	285
17:00	122	12	0	1	1	1	0	137	62	8	1	0	1	0	1	73
17:15	136	12	0	0	1	3	1	153	78	7	0	0	1	2	1	89
17:30	138	10	1	0	0	0	3	152	58	13	2	1	1	1	4	80
17:45	99	7	1	0	0	1	0	108	41	2	2	0	1	2	2	50
H/TOT	495	41	2	1	2	5	4	550	239	30	5	1	4	5	8	292
18:00	78	3	0	0	1	1	0	83	35	4	0	0	0	0	0	39
18:15	68	4	0	0	0	1	0	73	52	6	0	0	1	2	0	61
18:30	58	4	0	0	0	1	4	67	41	3	0	0	0	0	2	46
18:45	60	4	0	0	1	4	0	69	45	1	0	0	0	2	3	51
H/TOT	264	15	0	0	2	7	4	292	173	14	0	0	1	4	5	197
P/TOT	1554	152	9	5	13	18	14	1765	960	102	11	5	12	16	20	1126

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 7 **DATE:** 27/06/2024

LOCATION: DURRANTS DRIVE / BALDWINS LANE (E) / BALDWINS LANE (W) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 8 **DATE:** 27/06/2024

LOCATION: BALDWINS LANE (W) / LINKS WAY / BALDWINS LANE (E) **DAY:** THURSDAY

TIME	A TO B FROM BALDWINS LANE (W) TO LINKS WAY								A TO C FROM BALDWINS LANE (W) TO BALDWINS LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	45	7	0	0	0	0	0	52
07:15	4	0	0	0	0	0	0	4	67	16	0	0	1	0	0	84
07:30	0	0	0	0	0	0	0	0	77	5	1	0	1	0	2	86
07:45	1	1	1	0	0	0	0	3	79	8	2	0	1	0	0	90
H/TOT	5	1	1	0	0	0	0	7	268	36	3	0	3	0	2	312
08:00	2	0	0	0	0	0	0	2	116	11	1	0	0	0	3	131
08:15	2	0	0	0	0	0	0	2	114	14	2	0	0	0	0	130
08:30	3	0	0	0	0	0	0	3	111	7	0	0	0	0	0	118
08:45	2	0	0	0	0	0	0	2	120	8	1	0	1	1	0	131
H/TOT	9	0	0	0	0	0	0	9	461	40	4	0	1	1	3	510
09:00	3	0	0	0	0	0	0	3	96	10	1	0	1	0	0	108
09:15	3	0	0	0	0	0	0	3	70	9	1	0	1	1	1	83
09:30	0	0	0	0	0	0	0	0	50	6	0	0	2	1	0	59
09:45	3	0	0	0	0	0	0	3	43	7	2	0	1	0	3	56
H/TOT	9	0	0	0	0	0	0	9	259	32	4	0	5	2	4	306
P/TOT	23	1	1	0	0	0	0	25	988	108	11	0	9	3	9	1128

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 8 **DATE:** 27/06/2024

LOCATION: BALDWINS LANE (W) / LINKS WAY / BALDWINS LANE (E) **DAY:** THURSDAY

TIME	A TO B FROM BALDWINS LANE (W) TO LINKS WAY								A TO C FROM BALDWINS LANE (W) TO BALDWINS LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	3	2	0	0	0	0	0	5	44	3	0	0	1	1	1	50
14:45	0	0	0	0	0	0	0	0	65	5	0	0	0	1	1	72
HH/TOT	3	2	0	0	0	0	0	5	109	8	0	0	1	2	2	122
15:00	4	0	0	0	0	0	0	4	37	5	2	0	1	0	0	45
15:15	5	0	0	0	0	0	0	5	78	7	3	0	0	0	1	89
15:30	5	0	0	0	0	0	0	5	50	7	0	0	0	2	1	60
15:45	3	0	0	0	0	0	0	3	43	7	1	1	2	0	0	54
H/TOT	17	0	0	0	0	0	0	17	208	26	6	1	3	2	2	248
16:00	3	0	0	0	0	0	0	3	53	11	0	1	1	4	2	72
16:15	4	1	0	0	0	0	0	5	63	6	2	0	1	0	0	72
16:30	8	1	0	0	0	0	0	9	44	4	0	0	1	2	1	52
16:45	2	0	0	0	0	0	0	2	69	2	0	2	0	3	0	76
H/TOT	17	2	0	0	0	0	0	19	229	23	2	3	3	9	3	272
17:00	6	0	0	0	0	0	0	6	61	8	0	0	1	0	1	71
17:15	5	0	0	0	0	0	0	5	63	5	0	0	1	2	1	72
17:30	7	1	0	0	0	0	0	8	65	9	0	1	1	1	3	80
17:45	2	0	1	0	0	0	0	3	60	4	1	0	1	2	2	70
H/TOT	20	1	1	0	0	0	0	22	249	26	1	1	4	5	7	293
18:00	1	3	0	0	0	0	0	4	37	2	2	0	0	0	0	41
18:15	0	0	0	0	0	0	0	0	51	4	0	0	1	1	1	58
18:30	1	0	0	0	0	0	0	1	40	3	0	0	0	0	2	45
18:45	2	0	0	0	0	0	0	2	46	1	0	0	0	3	4	54
H/TOT	4	3	0	0	0	0	0	7	174	10	2	0	1	4	7	198
P/TOT	61	8	1	0	0	0	0	70	969	93	11	5	12	22	21	1133

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 8 **DATE:** 27/06/2024

LOCATION: BALDWINS LANE (W) / LINKS WAY / BALDWINS LANE (E) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 8 **DATE:** 27/06/2024

LOCATION: BALDWINS LANE (W) / LINKS WAY / BALDWINS LANE (E) **DAY:** THURSDAY

TIME	B TO A FROM LINKS WAY TO BALDWINS LANE (W)								B TO C FROM LINKS WAY TO BALDWINS LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	1	0	0	0	0	1	18	4	0	0	0	0	2	24
07:15	4	0	0	0	0	0	0	4	14	1	1	0	0	1	0	17
07:30	2	0	0	0	0	0	0	2	22	6	0	0	0	0	0	28
07:45	6	0	0	0	0	0	0	6	25	2	1	0	0	0	1	29
H/TOT	12	0	1	0	0	0	0	13	79	13	2	0	0	1	3	98
08:00	3	0	0	0	0	0	0	3	20	3	0	0	0	0	1	24
08:15	2	0	0	0	0	0	0	2	26	1	0	0	0	1	0	28
08:30	7	1	0	0	0	0	0	8	36	4	0	0	0	1	0	41
08:45	4	0	0	0	0	0	0	4	35	3	2	0	0	0	0	40
H/TOT	16	1	0	0	0	0	0	17	117	11	2	0	0	2	1	133
09:00	1	1	0	0	0	0	0	2	21	1	1	0	0	0	2	25
09:15	1	0	0	0	0	0	0	1	11	1	0	0	0	0	0	12
09:30	0	0	0	0	0	0	0	0	16	1	2	0	0	0	0	19
09:45	5	0	0	0	0	0	0	5	17	0	0	0	0	0	0	17
H/TOT	7	1	0	0	0	0	0	8	65	3	3	0	0	0	2	73
P/TOT	35	2	1	0	0	0	0	38	261	27	7	0	0	3	6	304

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 8 **DATE:** 27/06/2024

LOCATION: BALDWINS LANE (W) / LINKS WAY / BALDWINS LANE (E) **DAY:** THURSDAY

TIME	B TO A FROM LINKS WAY TO BALDWINS LANE (W)								B TO C FROM LINKS WAY TO BALDWINS LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	1	1	0	0	0	0	0	2	11	3	0	0	0	0	0	14
14:45	3	0	0	0	0	0	0	3	22	6	0	0	0	0	0	28
HH/TOT	4	1	0	0	0	0	0	5	33	9	0	0	0	0	0	42
15:00	1	0	0	0	0	0	0	1	8	1	0	0	0	0	0	9
15:15	8	0	0	0	0	0	0	8	31	1	0	0	0	0	1	33
15:30	4	0	0	0	0	0	0	4	9	1	1	0	0	0	0	11
15:45	3	1	0	0	0	0	0	4	21	0	0	0	0	0	0	21
H/TOT	16	1	0	0	0	0	0	17	69	3	1	0	0	0	1	74
16:00	4	0	0	0	0	0	0	4	21	3	0	0	0	0	2	26
16:15	4	1	0	0	0	0	0	5	20	0	0	0	0	0	1	21
16:30	2	1	0	0	0	0	0	3	21	0	0	0	0	0	0	21
16:45	3	0	0	0	0	0	0	3	26	2	0	0	0	0	0	28
H/TOT	13	2	0	0	0	0	0	15	88	5	0	0	0	0	3	96
17:00	4	0	0	0	0	0	0	4	23	1	2	0	0	2	0	28
17:15	7	0	0	0	0	0	0	7	21	0	0	0	0	0	0	21
17:30	4	1	0	0	0	0	0	5	22	2	0	0	0	1	0	25
17:45	5	0	0	0	0	0	0	5	26	0	0	0	0	2	1	29
H/TOT	20	1	0	0	0	0	0	21	92	3	2	0	0	5	1	103
18:00	3	0	0	0	0	0	0	3	26	0	1	0	0	0	0	27
18:15	3	0	0	0	0	0	0	3	31	4	1	0	0	1	0	37
18:30	5	0	0	0	0	2	0	7	12	0	0	0	0	0	0	12
18:45	3	0	0	0	0	0	0	3	14	2	0	0	0	1	0	17
H/TOT	14	0	0	0	0	2	0	16	83	6	2	0	0	2	0	93
P/TOT	67	5	0	0	0	2	0	74	365	26	5	0	0	7	5	408

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 8 **DATE:** 27/06/2024

LOCATION: BALDWINS LANE (W) / LINKS WAY / BALDWINS LANE (E) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 8 **DATE:** 27/06/2024

LOCATION: BALDWINS LANE (W) / LINKS WAY / BALDWINS LANE (E) **DAY:** THURSDAY

TIME	C TO A FROM BALDWINS LANE (E) TO BALDWINS LANE (W)								C TO B FROM BALDWINS LANE (E) TO LINKS WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	17	3	2	0	0	0	0	22	10	0	0	0	0	0	0	10
07:15	30	8	1	0	0	0	1	40	12	4	0	0	0	0	0	16
07:30	41	4	1	1	0	0	0	47	12	1	1	0	0	0	0	14
07:45	41	8	2	0	1	0	0	52	14	1	0	0	0	0	1	16
H/TOT	129	23	6	1	1	0	1	161	48	6	1	0	0	0	1	56
08:00	61	13	1	0	0	0	0	75	6	1	1	0	0	0	0	8
08:15	68	5	3	0	1	0	0	77	12	2	1	0	0	0	0	15
08:30	94	4	1	0	1	0	0	100	19	2	0	0	0	0	1	22
08:45	43	5	0	0	1	0	0	49	17	1	1	0	0	0	0	19
H/TOT	266	27	5	0	3	0	0	301	54	6	3	0	0	0	1	64
09:00	36	8	1	0	0	0	1	46	15	1	1	0	0	0	1	18
09:15	25	1	0	0	1	0	1	28	10	0	1	0	0	0	1	12
09:30	29	9	1	0	0	1	1	41	17	1	0	0	0	0	0	18
09:45	26	7	1	0	1	0	0	35	5	3	0	0	0	0	0	8
H/TOT	116	25	3	0	2	1	3	150	47	5	2	0	0	0	2	56
P/TOT	511	75	14	1	6	1	4	612	149	17	6	0	0	0	4	176

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 8 **DATE:** 27/06/2024

LOCATION: BALDWINS LANE (W) / LINKS WAY / BALDWINS LANE (E) **DAY:** THURSDAY

TIME	C TO A FROM BALDWINS LANE (E) TO BALDWINS LANE (W)								C TO B FROM BALDWINS LANE (E) TO LINKS WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	51	3	1	0	0	0	0	55	22	3	0	0	0	1	0	26
14:45	59	4	0	0	2	0	0	65	14	1	0	0	0	0	0	15
HH/TOT	110	7	1	0	2	0	0	120	36	4	0	0	0	1	0	41
15:00	108	10	0	0	1	0	1	120	35	2	1	0	0	0	1	39
15:15	61	8	0	1	1	1	0	72	16	5	0	0	1	0	1	23
15:30	83	14	1	1	1	1	1	102	17	2	0	0	0	0	0	19
15:45	80	8	0	0	0	0	0	88	25	1	0	0	0	0	0	26
H/TOT	332	40	1	2	3	2	2	382	93	10	1	0	1	0	2	107
16:00	102	13	0	1	1	4	0	121	25	5	0	0	0	0	1	31
16:15	102	6	1	1	1	1	0	112	28	0	0	0	0	0	2	30
16:30	91	8	3	0	1	3	0	106	25	3	0	0	0	0	0	28
16:45	99	10	3	0	0	3	0	115	22	5	1	0	0	0	2	30
H/TOT	394	37	7	2	3	11	0	454	100	13	1	0	0	0	5	119
17:00	139	12	0	1	1	2	1	156	25	1	0	0	0	1	2	29
17:15	142	15	0	0	1	3	1	162	38	0	0	0	0	0	0	38
17:30	152	9	0	0	0	1	0	162	34	2	0	0	0	0	1	37
17:45	108	7	1	0	0	1	0	117	27	6	0	0	0	1	0	34
H/TOT	541	43	1	1	2	7	2	597	124	9	0	0	0	2	3	138
18:00	92	6	0	0	1	1	0	100	33	0	0	0	0	0	0	33
18:15	67	5	1	0	0	1	0	74	23	2	0	0	0	2	1	28
18:30	53	5	0	0	1	1	0	60	20	2	0	0	0	0	1	23
18:45	62	3	0	0	0	5	1	71	22	1	1	0	0	2	1	27
H/TOT	274	19	1	0	2	8	1	305	98	5	1	0	0	4	3	111
P/TOT	1651	146	11	5	12	28	5	1858	451	41	3	0	1	7	13	516

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 8 **DATE:** 27/06/2024

LOCATION: BALDWINS LANE (W) / LINKS WAY / BALDWINS LANE (E) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 8 **DATE:** 27/06/2024

LOCATION: BALDWINS LANE (W) / LINKS WAY / BALDWINS LANE (E) **DAY:** THURSDAY

TIME	TO ARM A BALDWINS LANE (W)								FROM ARM A BALDWINS LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	17	3	3	0	0	0	0	23	45	7	0	0	0	0	0	52
07:15	34	8	1	0	0	0	1	44	71	16	0	0	1	0	0	88
07:30	43	4	1	1	0	0	0	49	77	5	1	0	1	0	2	86
07:45	47	8	2	0	1	0	0	58	80	9	3	0	1	0	0	93
H/TOT	141	23	7	1	1	0	1	174	273	37	4	0	3	0	2	319
08:00	64	13	1	0	0	0	0	78	118	11	1	0	0	0	3	133
08:15	70	5	3	0	1	0	0	79	116	14	2	0	0	0	0	132
08:30	101	5	1	0	1	0	0	108	114	7	0	0	0	0	0	121
08:45	47	5	0	0	1	0	0	53	122	8	1	0	1	1	0	133
H/TOT	282	28	5	0	3	0	0	318	470	40	4	0	1	1	3	519
09:00	37	9	1	0	0	0	1	48	99	10	1	0	1	0	0	111
09:15	26	1	0	0	1	0	1	29	73	9	1	0	1	1	1	86
09:30	29	9	1	0	0	1	1	41	50	6	0	0	2	1	0	59
09:45	31	7	1	0	1	0	0	40	46	7	2	0	1	0	3	59
H/TOT	123	26	3	0	2	1	3	158	268	32	4	0	5	2	4	315
P/TOT	546	77	15	1	6	1	4	650	1011	109	12	0	9	3	9	1153

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 8 **DATE:** 27/06/2024

LOCATION: BALDWINS LANE (W) / LINKS WAY / BALDWINS LANE (E) **DAY:** THURSDAY

TIME	TO ARM A BALDWINS LANE (W)								FROM ARM A BALDWINS LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	52	4	1	0	0	0	0	57	47	5	0	0	1	1	1	55
14:45	62	4	0	0	2	0	0	68	65	5	0	0	0	1	1	72
HH/TOT	114	8	1	0	2	0	0	125	112	10	0	0	1	2	2	127
15:00	109	10	0	0	1	0	1	121	41	5	2	0	1	0	0	49
15:15	69	8	0	1	1	1	0	80	83	7	3	0	0	0	1	94
15:30	87	14	1	1	1	1	1	106	55	7	0	0	0	2	1	65
15:45	83	9	0	0	0	0	0	92	46	7	1	1	2	0	0	57
H/TOT	348	41	1	2	3	2	2	399	225	26	6	1	3	2	2	265
16:00	106	13	0	1	1	4	0	125	56	11	0	1	1	4	2	75
16:15	106	7	1	1	1	1	0	117	67	7	2	0	1	0	0	77
16:30	93	9	3	0	1	3	0	109	52	5	0	0	1	2	1	61
16:45	102	10	3	0	0	3	0	118	71	2	0	2	0	3	0	78
H/TOT	407	39	7	2	3	11	0	469	246	25	2	3	3	9	3	291
17:00	143	12	0	1	1	2	1	160	67	8	0	0	1	0	1	77
17:15	149	15	0	0	1	3	1	169	68	5	0	0	1	2	1	77
17:30	156	10	0	0	0	1	0	167	72	10	0	1	1	1	3	88
17:45	113	7	1	0	0	1	0	122	62	4	2	0	1	2	2	73
H/TOT	561	44	1	1	2	7	2	618	269	27	2	1	4	5	7	315
18:00	95	6	0	0	1	1	0	103	38	5	2	0	0	0	0	45
18:15	70	5	1	0	0	1	0	77	51	4	0	0	1	1	1	58
18:30	58	5	0	0	1	3	0	67	41	3	0	0	0	0	2	46
18:45	65	3	0	0	0	5	1	74	48	1	0	0	0	3	4	56
H/TOT	288	19	1	0	2	10	1	321	178	13	2	0	1	4	7	205
P/TOT	1718	151	11	5	12	30	5	1932	1030	101	12	5	12	22	21	1203

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 8 **DATE:** 27/06/2024

LOCATION: BALDWINS LANE (W) / LINKS WAY / BALDWINS LANE (E) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 8 **DATE:** 27/06/2024

LOCATION: BALDWINS LANE (W) / LINKS WAY / BALDWINS LANE (E) **DAY:** THURSDAY

TIME	TO ARM B LINKS WAY								FROM ARM B LINKS WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	10	0	0	0	0	0	0	10	18	4	1	0	0	0	2	25
07:15	16	4	0	0	0	0	0	20	18	1	1	0	0	1	0	21
07:30	12	1	1	0	0	0	0	14	24	6	0	0	0	0	0	30
07:45	15	2	1	0	0	0	1	19	31	2	1	0	0	0	1	35
H/TOT	53	7	2	0	0	0	1	63	91	13	3	0	0	1	3	111
08:00	8	1	1	0	0	0	0	10	23	3	0	0	0	0	1	27
08:15	14	2	1	0	0	0	0	17	28	1	0	0	0	1	0	30
08:30	22	2	0	0	0	0	1	25	43	5	0	0	0	1	0	49
08:45	19	1	1	0	0	0	0	21	39	3	2	0	0	0	0	44
H/TOT	63	6	3	0	0	0	1	73	133	12	2	0	0	2	1	150
09:00	18	1	1	0	0	0	1	21	22	2	1	0	0	0	2	27
09:15	13	0	1	0	0	0	1	15	12	1	0	0	0	0	0	13
09:30	17	1	0	0	0	0	0	18	16	1	2	0	0	0	0	19
09:45	8	3	0	0	0	0	0	11	22	0	0	0	0	0	0	22
H/TOT	56	5	2	0	0	0	2	65	72	4	3	0	0	0	2	81
P/TOT	172	18	7	0	0	0	4	201	296	29	8	0	0	3	6	342

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 8 **DATE:** 27/06/2024

LOCATION: BALDWINS LANE (W) / LINKS WAY / BALDWINS LANE (E) **DAY:** THURSDAY

TIME	TO ARM B LINKS WAY								FROM ARM B LINKS WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	25	5	0	0	0	1	0	31	12	4	0	0	0	0	0	16
14:45	14	1	0	0	0	0	0	15	25	6	0	0	0	0	0	31
HH/TOT	39	6	0	0	0	1	0	46	37	10	0	0	0	0	0	47
15:00	39	2	1	0	0	0	1	43	9	1	0	0	0	0	0	10
15:15	21	5	0	0	1	0	1	28	39	1	0	0	0	0	1	41
15:30	22	2	0	0	0	0	0	24	13	1	1	0	0	0	0	15
15:45	28	1	0	0	0	0	0	29	24	1	0	0	0	0	0	25
H/TOT	110	10	1	0	1	0	2	124	85	4	1	0	0	0	1	91
16:00	28	5	0	0	0	0	1	34	25	3	0	0	0	0	2	30
16:15	32	1	0	0	0	0	2	35	24	1	0	0	0	0	1	26
16:30	33	4	0	0	0	0	0	37	23	1	0	0	0	0	0	24
16:45	24	5	1	0	0	0	2	32	29	2	0	0	0	0	0	31
H/TOT	117	15	1	0	0	0	5	138	101	7	0	0	0	0	3	111
17:00	31	1	0	0	0	1	2	35	27	1	2	0	0	2	0	32
17:15	43	0	0	0	0	0	0	43	28	0	0	0	0	0	0	28
17:30	41	3	0	0	0	0	1	45	26	3	0	0	0	1	0	30
17:45	29	6	1	0	0	1	0	37	31	0	0	0	0	2	1	34
H/TOT	144	10	1	0	0	2	3	160	112	4	2	0	0	5	1	124
18:00	34	3	0	0	0	0	0	37	29	0	1	0	0	0	0	30
18:15	23	2	0	0	0	2	1	28	34	4	1	0	0	1	0	40
18:30	21	2	0	0	0	0	1	24	17	0	0	0	0	2	0	19
18:45	24	1	1	0	0	2	1	29	17	2	0	0	0	1	0	20
H/TOT	102	8	1	0	0	4	3	118	97	6	2	0	0	4	0	109
P/TOT	512	49	4	0	1	7	13	586	432	31	5	0	0	9	5	482

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 8 **DATE:** 27/06/2024

LOCATION: BALDWINS LANE (W) / LINKS WAY / BALDWINS LANE (E) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 8 **DATE:** 27/06/2024

LOCATION: BALDWINS LANE (W) / LINKS WAY / BALDWINS LANE (E) **DAY:** THURSDAY

TIME	TO ARM C BALDWINS LANE (E)								FROM ARM C BALDWINS LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	63	11	0	0	0	0	2	76	27	3	2	0	0	0	0	32
07:15	81	17	1	0	1	1	0	101	42	12	1	0	0	0	1	56
07:30	99	11	1	0	1	0	2	114	53	5	2	1	0	0	0	61
07:45	104	10	3	0	1	0	1	119	55	9	2	0	1	0	1	68
H/TOT	347	49	5	0	3	1	5	410	177	29	7	1	1	0	2	217
08:00	136	14	1	0	0	0	4	155	67	14	2	0	0	0	0	83
08:15	140	15	2	0	0	1	0	158	80	7	4	0	1	0	0	92
08:30	147	11	0	0	0	1	0	159	113	6	1	0	1	0	1	122
08:45	155	11	3	0	1	1	0	171	60	6	1	0	1	0	0	68
H/TOT	578	51	6	0	1	3	4	643	320	33	8	0	3	0	1	365
09:00	117	11	2	0	1	0	2	133	51	9	2	0	0	0	2	64
09:15	81	10	1	0	1	1	1	95	35	1	1	0	1	0	2	40
09:30	66	7	2	0	2	1	0	78	46	10	1	0	0	1	1	59
09:45	60	7	2	0	1	0	3	73	31	10	1	0	1	0	0	43
H/TOT	324	35	7	0	5	2	6	379	163	30	5	0	2	1	5	206
P/TOT	1249	135	18	0	9	6	15	1432	660	92	20	1	6	1	8	788

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 8 **DATE:** 27/06/2024

LOCATION: BALDWINS LANE (W) / LINKS WAY / BALDWINS LANE (E) **DAY:** THURSDAY

TIME	TO ARM C BALDWINS LANE (E)								FROM ARM C BALDWINS LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	55	6	0	0	1	1	1	64	73	6	1	0	0	1	0	81
14:45	87	11	0	0	0	1	1	100	73	5	0	0	2	0	0	80
HH/TOT	142	17	0	0	1	2	2	164	146	11	1	0	2	1	0	161
15:00	45	6	2	0	1	0	0	54	143	12	1	0	1	0	2	159
15:15	109	8	3	0	0	0	2	122	77	13	0	1	2	1	1	95
15:30	59	8	1	0	0	2	1	71	100	16	1	1	1	1	1	121
15:45	64	7	1	1	2	0	0	75	105	9	0	0	0	0	0	114
H/TOT	277	29	7	1	3	2	3	322	425	50	2	2	4	2	4	489
16:00	74	14	0	1	1	4	4	98	127	18	0	1	1	4	1	152
16:15	83	6	2	0	1	0	1	93	130	6	1	1	1	1	2	142
16:30	65	4	0	0	1	2	1	73	116	11	3	0	1	3	0	134
16:45	95	4	0	2	0	3	0	104	121	15	4	0	0	3	2	145
H/TOT	317	28	2	3	3	9	6	368	494	50	8	2	3	11	5	573
17:00	84	9	2	0	1	2	1	99	164	13	0	1	1	3	3	185
17:15	84	5	0	0	1	2	1	93	180	15	0	0	1	3	1	200
17:30	87	11	0	1	1	2	3	105	186	11	0	0	0	1	1	199
17:45	86	4	1	0	1	4	3	99	135	13	1	0	0	2	0	151
H/TOT	341	29	3	1	4	10	8	396	665	52	1	1	2	9	5	735
18:00	63	2	3	0	0	0	0	68	125	6	0	0	1	1	0	133
18:15	82	8	1	0	1	2	1	95	90	7	1	0	0	3	1	102
18:30	52	3	0	0	0	0	2	57	73	7	0	0	1	1	1	83
18:45	60	3	0	0	0	4	4	71	84	4	1	0	0	7	2	98
H/TOT	257	16	4	0	1	6	7	291	372	24	2	0	2	12	4	416
P/TOT	1334	119	16	5	12	29	26	1541	2102	187	14	5	13	35	18	2374

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 8 **DATE:** 27/06/2024

LOCATION: BALDWINS LANE (W) / LINKS WAY / BALDWINS LANE (E) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 9 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / NEW ROAD / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	A TO B FROM A412 WATFORD ROAD (W) TO NEW ROAD								A TO C FROM A412 WATFORD ROAD (W) TO A412 WATFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	65	13	3	0	0	0	1	82
07:15	0	0	0	0	0	0	0	0	73	14	0	0	2	0	0	89
07:30	0	1	0	0	0	0	0	1	130	12	3	1	3	0	2	151
07:45	2	1	0	0	0	0	0	3	136	9	3	1	0	1	2	152
H/TOT	3	2	0	0	0	0	0	5	404	48	9	2	5	1	5	474
08:00	2	0	0	0	0	0	0	2	133	7	4	0	2	2	0	148
08:15	4	0	0	0	0	0	0	4	149	6	5	0	0	1	1	162
08:30	1	0	0	0	0	0	0	1	157	11	0	1	0	2	0	171
08:45	2	1	0	0	0	0	0	3	131	21	9	0	0	0	0	161
H/TOT	9	1	0	0	0	0	0	10	570	45	18	1	2	5	1	642
09:00	1	1	0	0	0	0	0	2	106	8	5	0	0	1	1	121
09:15	2	0	0	0	0	0	0	2	118	14	3	0	1	2	1	139
09:30	2	1	0	0	0	0	0	3	83	20	3	0	0	3	1	110
09:45	4	0	1	0	0	0	0	5	73	14	1	1	1	1	1	92
H/TOT	9	2	1	0	0	0	0	12	380	56	12	1	2	7	4	462
P/TOT	21	5	1	0	0	0	0	27	1354	149	39	4	9	13	10	1578

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 9 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / NEW ROAD / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	A TO B FROM A412 WATFORD ROAD (W) TO NEW ROAD								A TO C FROM A412 WATFORD ROAD (W) TO A412 WATFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	1	1	0	0	0	0	0	2	63	9	3	0	1	1	1	78
14:45	3	0	0	0	0	0	0	3	66	14	6	0	0	1	0	87
HH/TOT	4	1	0	0	0	0	0	5	129	23	9	0	1	2	1	165
15:00	2	0	0	0	0	0	0	2	57	10	3	0	2	4	2	78
15:15	1	1	0	0	0	0	0	2	107	7	2	0	0	5	3	124
15:30	2	0	0	0	0	0	0	2	91	12	2	0	1	1	4	111
15:45	8	1	0	0	0	0	0	9	82	15	2	0	1	0	0	100
H/TOT	13	2	0	0	0	0	0	15	337	44	9	0	4	10	9	413
16:00	13	3	0	0	0	0	0	16	70	5	2	0	0	1	1	79
16:15	14	1	0	0	0	0	0	15	76	9	3	0	2	4	1	95
16:30	16	2	0	0	0	0	0	18	81	11	3	0	2	1	0	98
16:45	19	3	0	0	0	0	0	22	87	11	2	0	0	4	0	104
H/TOT	62	9	0	0	0	0	0	71	314	36	10	0	4	10	2	376
17:00	29	4	0	0	0	0	0	33	82	13	0	0	0	1	0	96
17:15	6	1	0	0	0	0	0	7	115	14	2	0	0	3	0	134
17:30	3	0	0	0	0	0	0	3	116	10	2	0	3	2	2	135
17:45	6	1	0	0	0	0	0	7	123	11	2	0	0	7	2	145
H/TOT	44	6	0	0	0	0	0	50	436	48	6	0	3	13	4	510
18:00	2	0	0	0	0	0	0	2	116	12	2	0	2	4	2	138
18:15	1	0	0	0	0	0	0	1	112	9	1	0	0	3	2	127
18:30	3	0	0	0	0	0	0	3	112	6	1	0	2	4	0	125
18:45	3	0	0	0	1	0	0	4	105	18	0	0	0	3	0	126
H/TOT	9	0	0	0	1	0	0	10	445	45	4	0	4	14	4	516
P/TOT	132	18	0	0	1	0	0	151	1661	196	38	0	16	49	20	1980

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 9 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / NEW ROAD / A412 WATFORD ROAD (E) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 9 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / NEW ROAD / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	B TO A FROM NEW ROAD TO A412 WATFORD ROAD (W)								B TO C FROM NEW ROAD TO A412 WATFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	0	0	0	0	0	0	4	8	3	0	0	0	0	0	11
07:15	2	1	0	0	0	0	0	3	15	1	0	0	0	0	0	16
07:30	1	0	0	0	0	0	0	1	17	3	1	0	0	0	0	21
07:45	3	0	0	0	0	0	0	3	17	7	0	0	0	1	0	25
H/TOT	10	1	0	0	0	0	0	11	57	14	1	0	0	1	0	73
08:00	1	0	0	0	0	0	0	1	30	3	1	0	1	0	0	35
08:15	0	0	0	0	0	0	0	0	17	1	1	0	0	0	0	19
08:30	0	0	0	0	0	0	0	0	25	1	0	0	0	0	0	26
08:45	0	0	0	0	0	0	0	0	34	2	1	0	0	0	2	39
H/TOT	1	0	0	0	0	0	0	1	106	7	3	0	1	0	2	119
09:00	1	0	0	0	0	0	0	1	30	0	0	0	0	0	0	30
09:15	1	0	0	0	0	0	0	1	14	2	1	0	0	0	0	17
09:30	0	1	0	0	0	0	0	1	19	3	0	0	0	0	0	22
09:45	1	0	0	0	0	0	0	1	12	2	0	0	0	0	1	15
H/TOT	3	1	0	0	0	0	0	4	75	7	1	0	0	0	1	84
P/TOT	14	2	0	0	0	0	0	16	238	28	5	0	1	1	3	276

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 9 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / NEW ROAD / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	B TO A FROM NEW ROAD TO A412 WATFORD ROAD (W)								B TO C FROM NEW ROAD TO A412 WATFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	1	2	0	0	0	0	0	3	6	2	0	0	0	1	0	9
14:45	2	1	0	0	0	0	0	3	14	4	1	0	0	1	0	20
HH/TOT	3	3	0	0	0	0	0	6	20	6	1	0	0	2	0	29
15:00	1	1	0	0	0	0	0	2	11	3	0	0	0	0	0	14
15:15	0	1	0	0	0	0	0	1	48	4	2	0	0	1	0	55
15:30	1	0	0	0	0	0	0	1	30	2	0	0	0	1	0	33
15:45	2	0	0	0	0	0	0	2	20	0	1	0	0	0	0	21
H/TOT	4	2	0	0	0	0	0	6	109	9	3	0	0	2	0	123
16:00	1	0	0	0	0	0	0	1	33	3	1	0	0	1	0	38
16:15	1	0	0	0	0	0	0	1	27	5	0	0	0	1	0	33
16:30	3	0	0	0	0	0	0	3	15	1	0	0	0	0	0	16
16:45	2	0	0	0	0	0	0	2	26	2	0	0	0	0	1	29
H/TOT	7	0	0	0	0	0	0	7	101	11	1	0	0	2	1	116
17:00	4	0	0	0	0	0	0	4	38	4	0	0	0	0	0	42
17:15	0	1	0	0	0	0	0	1	27	7	0	0	0	3	0	37
17:30	1	0	0	0	0	0	0	1	28	3	0	0	0	1	1	33
17:45	6	1	0	0	0	0	0	7	25	1	0	0	0	0	0	26
H/TOT	11	2	0	0	0	0	0	13	118	15	0	0	0	4	1	138
18:00	1	0	0	0	0	0	0	1	29	3	0	0	1	0	0	33
18:15	0	0	0	0	0	0	0	0	13	3	0	0	0	0	0	16
18:30	0	0	0	0	0	0	0	0	18	0	0	0	0	0	1	19
18:45	3	0	0	0	0	2	0	5	27	2	0	0	0	1	0	30
H/TOT	4	0	0	0	0	2	0	6	87	8	0	0	1	1	1	98
P/TOT	29	7	0	0	0	2	0	38	435	49	5	0	1	11	3	504

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 9 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / NEW ROAD / A412 WATFORD ROAD (E) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 9 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / NEW ROAD / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	C TO A FROM A412 WATFORD ROAD (E) TO A412 WATFORD ROAD (W)								C TO B FROM A412 WATFORD ROAD (E) TO NEW ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	72	26	2	1	2	1	1	105	2	0	0	0	0	0	0	2
07:15	71	21	3	0	1	1	1	98	8	4	0	0	0	0	0	12
07:30	99	20	3	0	1	0	1	124	13	2	0	0	0	0	0	15
07:45	123	16	3	0	1	2	1	146	11	1	0	0	0	2	0	14
H/TOT	365	83	11	1	5	4	4	473	34	7	0	0	0	2	0	43
08:00	117	19	3	0	1	1	1	142	25	2	1	0	0	0	1	29
08:15	90	10	6	0	0	1	1	108	41	1	0	0	0	0	0	42
08:30	83	13	5	1	0	2	1	105	45	3	1	0	0	0	1	50
08:45	60	11	5	0	1	0	0	77	10	1	0	0	0	1	0	12
H/TOT	350	53	19	1	2	4	3	432	121	7	2	0	0	1	2	133
09:00	76	17	3	1	2	1	1	101	13	0	0	0	0	1	0	14
09:15	63	9	8	0	0	1	1	82	8	2	0	0	0	0	0	10
09:30	72	9	3	0	0	0	1	85	11	3	0	0	0	0	0	14
09:45	67	11	5	0	1	2	3	89	14	3	1	0	0	0	0	18
H/TOT	278	46	19	1	3	4	6	357	46	8	1	0	0	1	0	56
P/TOT	993	182	49	3	10	12	13	1262	201	22	3	0	0	4	2	232

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 9 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / NEW ROAD / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	C TO A FROM A412 WATFORD ROAD (E) TO A412 WATFORD ROAD (W)								C TO B FROM A412 WATFORD ROAD (E) TO NEW ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	76	6	5	0	1	0	0	88	22	3	0	0	1	1	0	27
14:45	91	11	5	1	0	2	0	110	33	1	2	0	0	2	0	38
HH/TOT	167	17	10	1	1	2	0	198	55	4	2	0	1	3	0	65
15:00	79	11	2	0	2	1	0	95	26	4	0	0	0	0	1	31
15:15	89	13	2	0	0	2	2	108	24	5	1	0	0	0	0	30
15:30	94	12	3	0	1	2	0	112	27	2	0	0	0	0	0	29
15:45	86	15	4	0	0	0	0	105	22	2	2	0	0	1	0	27
H/TOT	348	51	11	0	3	5	2	420	99	13	3	0	0	1	1	117
16:00	85	11	3	0	2	1	0	102	35	4	1	0	1	0	0	41
16:15	81	4	0	0	0	1	0	86	34	7	0	0	0	1	1	43
16:30	95	14	2	0	1	0	0	112	24	3	1	0	0	0	0	28
16:45	74	6	0	0	0	0	0	80	25	5	0	0	0	0	2	32
H/TOT	335	35	5	0	3	2	0	380	118	19	2	0	1	1	3	144
17:00	95	5	2	0	1	2	0	105	43	4	0	0	0	0	2	49
17:15	112	8	0	0	2	5	0	127	37	6	0	0	0	0	1	44
17:30	148	10	0	0	1	3	0	162	24	2	0	0	0	1	0	27
17:45	142	8	1	0	0	3	1	155	23	1	0	0	0	2	0	26
H/TOT	497	31	3	0	4	13	1	549	127	13	0	0	0	3	3	146
18:00	143	12	2	1	2	3	0	163	24	1	0	0	0	0	0	25
18:15	136	5	4	1	0	2	2	150	18	0	1	0	0	0	0	19
18:30	80	7	2	0	1	1	2	93	17	1	0	0	1	1	0	20
18:45	89	10	1	0	1	9	0	110	18	0	0	0	0	2	0	20
H/TOT	448	34	9	2	4	15	4	516	77	2	1	0	1	3	0	84
P/TOT	1795	168	38	3	15	37	7	2063	476	51	8	0	3	11	7	556

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 9 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / NEW ROAD / A412 WATFORD ROAD (E) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 9 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / NEW ROAD / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	TO ARM A A412 WATFORD ROAD (W)								FROM ARM A A412 WATFORD ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	76	26	2	1	2	1	1	109	66	13	3	0	0	0	1	83
07:15	73	22	3	0	1	1	1	101	73	14	0	0	2	0	0	89
07:30	100	20	3	0	1	0	1	125	130	13	3	1	3	0	2	152
07:45	126	16	3	0	1	2	1	149	138	10	3	1	0	1	2	155
H/TOT	375	84	11	1	5	4	4	484	407	50	9	2	5	1	5	479
08:00	118	19	3	0	1	1	1	143	135	7	4	0	2	2	0	150
08:15	90	10	6	0	0	1	1	108	153	6	5	0	0	1	1	166
08:30	83	13	5	1	0	2	1	105	158	11	0	1	0	2	0	172
08:45	60	11	5	0	1	0	0	77	133	22	9	0	0	0	0	164
H/TOT	351	53	19	1	2	4	3	433	579	46	18	1	2	5	1	652
09:00	77	17	3	1	2	1	1	102	107	9	5	0	0	1	1	123
09:15	64	9	8	0	0	1	1	83	120	14	3	0	1	2	1	141
09:30	72	10	3	0	0	0	1	86	85	21	3	0	0	3	1	113
09:45	68	11	5	0	1	2	3	90	77	14	2	1	1	1	1	97
H/TOT	281	47	19	1	3	4	6	361	389	58	13	1	2	7	4	474
P/TOT	1007	184	49	3	10	12	13	1278	1375	154	40	4	9	13	10	1605

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 9 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / NEW ROAD / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	TO ARM A A412 WATFORD ROAD (W)								FROM ARM A A412 WATFORD ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	77	8	5	0	1	0	0	91	64	10	3	0	1	1	1	80
14:45	93	12	5	1	0	2	0	113	69	14	6	0	0	1	0	90
HH/TOT	170	20	10	1	1	2	0	204	133	24	9	0	1	2	1	170
15:00	80	12	2	0	2	1	0	97	59	10	3	0	2	4	2	80
15:15	89	14	2	0	0	2	2	109	108	8	2	0	0	5	3	126
15:30	95	12	3	0	1	2	0	113	93	12	2	0	1	1	4	113
15:45	88	15	4	0	0	0	0	107	90	16	2	0	1	0	0	109
H/TOT	352	53	11	0	3	5	2	426	350	46	9	0	4	10	9	428
16:00	86	11	3	0	2	1	0	103	83	8	2	0	0	1	1	95
16:15	82	4	0	0	0	1	0	87	90	10	3	0	2	4	1	110
16:30	98	14	2	0	1	0	0	115	97	13	3	0	2	1	0	116
16:45	76	6	0	0	0	0	0	82	106	14	2	0	0	4	0	126
H/TOT	342	35	5	0	3	2	0	387	376	45	10	0	4	10	2	447
17:00	99	5	2	0	1	2	0	109	111	17	0	0	0	1	0	129
17:15	112	9	0	0	2	5	0	128	121	15	2	0	0	3	0	141
17:30	149	10	0	0	1	3	0	163	119	10	2	0	3	2	2	138
17:45	148	9	1	0	0	3	1	162	129	12	2	0	0	7	2	152
H/TOT	508	33	3	0	4	13	1	562	480	54	6	0	3	13	4	560
18:00	144	12	2	1	2	3	0	164	118	12	2	0	2	4	2	140
18:15	136	5	4	1	0	2	2	150	113	9	1	0	0	3	2	128
18:30	80	7	2	0	1	1	2	93	115	6	1	0	2	4	0	128
18:45	92	10	1	0	1	11	0	115	108	18	0	0	1	3	0	130
H/TOT	452	34	9	2	4	17	4	522	454	45	4	0	5	14	4	526
P/TOT	1824	175	38	3	15	39	7	2101	1793	214	38	0	17	49	20	2131

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 9 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / NEW ROAD / A412 WATFORD ROAD (E) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 9 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / NEW ROAD / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	TO ARM B NEW ROAD								FROM ARM B NEW ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	0	0	0	0	0	0	3	12	3	0	0	0	0	0	15
07:15	8	4	0	0	0	0	0	12	17	2	0	0	0	0	0	19
07:30	13	3	0	0	0	0	0	16	18	3	1	0	0	0	0	22
07:45	13	2	0	0	0	2	0	17	20	7	0	0	0	1	0	28
H/TOT	37	9	0	0	0	2	0	48	67	15	1	0	0	1	0	84
08:00	27	2	1	0	0	0	1	31	31	3	1	0	1	0	0	36
08:15	45	1	0	0	0	0	0	46	17	1	1	0	0	0	0	19
08:30	46	3	1	0	0	0	1	51	25	1	0	0	0	0	0	26
08:45	12	2	0	0	0	1	0	15	34	2	1	0	0	0	2	39
H/TOT	130	8	2	0	0	1	2	143	107	7	3	0	1	0	2	120
09:00	14	1	0	0	0	1	0	16	31	0	0	0	0	0	0	31
09:15	10	2	0	0	0	0	0	12	15	2	1	0	0	0	0	18
09:30	13	4	0	0	0	0	0	17	19	4	0	0	0	0	0	23
09:45	18	3	2	0	0	0	0	23	13	2	0	0	0	0	1	16
H/TOT	55	10	2	0	0	1	0	68	78	8	1	0	0	0	1	88
P/TOT	222	27	4	0	0	4	2	259	252	30	5	0	1	1	3	292

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 9 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / NEW ROAD / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	TO ARM B NEW ROAD								FROM ARM B NEW ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	23	4	0	0	1	1	0	29	7	4	0	0	0	1	0	12
14:45	36	1	2	0	0	2	0	41	16	5	1	0	0	1	0	23
HH/TOT	59	5	2	0	1	3	0	70	23	9	1	0	0	2	0	35
15:00	28	4	0	0	0	0	1	33	12	4	0	0	0	0	0	16
15:15	25	6	1	0	0	0	0	32	48	5	2	0	0	1	0	56
15:30	29	2	0	0	0	0	0	31	31	2	0	0	0	1	0	34
15:45	30	3	2	0	0	1	0	36	22	0	1	0	0	0	0	23
H/TOT	112	15	3	0	0	1	1	132	113	11	3	0	0	2	0	129
16:00	48	7	1	0	1	0	0	57	34	3	1	0	0	1	0	39
16:15	48	8	0	0	0	1	1	58	28	5	0	0	0	1	0	34
16:30	40	5	1	0	0	0	0	46	18	1	0	0	0	0	0	19
16:45	44	8	0	0	0	0	2	54	28	2	0	0	0	0	1	31
H/TOT	180	28	2	0	1	1	3	215	108	11	1	0	0	2	1	123
17:00	72	8	0	0	0	0	2	82	42	4	0	0	0	0	0	46
17:15	43	7	0	0	0	0	1	51	27	8	0	0	0	3	0	38
17:30	27	2	0	0	0	1	0	30	29	3	0	0	0	1	1	34
17:45	29	2	0	0	0	2	0	33	31	2	0	0	0	0	0	33
H/TOT	171	19	0	0	0	3	3	196	129	17	0	0	0	4	1	151
18:00	26	1	0	0	0	0	0	27	30	3	0	0	1	0	0	34
18:15	19	0	1	0	0	0	0	20	13	3	0	0	0	0	0	16
18:30	20	1	0	0	1	1	0	23	18	0	0	0	0	0	1	19
18:45	21	0	0	0	1	2	0	24	30	2	0	0	0	3	0	35
H/TOT	86	2	1	0	2	3	0	94	91	8	0	0	1	3	1	104
P/TOT	608	69	8	0	4	11	7	707	464	56	5	0	1	13	3	542

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 9 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / NEW ROAD / A412 WATFORD ROAD (E) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 9 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / NEW ROAD / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	TO ARM C A412 WATFORD ROAD (E)								FROM ARM C A412 WATFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	73	16	3	0	0	0	1	93	74	26	2	1	2	1	1	107
07:15	88	15	0	0	2	0	0	105	79	25	3	0	1	1	1	110
07:30	147	15	4	1	3	0	2	172	112	22	3	0	1	0	1	139
07:45	153	16	3	1	0	2	2	177	134	17	3	0	1	4	1	160
H/TOT	461	62	10	2	5	2	5	547	399	90	11	1	5	6	4	516
08:00	163	10	5	0	3	2	0	183	142	21	4	0	1	1	2	171
08:15	166	7	6	0	0	1	1	181	131	11	6	0	0	1	1	150
08:30	182	12	0	1	0	2	0	197	128	16	6	1	0	2	2	155
08:45	165	23	10	0	0	0	2	200	70	12	5	0	1	1	0	89
H/TOT	676	52	21	1	3	5	3	761	471	60	21	1	2	5	5	565
09:00	136	8	5	0	0	1	1	151	89	17	3	1	2	2	1	115
09:15	132	16	4	0	1	2	1	156	71	11	8	0	0	1	1	92
09:30	102	23	3	0	0	3	1	132	83	12	3	0	0	0	1	99
09:45	85	16	1	1	1	1	2	107	81	14	6	0	1	2	3	107
H/TOT	455	63	13	1	2	7	5	546	324	54	20	1	3	5	6	413
P/TOT	1592	177	44	4	10	14	13	1854	1194	204	52	3	10	16	15	1494

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 9 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / NEW ROAD / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	TO ARM C A412 WATFORD ROAD (E)								FROM ARM C A412 WATFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	69	11	3	0	1	2	1	87	98	9	5	0	2	1	0	115
14:45	80	18	7	0	0	2	0	107	124	12	7	1	0	4	0	148
HH/TOT	149	29	10	0	1	4	1	194	222	21	12	1	2	5	0	263
15:00	68	13	3	0	2	4	2	92	105	15	2	0	2	1	1	126
15:15	155	11	4	0	0	6	3	179	113	18	3	0	0	2	2	138
15:30	121	14	2	0	1	2	4	144	121	14	3	0	1	2	0	141
15:45	102	15	3	0	1	0	0	121	108	17	6	0	0	1	0	132
H/TOT	446	53	12	0	4	12	9	536	447	64	14	0	3	6	3	537
16:00	103	8	3	0	0	2	1	117	120	15	4	0	3	1	0	143
16:15	103	14	3	0	2	5	1	128	115	11	0	0	0	2	1	129
16:30	96	12	3	0	2	1	0	114	119	17	3	0	1	0	0	140
16:45	113	13	2	0	0	4	1	133	99	11	0	0	0	0	2	112
H/TOT	415	47	11	0	4	12	3	492	453	54	7	0	4	3	3	524
17:00	120	17	0	0	0	1	0	138	138	9	2	0	1	2	2	154
17:15	142	21	2	0	0	6	0	171	149	14	0	0	2	5	1	171
17:30	144	13	2	0	3	3	3	168	172	12	0	0	1	4	0	189
17:45	148	12	2	0	0	7	2	171	165	9	1	0	0	5	1	181
H/TOT	554	63	6	0	3	17	5	648	624	44	3	0	4	16	4	695
18:00	145	15	2	0	3	4	2	171	167	13	2	1	2	3	0	188
18:15	125	12	1	0	0	3	2	143	154	5	5	1	0	2	2	169
18:30	130	6	1	0	2	4	1	144	97	8	2	0	2	2	2	113
18:45	132	20	0	0	0	4	0	156	107	10	1	0	1	11	0	130
H/TOT	532	53	4	0	5	15	5	614	525	36	10	2	5	18	4	600
P/TOT	2096	245	43	0	17	60	23	2484	2271	219	46	3	18	48	14	2619

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 9 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / NEW ROAD / A412 WATFORD ROAD (E) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 10 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON DRIVE / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	A TO B FROM A412 WATFORD ROAD (W) TO WINTON DRIVE								A TO C FROM A412 WATFORD ROAD (W) TO A412 WATFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	1	0	0	0	0	0	6	68	15	3	0	0	0	1	87
07:15	4	0	0	0	0	0	0	4	84	15	0	0	2	0	0	101
07:30	11	1	0	0	0	0	0	12	136	14	4	1	3	0	2	160
07:45	14	2	0	0	0	0	1	17	139	14	3	1	0	2	1	160
H/TOT	34	4	0	0	0	0	1	39	427	58	10	2	5	2	4	508
08:00	18	1	0	0	0	0	0	19	145	9	5	0	3	2	0	164
08:15	11	1	0	0	0	0	0	12	155	6	6	0	0	1	1	169
08:30	14	3	0	0	0	0	0	17	168	9	0	1	0	2	0	180
08:45	10	0	0	0	0	0	0	10	155	23	10	0	0	0	2	190
H/TOT	53	5	0	0	0	0	0	58	623	47	21	1	3	5	3	703
09:00	6	0	0	0	0	0	0	6	130	8	5	0	0	1	1	145
09:15	8	0	1	0	0	0	1	10	124	16	3	0	1	2	0	146
09:30	11	1	0	0	0	0	0	12	91	22	3	0	0	3	1	120
09:45	5	3	0	0	0	0	0	8	80	13	1	1	1	1	2	99
H/TOT	30	4	1	0	0	0	1	36	425	59	12	1	2	7	4	510
P/TOT	117	13	1	0	0	0	2	133	1475	164	43	4	10	14	11	1721

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 10 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON DRIVE / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	A TO B FROM A412 WATFORD ROAD (W) TO WINTON DRIVE								A TO C FROM A412 WATFORD ROAD (W) TO A412 WATFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	8	0	0	0	0	0	1	9	61	11	3	0	1	2	0	78
14:45	9	0	0	0	0	0	0	9	71	18	7	0	0	2	0	98
HH/TOT	17	0	0	0	0	0	1	18	132	29	10	0	1	4	0	176
15:00	9	1	0	0	0	0	0	10	59	12	3	0	2	4	2	82
15:15	11	2	1	0	0	0	0	14	144	9	3	0	0	6	3	165
15:30	17	2	0	0	0	0	0	19	104	12	2	0	1	2	4	125
15:45	10	3	0	0	0	0	0	13	92	12	3	0	1	0	0	108
H/TOT	47	8	1	0	0	0	0	56	399	45	11	0	4	12	9	480
16:00	11	1	0	0	0	0	0	12	92	7	3	0	0	2	1	105
16:15	12	2	1	0	0	0	0	15	91	12	2	0	2	5	1	113
16:30	12	2	0	0	0	0	0	14	84	10	3	0	2	1	0	100
16:45	5	1	0	0	0	0	0	6	108	12	2	0	0	4	1	127
H/TOT	40	6	1	0	0	0	0	47	375	41	10	0	4	12	3	445
17:00	18	3	0	0	0	0	0	21	102	14	0	0	0	1	0	117
17:15	19	3	0	0	0	0	0	22	123	18	2	0	0	6	0	149
17:30	18	1	0	0	0	0	0	19	126	12	2	0	3	3	3	149
17:45	17	2	0	0	0	1	1	21	131	10	2	0	0	6	1	150
H/TOT	72	9	0	0	0	1	1	83	482	54	6	0	3	16	4	565
18:00	19	2	1	0	0	0	0	22	126	13	1	0	3	4	2	149
18:15	14	0	0	0	0	1	1	16	111	12	1	0	0	2	1	127
18:30	19	0	0	0	0	0	0	19	111	6	1	0	2	4	1	125
18:45	14	1	0	0	0	2	0	17	118	19	0	0	0	2	0	139
H/TOT	66	3	1	0	0	3	1	74	466	50	3	0	5	12	4	540
P/TOT	242	26	3	0	0	4	3	278	1854	219	40	0	17	56	20	2206

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 10 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON DRIVE / A412 WATFORD ROAD (E) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 10 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON DRIVE / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	B TO A FROM WINTON DRIVE TO A412 WATFORD ROAD (W)								B TO C FROM WINTON DRIVE TO A412 WATFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	8	2	0	0	0	0	0	10	3	0	0	0	0	0	0	3
07:15	11	2	0	0	0	0	0	13	3	0	0	0	0	0	1	4
07:30	16	3	1	0	0	0	0	20	5	0	0	0	0	0	0	5
07:45	13	4	0	0	0	0	0	17	5	0	0	0	0	0	0	5
H/TOT	48	11	1	0	0	0	0	60	16	0	0	0	0	0	1	17
08:00	8	1	0	0	0	0	0	9	9	0	0	0	0	0	0	9
08:15	6	0	0	0	0	1	0	7	5	1	0	0	0	0	0	6
08:30	12	0	1	0	0	0	0	13	2	0	0	0	0	0	0	2
08:45	15	0	0	0	0	0	0	15	15	2	0	0	0	0	0	17
H/TOT	41	1	1	0	0	1	0	44	31	3	0	0	0	0	0	34
09:00	10	0	0	0	0	0	0	10	6	1	0	0	0	0	0	7
09:15	10	1	1	0	0	0	0	12	1	0	0	0	0	0	0	1
09:30	11	1	1	0	0	0	0	13	1	0	0	0	0	0	0	1
09:45	4	2	1	0	0	0	0	7	1	1	0	0	0	0	0	2
H/TOT	35	4	3	0	0	0	0	42	9	2	0	0	0	0	0	11
P/TOT	124	16	5	0	0	1	0	146	56	5	0	0	0	0	1	62

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 10 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON DRIVE / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	B TO A FROM WINTON DRIVE TO A412 WATFORD ROAD (W)								B TO C FROM WINTON DRIVE TO A412 WATFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	6	0	0	0	0	0	0	6	2	1	0	0	0	0	0	3
14:45	7	0	2	0	0	0	0	9	3	0	0	0	0	0	0	3
HH/TOT	13	0	2	0	0	0	0	15	5	1	0	0	0	0	0	6
15:00	10	0	0	0	0	0	0	10	10	0	0	0	0	0	0	10
15:15	5	2	1	0	0	0	0	8	3	0	0	0	0	0	0	3
15:30	10	0	0	0	0	0	0	10	3	0	0	0	0	0	0	3
15:45	4	0	0	0	0	0	0	4	0	1	0	0	0	0	0	1
H/TOT	29	2	1	0	0	0	0	32	16	1	0	0	0	0	0	17
16:00	10	0	0	0	0	0	0	10	7	1	0	0	0	0	0	8
16:15	6	1	0	0	0	0	0	7	2	0	0	0	0	0	0	2
16:30	8	1	1	0	0	0	0	10	7	0	0	0	0	0	0	7
16:45	5	1	0	0	0	0	1	7	3	0	0	0	0	0	0	3
H/TOT	29	3	1	0	0	0	1	34	19	1	0	0	0	0	0	20
17:00	7	0	0	0	0	0	1	8	6	0	0	0	0	0	0	6
17:15	8	0	0	0	0	1	0	9	6	0	0	0	0	0	0	6
17:30	14	1	0	0	0	0	0	15	4	1	1	0	0	0	0	6
17:45	12	2	0	0	0	0	0	14	2	0	0	0	0	0	0	2
H/TOT	41	3	0	0	0	1	1	46	18	1	1	0	0	0	0	20
18:00	10	1	0	0	0	0	0	11	4	0	0	0	0	0	0	4
18:15	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
18:30	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	6
18:45	10	0	0	0	0	0	0	10	2	0	0	0	0	0	0	2
H/TOT	30	1	0	0	0	0	0	31	14	0	0	0	0	0	0	14
P/TOT	142	9	4	0	0	1	2	158	72	4	1	0	0	0	0	77

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 10 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON DRIVE / A412 WATFORD ROAD (E) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 10 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON DRIVE / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	C TO A FROM A412 WATFORD ROAD (E) TO A412 WATFORD ROAD (W)								C TO B FROM A412 WATFORD ROAD (E) TO WINTON DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	66	24	2	1	2	1	1	97	0	0	0	0	0	0	0	0
07:15	68	23	3	0	1	1	1	97	0	0	0	0	0	0	0	0
07:30	96	19	2	0	1	0	1	119	1	0	0	0	0	0	0	1
07:45	121	13	3	0	1	4	1	143	1	0	0	0	0	0	0	1
H/TOT	351	79	10	1	5	6	4	456	2	0	0	0	0	0	0	2
08:00	134	20	4	0	1	1	2	162	2	0	0	0	0	0	0	2
08:15	125	11	6	0	0	0	1	143	2	0	0	0	0	0	0	2
08:30	116	16	5	1	0	2	2	142	0	0	0	0	0	0	0	0
08:45	55	12	5	0	1	1	0	74	3	0	0	0	0	0	0	3
H/TOT	430	59	20	1	2	4	5	521	7	0	0	0	0	0	0	7
09:00	79	17	3	1	2	2	1	105	3	0	0	0	0	0	0	3
09:15	61	10	7	0	0	1	1	80	1	0	0	0	0	0	0	1
09:30	72	11	2	0	0	0	1	86	2	0	0	0	0	0	0	2
09:45	77	12	5	0	1	2	3	100	0	1	0	0	0	0	0	1
H/TOT	289	50	17	1	3	5	6	371	6	1	0	0	0	0	0	7
P/TOT	1070	188	47	3	10	15	15	1348	15	1	0	0	0	0	0	16

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 10 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON DRIVE / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	C TO A FROM A412 WATFORD ROAD (E) TO A412 WATFORD ROAD (W)								C TO B FROM A412 WATFORD ROAD (E) TO WINTON DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	92	9	5	0	2	1	0	109	3	0	0	0	0	0	0	3
14:45	117	12	5	1	0	4	0	139	5	1	0	0	0	0	0	6
HH/TOT	209	21	10	1	2	5	0	248	8	1	0	0	0	0	0	9
15:00	95	15	2	0	2	1	1	116	2	1	0	0	0	0	0	3
15:15	108	16	2	0	0	2	2	130	5	0	0	0	0	0	1	6
15:30	111	14	3	0	1	2	0	131	3	1	0	0	0	0	0	4
15:45	104	17	6	0	0	1	0	128	3	1	0	0	0	0	0	4
H/TOT	418	62	13	0	3	6	3	505	13	3	0	0	0	0	1	17
16:00	110	15	4	0	3	1	0	133	4	0	0	0	0	0	0	4
16:15	109	10	0	0	0	2	1	122	6	0	0	0	0	0	0	6
16:30	111	16	2	0	1	0	0	130	5	1	0	0	0	0	0	6
16:45	94	10	0	0	0	0	1	105	0	0	0	0	0	0	0	0
H/TOT	424	51	6	0	4	3	2	490	15	1	0	0	0	0	0	16
17:00	131	9	2	0	1	2	1	146	0	0	0	0	0	0	0	0
17:15	141	14	0	0	2	4	1	162	3	1	0	0	0	0	0	4
17:30	158	11	0	0	1	4	0	174	4	1	0	0	0	0	0	5
17:45	153	7	1	0	0	5	1	167	6	0	0	0	0	0	0	6
H/TOT	583	41	3	0	4	15	3	649	13	2	0	0	0	0	0	15
18:00	157	12	2	1	2	3	0	177	4	0	0	0	0	0	0	4
18:15	150	5	5	1	0	2	2	165	2	0	0	0	0	0	0	2
18:30	91	8	2	0	2	2	2	107	2	1	0	0	0	0	0	3
18:45	97	10	1	0	1	11	0	120	1	0	0	0	0	0	0	1
H/TOT	495	35	10	2	5	18	4	569	9	1	0	0	0	0	0	10
P/TOT	2129	210	42	3	18	47	12	2461	58	8	0	0	0	0	1	67

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 10 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON DRIVE / A412 WATFORD ROAD (E) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 10 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON DRIVE / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	TO ARM A A412 WATFORD ROAD (W)								FROM ARM A A412 WATFORD ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	74	26	2	1	2	1	1	107	73	16	3	0	0	0	1	93
07:15	79	25	3	0	1	1	1	110	88	15	0	0	2	0	0	105
07:30	112	22	3	0	1	0	1	139	147	15	4	1	3	0	2	172
07:45	134	17	3	0	1	4	1	160	153	16	3	1	0	2	2	177
H/TOT	399	90	11	1	5	6	4	516	461	62	10	2	5	2	5	547
08:00	142	21	4	0	1	1	2	171	163	10	5	0	3	2	0	183
08:15	131	11	6	0	0	1	1	150	166	7	6	0	0	1	1	181
08:30	128	16	6	1	0	2	2	155	182	12	0	1	0	2	0	197
08:45	70	12	5	0	1	1	0	89	165	23	10	0	0	0	2	200
H/TOT	471	60	21	1	2	5	5	565	676	52	21	1	3	5	3	761
09:00	89	17	3	1	2	2	1	115	136	8	5	0	0	1	1	151
09:15	71	11	8	0	0	1	1	92	132	16	4	0	1	2	1	156
09:30	83	12	3	0	0	0	1	99	102	23	3	0	0	3	1	132
09:45	81	14	6	0	1	2	3	107	85	16	1	1	1	1	2	107
H/TOT	324	54	20	1	3	5	6	413	455	63	13	1	2	7	5	546
P/TOT	1194	204	52	3	10	16	15	1494	1592	177	44	4	10	14	13	1854

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 10 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON DRIVE / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	TO ARM A A412 WATFORD ROAD (W)								FROM ARM A A412 WATFORD ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	98	9	5	0	2	1	0	115	69	11	3	0	1	2	1	87
14:45	124	12	7	1	0	4	0	148	80	18	7	0	0	2	0	107
HH/TOT	222	21	12	1	2	5	0	263	149	29	10	0	1	4	1	194
15:00	105	15	2	0	2	1	1	126	68	13	3	0	2	4	2	92
15:15	113	18	3	0	0	2	2	138	155	11	4	0	0	6	3	179
15:30	121	14	3	0	1	2	0	141	121	14	2	0	1	2	4	144
15:45	108	17	6	0	0	1	0	132	102	15	3	0	1	0	0	121
H/TOT	447	64	14	0	3	6	3	537	446	53	12	0	4	12	9	536
16:00	120	15	4	0	3	1	0	143	103	8	3	0	0	2	1	117
16:15	115	11	0	0	0	2	1	129	103	14	3	0	2	5	1	128
16:30	119	17	3	0	1	0	0	140	96	12	3	0	2	1	0	114
16:45	99	11	0	0	0	0	2	112	113	13	2	0	0	4	1	133
H/TOT	453	54	7	0	4	3	3	524	415	47	11	0	4	12	3	492
17:00	138	9	2	0	1	2	2	154	120	17	0	0	0	1	0	138
17:15	149	14	0	0	2	5	1	171	142	21	2	0	0	6	0	171
17:30	172	12	0	0	1	4	0	189	144	13	2	0	3	3	3	168
17:45	165	9	1	0	0	5	1	181	148	12	2	0	0	7	2	171
H/TOT	624	44	3	0	4	16	4	695	554	63	6	0	3	17	5	648
18:00	167	13	2	1	2	3	0	188	145	15	2	0	3	4	2	171
18:15	154	5	5	1	0	2	2	169	125	12	1	0	0	3	2	143
18:30	97	8	2	0	2	2	2	113	130	6	1	0	2	4	1	144
18:45	107	10	1	0	1	11	0	130	132	20	0	0	0	4	0	156
H/TOT	525	36	10	2	5	18	4	600	532	53	4	0	5	15	5	614
P/TOT	2271	219	46	3	18	48	14	2619	2096	245	43	0	17	60	23	2484

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 10 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON DRIVE / A412 WATFORD ROAD (E) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 10 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON DRIVE / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	TO ARM B WINTON DRIVE								FROM ARM B WINTON DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	1	0	0	0	0	0	6	11	2	0	0	0	0	0	13
07:15	4	0	0	0	0	0	0	4	14	2	0	0	0	0	1	17
07:30	12	1	0	0	0	0	0	13	21	3	1	0	0	0	0	25
07:45	15	2	0	0	0	0	1	18	18	4	0	0	0	0	0	22
H/TOT	36	4	0	0	0	0	1	41	64	11	1	0	0	0	1	77
08:00	20	1	0	0	0	0	0	21	17	1	0	0	0	0	0	18
08:15	13	1	0	0	0	0	0	14	11	1	0	0	0	1	0	13
08:30	14	3	0	0	0	0	0	17	14	0	1	0	0	0	0	15
08:45	13	0	0	0	0	0	0	13	30	2	0	0	0	0	0	32
H/TOT	60	5	0	0	0	0	0	65	72	4	1	0	0	1	0	78
09:00	9	0	0	0	0	0	0	9	16	1	0	0	0	0	0	17
09:15	9	0	1	0	0	0	1	11	11	1	1	0	0	0	0	13
09:30	13	1	0	0	0	0	0	14	12	1	1	0	0	0	0	14
09:45	5	4	0	0	0	0	0	9	5	3	1	0	0	0	0	9
H/TOT	36	5	1	0	0	0	1	43	44	6	3	0	0	0	0	53
P/TOT	132	14	1	0	0	0	2	149	180	21	5	0	0	1	1	208

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 10 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON DRIVE / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	TO ARM B WINTON DRIVE								FROM ARM B WINTON DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	11	0	0	0	0	0	1	12	8	1	0	0	0	0	0	9
14:45	14	1	0	0	0	0	0	15	10	0	2	0	0	0	0	12
HH/TOT	25	1	0	0	0	0	1	27	18	1	2	0	0	0	0	21
15:00	11	2	0	0	0	0	0	13	20	0	0	0	0	0	0	20
15:15	16	2	1	0	0	0	1	20	8	2	1	0	0	0	0	11
15:30	20	3	0	0	0	0	0	23	13	0	0	0	0	0	0	13
15:45	13	4	0	0	0	0	0	17	4	1	0	0	0	0	0	5
H/TOT	60	11	1	0	0	0	1	73	45	3	1	0	0	0	0	49
16:00	15	1	0	0	0	0	0	16	17	1	0	0	0	0	0	18
16:15	18	2	1	0	0	0	0	21	8	1	0	0	0	0	0	9
16:30	17	3	0	0	0	0	0	20	15	1	1	0	0	0	0	17
16:45	5	1	0	0	0	0	0	6	8	1	0	0	0	0	1	10
H/TOT	55	7	1	0	0	0	0	63	48	4	1	0	0	0	1	54
17:00	18	3	0	0	0	0	0	21	13	0	0	0	0	0	1	14
17:15	22	4	0	0	0	0	0	26	14	0	0	0	0	1	0	15
17:30	22	2	0	0	0	0	0	24	18	2	1	0	0	0	0	21
17:45	23	2	0	0	0	1	1	27	14	2	0	0	0	0	0	16
H/TOT	85	11	0	0	0	1	1	98	59	4	1	0	0	1	1	66
18:00	23	2	1	0	0	0	0	26	14	1	0	0	0	0	0	15
18:15	16	0	0	0	0	1	1	18	6	0	0	0	0	0	0	6
18:30	21	1	0	0	0	0	0	22	12	0	0	0	0	0	0	12
18:45	15	1	0	0	0	2	0	18	12	0	0	0	0	0	0	12
H/TOT	75	4	1	0	0	3	1	84	44	1	0	0	0	0	0	45
P/TOT	300	34	3	0	0	4	4	345	214	13	5	0	0	1	2	235

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 10 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON DRIVE / A412 WATFORD ROAD (E) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 10 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON DRIVE / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	TO ARM C A412 WATFORD ROAD (E)								FROM ARM C A412 WATFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	71	15	3	0	0	0	1	90	66	24	2	1	2	1	1	97
07:15	87	15	0	0	2	0	1	105	68	23	3	0	1	1	1	97
07:30	141	14	4	1	3	0	2	165	97	19	2	0	1	0	1	120
07:45	144	14	3	1	0	2	1	165	122	13	3	0	1	4	1	144
H/TOT	443	58	10	2	5	2	5	525	353	79	10	1	5	6	4	458
08:00	154	9	5	0	3	2	0	173	136	20	4	0	1	1	2	164
08:15	160	7	6	0	0	1	1	175	127	11	6	0	0	0	1	145
08:30	170	9	0	1	0	2	0	182	116	16	5	1	0	2	2	142
08:45	170	25	10	0	0	0	2	207	58	12	5	0	1	1	0	77
H/TOT	654	50	21	1	3	5	3	737	437	59	20	1	2	4	5	528
09:00	136	9	5	0	0	1	1	152	82	17	3	1	2	2	1	108
09:15	125	16	3	0	1	2	0	147	62	10	7	0	0	1	1	81
09:30	92	22	3	0	0	3	1	121	74	11	2	0	0	0	1	88
09:45	81	14	1	1	1	1	2	101	77	13	5	0	1	2	3	101
H/TOT	434	61	12	1	2	7	4	521	295	51	17	1	3	5	6	378
P/TOT	1531	169	43	4	10	14	12	1783	1085	189	47	3	10	15	15	1364

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 10 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON DRIVE / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	TO ARM C A412 WATFORD ROAD (E)								FROM ARM C A412 WATFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	63	12	3	0	1	2	0	81	95	9	5	0	2	1	0	112
14:45	74	18	7	0	0	2	0	101	122	13	5	1	0	4	0	145
HH/TOT	137	30	10	0	1	4	0	182	217	22	10	1	2	5	0	257
15:00	69	12	3	0	2	4	2	92	97	16	2	0	2	1	1	119
15:15	147	9	3	0	0	6	3	168	113	16	2	0	0	2	3	136
15:30	107	12	2	0	1	2	4	128	114	15	3	0	1	2	0	135
15:45	92	13	3	0	1	0	0	109	107	18	6	0	0	1	0	132
H/TOT	415	46	11	0	4	12	9	497	431	65	13	0	3	6	4	522
16:00	99	8	3	0	0	2	1	113	114	15	4	0	3	1	0	137
16:15	93	12	2	0	2	5	1	115	115	10	0	0	0	2	1	128
16:30	91	10	3	0	2	1	0	107	116	17	2	0	1	0	0	136
16:45	111	12	2	0	0	4	1	130	94	10	0	0	0	0	1	105
H/TOT	394	42	10	0	4	12	3	465	439	52	6	0	4	3	2	506
17:00	108	14	0	0	0	1	0	123	131	9	2	0	1	2	1	146
17:15	129	18	2	0	0	6	0	155	144	15	0	0	2	4	1	166
17:30	130	13	3	0	3	3	3	155	162	12	0	0	1	4	0	179
17:45	133	10	2	0	0	6	1	152	159	7	1	0	0	5	1	173
H/TOT	500	55	7	0	3	16	4	585	596	43	3	0	4	15	3	664
18:00	130	13	1	0	3	4	2	153	161	12	2	1	2	3	0	181
18:15	113	12	1	0	0	2	1	129	152	5	5	1	0	2	2	167
18:30	117	6	1	0	2	4	1	131	93	9	2	0	2	2	2	110
18:45	120	19	0	0	0	2	0	141	98	10	1	0	1	11	0	121
H/TOT	480	50	3	0	5	12	4	554	504	36	10	2	5	18	4	579
P/TOT	1926	223	41	0	17	56	20	2283	2187	218	42	3	18	47	13	2528

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 10 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON DRIVE / A412 WATFORD ROAD (E) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 11 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON APPROACH / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	A TO B FROM A412 WATFORD ROAD (W) TO WINTON APPROACH								A TO C FROM A412 WATFORD ROAD (W) TO A412 WATFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	0	1	0	0	0	0	4	67	19	4	0	0	1	0	91
07:15	3	2	0	0	0	0	0	5	94	19	2	0	1	0	0	116
07:30	7	1	3	0	0	0	0	11	137	16	5	1	2	0	3	164
07:45	7	2	0	0	0	0	0	9	157	13	4	1	0	2	1	178
H/TOT	20	5	4	0	0	0	0	29	455	67	15	2	3	3	4	549
08:00	3	0	0	0	0	0	0	3	160	11	2	0	3	2	0	178
08:15	4	2	0	0	0	0	0	6	162	8	6	0	0	0	2	178
08:30	12	0	1	0	0	1	1	15	176	12	1	1	0	2	0	192
08:45	12	4	0	0	0	1	0	17	158	19	9	0	0	0	0	186
H/TOT	31	6	1	0	0	2	1	41	656	50	18	1	3	4	2	734
09:00	7	0	2	0	0	0	0	9	143	9	4	0	0	1	0	157
09:15	4	1	0	0	0	0	0	5	142	14	2	0	1	2	0	161
09:30	4	1	0	0	0	0	0	5	109	16	3	0	0	3	1	132
09:45	0	0	0	0	0	0	0	0	83	10	3	0	1	0	1	98
H/TOT	15	2	2	0	0	0	0	19	477	49	12	0	2	6	2	548
P/TOT	66	13	7	0	0	2	1	89	1588	166	45	3	8	13	8	1831

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 11 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON APPROACH / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	A TO B FROM A412 WATFORD ROAD (W) TO WINTON APPROACH								A TO C FROM A412 WATFORD ROAD (W) TO A412 WATFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	10	0	1	0	0	0	0	11	62	12	4	0	1	3	0	82
14:45	9	2	2	0	0	0	0	13	84	11	5	0	0	2	0	102
HH/TOT	19	2	3	0	0	0	0	24	146	23	9	0	1	5	0	184
15:00	8	0	0	0	0	0	0	8	62	16	4	0	2	3	2	89
15:15	10	0	0	0	0	1	0	11	114	7	3	0	0	6	2	132
15:30	6	1	0	0	0	0	0	7	124	7	1	0	1	2	3	138
15:45	15	1	0	0	0	1	0	17	82	9	3	0	1	1	0	96
H/TOT	39	2	0	0	0	2	0	43	382	39	11	0	4	12	7	455
16:00	7	1	0	0	0	0	0	8	101	12	4	0	0	3	0	120
16:15	7	3	0	0	0	0	0	10	94	7	3	0	2	4	2	112
16:30	6	1	0	0	0	0	0	7	93	13	2	0	2	1	0	111
16:45	10	0	0	0	0	0	1	11	105	10	3	0	0	3	0	121
H/TOT	30	5	0	0	0	0	1	36	393	42	12	0	4	11	2	464
17:00	6	1	0	0	0	0	0	7	85	6	0	0	0	0	1	92
17:15	3	1	0	0	0	0	0	4	133	12	2	0	0	3	0	150
17:30	9	0	0	0	0	0	1	10	129	14	2	0	3	3	2	153
17:45	7	0	0	0	0	0	0	7	125	13	3	0	0	4	3	148
H/TOT	25	2	0	0	0	0	1	28	472	45	7	0	3	10	6	543
18:00	12	1	0	0	0	0	0	13	133	11	0	0	2	4	2	152
18:15	10	0	0	0	0	1	0	11	126	10	2	0	0	2	0	140
18:30	8	1	0	0	0	0	0	9	125	9	1	0	1	4	3	143
18:45	12	0	0	0	0	0	0	12	123	16	0	0	0	2	0	141
H/TOT	42	2	0	0	0	1	0	45	507	46	3	0	3	12	5	576
P/TOT	155	13	3	0	0	3	2	176	1900	195	42	0	15	50	20	2222

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 11 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON APPROACH / A412 WATFORD ROAD (E) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 11 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON APPROACH / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	B TO A FROM WINTON APPROACH TO A412 WATFORD ROAD (W)								B TO C FROM WINTON APPROACH TO A412 WATFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	2	0	0	0	0	0	4	7	1	0	0	0	0	0	8
07:15	1	0	0	0	0	0	0	1	8	1	0	0	0	0	0	9
07:30	3	0	0	0	0	0	0	3	9	1	0	0	0	1	0	11
07:45	3	0	1	0	0	0	0	4	18	0	1	0	0	1	1	21
H/TOT	9	2	1	0	0	0	0	12	42	3	1	0	0	2	1	49
08:00	3	2	0	0	0	0	0	5	15	4	0	0	0	0	0	19
08:15	5	2	1	0	0	0	0	8	11	3	0	0	0	1	0	15
08:30	3	0	0	0	0	0	0	3	11	0	1	0	0	1	0	13
08:45	8	0	0	0	0	0	0	8	25	3	1	0	0	0	2	31
H/TOT	19	4	1	0	0	0	0	24	62	10	2	0	0	2	2	78
09:00	6	1	0	0	0	0	0	7	23	2	0	0	0	0	1	26
09:15	2	3	0	0	0	0	0	5	10	1	2	0	0	0	1	14
09:30	5	1	0	0	0	0	1	7	6	4	0	0	0	0	0	10
09:45	4	0	0	0	0	0	0	4	8	2	0	0	0	0	0	10
H/TOT	17	5	0	0	0	0	1	23	47	9	2	0	0	0	2	60
P/TOT	45	11	2	0	0	0	1	59	151	22	5	0	0	4	5	187

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 11 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON APPROACH / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	B TO A FROM WINTON APPROACH TO A412 WATFORD ROAD (W)								B TO C FROM WINTON APPROACH TO A412 WATFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6
14:45	3	2	0	0	0	0	0	5	4	0	1	0	0	0	0	5
HH/TOT	4	2	0	0	0	0	0	6	10	0	1	0	0	0	0	11
15:00	5	2	0	0	0	0	0	7	23	1	0	0	0	1	0	25
15:15	5	1	0	0	0	0	0	6	17	2	0	0	0	1	0	20
15:30	4	0	0	0	0	0	0	4	14	2	0	0	0	0	0	16
15:45	3	0	0	0	0	0	0	3	14	2	0	0	0	0	0	16
H/TOT	17	3	0	0	0	0	0	20	68	7	0	0	0	2	0	77
16:00	3	1	0	0	0	0	0	4	10	0	1	0	0	0	0	11
16:15	6	0	0	0	0	0	0	6	11	0	0	0	0	0	0	11
16:30	2	2	0	0	0	0	0	4	17	1	0	0	0	0	0	18
16:45	4	1	0	0	0	0	0	5	8	1	0	0	0	0	0	9
H/TOT	15	4	0	0	0	0	0	19	46	2	1	0	0	0	0	49
17:00	4	1	0	0	0	0	0	5	9	0	0	0	0	0	0	9
17:15	2	1	0	0	0	0	0	3	5	0	0	0	0	1	0	6
17:30	8	3	0	0	0	0	0	11	12	1	0	0	0	0	0	13
17:45	4	0	0	0	0	0	0	4	9	2	0	0	0	0	1	12
H/TOT	18	5	0	0	0	0	0	23	35	3	0	0	0	1	1	40
18:00	2	2	1	0	0	0	0	5	10	1	0	0	0	0	0	11
18:15	3	0	0	0	0	0	0	3	11	1	1	0	0	1	0	14
18:30	3	0	0	0	0	0	0	3	12	0	0	0	0	0	0	12
18:45	5	1	0	0	0	1	0	7	9	0	0	0	0	0	0	9
H/TOT	13	3	1	0	0	1	0	18	42	2	1	0	0	1	0	46
P/TOT	67	17	1	0	0	1	0	86	201	14	3	0	0	4	1	223

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 11 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON APPROACH / A412 WATFORD ROAD (E) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 11 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON APPROACH / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	C TO A FROM A412 WATFORD ROAD (E) TO A412 WATFORD ROAD (W)								C TO B FROM A412 WATFORD ROAD (E) TO WINTON APPROACH							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	64	32	3	1	2	1	3	106	0	2	0	0	0	0	0	2
07:15	67	16	5	0	1	0	0	89	3	1	0	0	0	0	0	4
07:30	96	23	5	1	1	0	1	127	8	2	0	0	0	1	1	12
07:45	130	14	4	0	1	5	1	155	8	1	1	0	0	0	1	11
H/TOT	357	85	17	2	5	6	5	477	19	6	1	0	0	1	2	29
08:00	127	16	2	0	1	0	2	148	12	1	0	0	0	0	0	13
08:15	123	16	7	0	0	2	1	149	12	0	1	0	0	1	0	14
08:30	112	11	4	1	0	3	2	133	24	1	1	0	0	0	0	26
08:45	64	11	8	0	2	0	0	85	19	1	0	0	0	0	1	21
H/TOT	426	54	21	1	3	5	5	515	67	3	2	0	0	1	1	74
09:00	68	20	4	1	1	2	0	96	2	2	0	0	0	0	0	4
09:15	57	7	7	0	0	0	1	72	4	1	1	0	0	0	0	6
09:30	73	8	3	0	0	0	1	85	4	1	0	0	0	0	1	6
09:45	72	10	6	1	1	2	3	95	3	0	2	0	0	0	0	5
H/TOT	270	45	20	2	2	4	5	348	13	4	3	0	0	0	1	21
P/TOT	1053	184	58	5	10	15	15	1340	99	13	6	0	0	2	4	124

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 11 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON APPROACH / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	C TO A FROM A412 WATFORD ROAD (E) TO A412 WATFORD ROAD (W)								C TO B FROM A412 WATFORD ROAD (E) TO WINTON APPROACH							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	101	7	3	1	2	2	0	116	11	2	0	0	0	0	0	13
14:45	116	11	5	1	0	4	0	137	27	1	1	0	0	1	0	30
HH/TOT	217	18	8	2	2	6	0	253	38	3	1	0	0	1	0	43
15:00	98	17	2	0	3	1	0	121	17	1	0	0	0	0	0	18
15:15	109	14	1	0	0	3	1	128	7	0	0	0	0	2	0	9
15:30	120	10	4	0	1	3	0	138	11	0	0	0	0	0	0	11
15:45	110	20	5	0	0	2	0	137	11	3	0	0	0	0	0	14
H/TOT	437	61	12	0	4	9	1	524	46	4	0	0	0	2	0	52
16:00	118	10	5	0	3	2	0	138	14	2	0	0	0	0	0	16
16:15	125	6	1	0	0	2	1	135	14	1	0	0	0	0	0	15
16:30	116	15	1	0	1	1	0	134	9	0	0	0	0	0	0	9
16:45	105	13	1	0	0	0	0	119	9	1	0	0	0	0	1	11
H/TOT	464	44	8	0	4	5	1	526	46	4	0	0	0	0	1	51
17:00	137	6	1	0	1	1	2	148	18	0	0	0	0	0	0	18
17:15	126	9	0	0	1	0	0	136	14	1	0	0	0	1	0	16
17:30	162	9	0	0	1	4	1	177	15	1	0	0	0	0	0	16
17:45	156	6	2	0	0	7	1	172	10	3	0	0	0	0	0	13
H/TOT	581	30	3	0	3	12	4	633	57	5	0	0	0	1	0	63
18:00	169	8	1	1	2	3	2	186	13	0	1	0	0	0	0	14
18:15	143	6	4	1	0	2	3	159	13	0	0	0	0	0	0	13
18:30	106	5	1	0	2	0	1	115	10	0	0	0	0	1	0	11
18:45	101	10	1	0	0	9	0	121	13	0	0	0	0	0	0	13
H/TOT	519	29	7	2	4	14	6	581	49	0	1	0	0	1	0	51
P/TOT	2218	182	38	4	17	46	12	2517	236	16	2	0	0	5	1	260

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 11 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON APPROACH / A412 WATFORD ROAD (E) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 11 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON APPROACH / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	TO ARM A A412 WATFORD ROAD (W)								FROM ARM A A412 WATFORD ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	66	34	3	1	2	1	3	110	70	19	5	0	0	1	0	95
07:15	68	16	5	0	1	0	0	90	97	21	2	0	1	0	0	121
07:30	99	23	5	1	1	0	1	130	144	17	8	1	2	0	3	175
07:45	133	14	5	0	1	5	1	159	164	15	4	1	0	2	1	187
H/TOT	366	87	18	2	5	6	5	489	475	72	19	2	3	3	4	578
08:00	130	18	2	0	1	0	2	153	163	11	2	0	3	2	0	181
08:15	128	18	8	0	0	2	1	157	166	10	6	0	0	0	2	184
08:30	115	11	4	1	0	3	2	136	188	12	2	1	0	3	1	207
08:45	72	11	8	0	2	0	0	93	170	23	9	0	0	1	0	203
H/TOT	445	58	22	1	3	5	5	539	687	56	19	1	3	6	3	775
09:00	74	21	4	1	1	2	0	103	150	9	6	0	0	1	0	166
09:15	59	10	7	0	0	0	1	77	146	15	2	0	1	2	0	166
09:30	78	9	3	0	0	0	2	92	113	17	3	0	0	3	1	137
09:45	76	10	6	1	1	2	3	99	83	10	3	0	1	0	1	98
H/TOT	287	50	20	2	2	4	6	371	492	51	14	0	2	6	2	567
P/TOT	1098	195	60	5	10	15	16	1399	1654	179	52	3	8	15	9	1920

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 11 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON APPROACH / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	TO ARM A A412 WATFORD ROAD (W)								FROM ARM A A412 WATFORD ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	102	7	3	1	2	2	0	117	72	12	5	0	1	3	0	93
14:45	119	13	5	1	0	4	0	142	93	13	7	0	0	2	0	115
HH/TOT	221	20	8	2	2	6	0	259	165	25	12	0	1	5	0	208
15:00	103	19	2	0	3	1	0	128	70	16	4	0	2	3	2	97
15:15	114	15	1	0	0	3	1	134	124	7	3	0	0	7	2	143
15:30	124	10	4	0	1	3	0	142	130	8	1	0	1	2	3	145
15:45	113	20	5	0	0	2	0	140	97	10	3	0	1	2	0	113
H/TOT	454	64	12	0	4	9	1	544	421	41	11	0	4	14	7	498
16:00	121	11	5	0	3	2	0	142	108	13	4	0	0	3	0	128
16:15	131	6	1	0	0	2	1	141	101	10	3	0	2	4	2	122
16:30	118	17	1	0	1	1	0	138	99	14	2	0	2	1	0	118
16:45	109	14	1	0	0	0	0	124	115	10	3	0	0	3	1	132
H/TOT	479	48	8	0	4	5	1	545	423	47	12	0	4	11	3	500
17:00	141	7	1	0	1	1	2	153	91	7	0	0	0	0	1	99
17:15	128	10	0	0	1	0	0	139	136	13	2	0	0	3	0	154
17:30	170	12	0	0	1	4	1	188	138	14	2	0	3	3	3	163
17:45	160	6	2	0	0	7	1	176	132	13	3	0	0	4	3	155
H/TOT	599	35	3	0	3	12	4	656	497	47	7	0	3	10	7	571
18:00	171	10	2	1	2	3	2	191	145	12	0	0	2	4	2	165
18:15	146	6	4	1	0	2	3	162	136	10	2	0	0	3	0	151
18:30	109	5	1	0	2	0	1	118	133	10	1	0	1	4	3	152
18:45	106	11	1	0	0	10	0	128	135	16	0	0	0	2	0	153
H/TOT	532	32	8	2	4	15	6	599	549	48	3	0	3	13	5	621
P/TOT	2285	199	39	4	17	47	12	2603	2055	208	45	0	15	53	22	2398

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 11 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON APPROACH / A412 WATFORD ROAD (E) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 11 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON APPROACH / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	TO ARM B WINTON APPROACH								FROM ARM B WINTON APPROACH							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	2	1	0	0	0	0	6	9	3	0	0	0	0	0	12
07:15	6	3	0	0	0	0	0	9	9	1	0	0	0	0	0	10
07:30	15	3	3	0	0	1	1	23	12	1	0	0	0	1	0	14
07:45	15	3	1	0	0	0	1	20	21	0	2	0	0	1	1	25
H/TOT	39	11	5	0	0	1	2	58	51	5	2	0	0	2	1	61
08:00	15	1	0	0	0	0	0	16	18	6	0	0	0	0	0	24
08:15	16	2	1	0	0	1	0	20	16	5	1	0	0	1	0	23
08:30	36	1	2	0	0	1	1	41	14	0	1	0	0	1	0	16
08:45	31	5	0	0	0	1	1	38	33	3	1	0	0	0	2	39
H/TOT	98	9	3	0	0	3	2	115	81	14	3	0	0	2	2	102
09:00	9	2	2	0	0	0	0	13	29	3	0	0	0	0	1	33
09:15	8	2	1	0	0	0	0	11	12	4	2	0	0	0	1	19
09:30	8	2	0	0	0	0	1	11	11	5	0	0	0	0	1	17
09:45	3	0	2	0	0	0	0	5	12	2	0	0	0	0	0	14
H/TOT	28	6	5	0	0	0	1	40	64	14	2	0	0	0	3	83
P/TOT	165	26	13	0	0	4	5	213	196	33	7	0	0	4	6	246

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 11 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON APPROACH / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	TO ARM B WINTON APPROACH								FROM ARM B WINTON APPROACH							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	21	2	1	0	0	0	0	24	7	0	0	0	0	0	0	7
14:45	36	3	3	0	0	1	0	43	7	2	1	0	0	0	0	10
HH/TOT	57	5	4	0	0	1	0	67	14	2	1	0	0	0	0	17
15:00	25	1	0	0	0	0	0	26	28	3	0	0	0	1	0	32
15:15	17	0	0	0	0	3	0	20	22	3	0	0	0	1	0	26
15:30	17	1	0	0	0	0	0	18	18	2	0	0	0	0	0	20
15:45	26	4	0	0	0	1	0	31	17	2	0	0	0	0	0	19
H/TOT	85	6	0	0	0	4	0	95	85	10	0	0	0	2	0	97
16:00	21	3	0	0	0	0	0	24	13	1	1	0	0	0	0	15
16:15	21	4	0	0	0	0	0	25	17	0	0	0	0	0	0	17
16:30	15	1	0	0	0	0	0	16	19	3	0	0	0	0	0	22
16:45	19	1	0	0	0	0	2	22	12	2	0	0	0	0	0	14
H/TOT	76	9	0	0	0	0	2	87	61	6	1	0	0	0	0	68
17:00	24	1	0	0	0	0	0	25	13	1	0	0	0	0	0	14
17:15	17	2	0	0	0	1	0	20	7	1	0	0	0	1	0	9
17:30	24	1	0	0	0	0	1	26	20	4	0	0	0	0	0	24
17:45	17	3	0	0	0	0	0	20	13	2	0	0	0	0	1	16
H/TOT	82	7	0	0	0	1	1	91	53	8	0	0	0	1	1	63
18:00	25	1	1	0	0	0	0	27	12	3	1	0	0	0	0	16
18:15	23	0	0	0	0	1	0	24	14	1	1	0	0	1	0	17
18:30	18	1	0	0	0	1	0	20	15	0	0	0	0	0	0	15
18:45	25	0	0	0	0	0	0	25	14	1	0	0	0	1	0	16
H/TOT	91	2	1	0	0	2	0	96	55	5	2	0	0	2	0	64
P/TOT	391	29	5	0	0	8	3	436	268	31	4	0	0	5	1	309

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 11 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON APPROACH / A412 WATFORD ROAD (E) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 11 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON APPROACH / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	TO ARM C A412 WATFORD ROAD (E)								FROM ARM C A412 WATFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	74	20	4	0	0	1	0	99	64	34	3	1	2	1	3	108
07:15	102	20	2	0	1	0	0	125	70	17	5	0	1	0	0	93
07:30	146	17	5	1	2	1	3	175	104	25	5	1	1	1	2	139
07:45	175	13	5	1	0	3	2	199	138	15	5	0	1	5	2	166
H/TOT	497	70	16	2	3	5	5	598	376	91	18	2	5	7	7	506
08:00	175	15	2	0	3	2	0	197	139	17	2	0	1	0	2	161
08:15	173	11	6	0	0	1	2	193	135	16	8	0	0	3	1	163
08:30	187	12	2	1	0	3	0	205	136	12	5	1	0	3	2	159
08:45	183	22	10	0	0	0	2	217	83	12	8	0	2	0	1	106
H/TOT	718	60	20	1	3	6	4	812	493	57	23	1	3	6	6	589
09:00	166	11	4	0	0	1	1	183	70	22	4	1	1	2	0	100
09:15	152	15	4	0	1	2	1	175	61	8	8	0	0	0	1	78
09:30	115	20	3	0	0	3	1	142	77	9	3	0	0	0	2	91
09:45	91	12	3	0	1	0	1	108	75	10	8	1	1	2	3	100
H/TOT	524	58	14	0	2	6	4	608	283	49	23	2	2	4	6	369
P/TOT	1739	188	50	3	8	17	13	2018	1152	197	64	5	10	17	19	1464

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 11 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON APPROACH / A412 WATFORD ROAD (E) **DAY:** THURSDAY

TIME	TO ARM C A412 WATFORD ROAD (E)								FROM ARM C A412 WATFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	68	12	4	0	1	3	0	88	112	9	3	1	2	2	0	129
14:45	88	11	6	0	0	2	0	107	143	12	6	1	0	5	0	167
HH/TOT	156	23	10	0	1	5	0	195	255	21	9	2	2	7	0	296
15:00	85	17	4	0	2	4	2	114	115	18	2	0	3	1	0	139
15:15	131	9	3	0	0	7	2	152	116	14	1	0	0	5	1	137
15:30	138	9	1	0	1	2	3	154	131	10	4	0	1	3	0	149
15:45	96	11	3	0	1	1	0	112	121	23	5	0	0	2	0	151
H/TOT	450	46	11	0	4	14	7	532	483	65	12	0	4	11	1	576
16:00	111	12	5	0	0	3	0	131	132	12	5	0	3	2	0	154
16:15	105	7	3	0	2	4	2	123	139	7	1	0	0	2	1	150
16:30	110	14	2	0	2	1	0	129	125	15	1	0	1	1	0	143
16:45	113	11	3	0	0	3	0	130	114	14	1	0	0	0	1	130
H/TOT	439	44	13	0	4	11	2	513	510	48	8	0	4	5	2	577
17:00	94	6	0	0	0	0	1	101	155	6	1	0	1	1	2	166
17:15	138	12	2	0	0	4	0	156	140	10	0	0	1	1	0	152
17:30	141	15	2	0	3	3	2	166	177	10	0	0	1	4	1	193
17:45	134	15	3	0	0	4	4	160	166	9	2	0	0	7	1	185
H/TOT	507	48	7	0	3	11	7	583	638	35	3	0	3	13	4	696
18:00	143	12	0	0	2	4	2	163	182	8	2	1	2	3	2	200
18:15	137	11	3	0	0	3	0	154	156	6	4	1	0	2	3	172
18:30	137	9	1	0	1	4	3	155	116	5	1	0	2	1	1	126
18:45	132	16	0	0	0	2	0	150	114	10	1	0	0	9	0	134
H/TOT	549	48	4	0	3	13	5	622	568	29	8	2	4	15	6	632
P/TOT	2101	209	45	0	15	54	21	2445	2454	198	40	4	17	51	13	2777

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 11 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON APPROACH / A412 WATFORD ROAD (E) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 12 **DATE:** 27/06/2024

LOCATION: A412 (E) / ACCESS ROAD / A412 (W) **DAY:** THURSDAY

TIME	A TO A FROM A412 (E) TO A412 (E)								A TO B FROM A412 (E) TO ACCESS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
07:30	0	2	0	0	0	0	0	2	0	0	1	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	2	0	0	0	0	0	5	1	0	1	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:45	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0
09:00	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0
09:15	3	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0
09:30	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	9	1	1	0	0	1	0	12	0	0	0	0	0	0	0	0
P/TOT	14	5	1	0	0	1	0	21	1	0	1	0	0	0	0	2

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 12 **DATE:** 27/06/2024

LOCATION: A412 (E) / ACCESS ROAD / A412 (W) **DAY:** THURSDAY

TIME	A TO A FROM A412 (E) TO A412 (E)								A TO B FROM A412 (E) TO ACCESS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
14:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
HH/TOT	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
15:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
15:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:45	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
H/TOT	12	0	0	0	0	0	0	12	1	0	0	0	0	0	0	1
16:00	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1
16:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
16:45	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1
H/TOT	8	1	0	0	0	0	0	9	2	1	0	0	0	0	0	3
17:00	2	0	1	0	0	0	0	3	1	1	0	0	0	0	0	2
17:15	2	0	0	0	0	1	0	3	3	0	0	0	0	0	0	3
17:30	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
17:45	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	7	2	1	0	0	1	0	11	5	1	0	0	0	0	0	6
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	2	0	0	0	0	2	0	4	2	0	0	0	0	0	0	2
P/TOT	32	3	1	0	0	3	0	39	11	2	0	0	0	0	0	13

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 12 **DATE:** 27/06/2024

LOCATION: A412 (E) / ACCESS ROAD / A412 (W) **DAY:** THURSDAY

TIME	A TO C FROM A412 (E) TO A412 (W)								A TO D FROM A412 (E) TO BALDWINS LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	64	29	2	1	2	1	1	100	25	5	0	0	0	0	0	30
07:15	59	17	5	0	1	0	0	82	36	11	1	0	0	0	0	48
07:30	94	23	6	0	1	1	1	126	45	6	1	0	1	0	0	53
07:45	132	15	6	0	1	5	1	160	67	10	0	0	1	0	0	78
H/TOT	349	84	19	1	5	7	3	468	173	32	2	0	2	0	0	209
08:00	128	16	2	0	1	1	0	148	86	13	1	0	0	0	0	100
08:15	132	12	8	0	0	2	1	155	106	7	3	0	1	1	0	118
08:30	109	17	7	1	1	1	2	138	111	6	2	0	1	0	0	120
08:45	74	8	4	0	1	0	1	88	47	6	0	0	1	0	0	54
H/TOT	443	53	21	1	3	4	4	529	350	32	6	0	3	1	0	392
09:00	65	20	3	1	1	2	1	93	40	8	5	0	1	0	0	54
09:15	55	10	6	0	0	0	0	71	43	4	0	0	0	1	0	48
09:30	67	8	1	0	0	0	1	77	42	8	2	0	0	1	0	53
09:45	72	12	6	1	1	2	1	95	38	9	2	0	1	0	0	50
H/TOT	259	50	16	2	2	4	3	336	163	29	9	0	2	2	0	205
P/TOT	1051	187	56	4	10	15	10	1333	686	93	17	0	7	3	0	806

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 12 **DATE:** 27/06/2024

LOCATION: A412 (E) / ACCESS ROAD / A412 (W) **DAY:** THURSDAY

TIME	A TO C FROM A412 (E) TO A412 (W)								A TO D FROM A412 (E) TO BALDWINS LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	114	9	5	0	2	2	1	133	67	5	0	0	1	1	0	74
14:45	126	11	6	1	0	5	0	149	82	7	0	0	2	0	0	91
HH/TOT	240	20	11	1	2	7	1	282	149	12	0	0	3	1	0	165
15:00	112	20	0	0	3	1	1	137	111	8	2	0	0	0	0	121
15:15	107	13	0	1	0	4	1	126	98	8	1	1	2	1	1	112
15:30	119	14	4	0	1	2	0	140	85	11	1	1	1	2	1	102
15:45	106	22	4	0	0	2	0	134	99	11	0	0	0	0	0	110
H/TOT	444	69	8	1	4	9	2	537	393	38	4	2	3	3	2	445
16:00	132	14	5	0	3	2	0	156	117	19	1	2	1	3	0	143
16:15	145	5	2	0	0	2	1	155	111	10	0	1	1	1	0	124
16:30	102	11	2	0	1	1	1	118	115	13	1	0	1	1	0	131
16:45	118	10	0	0	1	3	1	133	112	11	1	0	0	0	1	125
H/TOT	497	40	9	0	5	8	3	562	455	53	3	3	3	5	1	523
17:00	146	12	0	1	1	3	0	163	153	9	1	0	2	3	0	168
17:15	153	16	0	0	0	4	0	173	168	14	1	0	1	3	0	187
17:30	180	11	1	0	1	4	1	198	191	10	1	0	1	4	2	209
17:45	171	7	1	0	1	6	0	186	120	13	1	1	0	2	0	137
H/TOT	650	46	2	1	3	17	1	720	632	46	4	1	4	12	2	701
18:00	188	9	2	1	1	3	2	206	104	6	0	0	0	1	0	111
18:15	157	4	5	1	0	3	3	173	82	7	0	0	0	2	1	92
18:30	123	7	0	0	2	0	0	132	70	5	0	0	1	5	0	81
18:45	112	11	0	0	0	7	0	130	68	3	1	0	0	6	1	79
H/TOT	580	31	7	2	3	13	5	641	324	21	1	0	1	14	2	363
P/TOT	2411	206	37	5	17	54	12	2742	1953	170	12	6	14	35	7	2197

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 12 **DATE:** 27/06/2024

LOCATION: A412 (E) / ACCESS ROAD / A412 (W) **DAY:** THURSDAY

TIME	B TO A FROM ACCESS ROAD TO A412 (E)								B TO B FROM ACCESS ROAD TO ACCESS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
P/TOT	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 12 **DATE:** 27/06/2024

LOCATION: A412 (E) / ACCESS ROAD / A412 (W) **DAY:** THURSDAY

TIME	B TO A FROM ACCESS ROAD TO A412 (E)								B TO B FROM ACCESS ROAD TO ACCESS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
P/TOT	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 12 **DATE:** 27/06/2024

LOCATION: A412 (E) / ACCESS ROAD / A412 (W) **DAY:** THURSDAY

TIME	B TO C FROM ACCESS ROAD TO A412 (W)								B TO D FROM ACCESS ROAD TO BALDWINS LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	1
08:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
P/TOT	1	0	0	0	0	1	0	2	1	0	1	0	0	0	0	2

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 12 **DATE:** 27/06/2024

LOCATION: A412 (E) / ACCESS ROAD / A412 (W) **DAY:** THURSDAY

TIME	B TO C FROM ACCESS ROAD TO A412 (W)								B TO D FROM ACCESS ROAD TO BALDWINS LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
HH/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
17:30	0	2	0	0	0	0	0	2	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	3	0	0	0	0	0	3	2	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	2	3	0	0	0	0	0	5	3	0	0	0	0	0	1	4

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 12 **DATE:** 27/06/2024

LOCATION: A412 (E) / ACCESS ROAD / A412 (W) **DAY:** THURSDAY

TIME	C TO A FROM A412 (W) TO A412 (E)								C TO B FROM A412 (W) TO ACCESS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	72	19	4	0	0	1	0	96	0	0	0	0	0	0	0	0
07:15	105	21	1	0	1	1	0	129	0	0	0	0	0	0	0	0
07:30	142	17	5	0	2	1	3	170	0	0	0	0	0	0	0	0
07:45	171	12	1	3	0	2	3	192	0	0	0	0	0	0	0	0
H/TOT	490	69	11	3	3	5	6	587	0	0	0	0	0	0	0	0
08:00	170	13	2	0	1	2	0	188	1	0	0	0	0	0	0	1
08:15	158	13	6	0	2	2	1	182	0	0	0	0	0	0	0	0
08:30	188	11	1	1	0	2	0	203	0	0	0	0	0	0	0	0
08:45	176	19	9	1	0	0	2	207	0	0	0	0	0	0	0	0
H/TOT	692	56	18	2	3	6	3	780	1	0	0	0	0	0	0	1
09:00	147	11	5	0	0	1	1	165	0	0	0	0	0	0	0	0
09:15	140	21	4	0	1	2	0	168	0	0	0	0	0	0	0	0
09:30	110	19	3	0	0	3	0	135	0	0	0	0	0	0	0	0
09:45	87	15	3	0	1	0	1	107	0	0	0	0	0	0	0	0
H/TOT	484	66	15	0	2	6	2	575	0	0	0	0	0	0	0	0
P/TOT	1666	191	44	5	8	17	11	1942	1	0	0	0	0	0	0	1

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 12 **DATE:** 27/06/2024

LOCATION: A412 (E) / ACCESS ROAD / A412 (W) **DAY:** THURSDAY

TIME	C TO A FROM A412 (W) TO A412 (E)								C TO B FROM A412 (W) TO ACCESS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	64	16	2	0	1	2	0	85	0	0	0	0	0	0	0	0
14:45	82	13	6	0	0	3	0	104	0	0	0	0	0	0	0	0
HH/TOT	146	29	8	0	1	5	0	189	0	0	0	0	0	0	0	0
15:00	72	17	4	0	2	4	2	101	0	0	0	0	0	0	0	0
15:15	113	8	3	0	0	6	1	131	1	0	0	0	0	1	0	2
15:30	131	11	1	0	1	2	3	149	0	0	0	0	0	0	0	0
15:45	90	14	4	0	1	1	0	110	0	0	0	0	0	0	0	0
H/TOT	406	50	12	0	4	13	6	491	1	0	0	0	0	1	0	2
16:00	100	17	5	0	0	3	0	125	0	0	0	0	0	0	0	0
16:15	95	10	3	0	2	4	1	115	0	0	0	0	0	0	0	0
16:30	90	13	3	0	2	1	0	109	0	0	0	0	0	0	0	0
16:45	100	12	2	0	0	3	0	117	0	0	0	0	0	0	0	0
H/TOT	385	52	13	0	4	11	1	466	0	0	0	0	0	0	0	0
17:00	87	8	0	0	0	0	1	96	0	0	0	0	0	0	0	0
17:15	147	18	2	0	0	8	0	175	0	0	0	0	0	0	0	0
17:30	112	16	2	0	3	3	1	137	0	0	0	0	0	0	0	0
17:45	133	12	3	0	0	4	1	153	0	0	0	0	0	0	0	0
H/TOT	479	54	7	0	3	15	3	561	0	0	0	0	0	0	0	0
18:00	122	9	0	0	2	6	1	140	1	0	0	0	0	0	0	1
18:15	125	12	3	0	0	3	1	144	0	0	0	0	0	0	0	0
18:30	119	11	2	0	1	4	3	140	1	0	0	0	0	0	0	1
18:45	117	17	0	0	0	0	0	134	2	0	0	0	0	0	0	2
H/TOT	483	49	5	0	3	13	5	558	4	0	0	0	0	0	0	4
P/TOT	1899	234	45	0	15	57	15	2265	5	0	0	0	0	1	0	6

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 12 **DATE:** 27/06/2024

LOCATION: A412 (E) / ACCESS ROAD / A412 (W) **DAY:** THURSDAY

TIME	C TO C FROM A412 (W) TO A412 (W)								C TO D FROM A412 (W) TO BALDWINS LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	7	1	1	0	0	0	0	9
07:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
07:30	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
07:45	0	0	0	0	0	0	0	0	3	2	1	0	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	20	5	2	0	0	0	0	27
08:00	0	0	0	0	0	0	0	0	14	1	1	0	0	0	0	16
08:15	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
08:30	0	0	0	0	0	0	0	0	14	0	1	0	0	0	0	15
08:45	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	40	3	2	0	0	0	0	45
09:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
09:15	0	0	0	0	0	0	0	0	7	0	1	0	0	0	1	9
09:30	0	0	0	0	0	0	0	0	11	2	0	0	0	0	1	14
09:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	27	2	1	0	0	0	2	32
P/TOT	0	0	0	0	0	0	0	0	87	10	5	0	0	0	2	104

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 12 **DATE:** 27/06/2024

LOCATION: A412 (E) / ACCESS ROAD / A412 (W) **DAY:** THURSDAY

TIME	C TO C FROM A412 (W) TO A412 (W)								C TO D FROM A412 (W) TO BALDWINS LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	6	1	1	0	0	1	0	9
14:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
HH/TOT	0	0	0	0	0	0	0	0	10	1	1	0	0	1	0	13
15:00	0	0	0	0	0	0	0	0	12	2	1	0	0	0	0	15
15:15	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13
15:30	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8
15:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
H/TOT	0	0	0	0	0	0	0	0	36	6	1	0	0	0	0	43
16:00	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14
16:15	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14
16:30	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13
16:45	0	0	0	0	0	0	0	0	14	2	1	0	0	0	0	17
H/TOT	0	0	0	0	0	0	0	0	52	5	1	0	0	0	0	58
17:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
17:15	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
17:30	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15
17:45	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13
H/TOT	0	0	0	0	0	0	0	0	45	3	0	0	0	0	0	48
18:00	0	0	0	0	0	0	0	0	14	1	0	0	0	1	0	16
18:15	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14
18:30	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
18:45	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
H/TOT	0	0	0	0	0	0	0	0	46	4	0	0	0	1	0	51
P/TOT	0	0	0	0	0	0	0	0	189	19	3	0	0	2	0	213

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 12 **DATE:** 27/06/2024

LOCATION: A412 (E) / ACCESS ROAD / A412 (W) **DAY:** THURSDAY

TIME	D TO A FROM BALDWINS LANE TO A412 (E)								D TO B FROM BALDWINS LANE TO ACCESS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	49	9	0	0	0	0	0	58	0	0	0	0	0	0	0	0
07:15	77	14	2	0	1	1	0	95	0	0	0	0	0	0	0	0
07:30	82	12	1	0	1	0	1	97	0	0	0	0	0	0	0	0
07:45	94	14	3	0	1	1	0	113	0	0	0	0	0	0	0	0
H/TOT	302	49	6	0	3	2	1	363	0	0	0	0	0	0	0	0
08:00	134	14	0	0	0	1	0	149	0	0	0	0	0	0	0	0
08:15	152	13	1	0	0	0	0	166	1	0	0	0	0	0	0	1
08:30	156	6	0	0	0	1	1	164	0	0	0	0	0	0	0	0
08:45	128	11	1	0	1	0	0	141	1	0	0	0	0	0	0	1
H/TOT	570	44	2	0	1	2	1	620	2	0	0	0	0	0	0	2
09:00	123	9	4	0	1	1	0	138	0	0	0	0	0	0	0	0
09:15	79	9	1	0	1	1	0	91	0	0	0	0	0	0	0	0
09:30	66	4	2	0	1	1	0	74	0	0	0	0	0	0	0	0
09:45	46	8	0	0	1	0	2	57	1	0	0	0	0	0	0	1
H/TOT	314	30	7	0	4	3	2	360	1	0	0	0	0	0	0	1
P/TOT	1186	123	15	0	8	7	4	1343	3	0	0	0	0	0	0	3

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 12 **DATE:** 27/06/2024

LOCATION: A412 (E) / ACCESS ROAD / A412 (W) **DAY:** THURSDAY

TIME	D TO A FROM BALDWINS LANE TO A412 (E)								D TO B FROM BALDWINS LANE TO ACCESS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	60	7	1	0	1	1	1	71	0	0	0	0	0	0	0	0
14:45	62	10	1	0	0	3	0	76	0	0	0	0	0	0	0	0
HH/TOT	122	17	2	0	1	4	1	147	0	0	0	0	0	0	0	0
15:00	55	2	2	0	1	0	1	61	0	0	0	0	0	0	0	0
15:15	99	4	1	0	0	0	1	105	0	0	0	0	0	0	0	0
15:30	90	9	1	0	0	2	2	104	1	0	0	0	0	0	1	2
15:45	62	5	1	1	2	1	0	72	0	0	0	0	0	0	0	0
H/TOT	306	20	5	1	3	3	4	342	1	0	0	0	0	0	1	2
16:00	72	12	0	1	1	3	2	91	0	0	0	0	0	0	0	0
16:15	69	8	1	0	1	1	0	80	1	0	0	0	0	0	0	1
16:30	67	3	0	0	1	1	1	73	0	0	0	0	0	0	0	0
16:45	73	3	0	2	0	3	0	81	0	0	0	0	0	0	0	0
H/TOT	281	26	1	3	3	8	3	325	1	0	0	0	0	0	0	1
17:00	71	8	0	0	1	2	1	83	0	0	0	0	0	0	0	0
17:15	74	3	0	0	1	1	1	80	0	0	0	0	0	0	0	0
17:30	69	10	0	1	1	2	3	86	0	0	0	0	0	0	0	0
17:45	77	5	1	0	0	3	2	88	0	0	0	0	0	0	0	0
H/TOT	291	26	1	1	3	8	7	337	0	0	0	0	0	0	0	0
18:00	60	4	2	0	1	0	0	67	0	0	0	0	0	0	0	0
18:15	71	6	0	0	1	2	0	80	1	0	0	0	0	0	0	1
18:30	54	5	0	0	0	0	1	60	2	0	0	0	0	0	0	2
18:45	61	6	0	0	0	3	0	70	1	0	0	0	0	0	0	1
H/TOT	246	21	2	0	2	5	1	277	4	0	0	0	0	0	0	4
P/TOT	1246	110	11	5	12	28	16	1428	6	0	0	0	0	0	1	7

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 12 **DATE:** 27/06/2024

LOCATION: A412 (E) / ACCESS ROAD / A412 (W) **DAY:** THURSDAY

TIME	D TO C FROM BALDWINS LANE TO A412 (W)								D TO D FROM BALDWINS LANE TO BALDWINS LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	4	0	0	0	0	0	7	0	0	0	0	0	0	0	0
07:15	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
07:30	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
07:45	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
H/TOT	24	5	0	0	0	0	0	29	0	0	0	0	0	0	0	0
08:00	10	4	0	0	0	0	0	14	0	0	0	0	0	0	0	0
08:15	10	1	1	0	0	1	0	13	0	0	0	0	0	0	0	0
08:30	30	1	0	0	0	0	0	31	0	0	0	0	0	0	0	0
08:45	6	3	1	0	0	0	0	10	0	0	0	0	0	0	0	0
H/TOT	56	9	2	0	0	1	0	68	0	0	0	0	0	0	0	0
09:00	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
09:15	6	2	0	0	0	0	1	9	0	0	0	0	0	0	0	0
09:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
09:45	16	1	2	0	0	0	1	20	0	0	0	0	0	0	0	0
H/TOT	37	4	2	0	0	0	2	45	0	0	0	0	0	0	0	0
P/TOT	117	18	4	0	0	1	2	142	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 12 **DATE:** 27/06/2024

LOCATION: A412 (E) / ACCESS ROAD / A412 (W) **DAY:** THURSDAY

TIME	D TO C FROM BALDWINS LANE TO A412 (W)								D TO D FROM BALDWINS LANE TO BALDWINS LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
14:45	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
HH/TOT	17	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0
15:00	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0
15:15	22	1	1	0	0	0	0	24	0	0	0	0	0	0	0	0
15:30	13	0	0	0	0	0	1	14	0	0	0	0	0	0	0	0
15:45	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0
H/TOT	57	4	1	0	0	0	1	63	0	0	0	0	0	0	0	0
16:00	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0
16:15	18	3	0	0	0	0	0	21	0	0	0	0	0	0	0	0
16:30	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0
16:45	17	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0
H/TOT	62	6	0	0	0	0	0	68	0	0	0	0	0	0	0	0
17:00	18	1	0	0	0	0	0	19	0	0	0	0	0	0	0	0
17:15	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0
17:30	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0
17:45	7	0	0	0	0	1	0	8	0	0	0	0	0	0	0	0
H/TOT	37	5	0	0	0	1	0	43	0	0	0	0	0	0	0	0
18:00	9	0	1	0	0	0	0	10	0	0	0	0	0	0	0	0
18:15	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0
18:30	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
18:45	10	0	0	0	0	1	0	11	0	0	0	0	0	0	0	0
H/TOT	38	2	1	0	0	1	0	42	0	0	0	0	0	0	0	0
P/TOT	211	18	2	0	0	2	1	234	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 12 **DATE:** 27/06/2024

LOCATION: A412 (E) / ACCESS ROAD / A412 (W) **DAY:** THURSDAY

TIME	TO ARM A A412 (E)								FROM ARM A A412 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	122	28	4	0	0	1	0	155	90	34	2	1	2	1	1	131
07:15	184	35	3	0	2	2	0	226	98	28	6	0	1	0	0	133
07:30	224	31	6	0	3	1	4	269	139	31	8	0	2	1	1	182
07:45	265	26	4	3	1	3	3	305	199	25	6	0	2	5	1	238
H/TOT	795	120	17	3	6	7	7	955	526	118	22	1	7	7	3	684
08:00	305	27	2	0	1	3	0	338	214	29	3	0	1	1	0	248
08:15	311	26	7	0	2	2	1	349	238	19	11	0	1	3	1	273
08:30	345	17	1	1	0	3	1	368	221	23	9	1	2	1	2	259
08:45	305	32	10	1	1	0	2	351	122	16	4	0	2	0	1	145
H/TOT	1266	102	20	2	4	8	4	1406	795	87	27	1	6	5	4	925
09:00	272	20	10	0	1	2	1	306	107	28	9	1	2	2	1	150
09:15	222	30	5	0	2	4	0	263	101	14	6	0	0	2	0	123
09:30	181	24	5	0	1	4	0	215	113	17	3	0	0	1	1	135
09:45	134	23	3	0	2	0	3	165	110	21	8	1	2	2	1	145
H/TOT	809	97	23	0	6	10	4	949	431	80	26	2	4	7	3	553
P/TOT	2870	319	60	5	16	25	15	3310	1752	285	75	4	17	19	10	2162

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 12 **DATE:** 27/06/2024

LOCATION: A412 (E) / ACCESS ROAD / A412 (W) **DAY:** THURSDAY

TIME	TO ARM A A412 (E)								FROM ARM A A412 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	125	23	3	0	2	3	1	157	183	14	5	0	3	3	1	209
14:45	146	23	7	0	0	6	0	182	210	18	6	1	2	5	0	242
HH/TOT	271	46	10	0	2	9	1	339	393	32	11	1	5	8	1	451
15:00	131	19	6	0	3	4	3	166	227	28	2	0	3	1	1	262
15:15	214	12	4	0	0	6	2	238	207	21	1	2	2	5	2	240
15:30	223	20	2	0	1	4	5	255	206	25	5	1	2	4	1	244
15:45	156	19	5	1	3	2	0	186	210	33	4	0	0	2	0	249
H/TOT	724	70	17	1	7	16	10	845	850	107	12	3	7	12	4	995
16:00	175	30	5	1	1	6	2	220	253	34	6	2	4	5	0	304
16:15	165	18	4	0	3	5	1	196	257	15	2	1	1	3	1	280
16:30	159	16	3	0	3	2	1	184	220	24	3	0	2	2	1	252
16:45	175	15	2	2	0	6	0	200	232	22	1	0	1	3	2	261
H/TOT	674	79	14	3	7	19	4	800	962	95	12	3	8	13	4	1097
17:00	161	16	1	0	1	2	2	183	302	22	2	1	3	6	0	336
17:15	223	21	2	0	1	10	1	258	326	30	1	0	1	8	0	366
17:30	185	26	2	1	4	5	4	227	375	21	2	0	2	8	3	411
17:45	210	19	4	0	0	7	3	243	291	22	2	1	1	8	0	325
H/TOT	779	82	9	1	6	24	10	911	1294	95	7	2	7	30	3	1438
18:00	182	13	2	0	3	6	1	207	292	15	2	1	1	4	2	317
18:15	197	18	3	0	1	5	1	225	240	11	5	1	0	5	4	266
18:30	174	16	2	0	1	6	4	203	194	12	0	0	3	7	0	216
18:45	180	23	0	0	0	3	0	206	182	14	1	0	0	13	1	211
H/TOT	733	70	7	0	5	20	6	841	908	52	8	2	4	29	7	1010
P/TOT	3181	347	57	5	27	88	31	3736	4407	381	50	11	31	92	19	4991

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 12 **DATE:** 27/06/2024

LOCATION: A412 (E) / ACCESS ROAD / A412 (W) **DAY:** THURSDAY

TIME	TO ARM B ACCESS ROAD								FROM ARM B ACCESS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
H/TOT	1	0	1	0	0	0	0	2	0	0	1	0	0	1	0	2
08:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
08:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
09:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
P/TOT	5	0	1	0	0	0	0	6	6	0	1	0	0	1	0	8

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 12 **DATE:** 27/06/2024

LOCATION: A412 (E) / ACCESS ROAD / A412 (W) **DAY:** THURSDAY

TIME	TO ARM B ACCESS ROAD								FROM ARM B ACCESS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
HH/TOT	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	1	2	2	0	0	0	0	0	0	2
15:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	1	1	5	2	0	0	0	0	0	0	2
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
16:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	3	1	0	0	0	0	0	4	0	0	0	0	0	0	1	1
17:00	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
17:15	3	0	0	0	0	0	0	3	1	1	0	0	0	0	0	2
17:30	1	0	0	0	0	0	0	1	2	2	0	0	0	0	0	4
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	5	1	0	0	0	0	0	6	4	3	0	0	0	0	0	7
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:45	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2
H/TOT	10	0	0	0	0	0	0	10	2	0	0	0	0	0	0	2
P/TOT	22	2	0	0	0	1	1	26	9	3	0	0	0	0	1	13

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 12 **DATE:** 27/06/2024

LOCATION: A412 (E) / ACCESS ROAD / A412 (W) **DAY:** THURSDAY

TIME	TO ARM C A412 (W)								FROM ARM C A412 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	67	33	2	1	2	1	1	107	79	20	5	0	0	1	0	105
07:15	63	18	5	0	1	0	0	87	109	22	1	0	1	1	0	134
07:30	104	23	6	0	1	1	1	136	148	18	5	0	2	1	3	177
07:45	139	15	6	0	1	6	1	168	174	14	2	3	0	2	3	198
H/TOT	373	89	19	1	5	8	3	498	510	74	13	3	3	5	6	614
08:00	139	20	2	0	1	1	0	163	185	14	3	0	1	2	0	205
08:15	142	13	9	0	0	3	1	168	166	13	6	0	2	2	1	190
08:30	139	18	7	1	1	1	2	169	202	11	2	1	0	2	0	218
08:45	80	11	5	0	1	0	1	98	180	21	9	1	0	0	2	213
H/TOT	500	62	23	1	3	5	4	598	733	59	20	2	3	6	3	826
09:00	75	21	3	1	1	2	1	104	152	11	5	0	0	1	1	170
09:15	61	12	6	0	0	0	1	80	147	21	5	0	1	2	1	177
09:30	72	8	1	0	0	0	1	82	121	21	3	0	0	3	1	149
09:45	88	13	8	1	1	2	2	115	91	15	3	0	1	0	1	111
H/TOT	296	54	18	2	2	4	5	381	511	68	16	0	2	6	4	607
P/TOT	1169	205	60	4	10	17	12	1477	1754	201	49	5	8	17	13	2047

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 12 **DATE:** 27/06/2024

LOCATION: A412 (E) / ACCESS ROAD / A412 (W) **DAY:** THURSDAY

TIME	TO ARM C A412 (W)								FROM ARM C A412 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	123	10	5	0	2	2	1	143	70	17	3	0	1	3	0	94
14:45	134	11	6	1	0	5	0	157	86	13	6	0	0	3	0	108
HH/TOT	257	21	11	1	2	7	1	300	156	30	9	0	1	6	0	202
15:00	118	22	0	0	3	1	1	145	84	19	5	0	2	4	2	116
15:15	129	14	1	1	0	4	1	150	125	10	3	0	0	7	1	146
15:30	134	14	4	0	1	2	1	156	137	13	1	0	1	2	3	157
15:45	122	23	4	0	0	2	0	151	97	14	4	0	1	1	0	117
H/TOT	503	73	9	1	4	9	3	602	443	56	13	0	4	14	6	536
16:00	143	16	5	0	3	2	0	169	114	17	5	0	0	3	0	139
16:15	163	8	2	0	0	2	1	176	108	11	3	0	2	4	1	129
16:30	118	11	2	0	1	1	1	134	101	15	3	0	2	1	0	122
16:45	135	11	0	0	1	3	1	151	114	14	3	0	0	3	0	134
H/TOT	559	46	9	0	5	8	3	630	437	57	14	0	4	11	1	524
17:00	164	13	0	1	1	3	0	182	96	8	0	0	0	0	1	105
17:15	156	19	0	0	0	4	0	179	158	18	2	0	0	8	0	186
17:30	189	15	1	0	1	4	1	211	125	18	2	0	3	3	1	152
17:45	178	7	1	0	1	7	0	194	145	13	3	0	0	4	1	166
H/TOT	687	54	2	1	3	18	1	766	524	57	7	0	3	15	3	609
18:00	197	9	3	1	1	3	2	216	137	10	0	0	2	7	1	157
18:15	167	6	5	1	0	3	3	185	137	14	3	0	0	3	1	158
18:30	132	7	0	0	2	0	0	141	129	12	2	0	1	4	3	151
18:45	122	11	0	0	0	8	0	141	130	17	0	0	0	0	0	147
H/TOT	618	33	8	2	3	14	5	683	533	53	5	0	3	14	5	613
P/TOT	2624	227	39	5	17	56	13	2981	2093	253	48	0	15	60	15	2484

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

SITE: 12 **DATE:** 27/06/2024

LOCATION: A412 (E) / ACCESS ROAD / A412 (W) **DAY:** THURSDAY

TIME	TO ARM D BALDWINS LANE								FROM ARM D BALDWINS LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	32	6	1	0	0	0	0	39	52	13	0	0	0	0	0	65
07:15	40	12	1	0	0	0	0	53	81	15	2	0	1	1	0	100
07:30	51	7	2	0	1	0	0	61	92	12	1	0	1	0	1	107
07:45	70	12	1	0	1	0	0	84	101	14	3	0	1	1	0	120
H/TOT	193	37	5	0	2	0	0	237	326	54	6	0	3	2	1	392
08:00	100	14	2	0	0	0	0	116	144	18	0	0	0	1	0	163
08:15	114	7	3	0	1	1	0	126	163	14	2	0	0	1	0	180
08:30	125	6	3	0	1	0	0	135	186	7	0	0	0	1	1	195
08:45	51	8	0	0	1	0	0	60	135	14	2	0	1	0	0	152
H/TOT	390	35	8	0	3	1	0	437	628	53	4	0	1	3	1	690
09:00	46	8	5	0	1	0	0	60	133	10	4	0	1	1	0	149
09:15	50	4	1	0	0	1	1	57	85	11	1	0	1	1	1	100
09:30	53	10	2	0	0	1	1	67	71	4	2	0	1	1	0	79
09:45	42	9	2	0	1	0	0	54	63	9	2	0	1	0	3	78
H/TOT	191	31	10	0	2	2	2	238	352	34	9	0	4	3	4	406
P/TOT	774	103	23	0	7	3	2	912	1306	141	19	0	8	8	6	1488

MANUAL CLASSIFIED COUNTS

JOB REF: 13537

JOB NAME: CROXLEY GREEN

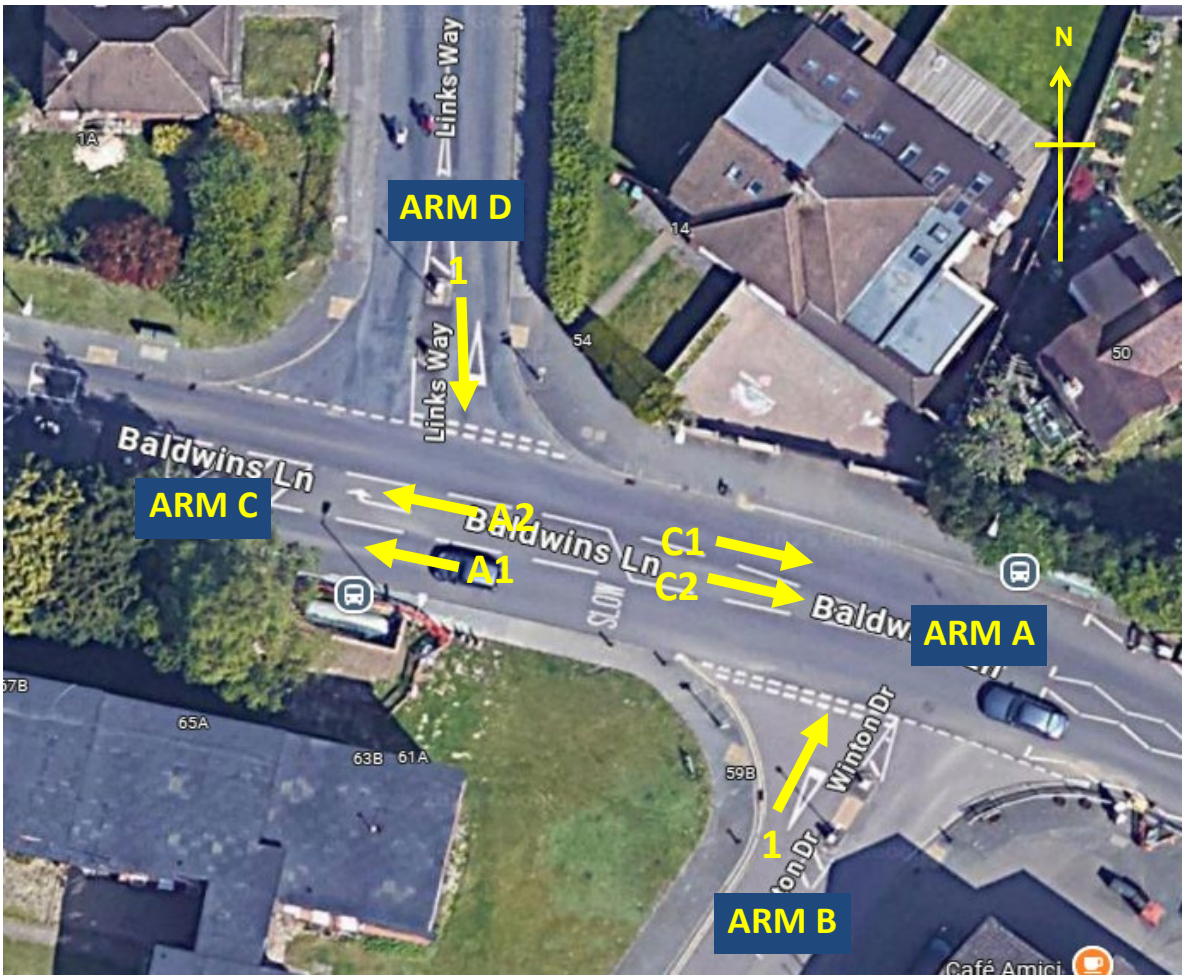
SITE: 12 **DATE:** 27/06/2024

LOCATION: A412 (E) / ACCESS ROAD / A412 (W) **DAY:** THURSDAY

TIME	TO ARM D BALDWINS LANE								FROM ARM D BALDWINS LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	73	6	1	0	1	2	0	83	69	8	1	0	1	1	1	81
14:45	87	7	0	0	2	0	0	96	70	10	1	0	0	3	0	84
HH/TOT	160	13	1	0	3	2	0	179	139	18	2	0	1	4	1	165
15:00	123	10	3	0	0	0	0	136	61	4	2	0	1	0	1	69
15:15	109	10	1	1	2	1	1	125	121	5	2	0	0	0	1	129
15:30	91	13	1	1	1	2	1	110	104	9	1	0	0	2	4	120
15:45	106	11	0	0	0	0	0	117	78	6	1	1	2	1	0	89
H/TOT	429	44	5	2	3	3	2	488	364	24	6	1	3	3	6	407
16:00	131	19	1	2	1	3	1	158	83	14	0	1	1	3	2	104
16:15	124	11	0	1	1	1	0	138	88	11	1	0	1	1	0	102
16:30	126	15	1	0	1	1	0	144	83	3	0	0	1	1	1	89
16:45	126	13	2	0	0	0	1	142	90	4	0	2	0	3	0	99
H/TOT	507	58	4	3	3	5	2	582	344	32	1	3	3	8	3	394
17:00	162	9	1	0	2	3	0	177	89	9	0	0	1	2	1	102
17:15	180	14	1	0	1	3	0	199	77	5	0	0	1	1	1	85
17:30	205	12	1	0	1	4	2	225	78	12	0	1	1	2	3	97
17:45	132	14	1	1	0	2	0	150	84	5	1	0	0	4	2	96
H/TOT	679	49	4	1	4	12	2	751	328	31	1	1	3	9	7	380
18:00	118	7	0	0	0	2	0	127	69	4	3	0	1	0	0	77
18:15	94	9	0	0	0	2	1	106	82	8	0	0	1	2	0	93
18:30	79	6	0	0	1	5	0	91	65	5	0	0	0	0	1	71
18:45	79	3	1	0	0	6	1	90	72	6	0	0	0	4	0	82
H/TOT	370	25	1	0	1	15	2	414	288	23	3	0	2	6	1	323
P/TOT	2145	189	15	6	14	37	8	2414	1463	128	13	5	12	30	18	1669

SITE:		DATE:
1	AUTO SURVEYS LTD	07/05/2025
LOCATION: BALDWINS LANE (E) / WINTON DRIVE / BALDWINS LANE (W) / LINKS WAY		DAY: WEDNESDAY

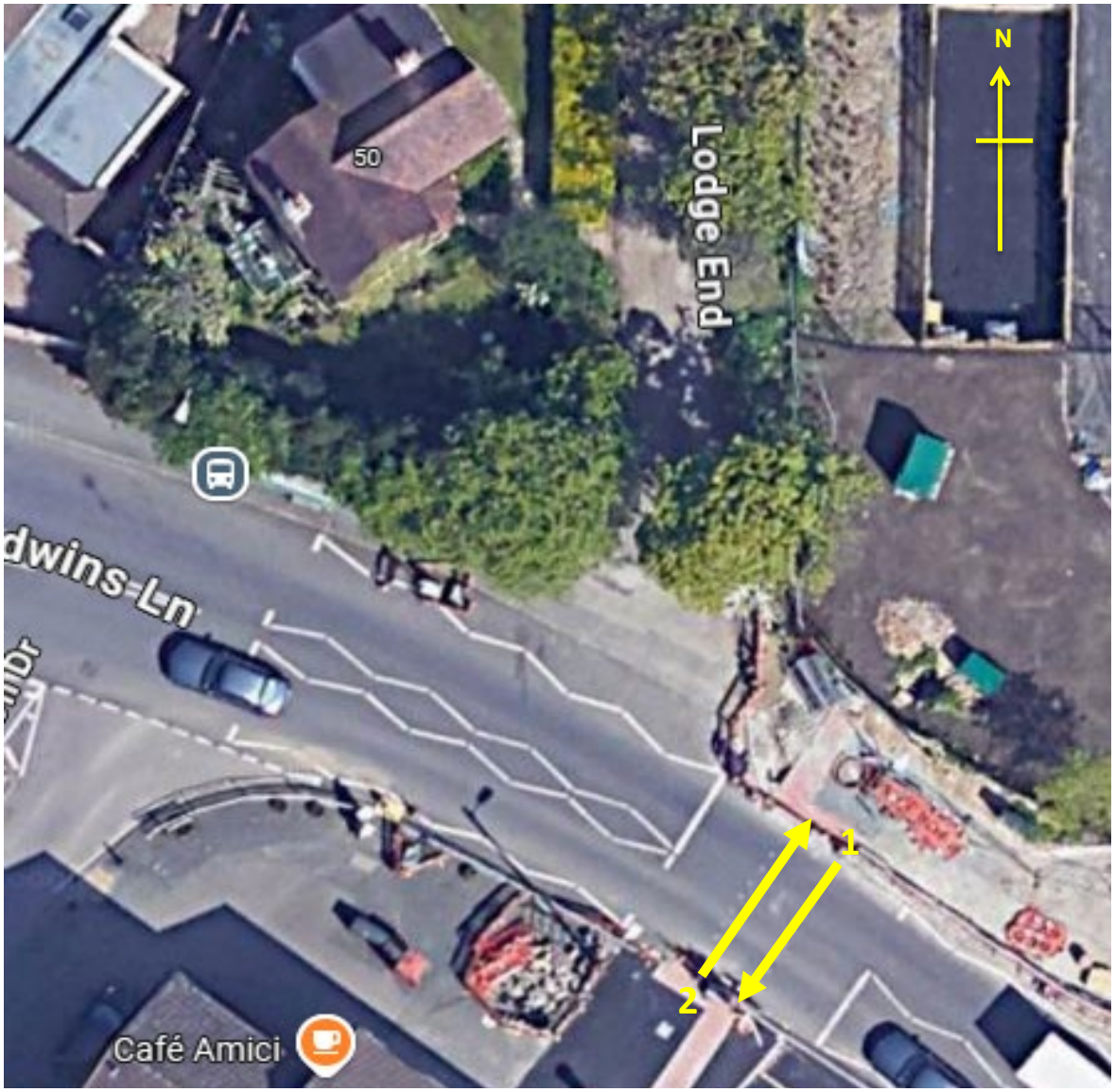
TURNING COUNTS & QUEUE LENGTHS



JOB TITLE:		JOB NUMBER:
CROXLEY GREEN		14417

SITE:		DATE:
1	AUTO SURVEYS LTD	07/05/2025
LOCATION: BALDWINS LANE (E) / WINTON DRIVE / BALDWINS LANE (W) / LINKS WAY		DAY: WEDNESDAY

PEDESTRIAN CROSSING COUNTS



JOB TITLE:		JOB NUMBER:
CROXLEY GREEN		14417

MANUAL CLASSIFIED COUNTS

JOB REF: 14417

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 07/05/2025

LOCATION: BALDWINS LANE (E) / WINTON DRIVE / BALDWINS LANE (W) / LINKS WAY **DAY:** WEDNESDAY

TIME	A TO B FROM BALDWINS LANE (E) TO WINTON DRIVE								A TO C FROM BALDWINS LANE (E) TO BALDWINS LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	7	0	0	1	0	0	0	8	23	4	1	0	0	0	1	29
07:15	10	1	0	0	0	0	0	11	31	8	0	0	1	1	1	42
07:30	16	3	0	0	0	0	0	19	36	13	0	0	1	0	1	51
07:45	10	3	0	0	0	0	0	13	48	8	2	0	1	0	0	59
H/TOT	43	7	0	1	0	0	0	51	138	33	3	0	3	1	3	181
08:00	23	2	0	0	0	0	0	25	80	9	0	0	1	0	0	90
08:15	29	3	0	0	0	1	0	33	72	3	3	0	0	0	0	78
08:30	27	3	0	0	0	0	0	30	67	5	2	0	1	0	1	76
08:45	15	2	0	0	0	0	0	17	34	10	1	0	1	0	2	48
H/TOT	94	10	0	0	0	1	0	105	253	27	6	0	3	0	3	292
09:00	10	2	0	0	0	0	0	12	30	3	1	0	0	0	1	35
09:15	10	2	2	0	0	0	0	14	27	6	2	0	0	1	0	36
09:30	10	1	0	0	0	0	0	11	27	3	0	0	3	0	1	34
09:45	12	2	1	0	0	0	0	15	29	8	2	0	1	0	1	41
H/TOT	42	7	3	0	0	0	0	52	113	20	5	0	4	1	3	146
P/TOT	179	24	3	1	0	1	0	208	504	80	14	0	10	2	9	619

MANUAL CLASSIFIED COUNTS

JOB REF: 14417

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 07/05/2025

LOCATION: BALDWINS LANE (E) / WINTON DRIVE / BALDWINS LANE (W) / LINKS WAY **DAY:** WEDNESDAY

TIME	A TO B FROM BALDWINS LANE (E) TO WINTON DRIVE								A TO C FROM BALDWINS LANE (E) TO BALDWINS LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	15	6	0	0	0	0	0	21	66	5	1	0	1	1	0	74
14:45	14	4	0	0	0	0	0	18	92	14	1	1	0	1	0	109
HH/TOT	29	10	0	0	0	0	0	39	158	19	2	1	1	2	0	183
15:00	32	5	1	0	0	0	0	38	91	6	2	0	2	0	0	101
15:15	29	4	0	0	0	0	1	34	81	13	1	0	2	0	0	97
15:30	26	1	0	0	0	0	0	27	86	12	0	0	1	2	1	102
15:45	33	4	0	0	0	1	0	38	101	10	0	0	0	1	0	112
H/TOT	120	14	1	0	0	1	1	137	359	41	3	0	5	3	1	412
16:00	28	4	0	0	0	0	1	33	125	11	1	0	1	0	0	138
16:15	38	6	1	0	0	0	0	45	101	11	1	0	1	0	0	114
16:30	28	2	0	0	0	1	0	31	124	16	3	0	1	0	0	144
16:45	59	2	1	0	0	1	0	63	127	12	1	0	0	1	0	141
H/TOT	153	14	2	0	0	2	1	172	477	50	6	0	3	1	0	537
17:00	40	4	0	0	0	0	0	44	170	13	0	0	0	1	2	186
17:15	37	2	0	0	0	0	0	39	168	8	0	0	0	0	0	176
17:30	41	3	0	0	0	1	0	45	177	11	0	0	1	5	1	195
17:45	39	4	0	0	0	0	1	44	150	7	0	0	1	0	0	158
H/TOT	157	13	0	0	0	1	1	172	665	39	0	0	2	6	3	715
18:00	34	2	0	0	0	2	0	38	129	7	0	0	0	0	0	136
18:15	33	0	0	0	0	2	0	35	92	10	0	0	1	1	0	104
18:30	19	1	0	0	0	0	0	20	71	7	0	0	1	1	0	80
18:45	18	0	0	0	0	1	0	19	50	3	1	0	0	6	0	60
H/TOT	104	3	0	0	0	5	0	112	342	27	1	0	2	8	0	380
P/TOT	563	54	3	0	0	9	3	632	2001	176	12	1	13	20	4	2227

MANUAL CLASSIFIED COUNTS

JOB REF: 14417

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 07/05/2025

LOCATION: BALDWINS LANE (E) / WINTON DRIVE / BALDWINS LANE (W) / LINKS WAY **DAY:** WEDNESDAY

TIME	A TO D FROM BALDWINS LANE (E) TO LINKS WAY								B TO A FROM WINTON DRIVE TO BALDWINS LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	0	1	0	0	0	0	6	8	1	1	0	0	0	0	10
07:15	9	1	1	0	0	0	0	11	12	0	0	0	0	0	0	12
07:30	4	1	0	0	0	0	0	5	23	2	0	0	0	0	0	25
07:45	7	2	0	0	0	0	0	9	39	3	1	0	0	1	0	44
H/TOT	25	4	2	0	0	0	0	31	82	6	2	0	0	1	0	91
08:00	3	1	1	0	0	0	0	5	42	2	0	0	0	0	0	44
08:15	7	0	0	0	0	0	0	7	45	3	0	0	0	0	0	48
08:30	22	2	0	0	0	0	0	24	34	1	0	0	0	0	0	35
08:45	11	2	0	0	0	1	0	14	51	2	1	0	0	0	0	54
H/TOT	43	5	1	0	0	1	0	50	172	8	1	0	0	0	0	181
09:00	10	1	1	0	0	0	0	12	43	3	1	1	0	0	0	48
09:15	12	1	1	0	0	0	0	14	21	0	0	0	0	0	0	21
09:30	6	0	0	0	0	0	1	7	16	1	0	0	0	0	0	17
09:45	15	2	0	0	0	0	0	17	9	1	1	0	0	0	0	11
H/TOT	43	4	2	0	0	0	1	50	89	5	2	1	0	0	0	97
P/TOT	111	13	5	0	0	1	1	131	343	19	5	1	0	1	0	369

MANUAL CLASSIFIED COUNTS

JOB REF: 14417

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 07/05/2025

LOCATION: BALDWINS LANE (E) / WINTON DRIVE / BALDWINS LANE (W) / LINKS WAY **DAY:** WEDNESDAY

TIME	A TO D FROM BALDWINS LANE (E) TO LINKS WAY								B TO A FROM WINTON DRIVE TO BALDWINS LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	16	6	1	0	0	1	0	24	14	2	0	0	0	1	0	17
14:45	21	1	0	0	1	0	1	24	4	2	0	0	0	0	0	6
HH/TOT	37	7	1	0	1	1	1	48	18	4	0	0	0	1	0	23
15:00	16	1	0	0	0	0	0	17	6	0	0	0	0	0	0	6
15:15	14	2	0	0	0	0	1	17	33	1	0	0	0	0	1	35
15:30	14	3	1	0	0	0	1	19	38	2	1	0	0	0	0	41
15:45	15	1	0	0	0	0	0	16	14	2	0	0	0	0	1	17
H/TOT	59	7	1	0	0	0	2	69	91	5	1	0	0	0	2	99
16:00	16	0	1	0	0	0	0	17	20	1	0	0	0	1	0	22
16:15	17	3	0	0	0	0	0	20	21	2	0	0	0	0	0	23
16:30	18	1	0	0	0	0	0	19	20	1	0	0	0	1	0	22
16:45	17	3	2	0	0	0	0	22	17	1	0	0	0	1	0	19
H/TOT	68	7	3	0	0	0	0	78	78	5	0	0	0	3	0	86
17:00	22	1	0	0	0	0	0	23	19	1	0	0	0	1	0	21
17:15	15	2	0	0	0	0	0	17	14	2	0	0	0	0	0	16
17:30	24	1	0	0	0	0	0	25	24	2	0	0	0	1	0	27
17:45	18	2	0	0	0	0	1	21	11	0	0	0	0	0	0	11
H/TOT	79	6	0	0	0	0	1	86	68	5	0	0	0	2	0	75
18:00	16	1	0	0	0	0	1	18	16	1	0	0	0	2	0	19
18:15	19	3	0	0	0	2	0	24	19	0	0	0	0	0	0	19
18:30	14	0	0	0	0	1	3	18	17	0	0	0	0	0	0	17
18:45	20	1	0	0	0	1	0	22	16	1	0	0	0	0	0	17
H/TOT	69	5	0	0	0	4	4	82	68	2	0	0	0	2	0	72
P/TOT	312	32	5	0	1	5	8	363	323	21	1	0	0	8	2	355

MANUAL CLASSIFIED COUNTS

JOB REF: 14417

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 07/05/2025

LOCATION: BALDWINS LANE (E) / WINTON DRIVE / BALDWINS LANE (W) / LINKS WAY **DAY:** WEDNESDAY

TIME	B TO C FROM WINTON DRIVE TO BALDWINS LANE (W)								B TO D FROM WINTON DRIVE TO LINKS WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
07:15	2	0	0	0	0	0	0	2	6	0	0	0	0	0	0	6
07:30	8	4	0	0	0	0	0	12	5	0	0	0	0	0	0	5
07:45	8	0	0	0	0	0	0	8	3	1	0	0	0	0	0	4
H/TOT	20	4	0	0	0	0	0	24	15	1	0	0	0	0	0	16
08:00	7	0	0	0	0	0	0	7	4	0	0	0	0	0	0	4
08:15	20	0	0	0	0	1	0	21	16	1	0	0	0	0	0	17
08:30	7	2	1	0	0	0	0	10	4	0	0	0	0	0	0	4
08:45	4	0	1	0	0	0	0	5	8	1	0	0	0	0	0	9
H/TOT	38	2	2	0	0	1	0	43	32	2	0	0	0	0	0	34
09:00	3	1	0	0	0	0	0	4	1	2	0	0	0	0	1	4
09:15	1	5	0	0	0	0	0	6	3	2	1	0	0	0	0	6
09:30	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
09:45	3	1	1	0	0	0	0	5	1	0	0	0	0	0	0	1
H/TOT	12	8	1	0	0	0	0	21	5	4	1	0	0	0	1	11
P/TOT	70	14	3	0	0	1	0	88	52	7	1	0	0	0	1	61

MANUAL CLASSIFIED COUNTS

JOB REF: 14417

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 07/05/2025

LOCATION: BALDWINS LANE (E) / WINTON DRIVE / BALDWINS LANE (W) / LINKS WAY **DAY:** WEDNESDAY

TIME	B TO C FROM WINTON DRIVE TO BALDWINS LANE (W)								B TO D FROM WINTON DRIVE TO LINKS WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	6	3	0	0	0	0	0	9	6	0	0	0	0	0	0	6
14:45	5	0	0	0	0	0	0	5	8	0	0	0	0	0	0	8
HH/TOT	11	3	0	0	0	0	0	14	14	0	0	0	0	0	0	14
15:00	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
15:15	6	2	0	0	0	0	0	8	7	0	0	0	0	0	0	7
15:30	11	1	0	0	0	0	0	12	6	2	0	0	0	0	0	8
15:45	4	2	0	0	0	0	0	6	4	0	1	0	0	0	0	5
H/TOT	24	5	0	0	0	0	0	29	21	2	1	0	0	0	0	24
16:00	7	0	0	0	0	0	0	7	9	0	0	0	0	0	0	9
16:15	9	0	0	0	0	0	0	9	1	1	0	0	0	0	0	2
16:30	12	0	0	0	0	0	0	12	7	0	0	0	0	0	0	7
16:45	2	1	0	0	0	0	0	3	5	0	0	0	0	0	0	5
H/TOT	30	1	0	0	0	0	0	31	22	1	0	0	0	0	0	23
17:00	7	0	0	0	0	0	0	7	12	0	0	0	0	0	0	12
17:15	10	1	0	0	0	0	0	11	6	0	0	0	0	0	0	6
17:30	10	1	0	0	0	0	0	11	7	0	0	0	0	0	0	7
17:45	7	0	0	0	0	0	0	7	3	0	0	0	0	0	0	3
H/TOT	34	2	0	0	0	0	0	36	28	0	0	0	0	0	0	28
18:00	10	0	0	0	0	0	0	10	3	0	0	0	0	1	0	4
18:15	7	0	0	0	0	0	0	7	6	0	0	0	0	0	0	6
18:30	9	0	0	0	0	0	1	10	8	0	0	0	0	0	0	8
18:45	8	0	0	0	0	0	1	9	6	1	0	0	0	0	1	8
H/TOT	34	0	0	0	0	0	2	36	23	1	0	0	0	1	1	26
P/TOT	133	11	0	0	0	0	2	146	108	4	1	0	0	1	1	115

MANUAL CLASSIFIED COUNTS

JOB REF: 14417

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 07/05/2025

LOCATION: BALDWINS LANE (E) / WINTON DRIVE / BALDWINS LANE (W) / LINKS WAY **DAY:** WEDNESDAY

TIME	C TO A FROM BALDWINS LANE (W) TO BALDWINS LANE (E)								C TO B FROM BALDWINS LANE (W) TO WINTON DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	42	9	1	0	0	1	0	53	3	0	0	0	0	0	0	3
07:15	66	6	0	0	1	3	1	77	2	3	0	0	0	0	0	5
07:30	118	12	1	0	1	1	1	134	4	2	0	0	0	0	0	6
07:45	126	6	1	0	0	2	0	135	4	0	0	0	0	0	0	4
H/TOT	352	33	3	0	2	7	2	399	13	5	0	0	0	0	0	18
08:00	143	10	5	0	1	0	0	159	3	0	0	0	0	0	1	4
08:15	124	5	5	0	0	0	0	134	7	0	0	0	0	0	0	7
08:30	112	5	2	0	1	1	0	121	7	1	0	0	0	0	0	8
08:45	154	14	1	0	1	1	0	171	4	1	0	0	0	0	0	5
H/TOT	533	34	13	0	3	2	0	585	21	2	0	0	0	0	1	24
09:00	94	7	1	0	1	2	0	105	4	1	0	0	0	0	0	5
09:15	92	7	3	0	1	0	2	105	4	1	0	0	0	0	0	5
09:30	76	16	4	0	1	0	0	97	2	1	0	0	0	0	0	3
09:45	48	8	7	1	1	1	0	66	1	0	0	0	0	0	0	1
H/TOT	310	38	15	1	4	3	2	373	11	3	0	0	0	0	0	14
P/TOT	1195	105	31	1	9	12	4	1357	45	10	0	0	0	0	1	56

MANUAL CLASSIFIED COUNTS

JOB REF: 14417

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 07/05/2025

LOCATION: BALDWINS LANE (E) / WINTON DRIVE / BALDWINS LANE (W) / LINKS WAY **DAY:** WEDNESDAY

TIME	C TO A FROM BALDWINS LANE (W) TO BALDWINS LANE (E)								C TO B FROM BALDWINS LANE (W) TO WINTON DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	26	5	0	0	1	0	0	32	1	1	0	0	0	0	0	2
14:45	42	3	1	0	1	0	1	48	2	1	0	0	0	0	0	3
HH/TOT	68	8	1	0	2	0	1	80	3	2	0	0	0	0	0	5
15:00	51	9	0	0	1	1	1	63	25	2	0	0	0	0	0	27
15:15	51	5	1	0	0	0	0	57	7	1	0	0	0	1	0	9
15:30	54	7	0	1	0	2	1	65	2	0	1	0	0	0	0	3
15:45	46	14	0	0	2	1	0	63	6	1	0	0	0	0	0	7
H/TOT	202	35	1	1	3	4	2	248	40	4	1	0	0	1	0	46
16:00	54	10	1	0	1	0	1	67	6	0	0	0	0	0	0	6
16:15	60	7	0	0	2	2	2	73	8	0	0	0	0	0	0	8
16:30	64	6	3	0	1	0	0	74	3	1	0	0	0	0	0	4
16:45	53	8	0	0	0	1	1	63	6	1	0	0	0	0	0	7
H/TOT	231	31	4	0	4	3	4	277	23	2	0	0	0	0	0	25
17:00	60	5	1	0	1	0	3	70	8	0	0	0	0	0	0	8
17:15	58	8	0	0	1	0	3	70	3	1	0	0	0	0	0	4
17:30	68	11	1	0	1	4	1	86	5	0	0	0	0	0	0	5
17:45	60	4	0	0	1	2	0	67	7	1	0	0	0	0	0	8
H/TOT	246	28	2	0	4	6	7	293	23	2	0	0	0	0	0	25
18:00	54	1	2	0	0	0	0	57	7	1	0	0	0	0	0	8
18:15	49	5	1	0	0	1	0	56	6	1	0	0	0	0	0	7
18:30	59	3	0	0	0	2	0	64	7	1	0	0	0	0	0	8
18:45	50	5	0	0	1	2	1	59	6	0	0	0	0	0	0	6
H/TOT	212	14	3	0	1	5	1	236	26	3	0	0	0	0	0	29
P/TOT	959	116	11	1	14	18	15	1134	115	13	1	0	0	1	0	130

MANUAL CLASSIFIED COUNTS

JOB REF: 14417

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 07/05/2025

LOCATION: BALDWINS LANE (E) / WINTON DRIVE / BALDWINS LANE (W) / LINKS WAY **DAY:** WEDNESDAY

TIME	C TO D FROM BALDWINS LANE (W) TO LINKS WAY								D TO A FROM LINKS WAY TO BALDWINS LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	10	3	1	0	0	0	1	15
07:15	2	0	0	0	0	0	0	2	17	2	1	0	0	1	1	22
07:30	1	0	0	0	0	0	0	1	20	1	0	0	0	0	3	24
07:45	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	11
H/TOT	3	0	0	0	0	0	0	3	56	8	2	0	0	1	5	72
08:00	1	0	0	0	0	0	0	1	16	2	0	0	0	0	1	19
08:15	2	0	0	0	0	0	0	2	27	2	0	0	0	0	0	29
08:30	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	27
08:45	3	1	0	0	0	0	0	4	25	2	0	0	0	0	1	28
H/TOT	6	1	0	0	0	0	0	7	95	6	0	0	0	0	2	103
09:00	2	0	0	0	0	0	0	2	11	3	0	0	0	0	0	14
09:15	5	0	0	0	0	0	0	5	11	2	0	0	0	0	1	14
09:30	3	2	1	0	0	0	0	6	16	2	0	0	0	0	0	18
09:45	1	0	0	0	0	0	0	1	22	2	1	0	0	0	0	25
H/TOT	11	2	1	0	0	0	0	14	60	9	1	0	0	0	1	71
P/TOT	20	3	1	0	0	0	0	24	211	23	3	0	0	1	8	246

MANUAL CLASSIFIED COUNTS

JOB REF: 14417

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 07/05/2025

LOCATION: BALDWINS LANE (E) / WINTON DRIVE / BALDWINS LANE (W) / LINKS WAY **DAY:** WEDNESDAY

TIME	C TO D FROM BALDWINS LANE (W) TO LINKS WAY								D TO A FROM LINKS WAY TO BALDWINS LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	0	0	0	0	0	0	0	0	17	3	0	0	0	1	0	21
14:45	1	0	0	0	0	0	0	1	14	5	0	0	0	0	0	19
HH/TOT	1	0	0	0	0	0	0	1	31	8	0	0	0	1	0	40
15:00	6	1	0	0	0	0	0	7	12	2	1	0	0	0	0	15
15:15	4	0	0	0	0	0	0	4	17	0	0	0	0	0	1	18
15:30	6	0	0	0	0	0	0	6	10	2	0	0	0	0	0	12
15:45	5	0	0	0	0	0	0	5	14	1	0	0	0	0	0	15
H/TOT	21	1	0	0	0	0	0	22	53	5	1	0	0	0	1	60
16:00	3	0	0	0	0	0	0	3	16	1	0	0	0	0	0	17
16:15	3	1	0	0	0	0	0	4	11	0	0	0	0	0	0	11
16:30	4	1	0	0	0	0	0	5	12	1	1	0	0	0	0	14
16:45	6	2	0	0	0	0	0	8	16	1	0	0	0	0	1	18
H/TOT	16	4	0	0	0	0	0	20	55	3	1	0	0	0	1	60
17:00	4	1	0	0	0	0	0	5	15	3	0	0	0	0	0	18
17:15	4	0	0	0	0	0	0	4	15	2	0	0	0	0	0	17
17:30	9	1	0	0	0	0	0	10	16	1	0	0	0	0	0	17
17:45	7	1	0	0	0	0	0	8	22	2	0	0	0	0	0	24
H/TOT	24	3	0	0	0	0	0	27	68	8	0	0	0	0	0	76
18:00	4	0	0	0	0	0	0	4	17	1	0	0	0	1	0	19
18:15	0	0	0	0	0	0	0	0	20	0	0	0	0	1	0	21
18:30	4	0	1	0	0	0	0	5	18	3	0	0	0	1	0	22
18:45	2	0	0	0	0	0	0	2	18	0	1	0	0	0	0	19
H/TOT	10	0	1	0	0	0	0	11	73	4	1	0	0	3	0	81
P/TOT	72	8	1	0	0	0	0	81	280	28	3	0	0	4	2	317

MANUAL CLASSIFIED COUNTS

JOB REF: 14417

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 07/05/2025

LOCATION: BALDWINS LANE (E) / WINTON DRIVE / BALDWINS LANE (W) / LINKS WAY **DAY:** WEDNESDAY

TIME	D TO B FROM LINKS WAY TO WINTON DRIVE								D TO C FROM LINKS WAY TO BALDWINS LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	1	0	0	0	0	0	6	3	0	0	0	0	0	0	3
07:15	6	0	1	0	0	0	0	7	2	0	0	0	0	0	0	2
07:30	8	1	0	0	0	0	0	9	3	1	0	0	0	0	0	4
07:45	4	0	0	0	0	0	1	5	3	0	0	0	0	0	0	3
H/TOT	23	2	1	0	0	0	1	27	11	1	0	0	0	0	0	12
08:00	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3
08:15	2	0	0	0	0	0	1	3	5	1	0	0	0	0	0	6
08:30	11	0	0	0	0	0	0	11	13	1	0	0	0	0	0	14
08:45	5	2	0	0	0	0	0	7	1	0	0	0	0	0	0	1
H/TOT	23	2	0	0	0	0	1	26	22	2	0	0	0	0	0	24
09:00	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
09:15	4	0	0	0	0	0	0	4	0	2	0	0	0	0	0	2
09:30	2	1	0	0	0	0	0	3	1	2	0	0	0	0	0	3
09:45	3	0	0	0	0	0	0	3	1	1	0	0	0	0	0	2
H/TOT	11	2	0	0	0	0	0	13	2	5	0	0	0	0	0	7
P/TOT	57	6	1	0	0	0	2	66	35	8	0	0	0	0	0	43

MANUAL CLASSIFIED COUNTS

JOB REF: 14417

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 07/05/2025

LOCATION: BALDWINS LANE (E) / WINTON DRIVE / BALDWINS LANE (W) / LINKS WAY **DAY:** WEDNESDAY

TIME	D TO B FROM LINKS WAY TO WINTON DRIVE								D TO C FROM LINKS WAY TO BALDWINS LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
14:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
HH/TOT	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
15:00	13	1	0	0	0	0	0	14	5	0	0	0	0	0	0	5
15:15	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
15:30	2	1	0	0	0	0	0	3	2	0	0	0	0	0	0	2
15:45	4	0	0	0	0	0	0	4	4	1	0	0	0	0	0	5
H/TOT	21	2	0	0	0	0	0	23	14	1	0	0	0	0	0	15
16:00	6	0	0	0	0	0	0	6	3	1	0	0	0	0	0	4
16:15	8	0	0	0	0	0	0	8	3	0	0	0	0	0	0	3
16:30	2	2	0	0	0	0	0	4	4	1	0	0	0	0	0	5
16:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	16	2	0	0	0	0	0	18	12	2	0	0	0	0	0	14
17:00	9	0	0	0	0	0	0	9	5	1	0	0	0	0	0	6
17:15	5	1	0	0	0	0	0	6	4	2	0	0	0	0	0	6
17:30	7	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2
17:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
H/TOT	23	1	0	0	0	0	0	24	12	3	0	0	0	0	0	15
18:00	5	1	0	0	0	0	0	6	1	0	0	0	0	0	0	1
18:15	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	2
18:30	7	2	0	0	0	0	0	9	1	0	0	0	0	0	0	1
18:45	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
H/TOT	17	4	0	0	0	0	0	21	5	0	0	0	0	0	0	5
P/TOT	86	9	0	0	0	0	0	95	43	6	0	0	0	0	0	49

MANUAL CLASSIFIED COUNTS

JOB REF: 14417

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 07/05/2025

LOCATION: BALDWINS LANE (E) / WINTON DRIVE / BALDWINS LANE (W) / LINKS WAY **DAY:** WEDNESDAY

TIME	TO ARM A BALDWINS LANE (E)								FROM ARM A BALDWINS LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	60	13	3	0	0	1	1	78	35	4	2	1	0	0	1	43
07:15	95	8	1	0	1	4	2	111	50	10	1	0	1	1	1	64
07:30	161	15	1	0	1	1	4	183	56	17	0	0	1	0	1	75
07:45	174	11	2	0	0	3	0	190	65	13	2	0	1	0	0	81
H/TOT	490	47	7	0	2	9	7	562	206	44	5	1	3	1	3	263
08:00	201	14	5	0	1	0	1	222	106	12	1	0	1	0	0	120
08:15	196	10	5	0	0	0	0	211	108	6	3	0	0	1	0	118
08:30	173	6	2	0	1	1	0	183	116	10	2	0	1	0	1	130
08:45	230	18	2	0	1	1	1	253	60	14	1	0	1	1	2	79
H/TOT	800	48	14	0	3	2	2	869	390	42	7	0	3	2	3	447
09:00	148	13	2	1	1	2	0	167	50	6	2	0	0	0	1	59
09:15	124	9	3	0	1	0	3	140	49	9	5	0	0	1	0	64
09:30	108	19	4	0	1	0	0	132	43	4	0	0	3	0	2	52
09:45	79	11	9	1	1	1	0	102	56	12	3	0	1	0	1	73
H/TOT	459	52	18	2	4	3	3	541	198	31	10	0	4	1	4	248
P/TOT	1749	147	39	2	9	14	12	1972	794	117	22	1	10	4	10	958

MANUAL CLASSIFIED COUNTS

JOB REF: 14417

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 07/05/2025

LOCATION: BALDWINS LANE (E) / WINTON DRIVE / BALDWINS LANE (W) / LINKS WAY **DAY:** WEDNESDAY

TIME	TO ARM A BALDWINS LANE (E)								FROM ARM A BALDWINS LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	57	10	0	0	1	2	0	70	97	17	2	0	1	2	0	119
14:45	60	10	1	0	1	0	1	73	127	19	1	1	1	1	1	151
HH/TOT	117	20	1	0	2	2	1	143	224	36	3	1	2	3	1	270
15:00	69	11	1	0	1	1	1	84	139	12	3	0	2	0	0	156
15:15	101	6	1	0	0	0	2	110	124	19	1	0	2	0	2	148
15:30	102	11	1	1	0	2	1	118	126	16	1	0	1	2	2	148
15:45	74	17	0	0	2	1	1	95	149	15	0	0	0	2	0	166
H/TOT	346	45	3	1	3	4	5	407	538	62	5	0	5	4	4	618
16:00	90	12	1	0	1	1	1	106	169	15	2	0	1	0	1	188
16:15	92	9	0	0	2	2	2	107	156	20	2	0	1	0	0	179
16:30	96	8	4	0	1	1	0	110	170	19	3	0	1	1	0	194
16:45	86	10	0	0	0	2	2	100	203	17	4	0	0	2	0	226
H/TOT	364	39	5	0	4	6	5	423	698	71	11	0	3	3	1	787
17:00	94	9	1	0	1	1	3	109	232	18	0	0	0	1	2	253
17:15	87	12	0	0	1	0	3	103	220	12	0	0	0	0	0	232
17:30	108	14	1	0	1	5	1	130	242	15	0	0	1	6	1	265
17:45	93	6	0	0	1	2	0	102	207	13	0	0	1	0	2	223
H/TOT	382	41	2	0	4	8	7	444	901	58	0	0	2	7	5	973
18:00	87	3	2	0	0	3	0	95	179	10	0	0	0	2	1	192
18:15	88	5	1	0	0	2	0	96	144	13	0	0	1	5	0	163
18:30	94	6	0	0	0	3	0	103	104	8	0	0	1	2	3	118
18:45	84	6	1	0	1	2	1	95	88	4	1	0	0	8	0	101
H/TOT	353	20	4	0	1	10	1	389	515	35	1	0	2	17	4	574
P/TOT	1562	165	15	1	14	30	19	1806	2876	262	20	1	14	34	15	3222

MANUAL CLASSIFIED COUNTS

JOB REF: 14417

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 07/05/2025

LOCATION: BALDWINS LANE (E) / WINTON DRIVE / BALDWINS LANE (W) / LINKS WAY **DAY:** WEDNESDAY

TIME	TO ARM B WINTON DRIVE								FROM ARM B WINTON DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	15	1	0	1	0	0	0	17	11	1	1	0	0	0	0	13
07:15	18	4	1	0	0	0	0	23	20	0	0	0	0	0	0	20
07:30	28	6	0	0	0	0	0	34	36	6	0	0	0	0	0	42
07:45	18	3	0	0	0	0	1	22	50	4	1	0	0	1	0	56
H/TOT	79	14	1	1	0	0	1	96	117	11	2	0	0	1	0	131
08:00	31	2	0	0	0	0	1	34	53	2	0	0	0	0	0	55
08:15	38	3	0	0	0	1	1	43	81	4	0	0	0	1	0	86
08:30	45	4	0	0	0	0	0	49	45	3	1	0	0	0	0	49
08:45	24	5	0	0	0	0	0	29	63	3	2	0	0	0	0	68
H/TOT	138	14	0	0	0	1	2	155	242	12	3	0	0	1	0	258
09:00	16	4	0	0	0	0	0	20	47	6	1	1	0	0	1	56
09:15	18	3	2	0	0	0	0	23	25	7	1	0	0	0	0	33
09:30	14	3	0	0	0	0	0	17	21	2	0	0	0	0	0	23
09:45	16	2	1	0	0	0	0	19	13	2	2	0	0	0	0	17
H/TOT	64	12	3	0	0	0	0	79	106	17	4	1	0	0	1	129
P/TOT	281	40	4	1	0	1	3	330	465	40	9	1	0	2	1	518

MANUAL CLASSIFIED COUNTS

JOB REF: 14417

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 07/05/2025

LOCATION: BALDWINS LANE (E) / WINTON DRIVE / BALDWINS LANE (W) / LINKS WAY **DAY:** WEDNESDAY

TIME	TO ARM B WINTON DRIVE								FROM ARM B WINTON DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	23	7	0	0	0	0	0	30	26	5	0	0	0	1	0	32
14:45	18	5	0	0	0	0	0	23	17	2	0	0	0	0	0	19
HH/TOT	41	12	0	0	0	0	0	53	43	7	0	0	0	1	0	51
15:00	70	8	1	0	0	0	0	79	13	0	0	0	0	0	0	13
15:15	38	5	0	0	0	1	1	45	46	3	0	0	0	0	1	50
15:30	30	2	1	0	0	0	0	33	55	5	1	0	0	0	0	61
15:45	43	5	0	0	0	1	0	49	22	4	1	0	0	0	1	28
H/TOT	181	20	2	0	0	2	1	206	136	12	2	0	0	0	2	152
16:00	40	4	0	0	0	0	1	45	36	1	0	0	0	1	0	38
16:15	54	6	1	0	0	0	0	61	31	3	0	0	0	0	0	34
16:30	33	5	0	0	0	1	0	39	39	1	0	0	0	1	0	41
16:45	65	3	1	0	0	1	0	70	24	2	0	0	0	1	0	27
H/TOT	192	18	2	0	0	2	1	215	130	7	0	0	0	3	0	140
17:00	57	4	0	0	0	0	0	61	38	1	0	0	0	1	0	40
17:15	45	4	0	0	0	0	0	49	30	3	0	0	0	0	0	33
17:30	53	3	0	0	0	1	0	57	41	3	0	0	0	1	0	45
17:45	48	5	0	0	0	0	1	54	21	0	0	0	0	0	0	21
H/TOT	203	16	0	0	0	1	1	221	130	7	0	0	0	2	0	139
18:00	46	4	0	0	0	2	0	52	29	1	0	0	0	3	0	33
18:15	40	2	0	0	0	2	0	44	32	0	0	0	0	0	0	32
18:30	33	4	0	0	0	0	0	37	34	0	0	0	0	0	1	35
18:45	28	0	0	0	0	1	0	29	30	2	0	0	0	0	2	34
H/TOT	147	10	0	0	0	5	0	162	125	3	0	0	0	3	3	134
P/TOT	764	76	4	0	0	10	3	857	564	36	2	0	0	9	5	616

MANUAL CLASSIFIED COUNTS

JOB REF: 14417

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 07/05/2025

LOCATION: BALDWINS LANE (E) / WINTON DRIVE / BALDWINS LANE (W) / LINKS WAY **DAY:** WEDNESDAY

TIME	TO ARM C BALDWINS LANE (W)								FROM ARM C BALDWINS LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	28	4	1	0	0	0	1	34	45	9	1	0	0	1	0	56
07:15	35	8	0	0	1	1	1	46	70	9	0	0	1	3	1	84
07:30	47	18	0	0	1	0	1	67	123	14	1	0	1	1	1	141
07:45	59	8	2	0	1	0	0	70	130	6	1	0	0	2	0	139
H/TOT	169	38	3	0	3	1	3	217	368	38	3	0	2	7	2	420
08:00	90	9	0	0	1	0	0	100	147	10	5	0	1	0	1	164
08:15	97	4	3	0	0	1	0	105	133	5	5	0	0	0	0	143
08:30	87	8	3	0	1	0	1	100	119	6	2	0	1	1	0	129
08:45	39	10	2	0	1	0	2	54	161	16	1	0	1	1	0	180
H/TOT	313	31	8	0	3	1	3	359	560	37	13	0	3	2	1	616
09:00	33	4	1	0	0	0	1	39	100	8	1	0	1	2	0	112
09:15	28	13	2	0	0	1	0	44	101	8	3	0	1	0	2	115
09:30	33	6	0	0	3	0	1	43	81	19	5	0	1	0	0	106
09:45	33	10	3	0	1	0	1	48	50	8	7	1	1	1	0	68
H/TOT	127	33	6	0	4	1	3	174	332	43	16	1	4	3	2	401
P/TOT	609	102	17	0	10	3	9	750	1260	118	32	1	9	12	5	1437

MANUAL CLASSIFIED COUNTS

JOB REF: 14417

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 07/05/2025

LOCATION: BALDWINS LANE (E) / WINTON DRIVE / BALDWINS LANE (W) / LINKS WAY **DAY:** WEDNESDAY

TIME	TO ARM C BALDWINS LANE (W)								FROM ARM C BALDWINS LANE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	72	8	1	0	1	1	0	83	27	6	0	0	1	0	0	34
14:45	97	14	1	1	0	1	0	114	45	4	1	0	1	0	1	52
HH/TOT	169	22	2	1	1	2	0	197	72	10	1	0	2	0	1	86
15:00	99	6	2	0	2	0	0	109	82	12	0	0	1	1	1	97
15:15	90	15	1	0	2	0	0	108	62	6	1	0	0	1	0	70
15:30	99	13	0	0	1	2	1	116	62	7	1	1	0	2	1	74
15:45	109	13	0	0	0	1	0	123	57	15	0	0	2	1	0	75
H/TOT	397	47	3	0	5	3	1	456	263	40	2	1	3	5	2	316
16:00	135	12	1	0	1	0	0	149	63	10	1	0	1	0	1	76
16:15	113	11	1	0	1	0	0	126	71	8	0	0	2	2	2	85
16:30	140	17	3	0	1	0	0	161	71	8	3	0	1	0	0	83
16:45	131	13	1	0	0	1	0	146	65	11	0	0	0	1	1	78
H/TOT	519	53	6	0	3	1	0	582	270	37	4	0	4	3	4	322
17:00	182	14	0	0	0	1	2	199	72	6	1	0	1	0	3	83
17:15	182	11	0	0	0	0	0	193	65	9	0	0	1	0	3	78
17:30	189	12	0	0	1	5	1	208	82	12	1	0	1	4	1	101
17:45	158	7	0	0	1	0	0	166	74	6	0	0	1	2	0	83
H/TOT	711	44	0	0	2	6	3	766	293	33	2	0	4	6	7	345
18:00	140	7	0	0	0	0	0	147	65	2	2	0	0	0	0	69
18:15	101	10	0	0	1	1	0	113	55	6	1	0	0	1	0	63
18:30	81	7	0	0	1	1	1	91	70	4	1	0	0	2	0	77
18:45	59	3	1	0	0	6	1	70	58	5	0	0	1	2	1	67
H/TOT	381	27	1	0	2	8	2	421	248	17	4	0	1	5	1	276
P/TOT	2177	193	12	1	13	20	6	2422	1146	137	13	1	14	19	15	1345

MANUAL CLASSIFIED COUNTS

JOB REF: 14417

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 07/05/2025

LOCATION: BALDWINS LANE (E) / WINTON DRIVE / BALDWINS LANE (W) / LINKS WAY **DAY:** WEDNESDAY

TIME	TO ARM D LINKS WAY								FROM ARM D LINKS WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	6	0	1	0	0	0	0	7	18	4	1	0	0	0	1	24
07:15	17	1	1	0	0	0	0	19	25	2	2	0	0	1	1	31
07:30	10	1	0	0	0	0	0	11	31	3	0	0	0	0	3	37
07:45	10	3	0	0	0	0	0	13	16	2	0	0	0	0	1	19
H/TOT	43	5	2	0	0	0	0	50	90	11	3	0	0	1	6	111
08:00	8	1	1	0	0	0	0	10	24	2	0	0	0	0	1	27
08:15	25	1	0	0	0	0	0	26	34	3	0	0	0	0	1	38
08:30	26	2	0	0	0	0	0	28	51	1	0	0	0	0	0	52
08:45	22	4	0	0	0	1	0	27	31	4	0	0	0	0	1	36
H/TOT	81	8	1	0	0	1	0	91	140	10	0	0	0	0	3	153
09:00	13	3	1	0	0	0	1	18	13	4	0	0	0	0	0	17
09:15	20	3	2	0	0	0	0	25	15	4	0	0	0	0	1	20
09:30	9	2	1	0	0	0	1	13	19	5	0	0	0	0	0	24
09:45	17	2	0	0	0	0	0	19	26	3	1	0	0	0	0	30
H/TOT	59	10	4	0	0	0	2	75	73	16	1	0	0	0	1	91
P/TOT	183	23	7	0	0	1	2	216	303	37	4	0	0	1	10	355

MANUAL CLASSIFIED COUNTS

JOB REF: 14417

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 07/05/2025

LOCATION: BALDWINS LANE (E) / WINTON DRIVE / BALDWINS LANE (W) / LINKS WAY **DAY:** WEDNESDAY

TIME	TO ARM D LINKS WAY								FROM ARM D LINKS WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:30	22	6	1	0	0	1	0	30	24	3	0	0	0	1	0	28
14:45	30	1	0	0	1	0	1	33	16	5	0	0	0	0	0	21
HH/TOT	52	7	1	0	1	1	1	63	40	8	0	0	0	1	0	49
15:00	26	2	0	0	0	0	0	28	30	3	1	0	0	0	0	34
15:15	25	2	0	0	0	0	1	28	22	0	0	0	0	0	1	23
15:30	26	5	1	0	0	0	1	33	14	3	0	0	0	0	0	17
15:45	24	1	1	0	0	0	0	26	22	2	0	0	0	0	0	24
H/TOT	101	10	2	0	0	0	2	115	88	8	1	0	0	0	1	98
16:00	28	0	1	0	0	0	0	29	25	2	0	0	0	0	0	27
16:15	21	5	0	0	0	0	0	26	22	0	0	0	0	0	0	22
16:30	29	2	0	0	0	0	0	31	18	4	1	0	0	0	0	23
16:45	28	5	2	0	0	0	0	35	18	1	0	0	0	0	1	20
H/TOT	106	12	3	0	0	0	0	121	83	7	1	0	0	0	1	92
17:00	38	2	0	0	0	0	0	40	29	4	0	0	0	0	0	33
17:15	25	2	0	0	0	0	0	27	24	5	0	0	0	0	0	29
17:30	40	2	0	0	0	0	0	42	25	1	0	0	0	0	0	26
17:45	28	3	0	0	0	0	1	32	25	2	0	0	0	0	0	27
H/TOT	131	9	0	0	0	0	1	141	103	12	0	0	0	0	0	115
18:00	23	1	0	0	0	1	1	26	23	2	0	0	0	1	0	26
18:15	25	3	0	0	0	2	0	30	23	1	0	0	0	1	0	25
18:30	26	0	1	0	0	1	3	31	26	5	0	0	0	1	0	32
18:45	28	2	0	0	0	1	1	32	23	0	1	0	0	0	0	24
H/TOT	102	6	1	0	0	5	5	119	95	8	1	0	0	3	0	107
P/TOT	492	44	7	0	1	6	9	559	409	43	3	0	0	4	2	461

QUEUE LENGTHS

JOB REF: 14417

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 07/05/2025

LOCATION: BALDWINS LANE (E) / WINTON DRIVE / BALDWINS LANE (W) / LINKS WAY **DAY:** WEDNESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane
+ Represents where the queue either stretched out of sight or back the next junction.

TIME	ARM A BALDWINS LANE (E)		ARM B WINTON DRIVE	ARM C BALDWINS LANE (W)		ARM D LINKS WAY
	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2	LANE 1
07:00	0	0	1	0	0	1
07:05	0	0	0	0	0	0
07:10	0	0	1	0	0	2
07:15	0	2	1	0	1	1
07:20	0	1	0	0	0	1
07:25	0	0	1	0	0	1
07:30	0	1	1	0	0	3
07:35	0	1	3	3	0	2
07:40	0	0	1	0	1	1
07:45	0	0	2	0	0	1
07:50	0	0	3	2	1	1
07:55	0	1	12	0	0	1
08:00	0	0	4	4	1	2
08:05	0	0	2	8	1	1
08:10	0	1	7	11	1	4
08:15	0	0	12+	16	0	4
08:20	0	1	12+	22+	1	2
08:25	0	1	11	19+	0	2
08:30	0	1	2	21+	1	5
08:35	0	1	5	20+	1	6
08:40	0	2	11	23+	2	5
08:45	0	1	6	22+	0	4
08:50	0	3	11+	20+	1	2
08:55	0	1	7	14	0	2
09:00	0	0	4	3	0	2
09:05	0	2	8	3	0	1
09:10	0	1	1	4	0	1
09:15	0	1	1	11	0	2
09:20	0	1	2	0	1	1
09:25	0	1	1	0	0	0
09:30	0	1	3	2	0	1
09:35	0	1	0	0	1	3
09:40	0	0	3	0	0	1
09:45	0	1	1	0	0	2
09:50	0	2	1	0	1	1
09:55	0	1	2	0	0	3

TIME	ARM A BALDWINS LANE (E)		ARM B WINTON DRIVE	ARM C BALDWINS LANE (W)		ARM D LINKS WAY
	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2	LANE 1
14:30	0	1	1	0	1	2
14:35	0	0	1	0	0	2
14:40	0	0	5	0	0	1
14:45	0	1	1	0	0	3
14:50	0	1	2	0	1	2
14:55	0	1	1	0	0	0
15:00	0	2	4	0	0	2
15:05	0	1	2	0	1	2
15:10	0	1	2	0	1	2
15:15	0	0	2	0	1	2
15:20	0	1	3	0	1	1
15:25	0	1	4	4	1	1
15:30	0	0	4	2	0	1
15:35	0	1	2	2	1	2
15:40	0	0	3	0	0	2
15:45	0	1	4	3	2	1
15:50	0	1	2	2	2	1
15:55	0	1	2	0	1	7
16:00	0	1	2	2	2	7
16:05	0	1	2	3	2	1
16:10	0	1	3	2	0	1
16:15	0	1	4	2	1	2
16:20	0	2	4	1	3	2
16:25	0	0	1	3	2	2
16:30	0	1	4	1	3	3
16:35	4	2	3	3	2	1
16:40	0	2	3	3	2	2
16:45	3	2	4	2	1	0
16:50	0	1	1	4	0	2
16:55	0	1	1	2	1	2
17:00	0	1	3	2	3	2
17:05	0	1	3	5	2	2
17:10	0	1	5	10	3	3
17:15	0	1	4	2	1	2
17:20	0	1	3	0	1	2
17:25	0	1	2	3	3	3
17:30	3	1	4	5	3	4
17:35	0	2	3	0	1	2
17:40	0	1	4	4	1	1
17:45	0	1	2	1	1	3
17:50	0	1	2	0	1	2
17:55	0	1	1	0	1	1
18:00	0	0	4	0	1	3
18:05	0	2	2	0	1	1
18:10	0	1	2	0	1	1
18:15	0	0	3	0	1	0
18:20	0	1	2	0	1	1
18:25	0	2	1	0	1	1
18:30	0	1	1	0	1	2
18:35	0	0	2	0	0	2
18:40	0	1	2	0	1	1
18:45	0	1	2	0	0	1
18:50	0	1	0	0	0	1
18:55	0	2	1	0	0	2

PEDESTRIAN & CYLIST DATA

JOB REF: 14417

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 07/05/2025

LOCATION: BALDWINS LANE (E) / WINTON DRIVE / BALDWINS LANE (W) / LINKS WAY **DAY:** WEDNESDAY

Please record each group of pedestrians and cyclists separately.

TIME (hh:mm:ss)	SIGNAL CALLED (Y/N)	MOVEMENT 1				TOTAL
		PEDESTRIANS		CYCLIST		
		ADULT	CHILD	ADULT	CHILD	
7:14:47	N	1	0	0	0	1
7:18:58	N	1	0	0	0	1
7:19:56	N	2	0	0	0	2
7:37:10	N	1	0	0	0	1
7:41:39	N	1	0	0	0	1
7:48:04	N	1	0	0	0	1
7:50:36	Y	1	1	0	0	2
7:52:43	Y	1	1	0	0	2
7:54:36	Y	1	0	0	0	1
7:55:53	N	1	0	0	0	1
8:02:22	Y	0	1	0	0	1
8:03:42	N	1	0	0	0	1
8:03:48	N	1	0	0	0	1
8:04:42	Y	0	2	0	0	2
8:05:31	N	1	0	0	0	1
8:06:25	N	0	1	0	0	1
8:09:24	Y	0	0	1	0	1
8:09:34	N	0	2	0	0	2
8:12:58	Y	1	0	0	0	1
8:13:39	N	0	1	0	0	1
8:14:19	N	0	1	0	0	1
8:14:28	N	0	0	1	0	1
8:18:29	N	1	0	0	0	1
8:20:03	Y	0	1	0	0	1
8:22:12	N	0	1	0	0	1
8:23:02	N	2	0	0	0	2
8:27:09	N	1	1	0	0	2
8:29:06	Y	0	2	0	0	2
8:31:27	N	0	2	0	0	2
8:32:07	N	0	2	0	0	2
8:33:01	Y	1	2	0	0	3
8:33:47	Y	1	1	0	0	2
8:34:58	N	1	1	0	0	2
8:35:42	N	0	2	0	0	2
8:37:22	N	2	0	0	0	2
8:48:58	N	1	0	0	0	1
8:49:56	N	1	0	0	0	1
8:54:14	Y	1	0	0	0	1
8:54:31	Y	1	0	0	0	1
8:57:36	N	2	0	0	0	2
9:07:24	Y	1	0	0	0	1
9:08:27	Y	3	0	0	0	3
9:11:51	N	1	0	0	0	1
9:14:06	N	1	0	0	0	1
9:17:14	Y	1	0	0	0	1
9:21:23	Y	1	0	0	0	1
9:22:10	N	1	0	0	0	1
9:24:31	N	1	0	0	0	1
9:40:27	N	1	0	0	0	1
9:45:31	N	1	0	0	0	1
9:48:49	N	1	0	0	0	1
9:51:41	N	2	0	0	0	2
9:55:26	Y	1	0	0	0	1

TIME (hh:mm:ss)	SIGNAL CALLED (Y/N)	MOVEMENT 2				TOTAL
		PEDESTRIANS		CYCLIST		
		ADULT	CHILD	ADULT	CHILD	
7:00:05	N	1	0	0	0	1
7:00:45	Y	1	0	0	0	1
7:18:49	N	1	0	0	0	1
7:21:56	Y	1	0	0	0	1
7:23:29	Y	1	0	0	0	1
7:32:28	Y	1	0	0	0	1
7:35:36	Y	1	0	0	0	1
7:36:22	Y	1	0	0	0	1
7:37:10	N	1	0	0	0	1
7:38:12	Y	1	0	0	0	1
7:39:11	Y	1	0	0	0	1
7:39:46	Y	1	0	0	0	1
7:41:57	N	1	0	0	0	1
7:43:48	N	2	0	0	0	2
7:45:57	Y	1	0	0	0	1
7:49:54	N	1	0	0	0	1
7:50:36	N	1	0	0	0	1
7:51:33	Y	1	0	0	0	1
7:52:43	N	0	1	0	0	1
7:54:39	Y	1	0	0	0	1
7:54:43	N	0	1	0	0	1
7:56:37	N	3	0	0	0	3
7:57:53	Y	1	1	0	0	2
8:00:44	Y	0	1	0	0	1
8:01:24	Y	0	1	0	0	1
8:02:11	N	1	0	0	0	1
8:03:00	Y	2	0	0	0	2
8:03:42	Y	1	0	0	0	1
8:03:48	N	1	0	0	0	1
8:05:31	Y	2	0	0	0	2
8:06:25	N	2	1	0	0	3
8:07:30	N	3	0	0	0	3
8:09:22	N	1	0	0	0	1
8:10:25	Y	0	1	0	0	1
8:11:28	Y	0	5	0	0	5
8:12:18	Y	0	2	0	0	2
8:12:58	Y	0	1	0	0	1
8:13:39	Y	2	3	0	0	5
8:14:19	Y	0	4	0	0	4
8:15:42	Y	0	3	0	0	3
8:16:21	Y	2	2	0	0	4
8:16:29	N	0	2	0	0	2
8:17:11	Y	0	1	0	0	1
8:17:52	Y	0	6	0	0	6
8:18:29	Y	1	0	0	0	1
8:18:34	Y	3	1	0	0	4
8:19:15	Y	5	0	0	0	5
8:19:19	N	1	0	0	0	1
8:20:03	Y	2	0	0	0	2
8:20:08	N	1	0	0	0	1
8:21:32	Y	0	4	0	0	4
8:22:08	Y	0	2	0	0	2
8:23:02	Y	0	2	0	0	2
8:23:47	N	2	1	0	0	3
8:23:52	N	2	4	0	0	6
8:24:31	Y	0	6	0	0	6
8:25:22	N	0	5	0	0	5
8:27:09	Y	1	11	0	2	14
8:27:22	N	0	0	0	1	1
8:28:14	Y	0	8	0	0	8
8:29:06	N	0	2	0	0	2
8:29:14	N	1	0	0	0	1
8:29:52	Y	0	7	0	0	7
8:30:33	Y	1	1	0	0	2
8:30:38	N	0	1	0	0	1
8:31:20	N	0	1	0	0	1
8:31:24	N	0	4	0	0	4
8:32:07	N	0	10	0	0	10
8:33:04	N	0	2	0	0	2
8:33:47	Y	0	7	0	0	7
8:34:58	Y	2	12	0	0	14
8:35:42	Y	3	6	0	0	9
8:36:37	Y	1	8	0	0	9
8:37:22	N	3	15	0	0	18
8:38:14	N	0	6	0	0	6
8:38:53	N	0	9	0	2	11
8:39:01	N	0	3	0	0	3
8:39:49	N	0	5	0	0	5
8:40:49	N	0	3	0	0	3
8:41:33	N	0	2	0	0	2
8:42:41	Y	1	0	0	0	1
8:43:22	Y	0	1	0	0	1
8:43:26	N	1	0	0	0	1
8:44:13	N	0	2	0	0	2
8:44:24	N	1	0	0	0	1
8:45:43	N	0	1	0	0	1
8:46:45	N	1	2	0	0	3
8:46:50	N	0	1	0	0	1
8:48:05	N	0	2	0	0	2
8:48:58	N	2	0	0	0	2
8:49:56	N	3	0	0	0	3
8:51:44	Y	2	0	0	0	2
8:52:51	N	2	0	0	0	2
8:55:57	Y	2	0	0	0	2
8:57:40	N	1	0	0	0	1
8:58:18	Y	3	0	0	0	3
8:59:22	N	1	0	0	0	1
9:01:34	N	1	0	0	0	1
9:05:33	N	5	0	0	0	5
9:09:57	Y	1	0	0	0	1
9:11:08	N	3	0	0	0	3
9:11:51	N	2	0	0	0	2
9:15:56	N	1	0	0	0	1
9:17:51	Y	3	0	0	0	3
9:20:55	N	1	0	0	0	1
9:23:27	N	1	0	0	0	1
9:24:54	Y	1	0	0	0	1
9:28:13	N	1	0	0	0	1
9:32:54	N	0	2	0	0	2
9:42:07	Y	1	0	0	0	1
9:43:33	Y	1	1	0	0	2
9:52:49	N	1	0	0	0	1
9:54:26	N	3	0	0	0	3
9:55:26	N	2	0	0	0	2

PEDESTRIAN & CYLIST DATA

JOB REF: 14417

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 07/05/2025

LOCATION: BALDWINS LANE (E) / WINTON DRIVE / BALDWINS LANE (W) / LINKS WAY **DAY:** WEDNESDAY

Please record each group of pedestrians and cyclists separately.

TIME (hh:mm:ss)	SIGNAL CALLED (Y/N)	MOVEMENT 1				TOTAL
		PEDESTRIANS		CYCLIST		
		ADULT	CHILD	ADULT	CHILD	
14:38:13	Y	2	0	0	0	2
14:46:24	Y	2	0	0	0	2
14:49:29	N	1	0	0	0	1
14:59:34	Y	1	0	0	0	1
15:02:57	Y	2	0	0	0	2
15:07:12	Y	1	0	0	0	1
15:08:13	Y	2	0	0	0	2
15:09:18	Y	1	0	0	0	1
15:12:30	Y	1	0	0	0	1
15:13:17	Y	1	0	0	0	1
15:14:50	N	2	0	0	0	2
15:16:22	N	1	0	0	0	1
15:20:37	N	2	0	0	0	2
15:20:42	Y	2	0	0	0	2
15:21:20	Y	0	1	0	0	1
15:21:26	N	0	1	0	0	1
15:21:55	N	0	1	0	0	1
15:22:18	N	0	3	0	0	3
15:22:23	Y	1	9	0	0	10
15:22:31	N	0	2	0	0	2
15:23:15	Y	0	22	0	0	22
15:24:03	Y	0	25	0	0	25
15:24:39	Y	0	7	0	0	7
15:24:46	N	0	5	0	0	5
15:24:49	N	0	2	0	0	2
15:25:25	Y	0	16	0	0	16
15:26:08	Y	0	17	0	0	17
15:26:19	Y	0	1	0	0	1
15:26:57	Y	0	12	0	0	12
15:27:04	N	0	1	0	0	1
15:27:39	Y	0	6	0	2	8
15:27:46	N	0	3	0	0	3
15:28:26	Y	0	16	0	0	16
15:28:33	N	0	3	0	0	3
15:29:12	Y	0	17	0	0	17
15:29:17	N	0	0	0	1	1
15:29:44	Y	0	2	0	0	2
15:29:52	N	0	1	0	0	1
15:31:14	Y	1	0	0	0	1
15:31:18	N	0	2	0	0	2
15:32:07	Y	0	15	0	0	15
15:33:00	Y	0	5	0	1	6
15:34:32	Y	0	1	0	0	1
15:35:12	Y	0	1	0	0	1
15:36:03	N	0	4	0	0	4
15:36:47	Y	1	2	0	0	3
15:36:55	N	0	2	0	0	2
15:37:35	Y	1	0	0	0	1
15:37:49	Y	0	1	0	0	1
15:47:01	Y	0	2	0	0	2
15:51:01	Y	1	0	0	0	1
15:51:05	N	0	2	0	0	2
15:54:35	Y	0	2	0	0	2
15:57:12	N	1	0	0	0	1
16:04:52	Y	0	3	0	0	3
16:07:03	N	0	0	3	0	3
16:08:44	Y	0	1	0	0	1
16:19:13	Y	0	1	0	0	1
16:20:12	Y	2	0	0	0	2
16:22:40	Y	1	0	0	0	1
16:24:17	Y	1	0	0	0	1
16:25:03	Y	1	0	0	0	1
16:27:01	Y	1	0	0	0	1
16:29:17	Y	1	0	0	0	1
16:30:39	Y	0	3	0	0	3
16:30:44	N	0	2	0	0	2
16:31:57	N	1	2	0	0	3
16:32:02	N	0	1	0	0	1
16:33:53	Y	0	1	0	0	1
16:34:00	N	0	2	0	0	2
16:35:14	Y	0	1	0	0	1
16:35:16	N	0	3	0	0	3
16:35:57	N	0	3	0	0	3
16:36:01	Y	0	3	0	0	3
16:36:34	Y	0	1	0	0	1
16:38:19	N	1	0	0	0	1
16:38:21	N	0	0	0	1	1
16:39:07	N	1	2	0	0	3
16:39:40	N	1	0	0	0	1
16:40:51	Y	0	3	0	0	3
16:40:57	N	0	2	0	0	2
16:42:04	Y	0	1	0	0	1
16:43:35	Y	0	5	0	0	5
16:49:30	Y	0	0	1	0	1
16:53:32	N	0	1	0	0	1
16:53:49	Y	1	0	0	0	1
16:53:57	N	0	1	0	0	1
16:54:35	Y	1	0	0	0	1
16:59:23	Y	1	0	0	0	1
17:04:32	Y	3	0	0	0	3
17:05:39	Y	1	0	0	0	1
17:10:42	Y	1	0	0	0	1
17:14:08	Y	1	0	0	0	1
17:14:28	Y	1	0	0	0	1
17:17:21	Y	1	0	0	0	1
17:18:25	Y	3	0	0	0	3
17:20:37	Y	0	0	1	0	1
17:21:29	Y	1	0	0	0	1
17:23:18	Y	1	0	0	0	1
17:23:20	N	2	0	0	0	2
17:24:45	Y	1	0	0	0	1
17:24:50	N	1	0	0	0	1
17:28:33	Y	1	0	0	0	1
17:38:45	N	3	0	0	0	3
17:40:08	Y	0	0	1	0	1
17:53:04	N	0	1	0	0	1
18:05:49	Y	0	1	0	0	1
18:07:50	Y	1	0	0	0	1
18:12:57	N	0	1	0	0	1
18:13:14	Y	2	1	0	0	3
18:14:55	Y	1	0	0	0	1
18:17:25	N	1	0	0	0	1
18:17:32	Y	1	0	0	0	1
18:35:36	Y	1	0	0	0	1
18:40:30	N	1	0	0	0	1
18:46:41	Y	2	1	0	0	3
18:54:49	Y	1	0	0	0	1
18:58:42	N	1	0	0	0	1

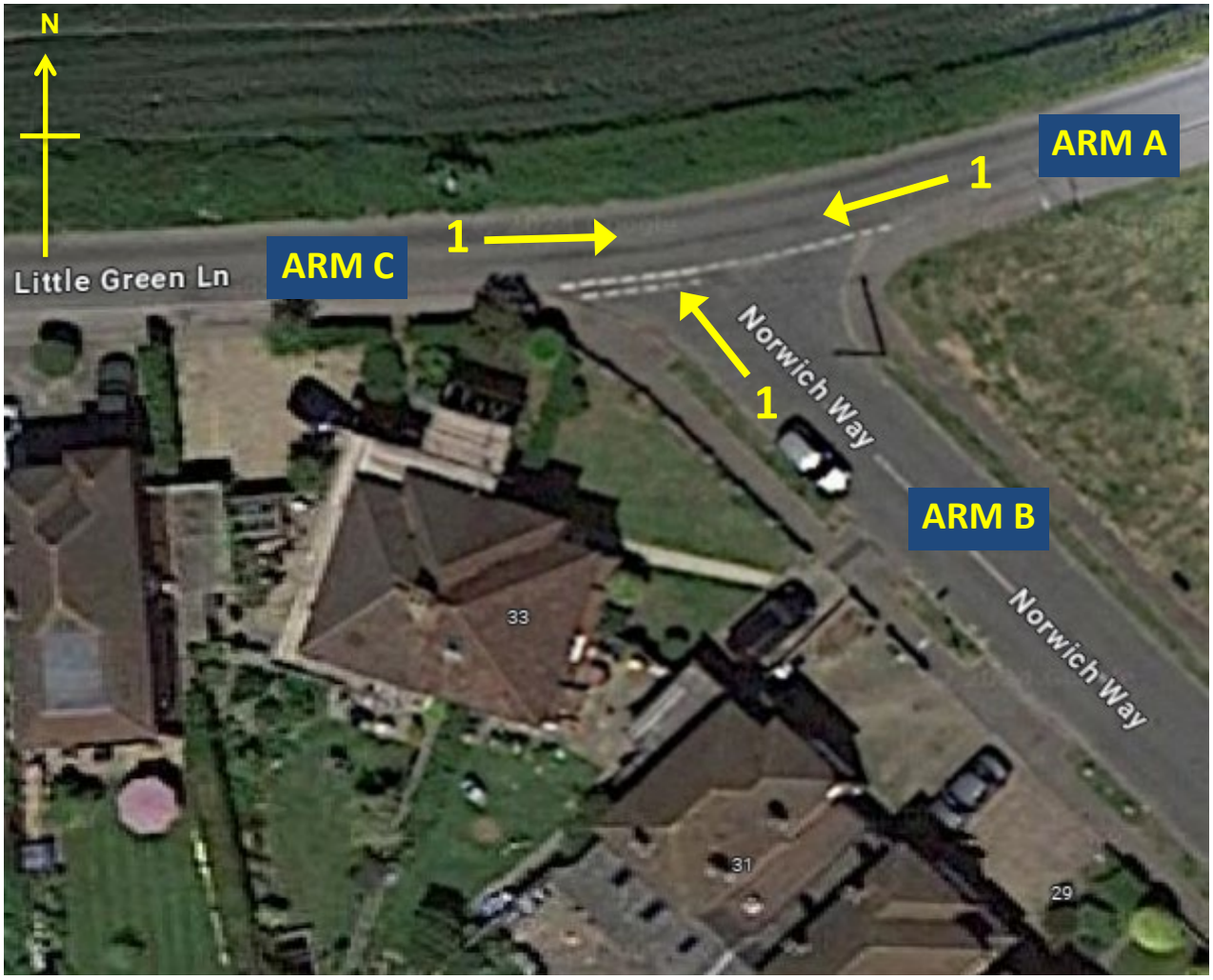
TIME (hh:mm:ss)	SIGNAL CALLED (Y/N)	MOVEMENT 2				TOTAL
		PEDESTRIANS		CYCLIST		
		ADULT	CHILD	ADULT	CHILD	
14:39:06	Y	1	0	0	0	1
14:44:17	N	2	0	0	0	2
14:47:28	N	1	0	0	0	1
14:48:09	Y	1	0	0	0	1
14:51:18	Y	1	0	0	0	1
14:56:30	N	1	0	0	0	1
14:58:18	N	1	0	0	0	1
15:02:08	Y	1	0	0	0	1
15:04:40	N	1	0	0	0	1
15:06:42	N	1	0	0	0	1
15:09:24	N	3	0	0	0	3
15:10:53	Y	2	0	0	0	2
15:13:40	Y	1	0	0	0	1
15:14:48	Y	1	0	0	0	1
15:22:26	N	2	0	0	0	2
15:23:08	N	1	0	0	0	1
15:24:37	Y	0	1	0	0	1
15:24:39	N	0	1	0	0	1
15:26:04	Y	0	4	0	0	4
15:26:12	N	0	1	0	0	1
15:26:54	N	1	2	0	0	3
15:27:10	N	0	6	0	0	6
15:27:36	N	0	1	0	0	1
15:28:23	N	1	2	0	0	3
15:29:40	Y	0	1	0	0	1
15:29:55	N	0	1	0	0	1
15:30:21	N	0	4	0	0	4
15:31:19	N	0	3	0	0	3
15:32:07	N	0	4	0	0	4
15:32:12	N	0	0	0	1	1
15:32:14	N	0	0	0	1	1
15:33:06	N	0	6	0	0	6
15:36:06	Y	0	6	0	0	6
15:37:35	N	0	1	0	0	1
15:37:41	N	0	2	0	0	2
15:38:07	Y	1	0	0	0	1
15:39:15	N	0	3	0	0	3
15:40:53	Y	1	0	0	0	1
15:41:38	N	0	2	0	0	2
15:52:38	N	1	5	0	0	6
15:54:35	N	0	1	0	0	1
15:57:09	N	1	0	0	0	1
15:57:58	N	1	0	0	0	1
16:02:36	N	1	0	0	0	1
16:03:13	Y	0	0	2	0	2
16:10:45	Y	2	0	0	0	2
16:28:21	Y	1	0	0	0	1
16:31:57	Y	1	0	0	0	1
16:33:20	Y	1	1	0	0	2
16:34:35	Y	1	0	0	0	1
16:35:57	N	1	0	0	0	1
16:38:19	Y	0	2	0	0	2
16:38:24	N	1	0	0	0	1
16:39:07	Y	0	2	0	0	2
16:39:13	N	0	2	0	0	2
16:39:40	Y	0	1	0	0	1
16:40:51	N	1	0	0	0	1
16:43:35	N	0	0	0	1	1
16:44:04	Y	3	0	0	0	3
16:45:54	Y	1	0	0	0	1
16:51:35	Y	1	0	0	0	1
16:56:35	Y	0	1	0	0	1
16:56:42	N	0	1	0	0	1
17:01:14	Y	1	0	0	0	1
17:10:45	N	1	0	0	0	1
17:11:50	Y	1	0	0	0	1
17:12:55	Y	0	0	1	0	1
17:24:50	N	1	0	0	0	1
17:31:23	N	1	0	0	0	1
17:31:57	Y	2	0	0	0	2
17:34:09	Y	0	0	1	0	1
17:37:07	Y	1	0	0	0	1
17:38:00	Y	1	0	0	0	1
17:38:02	N	1	0	0	0	1
17:42:12	N	2	0	0	0	2
17:49:34	Y	1	0	0	0	1
17:53:25	Y	1	1	0	0	2
17:55:03	Y	1	1	0	0	2
17:58:41	Y	1	0	0	0	1
18:05:49	Y	1	0	0	0	1
18:07:50	Y	0	1	0	0	1
18:19:12	Y	1	0	0	0	1
18:19:54	Y	1	0	0	0	1
18:21:48	Y	1	0	0	0	1
18:47:53	N	1	0	0	0	1
18:49:40	N	2	1	0	0	3
18:50:58	Y	2	1	0	0	3
18:53:58	N	1	0	0	0	1
18:55:54	N	1	0	0	0	1

SITE:		DATE:
1	AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	27/06/2024
LOCATION: LITTLE GREEN LANE (SE) / LINCOLN DRIVE / LITTLE GREEN LANE (NW)		DAY: THURSDAY



JOB TITLE:		JOB NUMBER:
CROXLEY GREEN		13537

SITE:		DATE:
2	AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	27/06/2024
LOCATION: LITTLE GREEN LANE (NE) / DURRANTS DRIVE / LITTLE GREEN LANE (SW)		DAY: THURSDAY



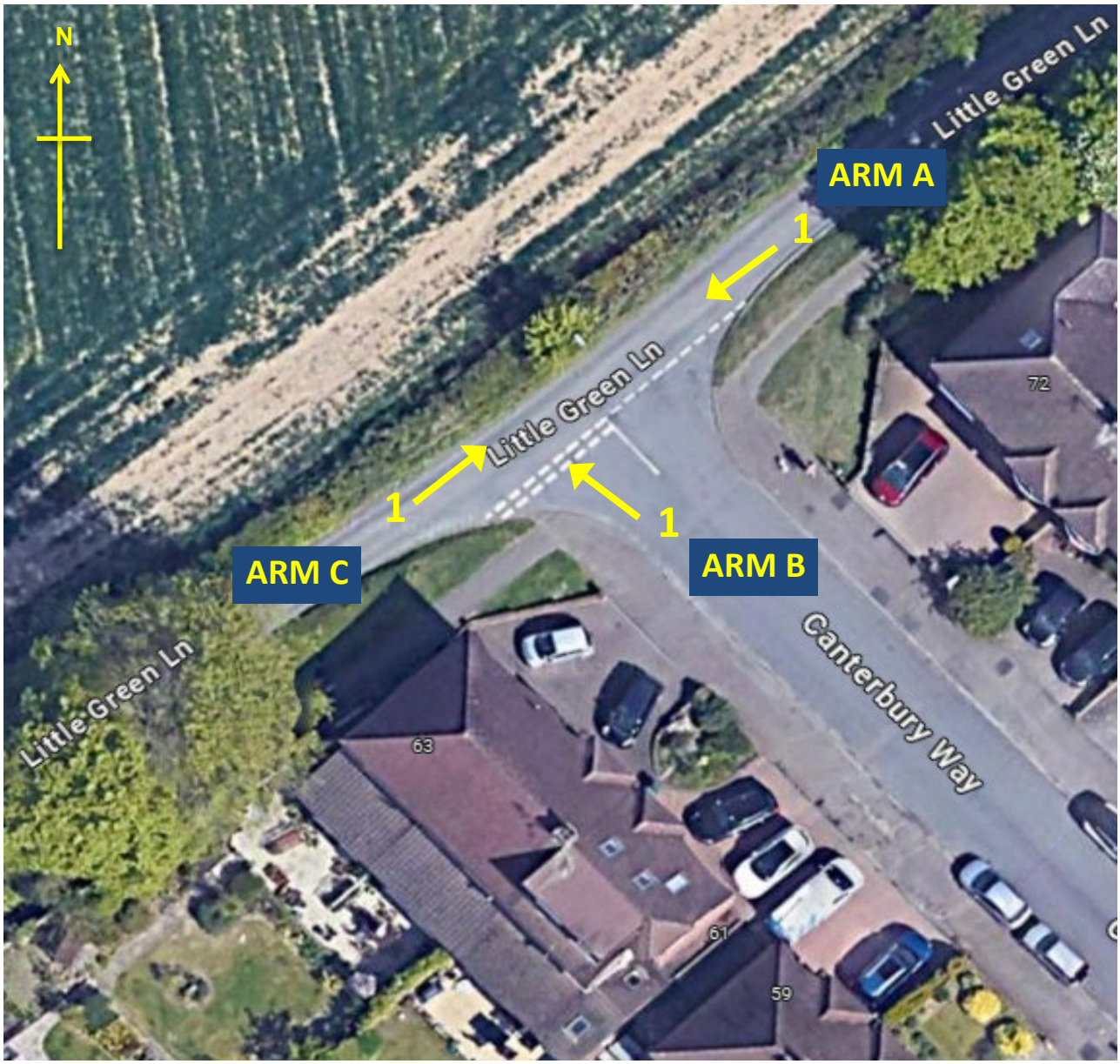
JOB TITLE:		JOB NUMBER:
CROXLEY GREEN		13537

SITE:		DATE:
3	AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	27/06/2024
LOCATION: LITTLE GREEN LANE (NE) / DURRANTS DRIVE / LITTLE GREEN LANE (SW)		DAY: THURSDAY



JOB TITLE:		JOB NUMBER:
CROXLEY GREEN		13537

SITE:		DATE:
4	AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	27/06/2024
LOCATION: LITTLE GREEN LANE (NE) / CANTERBURY WAY / LITTLE GREEN LANE (SW)		DAY: THURSDAY



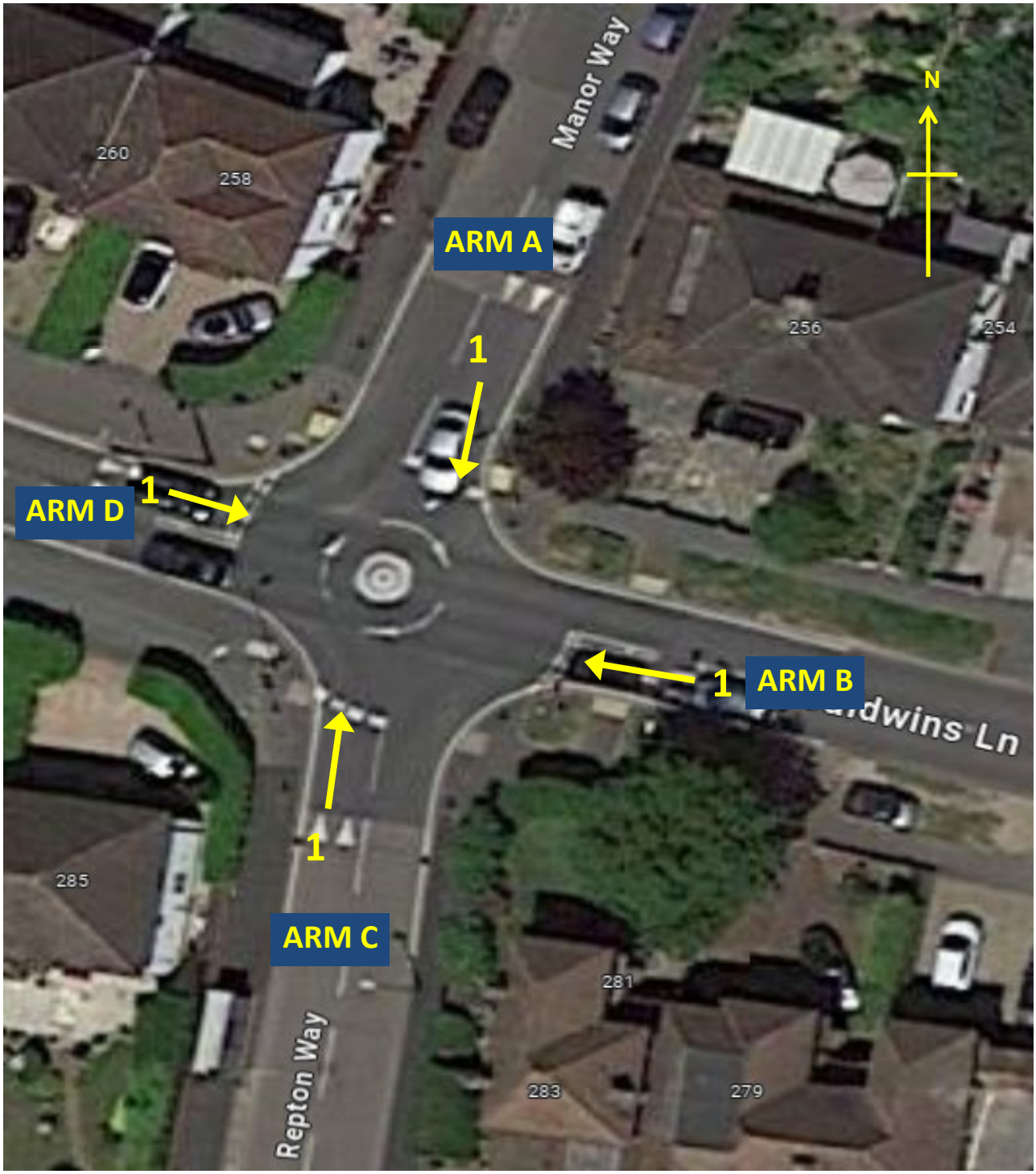
JOB TITLE:		JOB NUMBER:
CROXLEY GREEN		13537

SITE:		DATE:
5	AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	27/06/2024
LOCATION: LITTLE GREEN LANE (NE) / LINKS WAY / LITTLE GREEN LANE (SW)		DAY: THURSDAY



JOB TITLE:		JOB NUMBER:
CROXLEY GREEN		13537

SITE:		DATE:
6	AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	27/06/2024
LOCATION: MANOR WAY / BALDWINS LANE (E) / REPTON WAY		DAY: THURSDAY



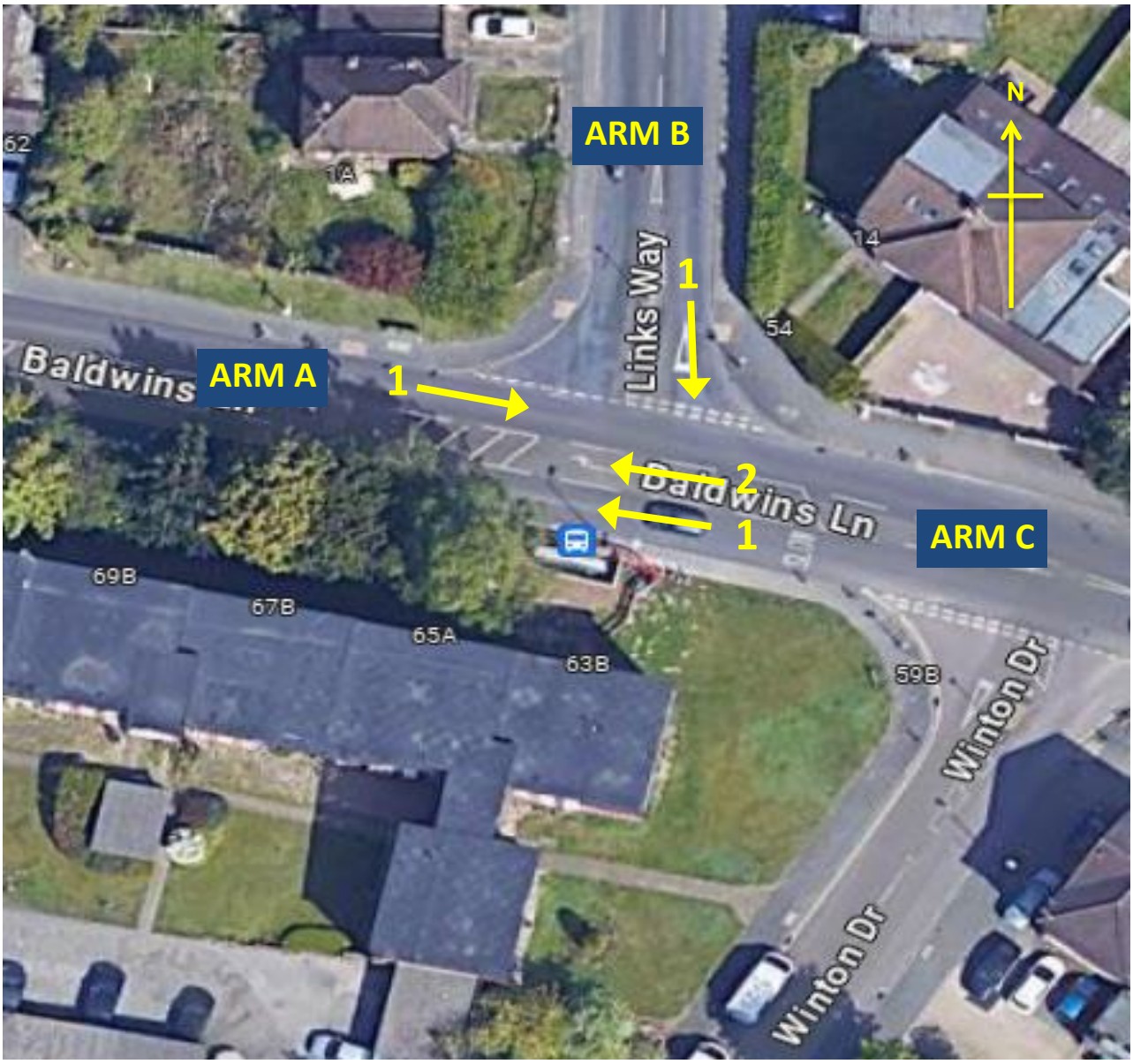
JOB TITLE:		JOB NUMBER:
CROXLEY GREEN		13537

SITE:		DATE:
7	AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	27/06/2024
LOCATION: DURRANTS DRIVE / BALDWINS LANE (E) / BALDWINS LANE (W)		**DAY:** THURSDAY



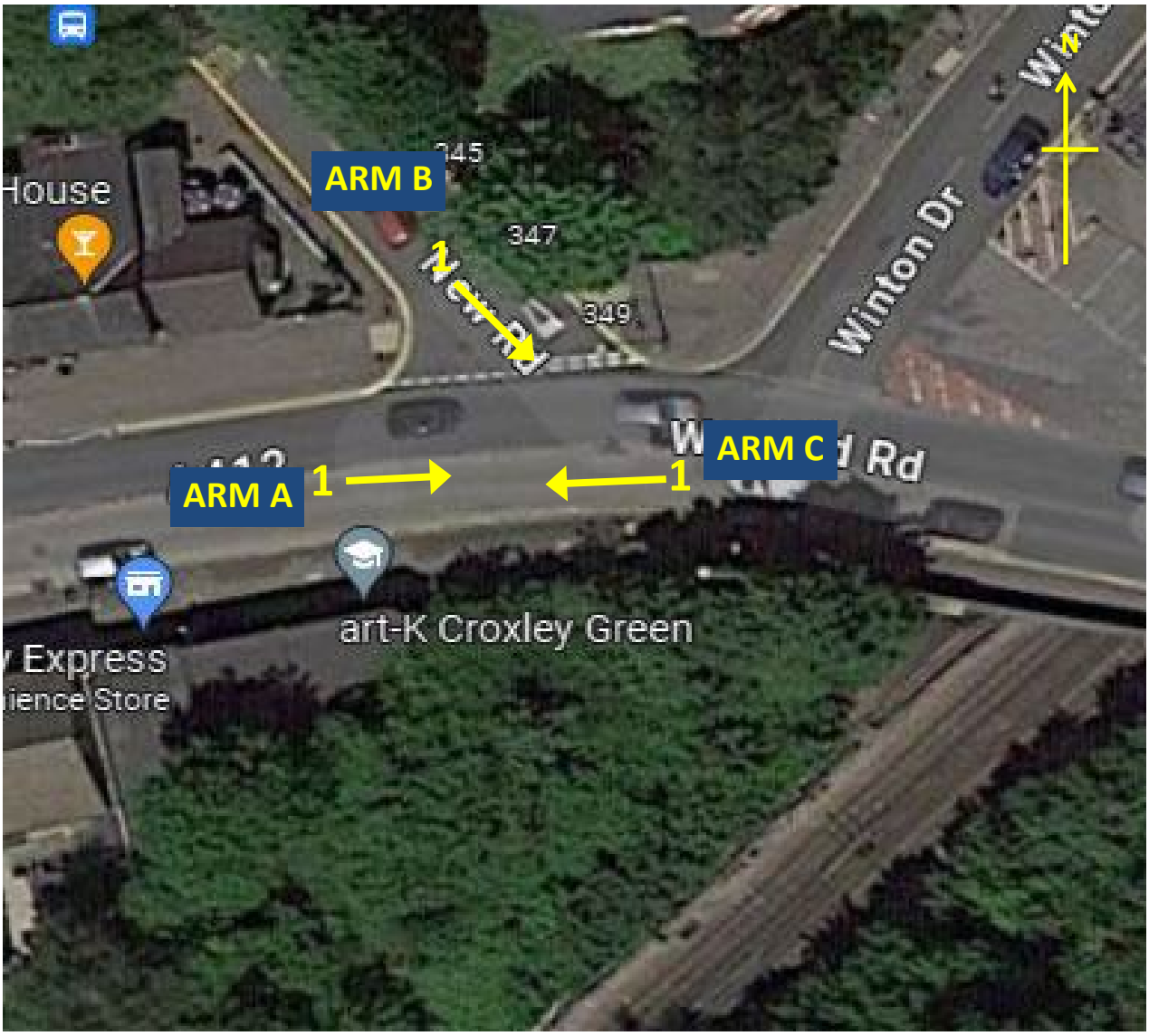
JOB TITLE:		JOB NUMBER:
CROXLEY GREEN		13537

SITE:		DATE:
8	AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	27/06/2024
LOCATION: BALDWINS LANE (W) / LINKS WAY / BALDWINS LANE (E)		**DAY:** THURSDAY



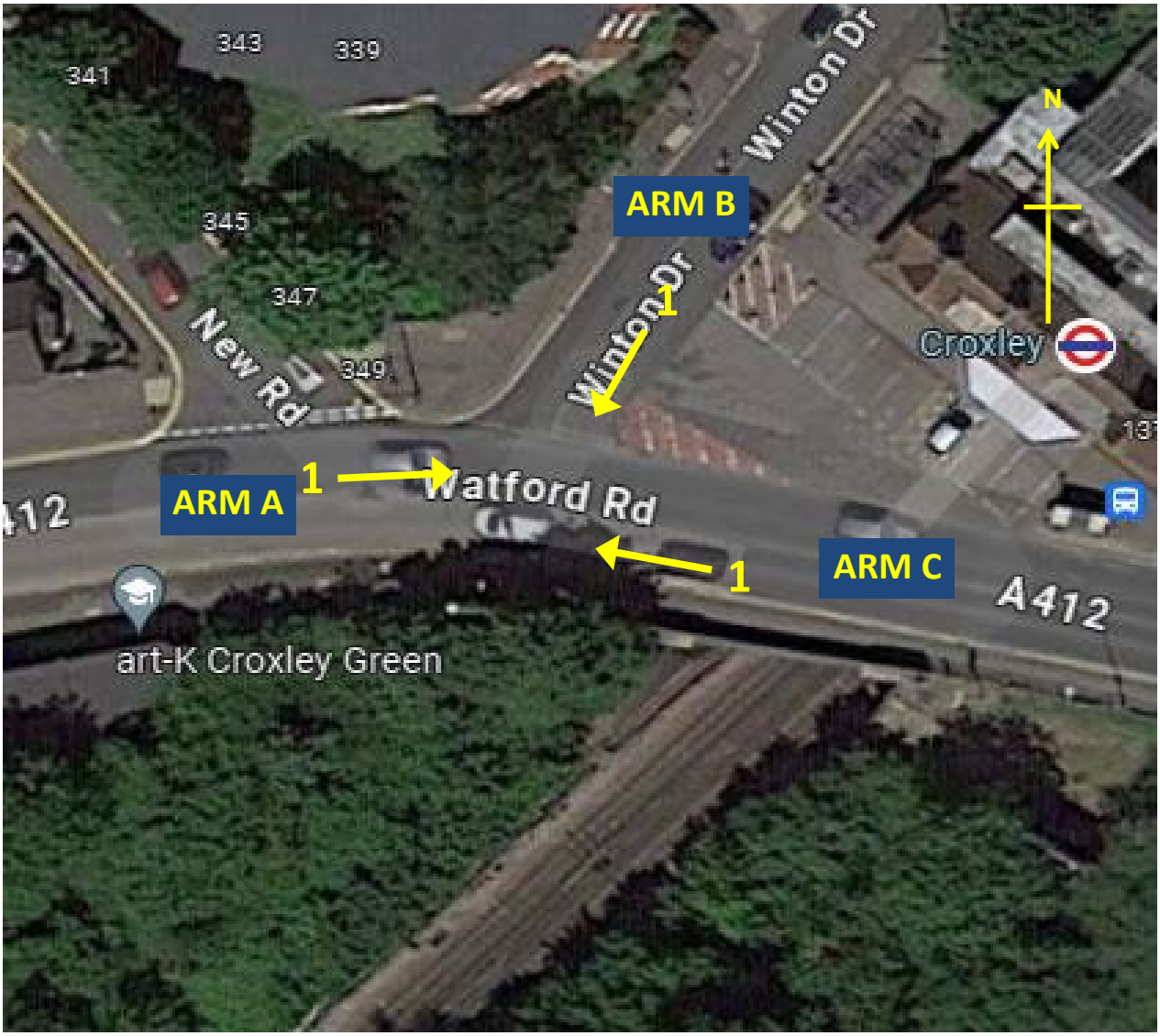
JOB TITLE:		JOB NUMBER:
CROXLEY GREEN		13537

SITE:		DATE:
9	AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	27/06/2024
LOCATION: A412 WATFORD ROAD (W) / NEW ROAD / A412 WATFORD ROAD (E)		DAY: THURSDAY



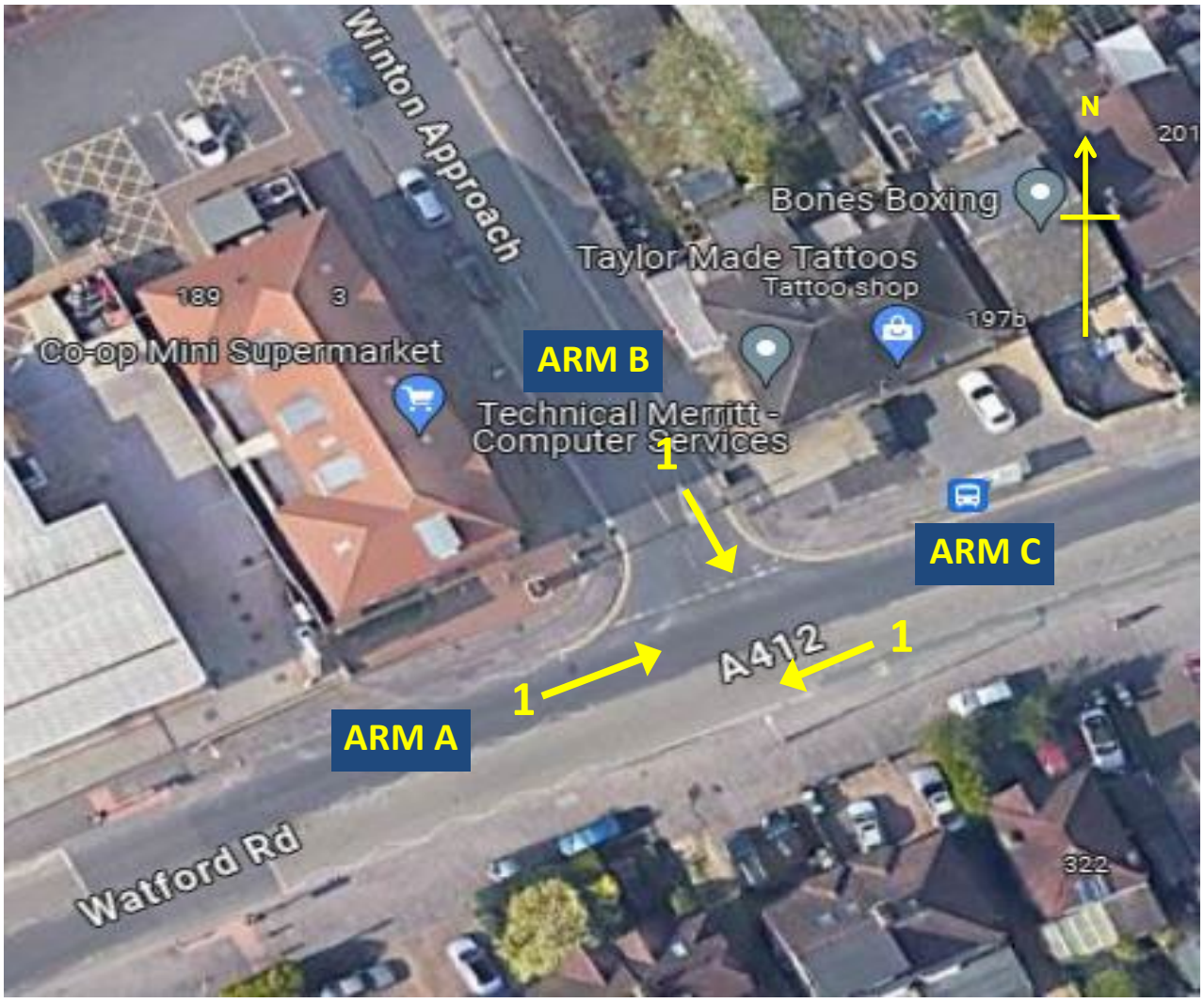
JOB TITLE:		JOB NUMBER:
CROXLEY GREEN		13537

SITE:		DATE:
10	AUTO SURVEYS LTD	27/06/2024
LOCATION: A412 WATFORD ROAD (W) / WINTON DRIVE / A412 WATFORD ROAD (E)		DAY: THURSDAY



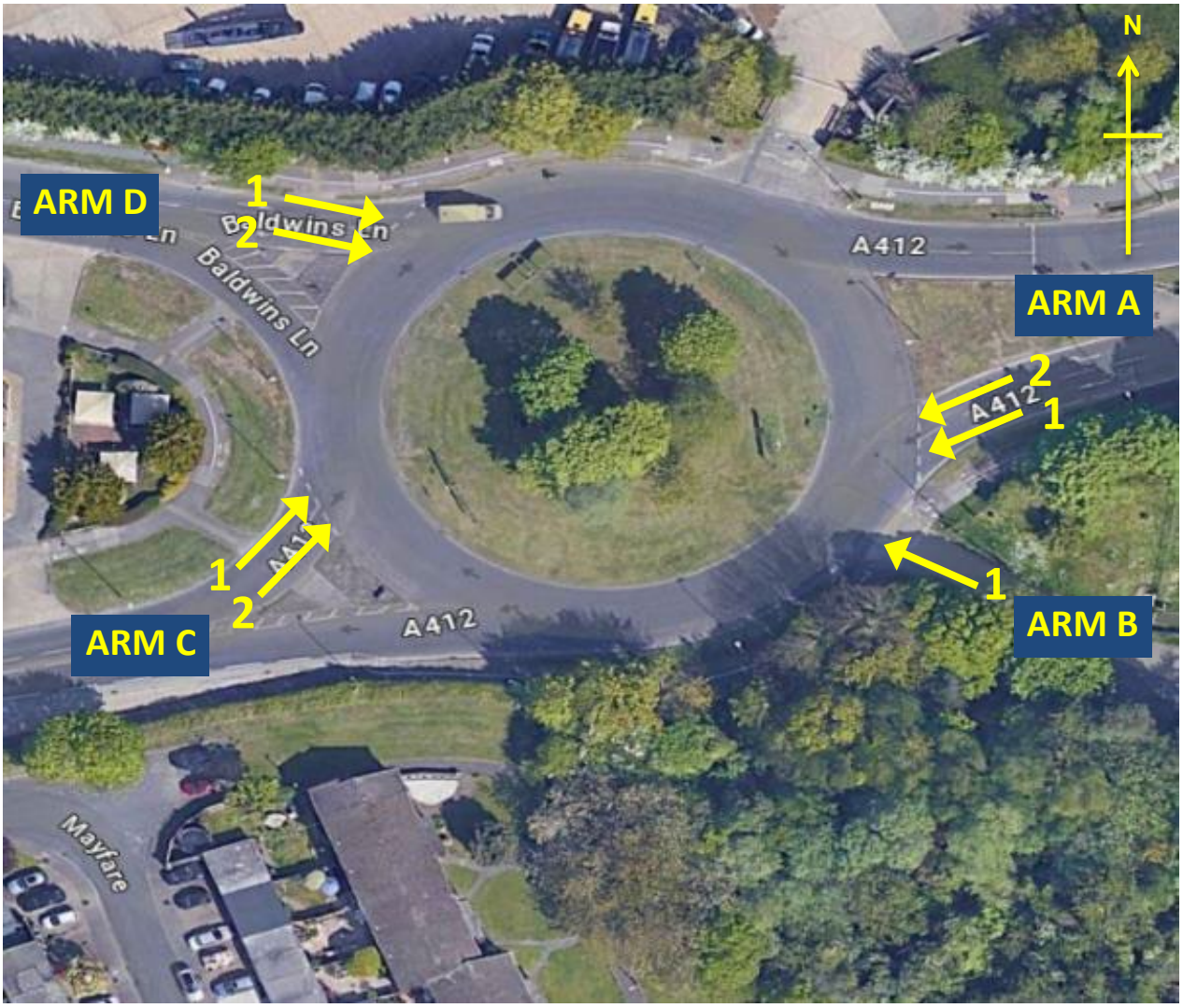
JOB TITLE:		JOB NUMBER:
CROXLEY GREEN		13537

SITE:		DATE:
11	AUTO SURVEYS LTD	27/06/2024
LOCATION: A412 WATFORD ROAD (W) / WINTON APPROACH / A412 WATFORD ROAD (E)		DAY: THURSDAY



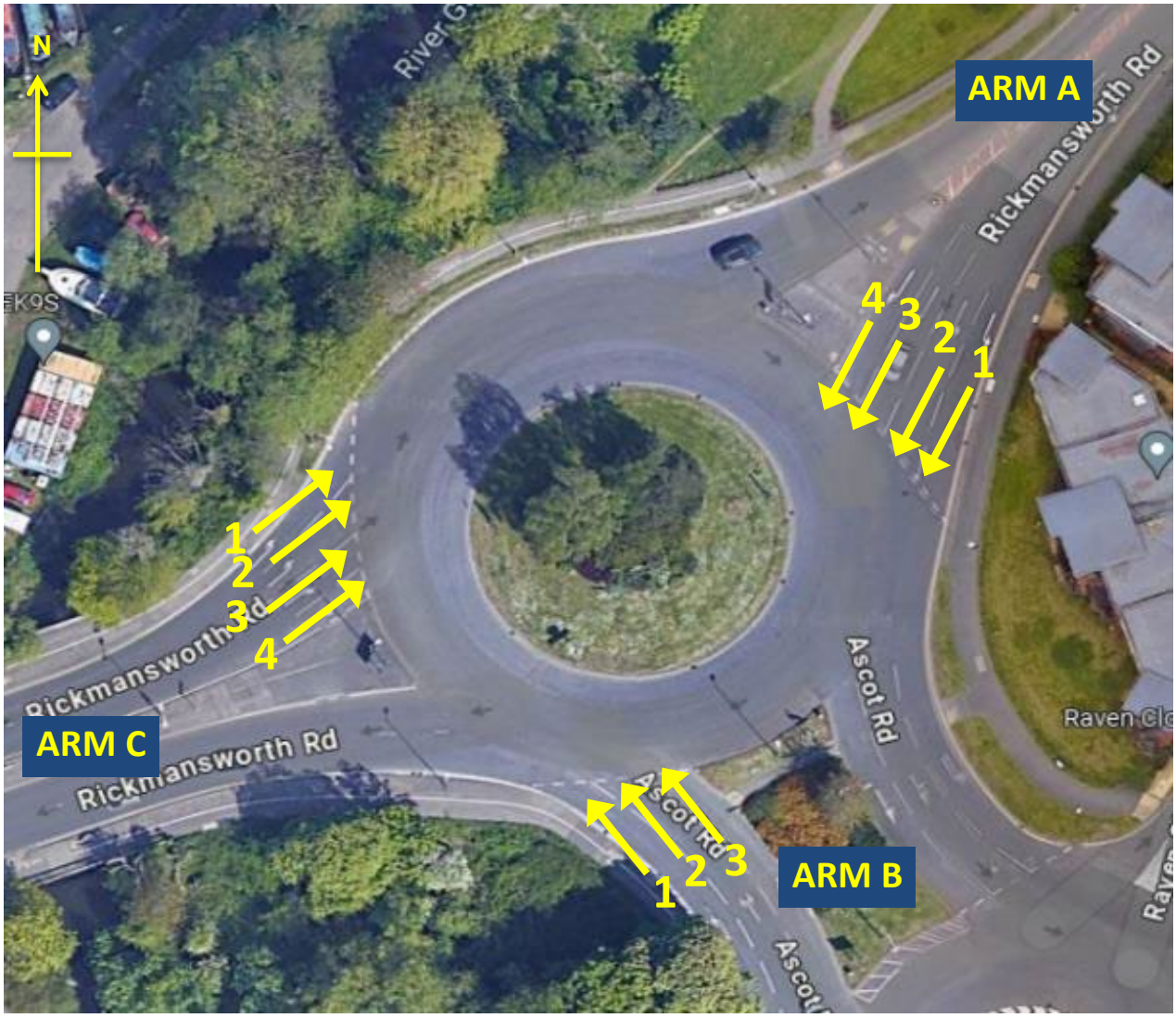
JOB TITLE:		JOB NUMBER:
CROXLEY GREEN		13537

SITE:		DATE:
12	AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	27/06/2024
LOCATION:		**DAY:**
A412 (E) / ACCESS ROAD / A412 (W)		THURSDAY



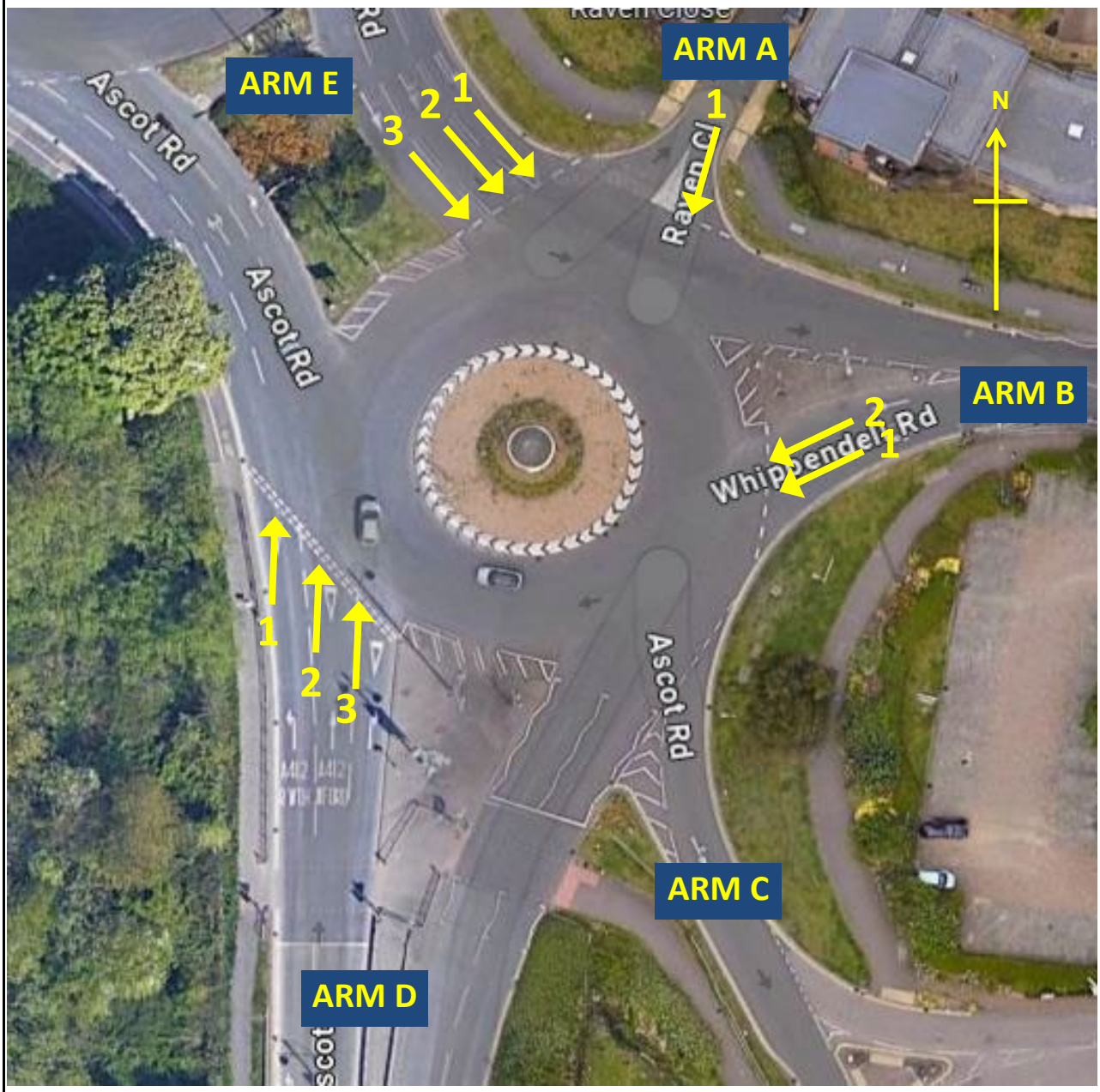
JOB TITLE:		JOB NUMBER:
CROXLEY GREEN		13537

SITE:		DATE:
13	AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	27/06/2024
LOCATION: RICKMANSWORTH ROAD (NE) / ASCOT ROAD / RICKMANSWORTH ROAD (W)		DAY: THURSDAY



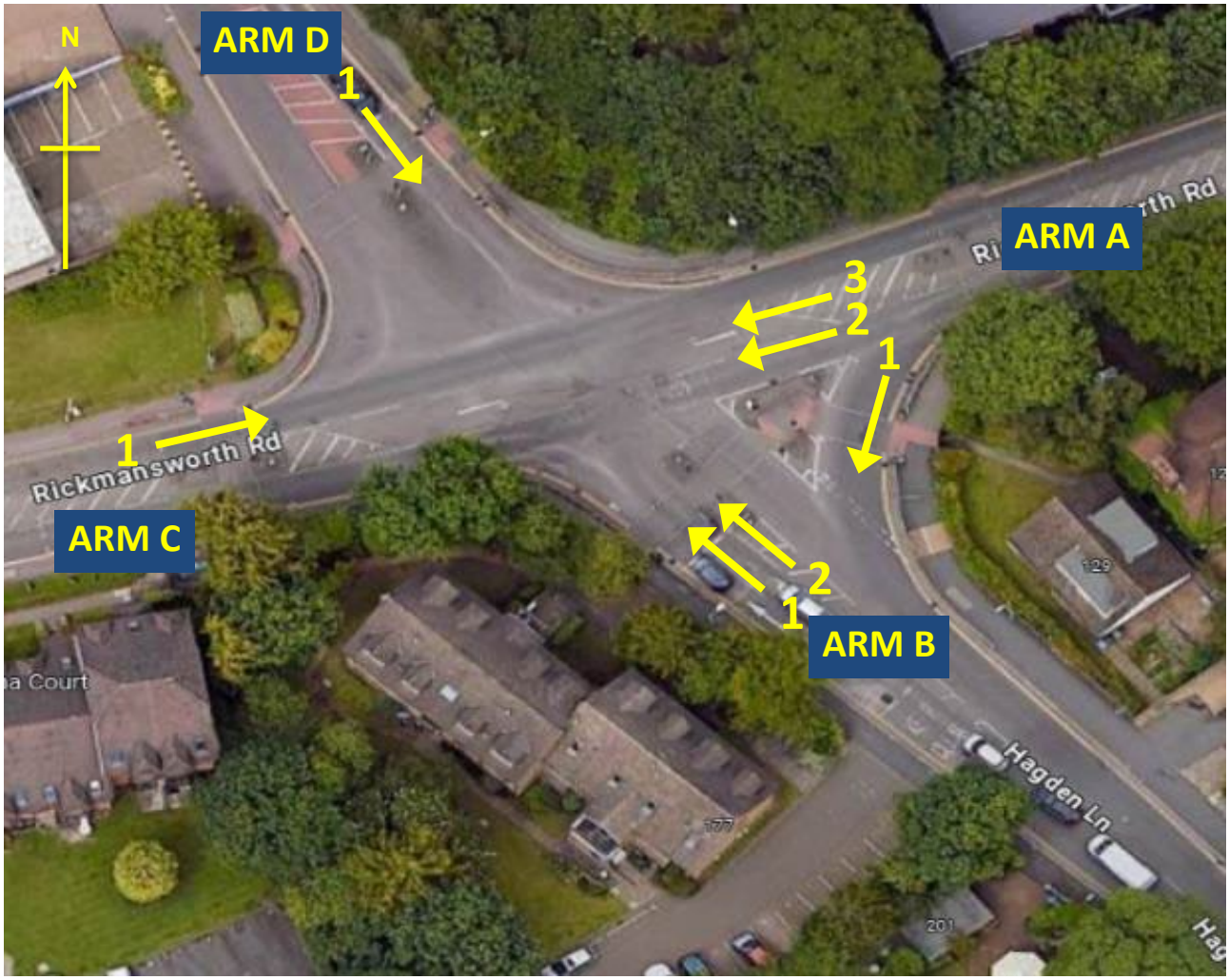
JOB TITLE:		JOB NUMBER:
CROXLEY GREEN		13537

SITE:		DATE:
14	AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	27/06/2024
LOCATION: RAVEN CLOSE / WHIPPENDELL ROAD / ASCOT ROAD (SE) / ASCOT ROAD (S) / ASCOT ROAD		DAY: THURSDAY



JOB TITLE:		JOB NUMBER:
CROXLEY GREEN		13537

SITE:		DATE:
15	AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	27/06/2024
LOCATION: RICKMANSWORTH ROAD (E) / HAGDEN LANE / RICKMANSWORTH ROAD (W) /		DAY: THURSDAY



JOB TITLE:		JOB NUMBER:
CROXLEY GREEN		13537

QUEUE LENGTHS

JOB REF: 13749

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (SE) / LINCOLN DRIVE / LITTLE GREEN LANE (NW) **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C	TIME	ARM A	ARM B	ARM C
	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1
07:00	0	0	0	14:30	0	0	0
07:05	0	0	0	14:35	0	0	0
07:10	0	0	0	14:40	0	0	0
07:15	0	0	0	14:45	0	0	0
07:20	0	0	0	14:50	0	0	0
07:25	0	0	0	14:55	0	0	0
07:30	0	0	0	15:00	0	0	0
07:35	0	0	0	15:05	0	0	0
07:40	0	0	0	15:10	0	0	0
07:45	0	0	0	15:15	0	1	0
07:50	0	0	0	15:20	0	0	0
07:55	0	0	0	15:25	0	0	0
08:00	0	0	0	15:30	0	0	0
08:05	0	0	0	15:35	0	0	0
08:10	0	0	0	15:40	0	0	0
08:15	0	0	0	15:45	0	0	0
08:20	0	0	0	15:50	0	0	0
08:25	0	0	0	15:55	0	0	0
08:30	0	0	0	16:00	0	0	0
08:35	0	1	0	16:05	0	0	0
08:40	0	1	0	16:10	0	0	0
08:45	0	0	0	16:15	0	0	0
08:50	0	0	0	16:20	0	0	0
08:55	0	0	0	16:25	0	0	0
09:00	0	0	0	16:30	0	0	0

QUEUE LENGTHS

JOB REF: 13749

JOB NAME: CROXLEY GREEN

SITE: 1 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (SE) / LINCOLN DRIVE / LITTLE GREEN LANE (NW) **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C
	LANE 1	LANE 1	LANE 1
09:05	0	0	0
09:10	0	0	0
09:15	0	0	0
09:20	0	0	0
09:25	0	0	0
09:30	0	0	0
09:35	0	0	0
09:40	0	0	0
09:45	0	0	0
09:50	0	0	0
09:55	0	0	0

TIME	ARM A	ARM B	ARM C
	LANE 1	LANE 1	LANE 1
16:35	0	0	0
16:40	0	0	0
16:45	0	0	0
16:50	0	0	0
16:55	0	0	0
17:00	0	0	0
17:05	0	0	0
17:10	0	0	0
17:15	0	1	0
17:20	0	0	0
17:25	0	0	0
17:30	0	0	0

QUEUE LENGTHS

JOB REF: 13749

JOB NAME: CROXLEY GREEN

SITE: 2 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / DURRANTS DRIVE / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C	TIME	ARM A	ARM B	ARM C
	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1
07:00	0	0	0	14:30	0	0	0
07:05	0	0	0	14:35	0	0	0
07:10	0	0	0	14:40	0	0	0
07:15	0	0	0	14:45	0	0	0
07:20	0	0	0	14:50	0	0	0
07:25	0	0	0	14:55	0	0	1
07:30	0	0	0	15:00	0	0	0
07:35	0	0	0	15:05	0	0	0
07:40	0	0	0	15:10	0	0	0
07:45	0	0	0	15:15	0	0	0
07:50	0	0	0	15:20	0	0	0
07:55	0	0	0	15:25	0	0	0
08:00	0	0	0	15:30	0	0	0
08:05	0	0	0	15:35	0	0	0
08:10	0	0	0	15:40	0	0	0
08:15	0	0	0	15:45	0	0	0
08:20	0	0	1	15:50	0	0	0
08:25	0	0	0	15:55	0	0	0
08:30	0	0	0	16:00	0	0	0
08:35	0	0	0	16:05	0	0	0
08:40	0	1	0	16:10	0	0	0
08:45	0	1	2	16:15	0	0	0
08:50	0	0	0	16:20	0	0	0
08:55	0	0	0	16:25	0	0	0
09:00	0	0	0	16:30	0	0	0

QUEUE LENGTHS

JOB REF: 13749

JOB NAME: CROXLEY GREEN

SITE: 2 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / DURRANTS DRIVE / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C
	LANE 1	LANE 1	LANE 1
09:05	0	0	0
09:10	0	0	0
09:15	0	0	0
09:20	0	0	0
09:25	0	0	0
09:30	0	0	0
09:35	0	0	0
09:40	0	0	0
09:45	0	0	0
09:50	0	0	0
09:55	0	0	0

TIME	ARM A	ARM B	ARM C
	LANE 1	LANE 1	LANE 1
16:35	0	0	1
16:40	0	0	0
16:45	0	0	0
16:50	0	0	0
16:55	0	0	0
17:00	0	0	0
17:05	0	0	0
17:10	0	0	0
17:15	0	0	0
17:20	0	1	0
17:25	0	0	0
17:30	0	0	1

QUEUE LENGTHS

JOB REF: 13749

JOB NAME: CROXLEY GREEN

SITE: 3 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / DURRANTS DRIVE / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C	TIME	ARM A	ARM B	ARM C
	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1
07:00	0	0	0	14:30	0	0	0
07:05	0	0	0	14:35	0	1	0
07:10	0	0	0	14:40	0	0	0
07:15	0	0	0	14:45	0	0	0
07:20	0	0	0	14:50	0	0	0
07:25	0	0	0	14:55	1	1	0
07:30	0	0	0	15:00	0	0	0
07:35	0	1	0	15:05	0	0	0
07:40	0	0	0	15:10	0	0	0
07:45	0	0	0	15:15	0	0	0
07:50	0	0	0	15:20	0	0	0
07:55	0	0	0	15:25	0	0	0
08:00	0	0	0	15:30	0	0	0
08:05	0	0	0	15:35	0	0	0
08:10	0	0	0	15:40	0	0	0
08:15	0	0	0	15:45	0	0	0
08:20	0	0	0	15:50	0	0	0
08:25	0	0	1	15:55	0	0	0
08:30	0	0	0	16:00	0	0	0
08:35	0	1	0	16:05	0	0	0
08:40	0	1	0	16:10	0	0	0
08:45	0	0	0	16:15	0	0	0
08:50	0	1	0	16:20	0	0	0
08:55	0	1	0	16:25	0	0	0
09:00	0	0	0	16:30	0	0	0

QUEUE LENGTHS

JOB REF: 13749

JOB NAME: CROXLEY GREEN

SITE: 3 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / DURRANTS DRIVE / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C
	LANE 1	LANE 1	LANE 1
09:05	0	0	0
09:10	0	0	0
09:15	0	0	0
09:20	0	0	0
09:25	0	0	0
09:30	0	0	0
09:35	0	1	0
09:40	0	0	0
09:45	0	0	0
09:50	0	0	0
09:55	0	0	0

TIME	ARM A	ARM B	ARM C
	LANE 1	LANE 1	LANE 1
16:35	0	0	0
16:40	0	0	0
16:45	0	0	0
16:50	0	0	0
16:55	0	0	0
17:00	0	0	0
17:05	0	0	0
17:10	0	0	0
17:15	0	0	0
17:20	0	0	0
17:25	0	0	0
17:30	0	0	0

QUEUE LENGTHS

JOB REF: 13749

JOB NAME: CROXLEY GREEN

SITE: 4 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / CANTERBURY WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C	TIME	ARM A	ARM B	ARM C
	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1
07:00	0	0	0	14:30	0	0	0
07:05	0	0	0	14:35	0	0	0
07:10	0	0	0	14:40	0	0	0
07:15	0	0	0	14:45	0	0	0
07:20	0	0	0	14:50	0	0	0
07:25	0	0	0	14:55	0	0	0
07:30	0	0	0	15:00	0	0	0
07:35	0	0	0	15:05	0	0	0
07:40	0	0	0	15:10	0	0	0
07:45	0	0	0	15:15	0	0	0
07:50	0	0	0	15:20	0	0	0
07:55	0	0	0	15:25	0	1	0
08:00	0	0	0	15:30	0	0	0
08:05	0	0	0	15:35	0	0	0
08:10	0	0	0	15:40	0	0	0
08:15	0	1	0	15:45	0	1	0
08:20	0	0	0	15:50	0	0	0
08:25	0	1	0	15:55	0	0	0
08:30	0	0	0	16:00	0	0	0
08:35	0	0	0	16:05	0	0	0
08:40	1	0	0	16:10	0	0	0
08:45	0	0	1	16:15	0	0	0
08:50	0	0	0	16:20	0	0	0
08:55	0	0	0	16:25	0	0	0
09:00	0	0	0	16:30	0	0	0

QUEUE LENGTHS

JOB REF: 13749

JOB NAME: CROXLEY GREEN

SITE: 4 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / CANTERBURY WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C
	LANE 1	LANE 1	LANE 1
09:05	0	0	0
09:10	0	0	0
09:15	0	0	0
09:20	0	0	0
09:25	0	0	0
09:30	0	0	0
09:35	0	0	0
09:40	0	0	0
09:45	0	0	0
09:50	0	0	0
09:55	0	0	0

TIME	ARM A	ARM B	ARM C
	LANE 1	LANE 1	LANE 1
16:35	0	0	0
16:40	0	0	0
16:45	0	0	0
16:50	0	0	0
16:55	0	0	0
17:00	0	0	0
17:05	0	0	0
17:10	0	0	0
17:15	0	0	0
17:20	0	0	0
17:25	0	0	0
17:30	0	0	0

QUEUE LENGTHS

JOB REF: 13749

JOB NAME: CROXLEY GREEN

SITE: 5 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / LINKS WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C	TIME	ARM A	ARM B	ARM C
	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1
07:00	0	0	0	14:30	0	0	0
07:05	0	1	0	14:35	0	1	0
07:10	0	0	0	14:40	0	1	0
07:15	0	0	0	14:45	0	0	0
07:20	0	0	0	14:50	0	1	0
07:25	0	0	0	14:55	0	0	0
07:30	0	2	0	15:00	0	0	0
07:35	1	0	0	15:05	0	0	0
07:40	0	0	0	15:10	0	0	0
07:45	0	0	0	15:15	0	1	0
07:50	0	0	0	15:20	0	0	0
07:55	0	0	0	15:25	0	0	0
08:00	0	0	0	15:30	0	0	0
08:05	0	0	0	15:35	0	0	0
08:10	0	1	1	15:40	0	0	0
08:15	0	1	0	15:45	0	1	0
08:20	0	1	0	15:50	0	0	0
08:25	0	0	0	15:55	0	1	0
08:30	0	0	1	16:00	0	1	0
08:35	0	1	1	16:05	0	0	0
08:40	0	1	0	16:10	0	1	0
08:45	0	1	2	16:15	0	2	0
08:50	0	0	0	16:20	0	0	0
08:55	0	0	0	16:25	0	0	0
09:00	0	0	0	16:30	0	0	0

QUEUE LENGTHS

JOB REF: 13749

JOB NAME: CROXLEY GREEN

SITE: 5 **DATE:** 27/06/2024

LOCATION: LITTLE GREEN LANE (NE) / LINKS WAY / LITTLE GREEN LANE (SW) **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C
	LANE 1	LANE 1	LANE 1
09:05	0	0	0
09:10	0	0	0
09:15	0	0	0
09:20	0	0	0
09:25	0	0	0
09:30	0	1	0
09:35	0	0	0
09:40	0	0	0
09:45	0	0	0
09:50	0	0	0
09:55	0	0	0

TIME	ARM A	ARM B	ARM C
	LANE 1	LANE 1	LANE 1
16:35	0	0	0
16:40	0	0	0
16:45	0	0	0
16:50	0	1	0
16:55	0	0	0
17:00	0	0	0
17:05	0	1	0
17:10	0	0	0
17:15	0	0	0
17:20	0	0	0
17:25	0	0	0
17:30	0	1	0

QUEUE LENGTHS

JOB REF: 13749

JOB NAME: CROXLEY GREEN

SITE: 6 **DATE:** 27/06/2024

LOCATION: MANOR WAY / BALDWINS LANE (E) / REPTON WAY **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C	ARM D	TIME	ARM A	ARM B	ARM C	ARM D
	LANE 1	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1	LANE 1
07:00	0	0	0	0	14:30	0	2	1	1
07:05	0	0	2	1	14:35	1	0	1	1
07:10	1	0	1	0	14:40	0	0	1	1
07:15	1	0	0	0	14:45	1	1	1	0
07:20	0	1	2	0	14:50	0	0	1	0
07:25	1	0	0	1	14:55	0	0	0	1
07:30	2	0	1	0	15:00	1	0	1	0
07:35	1	1	0	1	15:05	1	1	2	2
07:40	2	1	2	4	15:10	0	0	3	3
07:45	3	0	2	0	15:15	1	1	1	3
07:50	2	1	1	0	15:20	1	1	2	2
07:55	2	1	0	0	15:25	4	1	2	2
08:00	2	2	1	3	15:30	2	0	2	3
08:05	3	1	0	2	15:35	1	2	1	0
08:10	2	0	2	3	15:40	1	2	0	0
08:15	1	1	2	3	15:45	1	0	1	2
08:20	1	1	1	1	15:50	2	0	1	0
08:25	1	0	2	4	15:55	3	1	3	1
08:30	2	2	1	2	16:00	1	2	3	2
08:35	2	1	1	2	16:05	0	0	1	5
08:40	1	0	2	2	16:10	1	1	1	0
08:45	4	1	1	4	16:15	1	0	0	0
08:50	5	1	1	3	16:20	1	1	1	2
08:55	3	1	2	8	16:25	0	1	1	0
09:00	2	0	0	3	16:30	2	1	0	2

QUEUE LENGTHS

JOB REF: 13749

JOB NAME: CROXLEY GREEN

SITE: 6 **DATE:** 27/06/2024

LOCATION: MANOR WAY / BALDWINS LANE (E) / REPTON WAY **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C	ARM D
	LANE 1	LANE 1	LANE 1	LANE 1
09:05	2	1	2	10+
09:10	0	0	1	0
09:15	1	0	0	1
09:20	2	0	0	2
09:25	0	0	0	0
09:30	2	1	1	1
09:35	0	0	0	0
09:40	1	2	0	0
09:45	2	2	2	0
09:50	1	0	2	0
09:55	1	2	1	0

TIME	ARM A	ARM B	ARM C	ARM D
	LANE 1	LANE 1	LANE 1	LANE 1
16:35	1	2	1	0
16:40	2	0	1	1
16:45	1	2	0	0
16:50	1	2	0	4
16:55	3	1	1	0
17:00	2	3	2	3
17:05	0	0	1	1
17:10	1	1	2	0
17:15	0	2	1	3
17:20	1	2	3	12
17:25	3	1	4	5
17:30	2	1	3	0

QUEUE LENGTHS

JOB REF: 13749

JOB NAME: CROXLEY GREEN

SITE: 7 **DATE:** 27/06/2024

LOCATION: DURRANTS DRIVE / BALDWINS LANE (E) / BALDWINS LANE (W) **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C	TIME	ARM A	ARM B	ARM C
	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1
07:00	1	1	0	14:30	1	0	0
07:05	0	0	0	14:35	0	0	1
07:10	0	0	0	14:40	1	0	0
07:15	0	0	0	14:45	2	0	0
07:20	1	0	0	14:50	1	1	0
07:25	2	0	0	14:55	1	0	0
07:30	1	0	0	15:00	1	0	1
07:35	1	0	0	15:05	0	0	2
07:40	1	0	0	15:10	1	3	1
07:45	0	0	1	15:15	2	0	0
07:50	2	0	0	15:20	1	1	3
07:55	1	1	0	15:25	2	2	0
08:00	2	1	0	15:30	1	2	1
08:05	2	1	0	15:35	1	2	0
08:10	1	0	3	15:40	1	1	0
08:15	1	1	3	15:45	0	1	0
08:20	1	1	0	15:50	1	0	0
08:25	2	1	3	15:55	0	0	1
08:30	2	2	2	16:00	0	2	0
08:35	2	3	1	16:05	0	0	0
08:40	2	2	3	16:10	1	0	0
08:45	2	1	3	16:15	1	0	0
08:50	1	0	0	16:20	1	2	0
08:55	2	1	1	16:25	2	0	0
09:00	0	0	0	16:30	1	0	1

QUEUE LENGTHS

JOB REF: 13749

JOB NAME: CROXLEY GREEN

SITE: 7 **DATE:** 27/06/2024

LOCATION: DURRANTS DRIVE / BALDWINS LANE (E) / BALDWINS LANE (W) **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C
	LANE 1	LANE 1	LANE 1
09:05	1	0	0
09:10	2	0	1
09:15	2	0	3
09:20	0	0	0
09:25	2	1	0
09:30	1	1	2
09:35	0	0	1
09:40	1	0	0
09:45	1	1	1
09:50	1	1	0
09:55	0	0	0

TIME	ARM A	ARM B	ARM C
	LANE 1	LANE 1	LANE 1
16:35	1	3	0
16:40	1	0	0
16:45	2	2	1
16:50	1	1	0
16:55	0	0	1
17:00	1	0	0
17:05	1	2	2
17:10	0	0	1
17:15	1	2	0
17:20	2	0	0
17:25	2	1	0
17:30	1	2	0

QUEUE LENGTHS

JOB REF: 13749

JOB NAME: CROXLEY GREEN

SITE: 8 **DATE:** 27/06/2024

LOCATION: BALDWINS LANE (W) / LINKS WAY / BALDWINS LANE (E) **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C		TIME	ARM A	ARM B	ARM C	
	LANE 1	LANE 1	LANE 1	LANE 2		LANE 1	LANE 1	LANE 1	LANE 2
07:00	0	1	0	0	14:30	0	1	0	0
07:05	0	2	0	0	14:35	0	1	0	0
07:10	0	0	0	0	14:40	0	1	0	0
07:15	0	1	0	0	14:45	0	0	0	0
07:20	0	1	0	0	14:50	0	2	0	0
07:25	0	0	0	0	14:55	0	2	0	1
07:30	0	1	0	0	15:00	0	0	0	0
07:35	0	2	0	0	15:05	0	1	0	0
07:40	0	0	0	0	15:10	0	0	0	0
07:45	0	3	0	0	15:15	0	1	0	0
07:50	0	2	0	0	15:20	0	1	0	0
07:55	0	1	2	0	15:25	0	2	0	1
08:00	0	1	0	0	15:30	0	1	1	1
08:05	0	3	0	1	15:35	0	1	0	0
08:10	0	1	0	1	15:40	0	1	0	0
08:15	0	1	0	1	15:45	0	1	0	0
08:20	3	3	0	0	15:50	0	1	0	0
08:25	3	3	0	0	15:55	0	1	1	0
08:30	0	3	0	0	16:00	0	1	0	0
08:35	0	2	0	1	16:05	0	2	0	0
08:40	0	1	0	1	16:10	0	1	0	0
08:45	0	2	0	0	16:15	0	3	0	0
08:50	0	3	0	1	16:20	0	2	0	1
08:55	0	1	0	0	16:25	0	1	0	1
09:00	0	2	0	0	16:30	0	1	0	0

QUEUE LENGTHS

JOB REF: 13749

JOB NAME: CROXLEY GREEN

SITE: 8 **DATE:** 27/06/2024

LOCATION: BALDWINS LANE (W) / LINKS WAY / BALDWINS LANE (E) **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C	
	LANE 1	LANE 1	LANE 1	LANE 2
09:05	0	3	0	0
09:10	0	2	0	1
09:15	0	1	0	1
09:20	0	1	0	0
09:25	0	0	0	0
09:30	0	1	0	0
09:35	0	0	0	0
09:40	0	2	0	1
09:45	0	1	0	0
09:50	0	1	0	0
09:55	0	0	2	0

TIME	ARM A	ARM B	ARM C	
	LANE 1	LANE 1	LANE 1	LANE 2
16:35	0	1	0	0
16:40	0	1	0	1
16:45	0	1	0	0
16:50	0	1	0	1
16:55	0	3	0	1
17:00	0	1	0	1
17:05	0	2	0	1
17:10	0	2	0	1
17:15	0	1	0	0
17:20	0	1	0	1
17:25	0	1	0	1
17:30	0	3	0	0

QUEUE LENGTHS

JOB REF: 13749

JOB NAME: CROXLEY GREEN

SITE: 9 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / NEW ROAD / A412 WATFORD ROAD (E) **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C
	LANE 1	LANE 1	LANE 1
07:00	0	1	0
07:05	0	1	0
07:10	0	0	0
07:15	0	2	0
07:20	0	1	0
07:25	0	0	3
07:30	0	0	1
07:35	0	1	1
07:40	0	1	3
07:45	0	2	3
07:50	0	1	5
07:55	0	2	3
08:00	1	1	5
08:05	0	2	7
08:10	0	3	4
08:15	0	1	5
08:20	0	1	6
08:25	0	0	2
08:30	0	1	5
08:35	0	1	4
08:40	0	3	3
08:45	0	1	0
08:50	0	2	0
08:55	0	1	1
09:00	0	2	3

TIME	ARM A	ARM B	ARM C
	LANE 1	LANE 1	LANE 1
14:30	0	1	1
14:35	2	1	2
14:40	0	1	1
14:45	0	1	5
14:50	0	0	7
14:55	1	1	3
15:00	0	1	1
15:05	0	1	2
15:10	0	2	0
15:15	0	1	3
15:20	0	2	2
15:25	0	1	5
15:30	0	1	3
15:35	0	1	3
15:40	0	0	4
15:45	0	1	4
15:50	0	1	1
15:55	0	2	0
16:00	0	1	3
16:05	0	1	4
16:10	0	2	6
16:15	0	2	4
16:20	0	1	5
16:25	0	1	3
16:30	0	1	3

QUEUE LENGTHS

JOB REF: 13749

JOB NAME: CROXLEY GREEN

SITE: 9 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / NEW ROAD / A412 WATFORD ROAD (E) **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C
	LANE 1	LANE 1	LANE 1
09:05	0	1	1
09:10	0	0	0
09:15	0	1	0
09:20	0	1	1
09:25	0	1	0
09:30	0	2	0
09:35	0	0	1
09:40	0	1	3
09:45	0	1	1
09:50	0	1	2
09:55	0	0	2

TIME	ARM A	ARM B	ARM C
	LANE 1	LANE 1	LANE 1
16:35	0	1	1
16:40	0	1	0
16:45	0	1	0
16:50	0	1	0
16:55	0	1	1
17:00	0	1	4
17:05	0	1	3
17:10	0	1	8
17:15	0	1	8
17:20	0	1	6
17:25	0	1	1
17:30	0	1	2

QUEUE LENGTHS

JOB REF: 13749

JOB NAME: CROXLEY GREEN

SITE: 10 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON DRIVE / A412 WATFORD ROAD (E) **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C	TIME	ARM A	ARM B	ARM C
	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1
07:00	0	2	0	14:30	0	1	1
07:05	0	1	0	14:35	4	1	2
07:10	0	2	0	14:40	0	2	0
07:15	0	3	0	14:45	0	0	5
07:20	0	1	0	14:50	0	1	7
07:25	0	1	3	14:55	0	1	4
07:30	0	1	0	15:00	0	1	1
07:35	0	2	3	15:05	0	3	3
07:40	0	3	3	15:10	0	1	0
07:45	0	1	3	15:15	0	1	3
07:50	0	2	4	15:20	0	1	2
07:55	0	2	3	15:25	0	2	5
08:00	2	1	4	15:30	0	2	3
08:05	0	1	6	15:35	0	1	3
08:10	0	2	4	15:40	0	2	4
08:15	0	1	5	15:45	0	2	4
08:20	0	2	5	15:50	0	0	3
08:25	3	1	3	15:55	0	1	0
08:30	0	1	5	16:00	0	1	4
08:35	0	1	4	16:05	0	1	4
08:40	0	1	2	16:10	0	1	6
08:45	0	2	1	16:15	0	2	5
08:50	0	2	0	16:20	3	2	6
08:55	0	2	1	16:25	0	1	3
09:00	0	2	3	16:30	0	1	3

QUEUE LENGTHS

JOB REF: 13749

JOB NAME: CROXLEY GREEN

SITE: 10 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON DRIVE / A412 WATFORD ROAD (E) **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C
	LANE 1	LANE 1	LANE 1
09:05	0	1	1
09:10	0	1	0
09:15	0	1	0
09:20	3	2	0
09:25	0	1	0
09:30	0	1	0
09:35	0	2	2
09:40	0	1	2
09:45	0	1	0
09:50	0	1	2
09:55	0	1	1

TIME	ARM A	ARM B	ARM C
	LANE 1	LANE 1	LANE 1
16:35	0	0	1
16:40	0	1	0
16:45	0	1	2
16:50	0	1	0
16:55	0	2	2
17:00	0	1	4
17:05	0	1	4
17:10	0	1	6
17:15	0	1	7
17:20	0	1	4
17:25	0	0	1
17:30	0	3	3

QUEUE LENGTHS

JOB REF: 13749

JOB NAME: CROXLEY GREEN

SITE: 11 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON APPROACH / A412 WATFORD ROAD (E) **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C	TIME	ARM A	ARM B	ARM C
	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1
07:00	0	1	0	14:30	0	1	0
07:05	0	1	0	14:35	0	0	0
07:10	0	2	0	14:40	0	1	1
07:15	0	0	0	14:45	0	1	3
07:20	0	0	0	14:50	0	2	2
07:25	0	2	0	14:55	0	0	3
07:30	0	1	0	15:00	0	1	2
07:35	0	2	2	15:05	0	3	1
07:40	0	1	2	15:10	0	2	2
07:45	0	3	2	15:15	0	1	2
07:50	0	1	2	15:20	0	2	1
07:55	0	2	0	15:25	0	2	3
08:00	0	2	2	15:30	0	1	3
08:05	0	2	0	15:35	0	2	4
08:10	0	2	0	15:40	0	0	0
08:15	0	2	4	15:45	0	1	0
08:20	0	2	2	15:50	0	1	3
08:25	0	2	4	15:55	0	1	0
08:30	0	1	3	16:00	0	0	2
08:35	0	3	4	16:05	0	1	1
08:40	0	1	3	16:10	0	2	3
08:45	0	2	3	16:15	0	2	1
08:50	0	2	4	16:20	0	2	4
08:55	0	3	1	16:25	3	2	2
09:00	0	2	0	16:30	0	1	2

QUEUE LENGTHS

JOB REF: 13749

JOB NAME: CROXLEY GREEN

SITE: 11 **DATE:** 27/06/2024

LOCATION: A412 WATFORD ROAD (W) / WINTON APPROACH / A412 WATFORD ROAD (E) **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C
	LANE 1	LANE 1	LANE 1
09:05	0	1	0
09:10	0	2	0
09:15	0	2	0
09:20	0	2	0
09:25	0	2	2
09:30	0	2	0
09:35	0	2	0
09:40	0	1	1
09:45	0	1	0
09:50	0	1	1
09:55	0	2	0

TIME	ARM A	ARM B	ARM C
	LANE 1	LANE 1	LANE 1
16:35	0	2	1
16:40	0	1	0
16:45	0	2	4
16:50	0	1	1
16:55	0	1	3
17:00	0	1	1
17:05	0	0	0
17:10	0	1	0
17:15	0	0	0
17:20	0	1	4
17:25	0	1	4
17:30	0	2	1

QUEUE LENGTHS

JOB REF: 13749

JOB NAME: CROXLEY GREEN

SITE: 12 **DATE:**

LOCATION: A412 (E) / ACCESS ROAD / A412 (W) **DAY:**

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A		ARM B	ARM C		ARM D	
	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2	LANE 1	LANE 2
07:00	0	0	0	0	0	0	0
07:05	0	0	0	0	0	1	0
07:10	0	0	0	0	0	0	0
07:15	0	0	0	3	0	0	0
07:20	0	0	0	0	0	4	1
07:25	0	0	0	0	0	4	0
07:30	0	0	0	0	0	1	1
07:35	0	0	0	2	1	1	2
07:40	0	0	0	0	0	1	0
07:45	0	0	0	1	1	2	2
07:50	0	0	0	0	0	3	3
07:55	0	0	0	1	1	3	1
08:00	0	0	0	1	2	3	2
08:05	0	1	0	2	2	3	3
08:10	0	1	0	1	4+	1	2
08:15	0	0	0	1	2	6	4
08:20	1	0	0	2	4	4	7
08:25	0	1	0	4+	3	2	4
08:30	0	0	0	4+	3	4	4
08:35	0	1	0	4	2	1	3
08:40	1	1	0	3	2	5	5
08:45	0	0	0	0	0	3	3
08:50	0	0	0	0	0	5	6
08:55	0	0	0	0	0	5	2
09:00	0	0	0	0	2	4	2

TIME	ARM A		ARM B	ARM
	LANE 1	LANE 2	LANE 1	LANE 1
14:30	0	0	0	0
14:35	0	0	0	1
14:40	0	1	0	1
14:45	0	0	0	0
14:50	0	0	0	0
14:55	0	0	0	0
15:00	0	0	0	0
15:05	0	0	0	3
15:10	0	0	0	1
15:15	0	0	0	3
15:20	0	0	0	1
15:25	0	0	0	2
15:30	0	1	0	4+
15:35	0	0	0	2
15:40	0	0	0	0
15:45	0	1	0	1
15:50	0	0	0	0
15:55	0	0	0	2
16:00	0	0	0	3
16:05	0	0	0	2
16:10	0	0	0	3
16:15	0	0	0	2
16:20	0	0	0	2
16:25	0	0	0	2
16:30	0	0	0	0

QUEUE LENGTHS

JOB REF: 13749

JOB NAME: CROXLEY GREEN

SITE: 12 **DATE:**

LOCATION: A412 (E) / ACCESS ROAD / A412 (W) **DAY:**

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A		ARM B	ARM C		ARM D	
	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2	LANE 1	LANE 2
09:05	0	0	0	3	0	2	2
09:10	0	0	0	0	0	2	2
09:15	0	0	0	0	1	1	0
09:20	0	0	0	0	0	1	3
09:25	0	0	0	0	1	1	1
09:30	0	0	0	1	0	1	0
09:35	0	0	0	1	0	2	1
09:40	0	0	0	0	0	2	0
09:45	0	0	0	1	0	3	1
09:50	1	1	0	0	0	2	1
09:55	3	0	0	0	0	0	1

TIME	ARM A		ARM B	ARM
	LANE 1	LANE 2	LANE 1	LANE 1
16:35	0	1	0	1
16:40	0	0	0	2
16:45	1	0	0	3
16:50	0	0	0	0
16:55	0	0	0	1
17:00	0	2	0	3
17:05	0	0	0	2
17:10	0	0	0	3
17:15	0	0	0	3
17:20	0	1	0	2
17:25	1	0	0	3
17:30	0	0	0	4

QUEUE LENGTHS

JOB REF: 13749

JOB NAME: CROXLEY GREEN

SITE: 13

LOCATION: RICKMANSWORTH ROAD (NE) / ASCOT ROAD / RICKMANSWORTH ROAD (W)

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A				ARM B			ARM C			
	LANE 1	LANE 2	LANE 3	LANE 4	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 3	LANE 4
07:00	0	1	0	0	0	1	0	0	0	0	0
07:05	0	0	0	0	2	1	0	0	0	0	0
07:10	0	1	0	0	3	2	0	0	0	0	0
07:15	0	0	0	0	1	0	0	0	0	1	0
07:20	0	2	1	0	4	3	0	0	0	1	0
07:25	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	1	0	1	3	0	0	0	0	0
07:35	0	2	3	1	2	3	0	1	4	0	0
07:40	0	3	3	0	1	3	2	0	0	0	0
07:45	0	0	0	0	3	1	1	1	0	1	1
07:50	1	1	2	1	1	1	0	0	0	3	0
07:55	0	1	4	1	3	1	0	0	0	2	0
08:00	1	4	4	0	2	2	0	0	0	3	0
08:05	0	1	4	2	4	1	2	3	0	2	1
08:10	0	1	2	1	2	1	1	5	0	2	2
08:15	0	3	3	1	2	2	0	1	0	1	2
08:20	1	5	4	1	2	3	1	0	0	0	3
08:25	1	5	3	2	2	3	0	0	0	2	1
08:30	1	3	3	1	3	4	0	2	1	3	1
08:35	0	7	2	3	2	2	0	2	0	0	2
08:40	2	4	2	3	3	3	0	1	0	5	2
08:45	0	3	1	0	4	2	0	0	0	2	0
08:50	1	3	1	1	2	3	0	3	0	3	2
08:55	0	2	1	0	0	3	2	1	0	7	1
09:00	0	1	2	1	3	1	0	1	0	0	2

TIME	ARM A				ARM B			
	LANE 1	LANE 2	LANE 3	LANE 4	LANE 1	LANE 2	LANE 3	LANE 1
14:30	0	0	0	0	2	3	1	0
14:35	1	0	1	0	1	3	0	2
14:40	0	0	2	0	2	3	1	2
14:45	0	1	1	0	1	2	0	4
14:50	0	1	2	1	3	3	1	0
14:55	0	1	0	1	3	2	1	2
15:00	0	0	0	0	5	4	2	1
15:05	0	2	0	2	3	3	2	1
15:10	0	0	1	1	2	2	0	0
15:15	0	1	2	0	2	2	0	0
15:20	0	1	2	1	3	4	0	2
15:25	0	1	7	1	4	3	1	3
15:30	1	1	4	0	2	3	2	1
15:35	0	3	3	1	7	4	0	1
15:40	0	0	0	0	3	3	0	2
15:45	0	0	3	1	3	3	1	1
15:50	1	0	0	0	2	4	0	1
15:55	0	0	0	0	1	0	0	1
16:00	0	0	3	1	4	2	0	1
16:05	0	0	1	2	6	3	1	2
16:10	0	3	1	2	2	0	0	1
16:15	0	1	1	0	3	2	2	2
16:20	1	1	3	0	4	3	1	2
16:25	1	1	2	2	0	2	0	1
16:30	0	0	2	1	3	2	1	0

QUEUE LENGTHS

JOB REF: 13749

JOB NAME: CROXLEY GREEN

SITE: 13

LOCATION: RICKMANSWORTH ROAD (NE) / ASCOT ROAD / RICKMANSWORTH ROAD (W)

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A				ARM B			ARM C			
	LANE 1	LANE 2	LANE 3	LANE 4	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 3	LANE 4
09:05	1	2	2	1	3	2	1	0	0	0	0
09:10	0	2	1	0	1	2	0	0	0	0	0
09:15	0	1	2	0	0	1	1	1	0	2	2
09:20	1	1	3	0	0	1	0	2	0	0	1
09:25	1	3	1	1	4	0	3	0	0	1	3
09:30	0	0	0	1	3	1	0	0	0	1	0
09:35	0	2	1	0	1	0	0	0	0	1	0
09:40	1	0	2	1	2	1	0	1	0	1	2
09:45	0	0	1	0	1	1	0	0	0	0	0
09:50	0	0	1	0	2	1	0	0	0	0	0
09:55	1	0	2	1	1	1	0	0	0	1	0

TIME	ARM A				ARM B			
	LANE 1	LANE 2	LANE 3	LANE 4	LANE 1	LANE 2	LANE 3	LANE 1
16:35	0	0	2	0	3	3	1	2
16:40	0	0	2	0	3	5	1	2
16:45	0	0	2	0	4	4	1	3
16:50	1	2	2	1	4	3	0	0
16:55	0	1	2	1	3	5	1	2
17:00	0	1	1	0	6	5	1	2
17:05	0	1	2	0	1	4	0	2
17:10	0	0	0	0	8	6	1	2
17:15	0	1	3	2	5	4	1	1
17:20	0	1	3	3	7	4	1	2
17:25	0	2	2	1	3	2	1	3
17:30	1	0	1	1	3	4	1	3

QUEUE LENGTHS

JOB REF: 13749

JOB NAME: CROXLEY GREEN

SITE: 14

LOCATION: RAVEN CLOSE / WHIPPENDELL ROAD / ASCOT ROAD (SE) / ASCOT ROAD (S) / ASCOT ROAD (N)

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B		ARM D			ARM E			TIME	ARM A	ARM B		
	LANE 1	LANE 1	LANE 2	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 3		LANE 1	LANE 1	LANE 2	LANE 1
07:00	0	0	1	1	1	1	0	0	0	14:30	0	0	1	1
07:05	0	3	1	0	0	0	0	0	0	14:35	0	1	0	1
07:10	0	3	0	0	1	0	0	2	0	14:40	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	14:45	0	2	0	2
07:20	1	1	1	0	2	0	0	1	0	14:50	0	2	1	1
07:25	1	2	1	1	2	1	0	1	0	14:55	1	4	1	2
07:30	0	3	1	0	1	0	0	0	0	15:00	0	5	4	3
07:35	1	2	2	0	1	0	0	0	0	15:05	0	4	2	1
07:40	0	4	2	1	1	1	0	1	0	15:10	0	2	1	1
07:45	0	1	2	1	1	0	0	0	0	15:15	1	6	2	1
07:50	2	3	3	0	1	0	0	3	0	15:20	0	1	2	4
07:55	1	4	4	2	4	0	0	2	0	15:25	0	2	2	1
08:00	1	7	5	3	1	3	0	3	0	15:30	0	2	1	1
08:05	0	5	3	1	2	1	0	0	0	15:35	0	2	1	2
08:10	1	12	4	2	1	1	0	0	1	15:40	0	0	1	1
08:15	1	20	3	1	1	1	0	0	1	15:45	1	0	0	3
08:20	1	22	2	1	1	1	3	4	3	15:50	0	2	0	2
08:25	0	21	4	1	3	2	2	3	1	15:55	0	2	2	3
08:30	0	23	2	1	2	1	0	3	0	16:00	1	5	3	3
08:35	1	18	4	3	1	1	2	5	0	16:05	1	5	1	2
08:40	0	21	3	1	2	2	2	6	2	16:10	0	1	2	1
08:45	1	7	3	0	2	2	1	6	2	16:15	0	2	1	2
08:50	1	9	1	1	2	1	0	6	3	16:20	0	2	2	1
08:55	0	3	4	0	1	1	1	3	0	16:25	0	2	1	3
09:00	0	4	1	1	1	1	0	3	0	16:30	0	0	2	2

QUEUE LENGTHS

JOB REF: 13749

JOB NAME: CROXLEY GREEN

SITE: 14

LOCATION: RAVEN CLOSE / WHIPPENDELL ROAD / ASCOT ROAD (SE) / ASCOT ROAD (S) / ASCOT ROAD (N)

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B		ARM D			ARM E		
	LANE 1	LANE 1	LANE 2	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 3
09:05	0	3	1	0	1	1	2	4	2
09:10	0	1	2	1	1	2	1	2	3
09:15	1	1	1	1	2	1	0	1	0
09:20	0	1	1	1	1	1	0	1	0
09:25	0	2	1	1	1	2	0	2	0
09:30	0	3	1	1	0	1	0	0	0
09:35	0	4	0	2	1	2	0	0	0
09:40	0	4	2	1	2	0	0	0	0
09:45	0	1	1	2	2	0	0	0	0
09:50	1	3	0	3	1	1	0	1	1
09:55	0	2	1	1	2	1	0	0	0

TIME	ARM A	ARM B		
	LANE 1	LANE 1	LANE 2	LANE 1
16:35	0	1	1	2
16:40	0	6	1	3
16:45	1	4	1	2
16:50	1	3	1	1
16:55	0	3	2	2
17:00	0	2	1	2
17:05	0	1	1	4
17:10	0	3	1	4
17:15	0	5	2	3
17:20	0	1	4	2
17:25	1	0	2	2
17:30	0	2	2	4

QUEUE LENGTHS

JOB REF: 13749

JOB NAME: CROXLEY GREEN

SITE: 15 **DATE:**

LOCATION: RICKMANSWORTH ROAD (E) / HAGDEN LANE / RICKMANSWORTH ROAD (W) / METROPOLITIAN STATION APPROACH **DAY:**

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A			ARM B		ARM C	ARM D
	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 1	LANE 1
07:00	0	0	0	0	2	0	3
07:05	0	0	0	2	4	0	1
07:10	0	0	0	0	5	0	1
07:15	1	0	0	2	2	0	2
07:20	0	0	0	2	8	0	2
07:25	0	0	0	0	6	0	2
07:30	0	0	1	1	9	0	1
07:35	0	0	0	3	11	0	2
07:40	0	0	1	3	4	0	4
07:45	0	0	0	0	10	0	4
07:50	0	0	0	0	12	0	6
07:55	0	0	0	0	14	0	6
08:00	0	0	0	1	12	0	5
08:05	0	0	0	2	14	0	7
08:10	0	0	0	2	13	0	1
08:15	0	0	0	2	7	0	4
08:20	1	0	0	3	14	0	6
08:25	0	0	0	4	15+	2	12
08:30	0	0	0	6	15+	2	8
08:35	0	0	0	3	8	0	6
08:40	0	0	0	2	8	0	4
08:45	0	0	1	1	3	0	1
08:50	0	0	0	1	7	0	2
08:55	0	0	1	1	11	0	2
09:00	0	0	2	1	9	0	4

TIME	ARM A			ARM B		ARM C
	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 1
14:30	0	0	3	0	4	0
14:35	0	0	0	1	5	0
14:40	0	0	1	1	3	0
14:45	0	0	1	2	9	0
14:50	0	0	0	1	5	0
14:55	0	0	0	0	7	0
15:00	0	0	0	3	8	0
15:05	0	0	0	2	10	0
15:10	0	0	0	2	11	0
15:15	0	0	0	5	14+	0
15:20	0	0	0	5	8	0
15:25	0	0	0	1	7	0
15:30	0	0	1	4	6	0
15:35	0	0	1	2	6	0
15:40	0	0	0	1	6	0
15:45	0	0	0	1	9	0
15:50	0	0	1	3	11	0
15:55	0	0	1	1	6	0
16:00	0	0	0	2	12	0
16:05	0	0	0	1	5	0
16:10	0	0	1	1	4	0
16:15	0	0	1	2	9	0
16:20	0	0	0	2	6	0
16:25	0	0	0	1	6	0
16:30	0	0	1	2	6	0

QUEUE LENGTHS

JOB REF: 13749

JOB NAME: CROXLEY GREEN

SITE: 15 **DATE:**

LOCATION: RICKMANSWORTH ROAD (E) / HAGDEN LANE / RICKMANSWORTH ROAD (W) / METROPOLITIAN STATION APPROACH **DAY:**

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A			ARM B		ARM C	ARM D
	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 1	LANE 1
09:05	0	0	2	1	7	0	1
09:10	0	0	0	0	4	0	4
09:15	0	0	1	0	4	0	1
09:20	0	0	0	1	6	0	2
09:25	0	0	1	0	7	0	1
09:30	0	0	0	3	4	0	3
09:35	0	0	0	0	7	0	2
09:40	0	0	0	1	7	0	1
09:45	0	0	0	1	5	0	2
09:50	0	0	0	1	5	0	2
09:55	0	0	1	1	3	0	1

TIME	ARM A			ARM B		ARM C
	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 1
16:35	0	0	0	1	6	0
16:40	0	0	0	2	10	0
16:45	0	0	0	0	13	0
16:50	0	0	0	0	8	0
16:55	0	0	1	1	9	0
17:00	0	0	0	1	4	0
17:05	0	0	0	0	9	0
17:10	0	0	0	0	14+	0
17:15	0	0	0	1	12	0
17:20	0	0	0	0	11	0
17:25	0	0	0	1	7	0
17:30	0	0	0	2	8	0

Appendix C

Automatic Traffic Count (ATC) Data

Site 1 - 51.6578824,-0.4403052 **LITTLE GREEN LANE – LOOKING EASTBOUND**



Site 2 - 51.6587188,-0.4383537 **LITTLE GREEN LANE – LOOKING EASTBOUND**



Site 3 - 51.6585694,-0.4363309 **LINKS WAY – LOOKING NORTHBOUND**



Site 4 - 51.6573416,-0.4366321 **CANTERBURY WAY – LOOKING NORTHBOUND**



Site 5 - 51.6570823,-0.4383377 **DURRANTS DR – LOOKING SOUTHBOUND**



Site 6 - 51.6568975,-0.4445201 **LINCOLN DR – LOOKING SOUTHBOUND**



Site 7 - 51.6532733,-0.4438632 **BALDWINS LANE – LOOKING WESTBOUND**



Site 8 - 51.651435,-0.454774 **THE GREEN – LOOKING NORTHBOUND**



Site 9 - 51.6469896,-0.3818216 **ALDENHAM RD – LOOKING SOUTHBOUND**



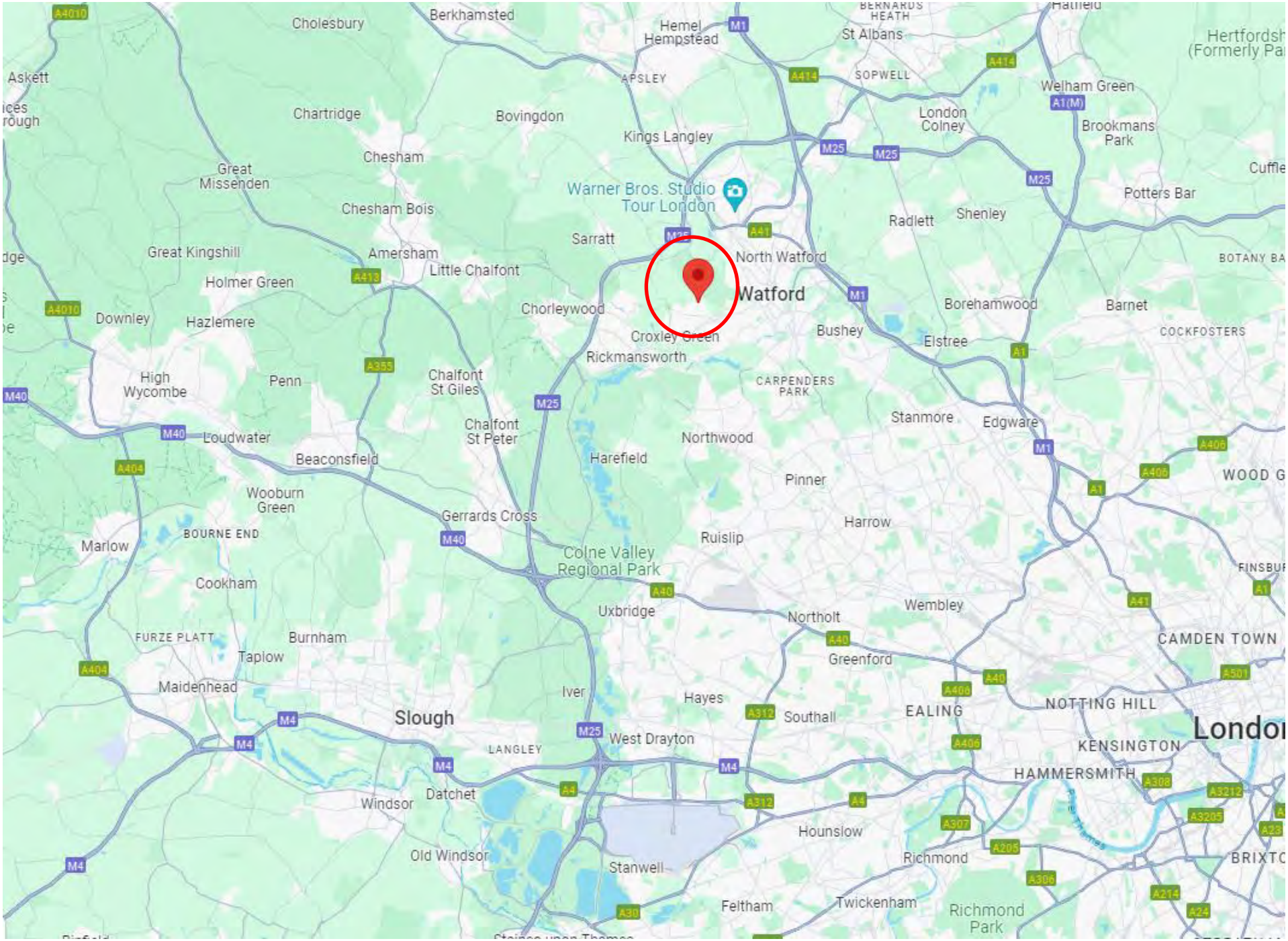
Site 10 - 51.6475153,-0.3850119 **LOWER HIGH ST – LOOKING NORTHWESTBOUND**




1
2
3
4
5
7
7
8
Little Green Ln
Rousebarn Ln
Killingdown Farm
Killingdown Farm Ct
Stagecoach Performing Arts Rickmansworth
Play
Tennis courts
Haute Honnah
Grove Court
Auntie Julie
Croxley Green Skate park
Greens Essentials
Kenilworth Dr
Kenilworth Dr
The Grn
The Grn
Little Green Ln
Whiskers Feathers and Fur
TBL Medal Mounting
mccx
West Herts Golf Clu
Dover Way
Ludlow Way
Hastings Way
Durrants Dr
Richmond Way
Links Way
Links Way
DigitalGarden Web Development &...
Warwick Way
Baldwins Ln
Croxley Danes School
St Bede's RC Church, Rickmansworth
Claremont Cres
Croxley Green
Little Giggles Childminding
Beekind Services
Owens Way
Sherborne Way
Dulwich Way
Repton Way
Rugby Way
Winchester Way
Lancing Way
Girton Way
Malvern Way
Malvern Way Infant and Nursery School
Yorke Mead Primary School
don Lodge
ach & Horses


Watford Recreation Fields Playground
Natuzzi Italia - Watford
TK Maxx
Big-Brand Bargains, In Store
Hobbycraft Watford
Introduce Your Kids To Crafts
Homesense Watford
Big-Brand Bargains, In Store
York Rd
Muriel Ave
Wright Cl
Jane Collins Sports Therapy and...
Cockram Road Play Area
Hillside Rd
Cockram Rd
B462
10
9
Alderham Rd
The Vale
Tasty Bean Cafe
Huge Skate and Play Park
Oxhey Activity Park
Bodicraft Supplies
Anytime Fitness Bushey
Oakmoor Lodge
A4008
Bushey
Oxhey Park
Villiers Coffee House
Manor View Practice
Manning Court
Lower Paddock Rd
Field Rd
Cross Rd
Oxhey Park Playground
Carlton court
Parkside
A4178
A4125
By the Green Boarding
Round hill
Grover Rd
The Villiers Arms
Oxhey Green Park Playground
Upper Paddock Rd
Toy Creative
Cedar Rd
Kingsfield Rd
Oxhey Ave


SITES 1 - 8
SITES 9 - 10
Watford
Little Green Junior School
Killingdown Farm
West Herts Golf Club
Cassiobury Farm and Fishery
Baldwins Ln
Car Planet Watford
A412
Bridgewater Surgeries
Medivet Croxley Green
Morrisons
Westfield Academy
Royale Stones, Watford
Croxley
Croxley Green
Rickmansworth School
HOLYWELL
Croxley Park
Tusker
Woodshots Meadow
Medical Appraisals UK - For Doctors, Locums...
Croxley Common Moor
Travis Perkins
Holywell Community Centre
King George V Playing Field
The Outdoor Athlete Bootcamp
West Herts College
Cafe in the Park playground
Cassiobury Park
Watford
Watford Grammar School for Boys
Rickmansworth Rd
A411
Sainsbury's
Leonardo Hotel London Watford
JRC Global Buffet
Hollywood Bowl Watford Atria
Wingstop Watford
atria Watford
A4178
Exchange Rd
Advanced Autos
Radlett Road Playing Fields
A4008
Greatham Rd
Parents Paradise Children's Play Centre
Premier Inn Watford Central
Waterfields Way
Vicarage Road Cemetery
Watford High Street
Tesco Extra
WEST WATFORD
Vicarage Road
Hagden Ln
Watford General Hospital
Brewers Decorator Centres
Farrow & Ball Paint Stockists
THE ROOKERY
River Court Care Home
Trade City
Oxhey Activity Park
Tasty Bean Cafe
Huge Skate and Play Park
Riverside Park
Oxhey Park
Bushey
IMO Car Wash
Oxhey Nursery School
Bromet Primary School
Eastbury Dental Practice
Green Tree Yoga
Layers
Google


Cholesbury
Berkhamsted
Hemel Hempstead
St Albans
Askett
Chartridge
Bovingdon
Kings Langley
Chesham
Great Missenden
Chesham Bois
Warner Bros. Studio Tour London
Sarratt
Great Kingshill
Amersham
Little Chalfont
Holmer Green
Chorleywood
Watford
North Watford
Radlett
Shenley
Potters Bar
Borehamwood
Barnet
Bushey
Elstree
Croxley Green
Rickmansworth
Downley
Hazlemere
High Wycombe
Penn
Chalfont St Giles
Chalfont St Peter
Loudwater
Beaconsfield
Wooburn Green
Gerrards Cross
Harefield
Northwood
Pinner
Stanmore
Edgware
Harrow
Ruislip
Wembley
Marlow
BOURNE END
Cookham
Colne Valley Regional Park
Uxbridge
Northolt
Greenford
Hayes
Southall
EALING
NOTTING HILL
CAMDEN TOWN
FURZE PLATT
Burnham
Taplow
Maidenhead
Slough
Iver
West Drayton
LANGLEY
Windsor
Datchet
Old Windsor
Stanwell
Hounslow
Richmond
KENSINGTON
HAMMERSMITH
Feltham
Twickenham
Richmond Park
CARPENDERS PARK
COCKFOSTERS
WOOD G
FINSBU
BOTANY BA
Welham Green
Brookmans Park
London Colney
APSLEY
SOPWELL
BERNARDS HEATH
Hatfield
Hertfordsh
(Formerly Pa
Cuffle
M1
M25
M4
M40
A1
A1(M)
A41
A40
A404
A4010
A413
A355
A414
A406
A312
A4
A30
A214
A24
A3212
A3205
A308
A307
A205
A306
A501
A23

13537		CROXLEY GREEN JUNE 2024								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**Average 85%ile Speed**	**Average Mean Speed**
Site No: 13537001	Site 1 - Little Green Lane, Croxley Green 51.657882, -0.440305	Channel: Eastbound	Sat 22-Jun-24	Fri 28-Jun-24	30	1704	265	243	25.5	20.9
		Channel: Westbound	Sat 22-Jun-24	Fri 28-Jun-24		1892	293	270	25.8	20.9

13537		CROXLEY GREEN			Site No: 13537001		Location	Site 1 - Little Green Lane, Croxley Green			
Sat 22-Jun-24 to Fri 28-Jun-24					Channel: Eastbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 22-Jun-24											
00:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
06:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
07:00	**7**	0	0.0	4	57.1	3	42.9	0	0.0	0	0.0
08:00	**9**	1	11.1	8	88.9	0	0.0	0	0.0	0	0.0
09:00	**13**	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
10:00	**18**	2	11.1	16	88.9	0	0.0	0	0.0	0	0.0
11:00	**14**	0	0.0	12	85.7	2	14.3	0	0.0	0	0.0
12:00	**9**	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
13:00	**12**	2	16.7	7	58.3	3	25.0	0	0.0	0	0.0
14:00	**18**	0	0.0	16	88.9	2	11.1	0	0.0	0	0.0
15:00	**11**	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
16:00	**15**	0	0.0	15	100.0	0	0.0	0	0.0	0	0.0
17:00	**16**	3	18.8	12	75.0	1	6.3	0	0.0	0	0.0
18:00	**6**	1	16.7	5	83.3	0	0.0	0	0.0	0	0.0
19:00	**11**	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
20:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
21:00	**11**	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
22:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
23:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**148**	**9**	**6.1**	**126**	**85.1**	**13**	**8.8**	**0**	**0.0**	**0**	**0.0**
16H,6-22	**178**	**9**	**5.1**	**156**	**87.6**	**13**	**7.3**	**0**	**0.0**	**0**	**0.0**
18H,6-24	**187**	**9**	**4.8**	**165**	**88.2**	**13**	**7.0**	**0**	**0.0**	**0**	**0.0**
24H,0-24	**193**	**9**	**4.7**	**170**	**88.1**	**14**	**7.3**	**0**	**0.0**	**0**	**0.0**

Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN			Site No: 13537001		Location	Site 1 - Little Green Lane, Croxley Green			
Sat 22-Jun-24 to Fri 28-Jun-24					Channel: Eastbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 23-Jun-24											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
06:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
07:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
08:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
09:00	17	0	0.0	15	88.2	1	5.9	1	5.9	0	0.0
10:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
11:00	23	1	4.4	22	95.7	0	0.0	0	0.0	0	0.0
12:00	21	0	0.0	20	95.2	1	4.8	0	0.0	0	0.0
13:00	10	1	10.0	9	90.0	0	0.0	0	0.0	0	0.0
14:00	12	2	16.7	9	75.0	1	8.3	0	0.0	0	0.0
15:00	11	3	27.3	8	72.7	0	0.0	0	0.0	0	0.0
16:00	16	3	18.8	13	81.3	0	0.0	0	0.0	0	0.0
17:00	20	1	5.0	17	85.0	2	10.0	0	0.0	0	0.0
18:00	6	1	16.7	3	50.0	2	33.3	0	0.0	0	0.0
19:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
20:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
21:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
22:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	158	12	7.6	137	86.7	8	5.1	1	0.6	0	0.0
16H,6-22	177	12	6.8	156	88.1	8	4.5	1	0.6	0	0.0
18H,6-24	179	12	6.7	158	88.3	8	4.5	1	0.6	0	0.0
24H,0-24	185	12	6.5	164	88.7	8	4.3	1	0.5	0	0.0

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13537		CROXLEY GREEN			Site No: 13537001		Location	Site 1 - Little Green Lane, Croxley Green			
Sat 22-Jun-24 to Fri 28-Jun-24					Channel: Eastbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 24-Jun-24											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**2**	1	50.0	1	50.0	0	0.0	0	0.0	0	0.0
06:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
07:00	**16**	0	0.0	13	81.3	3	18.8	0	0.0	0	0.0
08:00	**39**	3	7.7	34	87.2	2	5.1	0	0.0	0	0.0
09:00	**15**	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0
10:00	**9**	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
11:00	**12**	0	0.0	10	83.3	2	16.7	0	0.0	0	0.0
12:00	**11**	1	9.1	9	81.8	1	9.1	0	0.0	0	0.0
13:00	**14**	1	7.1	11	78.6	2	14.3	0	0.0	0	0.0
14:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
15:00	**45**	0	0.0	45	100.0	0	0.0	0	0.0	0	0.0
16:00	**22**	0	0.0	21	95.5	1	4.6	0	0.0	0	0.0
17:00	**16**	1	6.3	13	81.3	2	12.5	0	0.0	0	0.0
18:00	**15**	0	0.0	15	100.0	0	0.0	0	0.0	0	0.0
19:00	**14**	2	14.3	8	57.1	3	21.4	1	7.1	0	0.0
20:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
21:00	**5**	2	40.0	3	60.0	0	0.0	0	0.0	0	0.0
22:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
23:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**220**	**6**	**2.7**	**197**	**89.6**	**17**	**7.7**	**0**	**0.0**	**0**	**0.0**
16H,6-22	**249**	**10**	**4.0**	**217**	**87.2**	**21**	**8.4**	**1**	**0.4**	**0**	**0.0**
18H,6-24	**257**	**10**	**3.9**	**225**	**87.6**	**21**	**8.2**	**1**	**0.4**	**0**	**0.0**
24H,0-24	**259**	**11**	**4.3**	**226**	**87.3**	**21**	**8.1**	**1**	**0.4**	**0**	**0.0**

Data produced by
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13537		CROXLEY GREEN			Site No: 13537001		Location	Site 1 - Little Green Lane, Croxley Green			
Sat 22-Jun-24 to Fri 28-Jun-24					Channel: Eastbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 25-Jun-24											
00:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**3**	1	33.3	2	66.7	0	0.0	0	0.0	0	0.0
06:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
07:00	**11**	2	18.2	7	63.6	2	18.2	0	0.0	0	0.0
08:00	**42**	5	11.9	37	88.1	0	0.0	0	0.0	0	0.0
09:00	**13**	0	0.0	12	92.3	0	0.0	0	0.0	1	7.7
10:00	**13**	0	0.0	10	76.9	3	23.1	0	0.0	0	0.0
11:00	**8**	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
12:00	**28**	1	3.6	26	92.9	1	3.6	0	0.0	0	0.0
13:00	**11**	0	0.0	9	81.8	1	9.1	1	9.1	0	0.0
14:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
15:00	**40**	2	5.0	37	92.5	1	2.5	0	0.0	0	0.0
16:00	**11**	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
17:00	**21**	0	0.0	19	90.5	2	9.5	0	0.0	0	0.0
18:00	**22**	0	0.0	21	95.5	1	4.6	0	0.0	0	0.0
19:00	**12**	2	16.7	9	75.0	1	8.3	0	0.0	0	0.0
20:00	**8**	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
21:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
22:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**228**	**10**	**4.4**	**204**	**89.5**	**12**	**5.3**	**1**	**0.4**	**1**	**0.4**
16H,6-22	**256**	**12**	**4.7**	**227**	**88.7**	**15**	**5.9**	**1**	**0.4**	**1**	**0.4**
18H,6-24	**262**	**12**	**4.6**	**232**	**88.6**	**16**	**6.1**	**1**	**0.4**	**1**	**0.4**
24H,0-24	**270**	**13**	**4.8**	**239**	**88.5**	**16**	**5.9**	**1**	**0.4**	**1**	**0.4**

Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN			Site No: 13537001		Location	Site 1 - Little Green Lane, Croxley Green			
Sat 22-Jun-24 to Fri 28-Jun-24					Channel: Eastbound						
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES %**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Wed 26-Jun-24											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**2**	1	50.0	1	50.0	0	0.0	0	0.0	0	0.0
06:00	**4**	1	25.0	2	50.0	1	25.0	0	0.0	0	0.0
07:00	**13**	0	0.0	11	84.6	2	15.4	0	0.0	0	0.0
08:00	**43**	3	7.0	36	83.7	3	7.0	1	2.3	0	0.0
09:00	**19**	0	0.0	16	84.2	2	10.5	1	5.3	0	0.0
10:00	**17**	0	0.0	16	94.1	1	5.9	0	0.0	0	0.0
11:00	**13**	0	0.0	11	84.6	2	15.4	0	0.0	0	0.0
12:00	**12**	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
13:00	**10**	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
14:00	**10**	2	20.0	8	80.0	0	0.0	0	0.0	0	0.0
15:00	**34**	2	5.9	31	91.2	1	2.9	0	0.0	0	0.0
16:00	**24**	1	4.2	20	83.3	3	12.5	0	0.0	0	0.0
17:00	**19**	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
18:00	**11**	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
19:00	**11**	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
20:00	**2**	1	50.0	1	50.0	0	0.0	0	0.0	0	0.0
21:00	**5**	1	20.0	3	60.0	1	20.0	0	0.0	0	0.0
22:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
23:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**225**	**8**	**3.6**	**197**	**87.6**	**18**	**8.0**	**2**	**0.9**	**0**	**0.0**
16H,6-22	**247**	**11**	**4.5**	**214**	**86.6**	**20**	**8.1**	**2**	**0.8**	**0**	**0.0**
18H,6-24	**252**	**11**	**4.4**	**219**	**86.9**	**20**	**7.9**	**2**	**0.8**	**0**	**0.0**
24H,0-24	**254**	**12**	**4.7**	**220**	**86.6**	**20**	**7.9**	**2**	**0.8**	**0**	**0.0**

Data produced by
Auto Surveys Ltd

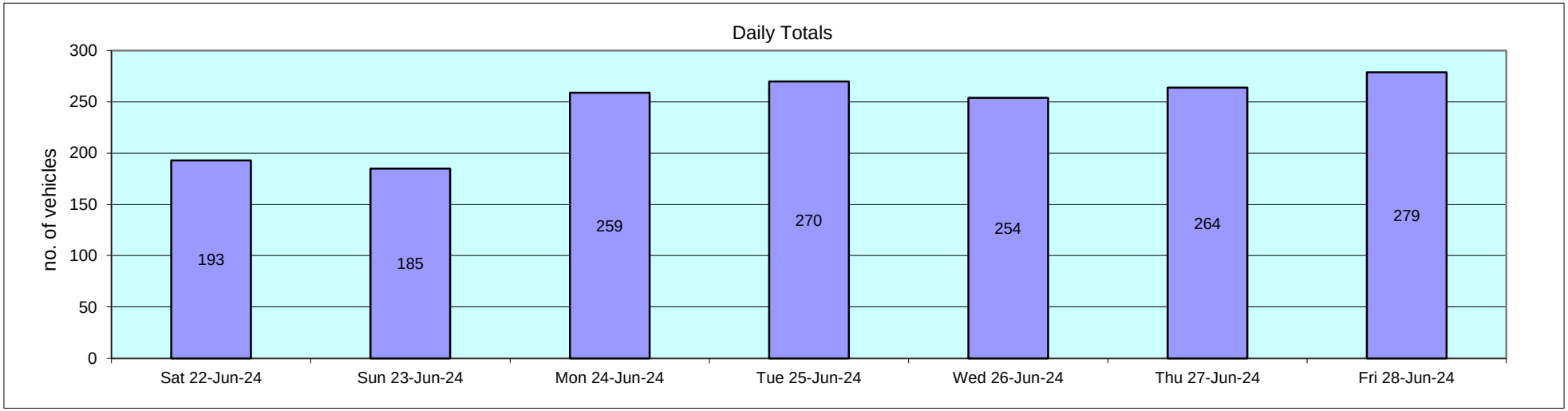
13537		CROXLEY GREEN			Site No: 13537001		Location	Site 1 - Little Green Lane, Croxley Green			
Sat 22-Jun-24 to Fri 28-Jun-24					Channel: Eastbound						
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES %**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Thu 27-Jun-24											
00:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**2**	1	50.0	1	50.0	0	0.0	0	0.0	0	0.0
06:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
07:00	**11**	1	9.1	7	63.6	3	27.3	0	0.0	0	0.0
08:00	**35**	4	11.4	30	85.7	1	2.9	0	0.0	0	0.0
09:00	**20**	0	0.0	20	100.0	0	0.0	0	0.0	0	0.0
10:00	**17**	0	0.0	15	88.2	2	11.8	0	0.0	0	0.0
11:00	**18**	4	22.2	14	77.8	0	0.0	0	0.0	0	0.0
12:00	**18**	0	0.0	17	94.4	1	5.6	0	0.0	0	0.0
13:00	**12**	1	8.3	9	75.0	2	16.7	0	0.0	0	0.0
14:00	**11**	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
15:00	**34**	5	14.7	28	82.4	1	2.9	0	0.0	0	0.0
16:00	**23**	0	0.0	22	95.7	1	4.4	0	0.0	0	0.0
17:00	**26**	1	3.9	25	96.2	0	0.0	0	0.0	0	0.0
18:00	**7**	1	14.3	6	85.7	0	0.0	0	0.0	0	0.0
19:00	**11**	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
20:00	**8**	1	12.5	6	75.0	1	12.5	0	0.0	0	0.0
21:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
22:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
23:00	**2**	2	100.0	0	0.0	0	0.0	0	0.0	0	0.0
12H,7-19	**232**	**17**	**7.3**	**204**	**87.9**	**11**	**4.7**	**0**	**0.0**	**0**	**0.0**
16H,6-22	**256**	**18**	**7.0**	**225**	**87.9**	**13**	**5.1**	**0**	**0.0**	**0**	**0.0**
18H,6-24	**261**	**20**	**7.7**	**227**	**87.0**	**14**	**5.4**	**0**	**0.0**	**0**	**0.0**
24H,0-24	**264**	**21**	**8.0**	**228**	**86.4**	**15**	**5.7**	**0**	**0.0**	**0**	**0.0**

Data produced by
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13537		CROXLEY GREEN			Site No: 13537001		Location	Site 1 - Little Green Lane, Croxley Green			
Sat 22-Jun-24 to Fri 28-Jun-24					Channel: Eastbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 28-Jun-24											
00:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**2**	1	50.0	1	50.0	0	0.0	0	0.0	0	0.0
06:00	**1**	1	100.0	0	0.0	0	0.0	0	0.0	0	0.0
07:00	**11**	2	18.2	8	72.7	1	9.1	0	0.0	0	0.0
08:00	**43**	3	7.0	35	81.4	5	11.6	0	0.0	0	0.0
09:00	**19**	0	0.0	15	79.0	4	21.1	0	0.0	0	0.0
10:00	**21**	0	0.0	16	76.2	5	23.8	0	0.0	0	0.0
11:00	**13**	3	23.1	8	61.5	2	15.4	0	0.0	0	0.0
12:00	**12**	1	8.3	9	75.0	2	16.7	0	0.0	0	0.0
13:00	**22**	2	9.1	18	81.8	2	9.1	0	0.0	0	0.0
14:00	**14**	1	7.1	13	92.9	0	0.0	0	0.0	0	0.0
15:00	**32**	0	0.0	32	100.0	0	0.0	0	0.0	0	0.0
16:00	**21**	0	0.0	19	90.5	2	9.5	0	0.0	0	0.0
17:00	**12**	0	0.0	10	83.3	2	16.7	0	0.0	0	0.0
18:00	**11**	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
19:00	**13**	1	7.7	12	92.3	0	0.0	0	0.0	0	0.0
20:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
21:00	**6**	1	16.7	4	66.7	1	16.7	0	0.0	0	0.0
22:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
23:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**231**	**12**	**5.2**	**194**	**84.0**	**25**	**10.8**	**0**	**0.0**	**0**	**0.0**
16H,6-22	**259**	**15**	**5.8**	**218**	**84.2**	**26**	**10.0**	**0**	**0.0**	**0**	**0.0**
18H,6-24	**269**	**15**	**5.6**	**228**	**84.8**	**26**	**9.7**	**0**	**0.0**	**0**	**0.0**
24H,0-24	**279**	**16**	**5.7**	**237**	**85.0**	**26**	**9.3**	**0**	**0.0**	**0**	**0.0**

Data produced by
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13537		CROXLEY GREEN		Site No: 13537001		Location	Site 1 - Little Green Lane, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24				Channel: Eastbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES %**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Daily Totals											
Sat 22-Jun-24	**193**	9	4.7	170	88.1	14	7.3	0	0.0	0	0.0
Sun 23-Jun-24	**185**	12	6.5	164	88.7	8	4.3	1	0.5	0	0.0
Mon 24-Jun-24	**259**	11	4.3	226	87.3	21	8.1	1	0.4	0	0.0
Tue 25-Jun-24	**270**	13	4.8	239	88.5	16	5.9	1	0.4	1	0.4
Wed 26-Jun-24	**254**	12	4.7	220	86.6	20	7.9	2	0.8	0	0.0
Thu 27-Jun-24	**264**	21	8.0	228	86.4	15	5.7	0	0.0	0	0.0
Fri 28-Jun-24	**279**	16	5.7	237	85.0	26	9.3	0	0.0	0	0.0
Total Vehicles											
[--]	**1704**	94	5.5	1484	87.2	120	6.9	5	0.3	1	0.1



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13537			CROXLEY GREEN				Site No: 13537001				Location	Site 1 - Little Green Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 22-Jun-24																
00:00	3	-	16.8	5.9	0	0	2	0	1	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
06:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
07:00	7	-	22.8	6.8	0	0	1	2	2	1	1	0	0	0	0	0
08:00	9	-	22.9	4.2	0	0	0	3	4	2	0	0	0	0	0	0
09:00	13	27.4	22.7	5.1	0	0	0	6	4	2	1	0	0	0	0	0
10:00	18	28.8	22.1	5.8	0	0	1	10	1	5	1	0	0	0	0	0
11:00	14	24.9	20.3	5.2	0	0	4	2	7	1	0	0	0	0	0	0
12:00	9	-	19.6	4.4	0	0	2	3	4	0	0	0	0	0	0	0
13:00	12	19.5	18.5	4.5	0	0	3	7	1	1	0	0	0	0	0	0
14:00	18	23.7	19.1	4.4	0	0	5	6	7	0	0	0	0	0	0	0
15:00	11	24.2	21.2	3	0	0	0	5	6	0	0	0	0	0	0	0
16:00	15	28.1	23.5	4.8	0	0	0	5	6	3	1	0	0	0	0	0
17:00	16	26.2	20.1	5.6	0	0	4	6	3	3	0	0	0	0	0	0
18:00	6	-	17.7	6	0	1	1	2	2	0	0	0	0	0	0	0
19:00	11	24.2	21.2	3	0	0	0	5	6	0	0	0	0	0	0	0
20:00	7	-	22.8	4.7	0	0	0	3	2	2	0	0	0	0	0	0
21:00	11	23.3	19.4	4	0	0	2	5	4	0	0	0	0	0	0	0
22:00	5	-	18.5	5.2	0	0	2	1	2	0	0	0	0	0	0	0
23:00	4	-	21	3.2	0	0	0	2	2	0	0	0	0	0	0	0
12H,7-19	148	25.9	20.9	5.2	0	1	21	57	47	18	4	0	0	0	0	0
16H,6-22	178	25.7	20.9	5	0	1	24	70	59	20	4	0	0	0	0	0
18H,6-24	187	25.6	20.8	5	0	1	26	73	63	20	4	0	0	0	0	0
24H,0-24	193	25.7	20.8	5	0	1	28	73	66	21	4	0	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537001			Location	Site 1 - Little Green Lane, Croxley Green						
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 23-Jun-24																
00:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	2	-	16	3.5	0	0	1	1	0	0	0	0	0	0	0	0
02:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
06:00	4	-	21	5.2	0	0	1	0	3	0	0	0	0	0	0	0
07:00	7	-	25.6	4.2	0	0	0	1	2	4	0	0	0	0	0	0
08:00	6	-	26.8	5.3	0	0	0	1	1	3	1	0	0	0	0	0
09:00	17	28.4	20.9	7	0	1	3	6	2	4	1	0	0	0	0	0
10:00	9	-	20.2	2.9	0	0	0	6	3	0	0	0	0	0	0	0
11:00	23	24.9	21.8	4.4	0	0	2	6	14	0	1	0	0	0	0	0
12:00	21	24	19.3	5.1	1	0	3	8	9	0	0	0	0	0	0	0
13:00	10	23.5	21	6.9	0	0	1	6	2	0	0	1	0	0	0	0
14:00	12	23.1	18.9	4.7	0	1	1	6	4	0	0	0	0	0	0	0
15:00	11	25.3	21.2	6.6	0	0	3	2	4	1	1	0	0	0	0	0
16:00	16	23.6	18.2	5.5	0	2	3	5	6	0	0	0	0	0	0	0
17:00	20	24.2	20	4.3	0	0	3	9	7	1	0	0	0	0	0	0
18:00	6	-	20.2	6.9	0	0	1	4	0	0	1	0	0	0	0	0
19:00	4	-	24.8	2.8	0	0	0	0	3	1	0	0	0	0	0	0
20:00	5	-	21.5	3.1	0	0	0	2	3	0	0	0	0	0	0	0
21:00	6	-	20.2	5.3	0	0	1	3	1	1	0	0	0	0	0	0
22:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
23:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
12H,7-19	158	25.5	20.7	5.6	1	4	20	60	54	13	5	1	0	0	0	0
16H,6-22	177	25.5	20.8	5.4	1	4	22	65	64	15	5	1	0	0	0	0
18H,6-24	179	25.5	20.7	5.4	1	4	22	67	64	15	5	1	0	0	0	0
24H,0-24	185	25.5	20.7	5.4	1	4	23	70	65	16	5	1	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537001				Location	Site 1 - Little Green Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 24-Jun-24																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	-	16	10.6	0	1	0	0	1	0	0	0	0	0	0	0
06:00	4	-	19.8	4.9	0	0	1	1	2	0	0	0	0	0	0	0
07:00	16	25.1	22.6	3.1	0	0	0	4	11	1	0	0	0	0	0	0
08:00	39	24.6	20.4	4.2	0	0	5	16	16	2	0	0	0	0	0	0
09:00	15	24.8	21.2	4	0	0	1	6	7	1	0	0	0	0	0	0
10:00	9	-	20.7	3.9	0	0	1	3	5	0	0	0	0	0	0	0
11:00	12	25.3	22.3	4	0	0	0	5	5	2	0	0	0	0	0	0
12:00	11	27.4	22.1	6.1	0	1	0	3	4	3	0	0	0	0	0	0
13:00	14	24.1	20.6	3.5	0	0	1	6	7	0	0	0	0	0	0	0
14:00	6	-	21.8	4.3	0	0	0	3	2	1	0	0	0	0	0	0
15:00	45	25.8	20.8	4.5	0	0	3	25	10	7	0	0	0	0	0	0
16:00	22	25.1	21.9	4.1	0	0	0	10	10	1	1	0	0	0	0	0
17:00	16	21.2	18.8	3.2	0	0	2	11	3	0	0	0	0	0	0	0
18:00	15	25.6	22.8	3.5	0	0	0	4	9	2	0	0	0	0	0	0
19:00	14	24.4	19.6	5.1	0	0	4	4	5	1	0	0	0	0	0	0
20:00	6	-	21	5.4	0	0	1	2	2	1	0	0	0	0	0	0
21:00	5	-	23.5	7.2	0	0	1	0	3	0	1	0	0	0	0	0
22:00	3	-	20.2	3.1	0	0	0	2	1	0	0	0	0	0	0	0
23:00	5	-	24.5	4.4	0	0	0	1	2	2	0	0	0	0	0	0
12H,7-19	220	25.3	21.2	4.2	0	1	13	96	89	20	1	0	0	0	0	0
16H,6-22	249	25.3	21.1	4.3	0	1	20	103	101	22	2	0	0	0	0	0
18H,6-24	257	25.4	21.1	4.3	0	1	20	106	104	24	2	0	0	0	0	0
24H,0-24	259	25.4	21.1	4.4	0	2	20	106	105	24	2	0	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537001			Location	Site 1 - Little Green Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Eastbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 25-Jun-24																
00:00	2	-	16	3.5	0	0	1	1	0	0	0	0	0	0	0	0
01:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
02:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	-	21.8	7.6	0	0	1	0	1	1	0	0	0	0	0	0
06:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
07:00	11	25.6	22.6	4	0	0	0	4	5	2	0	0	0	0	0	0
08:00	42	24.6	20.5	4.5	0	1	3	19	17	1	1	0	0	0	0	0
09:00	13	26.9	20.6	8	2	0	0	3	5	3	0	0	0	0	0	0
10:00	13	27.9	22.3	5.3	0	0	1	5	3	4	0	0	0	0	0	0
11:00	8	-	22.9	2.3	0	0	0	1	7	0	0	0	0	0	0	0
12:00	28	24.2	20.1	4.5	0	0	4	13	10	0	1	0	0	0	0	0
13:00	11	25.3	23.5	4.7	0	0	0	3	6	1	1	0	0	0	0	0
14:00	8	-	22.3	5.3	0	0	1	2	3	2	0	0	0	0	0	0
15:00	40	23	19	4	0	2	3	24	11	0	0	0	0	0	0	0
16:00	11	25.2	22.1	4.1	0	0	1	2	7	1	0	0	0	0	0	0
17:00	21	25.6	21.8	5.7	0	1	0	9	8	1	2	0	0	0	0	0
18:00	22	25.3	22.1	4.4	0	0	1	7	12	1	1	0	0	0	0	0
19:00	12	25.3	20.6	5.6	0	0	3	3	4	2	0	0	0	0	0	0
20:00	8	-	20.4	3	0	0	0	5	3	0	0	0	0	0	0	0
21:00	7	-	18.5	3.2	0	0	1	5	1	0	0	0	0	0	0	0
22:00	6	-	19.3	2.5	0	0	0	5	1	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	228	25.3	21.1	4.9	2	4	14	92	94	16	6	0	0	0	0	0
16H,6-22	256	25.3	21	4.8	2	4	18	105	103	18	6	0	0	0	0	0
18H,6-24	262	25.2	20.9	4.8	2	4	18	110	104	18	6	0	0	0	0	0
24H,0-24	270	25.2	20.9	4.8	2	4	20	113	106	19	6	0	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537001			Location	Site 1 - Little Green Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Eastbound									
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
Wed 26-Jun-24																
00:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**2**	-	23.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
06:00	**4**	-	18.5	6	0	0	2	0	2	0	0	0	0	0	0	0
07:00	**13**	28.6	22.3	6.3	0	0	2	4	3	3	1	0	0	0	0	0
08:00	**43**	24.8	20.2	4.8	0	2	4	17	17	3	0	0	0	0	0	0
09:00	**19**	24	19.6	4.5	0	0	4	8	6	1	0	0	0	0	0	0
10:00	**17**	29.3	25.6	3.8	0	0	0	1	9	6	1	0	0	0	0	0
11:00	**13**	24.8	20.4	5	0	0	3	3	6	1	0	0	0	0	0	0
12:00	**12**	24.1	19.8	5	0	1	1	4	6	0	0	0	0	0	0	0
13:00	**10**	27.7	23	5.2	0	0	1	2	4	3	0	0	0	0	0	0
14:00	**10**	24	19	5.7	0	1	2	2	5	0	0	0	0	0	0	0
15:00	**34**	24.4	19.8	6.2	0	1	7	13	11	1	0	0	1	0	0	0
16:00	**24**	27.9	21.4	6	0	1	2	10	5	5	1	0	0	0	0	0
17:00	**19**	26.8	22.7	4.4	0	0	1	5	9	4	0	0	0	0	0	0
18:00	**11**	25.6	19.9	6.1	0	0	4	2	3	2	0	0	0	0	0	0
19:00	**11**	25.3	22.6	5.5	0	0	1	3	5	1	1	0	0	0	0	0
20:00	**2**	-	16	3.5	0	0	1	1	0	0	0	0	0	0	0	0
21:00	**5**	-	22.5	4.4	0	0	0	2	2	1	0	0	0	0	0	0
22:00	**2**	-	23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
23:00	**3**	-	20.2	3.1	0	0	0	2	1	0	0	0	0	0	0	0
12H,7-19	**225**	**25.9**	**21**	**5.5**	**0**	**6**	**31**	**71**	**84**	**29**	**3**	**0**	**1**	**0**	**0**	**0**
16H,6-22	**247**	**25.9**	**21**	**5.5**	**0**	**6**	**35**	**77**	**93**	**31**	**4**	**0**	**1**	**0**	**0**	**0**
18H,6-24	**252**	**25.9**	**21**	**5.4**	**0**	**6**	**35**	**79**	**96**	**31**	**4**	**0**	**1**	**0**	**0**	**0**
24H,0-24	**254**	**25.9**	**21.1**	**5.4**	**0**	**6**	**35**	**80**	**96**	**32**	**4**	**0**	**1**	**0**	**0**	**0**

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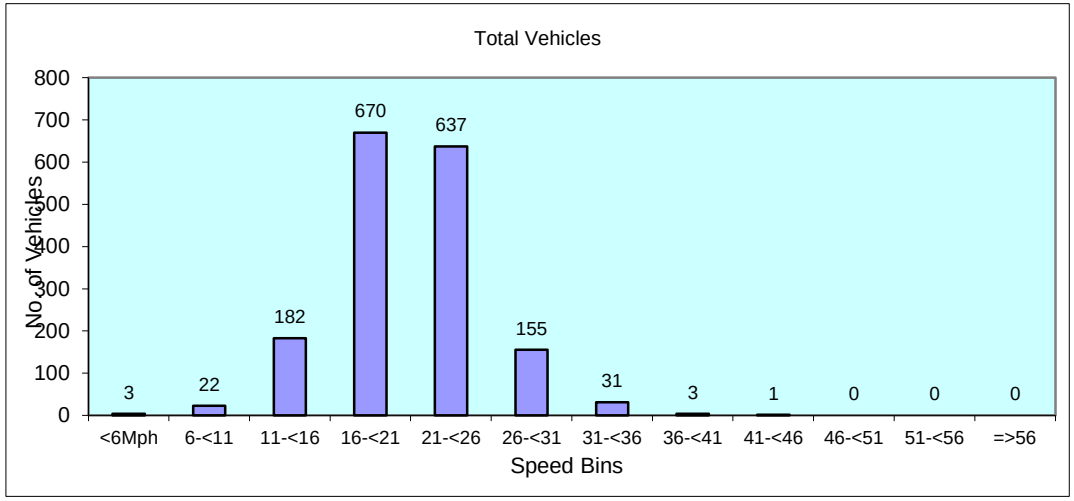
13537			CROXLEY GREEN				Site No: 13537001				Location	Site 1 - Little Green Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 27-Jun-24																
00:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	-	18.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
06:00	3	-	20.2	3.1	0	0	0	2	1	0	0	0	0	0	0	0
07:00	11	25.3	22.1	5.7	0	0	1	4	4	1	1	0	0	0	0	0
08:00	35	24.1	20.1	4.7	0	2	0	21	10	1	1	0	0	0	0	0
09:00	20	25.2	22.5	4.1	0	0	1	5	11	3	0	0	0	0	0	0
10:00	17	28.4	22.3	5.6	0	0	1	8	3	4	1	0	0	0	0	0
11:00	18	25.2	22.4	3.5	0	0	1	3	13	1	0	0	0	0	0	0
12:00	18	25.5	22.9	3.3	0	0	0	4	12	2	0	0	0	0	0	0
13:00	12	23.1	19.8	3.4	0	0	1	7	4	0	0	0	0	0	0	0
14:00	11	25.3	22.1	6.5	0	1	0	3	5	1	1	0	0	0	0	0
15:00	34	24.2	19.7	4.8	0	0	7	15	10	1	1	0	0	0	0	0
16:00	23	25.7	23.3	3.8	0	0	0	5	15	2	1	0	0	0	0	0
17:00	26	25.4	21.6	4.9	0	0	3	8	12	2	1	0	0	0	0	0
18:00	7	-	21.4	4.2	0	0	0	4	2	1	0	0	0	0	0	0
19:00	11	25.2	22.6	3.3	0	0	0	3	7	1	0	0	0	0	0	0
20:00	8	-	17.9	3.5	0	0	2	5	1	0	0	0	0	0	0	0
21:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
22:00	3	-	16.8	3.1	0	0	1	2	0	0	0	0	0	0	0	0
23:00	2	-	23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
12H,7-19	232	25.5	21.5	4.7	0	3	15	87	101	19	7	0	0	0	0	0
16H,6-22	256	25.5	21.4	4.6	0	3	17	98	111	20	7	0	0	0	0	0
18H,6-24	261	25.4	21.4	4.6	0	3	18	100	113	20	7	0	0	0	0	0
24H,0-24	264	25.4	21.3	4.6	0	3	20	100	114	20	7	0	0	0	0	0

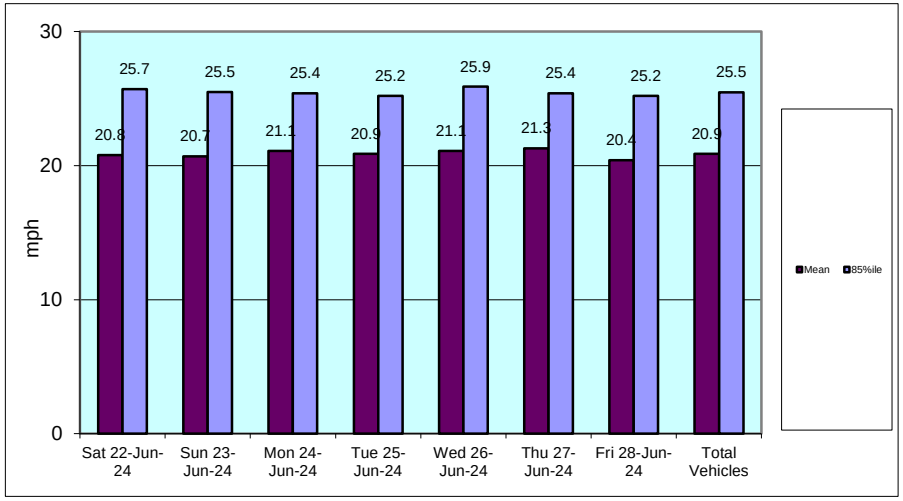
Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537001				Location	Site 1 - Little Green Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 28-Jun-24																
00:00	3	-	20.2	3.1	0	0	0	2	1	0	0	0	0	0	0	0
01:00	4	-	19.8	2.8	0	0	0	3	1	0	0	0	0	0	0	0
02:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	-	23.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
06:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
07:00	11	29.1	24.4	6.4	0	0	0	4	3	3	0	1	0	0	0	0
08:00	43	24.9	20.2	5.3	0	0	8	18	13	3	0	1	0	0	0	0
09:00	19	24.3	19.8	4.6	0	0	3	10	4	2	0	0	0	0	0	0
10:00	21	25.1	21.6	4.5	0	0	1	9	9	1	1	0	0	0	0	0
11:00	13	23.6	19.3	4.3	0	0	3	5	5	0	0	0	0	0	0	0
12:00	12	25.3	20.2	5.5	0	0	3	4	3	2	0	0	0	0	0	0
13:00	22	25.5	21.2	4.5	0	0	2	9	8	3	0	0	0	0	0	0
14:00	14	24.7	21.4	3.5	0	0	0	7	6	1	0	0	0	0	0	0
15:00	32	23.6	19.1	4.2	0	0	7	15	9	1	0	0	0	0	0	0
16:00	21	26.4	21.8	4.2	0	0	0	11	6	4	0	0	0	0	0	0
17:00	12	24.5	21.4	5.2	0	0	0	8	2	1	1	0	0	0	0	0
18:00	11	24.6	20.8	6.2	0	1	0	5	4	0	1	0	0	0	0	0
19:00	13	21.9	18.9	3.5	0	0	2	8	3	0	0	0	0	0	0	0
20:00	8	-	20.4	5.5	0	0	2	2	3	1	0	0	0	0	0	0
21:00	6	-	16.8	6.2	0	1	2	1	2	0	0	0	0	0	0	0
22:00	8	-	19.1	4.4	0	0	2	3	3	0	0	0	0	0	0	0
23:00	2	-	18.5	1.8	0	0	0	2	0	0	0	0	0	0	0	0
12H,7-19	231	25.4	20.7	4.9	0	1	27	105	72	21	3	2	0	0	0	0
16H,6-22	259	25.2	20.5	4.9	0	2	34	116	80	22	3	2	0	0	0	0
18H,6-24	269	25.2	20.4	4.9	0	2	36	121	83	22	3	2	0	0	0	0
24H,0-24	279	25.2	20.4	4.8	0	2	36	128	85	23	3	2	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537001			Location	Site 1 - Little Green Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Eastbound									
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
Daily Totals																
Sat 22-Jun-24	**193**	25.7	20.8	5	0	1	28	73	66	21	4	0	0	0	0	0
Sun 23-Jun-24	**185**	25.5	20.7	5.4	1	4	23	70	65	16	5	1	0	0	0	0
Mon 24-Jun-24	**259**	25.4	21.1	4.4	0	2	20	106	105	24	2	0	0	0	0	0
Tue 25-Jun-24	**270**	25.2	20.9	4.8	2	4	20	113	106	19	6	0	0	0	0	0
Wed 26-Jun-24	**254**	25.9	21.1	5.4	0	6	35	80	96	32	4	0	1	0	0	0
Thu 27-Jun-24	**264**	25.4	21.3	4.6	0	3	20	100	114	20	7	0	0	0	0	0
Fri 28-Jun-24	**279**	25.2	20.4	4.8	0	2	36	128	85	23	3	2	0	0	0	0
Total Vehicles																
[--]	**1704**	25.5	20.9	4.9	3	22	182	670	637	155	31	3	1	0	0	0





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13537		CROXLEY GREEN			Site No: 13537001		Location	Site 1 - Little Green Lane, Croxley Green			
Sat 22-Jun-24 to Fri 28-Jun-24					Channel: Westbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 22-Jun-24											
00:00	**2**	1	50.0	1	50.0	0	0.0	0	0.0	0	0.0
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**0**	0	-	0	-	0	-	0	-	0	-
06:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
07:00	**3**	1	33.3	1	33.3	1	33.3	0	0.0	0	0.0
08:00	**5**	1	20.0	3	60.0	1	20.0	0	0.0	0	0.0
09:00	**11**	1	9.1	9	81.8	1	9.1	0	0.0	0	0.0
10:00	**8**	1	12.5	6	75.0	1	12.5	0	0.0	0	0.0
11:00	**14**	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
12:00	**14**	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
13:00	**19**	1	5.3	16	84.2	2	10.5	0	0.0	0	0.0
14:00	**23**	1	4.4	20	87.0	2	8.7	0	0.0	0	0.0
15:00	**21**	0	0.0	21	100.0	0	0.0	0	0.0	0	0.0
16:00	**21**	2	9.5	19	90.5	0	0.0	0	0.0	0	0.0
17:00	**15**	1	6.7	14	93.3	0	0.0	0	0.0	0	0.0
18:00	**16**	2	12.5	14	87.5	0	0.0	0	0.0	0	0.0
19:00	**16**	0	0.0	16	100.0	0	0.0	0	0.0	0	0.0
20:00	**19**	2	10.5	16	84.2	1	5.3	0	0.0	0	0.0
21:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
22:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
23:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**170**	**11**	**6.5**	**149**	**87.7**	**10**	**5.9**	**0**	**0.0**	**0**	**0.0**
16H,6-22	**209**	**13**	**6.2**	**183**	**87.6**	**13**	**6.2**	**0**	**0.0**	**0**	**0.0**
18H,6-24	**226**	**13**	**5.8**	**200**	**88.5**	**13**	**5.8**	**0**	**0.0**	**0**	**0.0**
24H,0-24	**228**	**14**	**6.1**	**201**	**88.2**	**13**	**5.7**	**0**	**0.0**	**0**	**0.0**

Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN			Site No: 13537001		Location	Site 1 - Little Green Lane, Croxley Green			
Sat 22-Jun-24 to Fri 28-Jun-24					Channel: Westbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 23-Jun-24											
00:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
06:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
07:00	0	0	-	0	-	0	-	0	-	0	-
08:00	5	1	20.0	4	80.0	0	0.0	0	0.0	0	0.0
09:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
10:00	14	3	21.4	9	64.3	2	14.3	0	0.0	0	0.0
11:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
12:00	31	0	0.0	27	87.1	4	12.9	0	0.0	0	0.0
13:00	23	2	8.7	20	87.0	0	0.0	1	4.4	0	0.0
14:00	20	3	15.0	16	80.0	1	5.0	0	0.0	0	0.0
15:00	16	1	6.3	15	93.8	0	0.0	0	0.0	0	0.0
16:00	8	1	12.5	7	87.5	0	0.0	0	0.0	0	0.0
17:00	13	1	7.7	12	92.3	0	0.0	0	0.0	0	0.0
18:00	15	0	0.0	15	100.0	0	0.0	0	0.0	0	0.0
19:00	17	0	0.0	17	100.0	0	0.0	0	0.0	0	0.0
20:00	10	1	10.0	8	80.0	1	10.0	0	0.0	0	0.0
21:00	8	2	25.0	6	75.0	0	0.0	0	0.0	0	0.0
22:00	0	0	-	0	-	0	-	0	-	0	-
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	158	12	7.6	137	86.7	8	5.1	1	0.6	0	0.0
16H,6-22	194	15	7.7	168	86.6	10	5.2	1	0.5	0	0.0
18H,6-24	195	15	7.7	169	86.7	10	5.1	1	0.5	0	0.0
24H,0-24	200	15	7.5	174	87.0	10	5.0	1	0.5	0	0.0

Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN			Site No: 13537001		Location	Site 1 - Little Green Lane, Croxley Green			
Sat 22-Jun-24 to Fri 28-Jun-24					Channel: Westbound						
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES %**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Mon 24-Jun-24											
00:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**0**	0	-	0	-	0	-	0	-	0	-
06:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
07:00	**19**	0	0.0	17	89.5	2	10.5	0	0.0	0	0.0
08:00	**45**	0	0.0	39	86.7	6	13.3	0	0.0	0	0.0
09:00	**9**	1	11.1	7	77.8	1	11.1	0	0.0	0	0.0
10:00	**17**	1	5.9	13	76.5	3	17.7	0	0.0	0	0.0
11:00	**13**	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
12:00	**9**	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
13:00	**11**	2	18.2	6	54.6	3	27.3	0	0.0	0	0.0
14:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
15:00	**35**	0	0.0	33	94.3	1	2.9	1	2.9	0	0.0
16:00	**23**	0	0.0	22	95.7	1	4.4	0	0.0	0	0.0
17:00	**21**	0	0.0	18	85.7	3	14.3	0	0.0	0	0.0
18:00	**12**	0	0.0	11	91.7	0	0.0	1	8.3	0	0.0
19:00	**21**	1	4.8	18	85.7	2	9.5	0	0.0	0	0.0
20:00	**9**	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
21:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
12H,7-19	**221**	**4**	**1.8**	**192**	**86.9**	**23**	**10.4**	**2**	**0.9**	**0**	**0.0**
16H,6-22	**258**	**5**	**1.9**	**225**	**87.2**	**26**	**10.1**	**2**	**0.8**	**0**	**0.0**
18H,6-24	**259**	**5**	**1.9**	**225**	**86.9**	**27**	**10.4**	**2**	**0.8**	**0**	**0.0**
24H,0-24	**261**	**5**	**1.9**	**226**	**86.6**	**28**	**10.7**	**2**	**0.8**	**0**	**0.0**

Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN			Site No: 13537001		Location	Site 1 - Little Green Lane, Croxley Green			
Sat 22-Jun-24 to Fri 28-Jun-24					Channel: Westbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 25-Jun-24											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
04:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
06:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
07:00	15	0	0.0	12	80.0	3	20.0	0	0.0	0	0.0
08:00	38	1	2.6	35	92.1	2	5.3	0	0.0	0	0.0
09:00	22	2	9.1	19	86.4	1	4.6	0	0.0	0	0.0
10:00	14	0	0.0	12	85.7	1	7.1	1	7.1	0	0.0
11:00	23	0	0.0	20	87.0	3	13.0	0	0.0	0	0.0
12:00	16	0	0.0	13	81.3	3	18.8	0	0.0	0	0.0
13:00	15	1	6.7	13	86.7	1	6.7	0	0.0	0	0.0
14:00	11	1	9.1	8	72.7	2	18.2	0	0.0	0	0.0
15:00	32	3	9.4	27	84.4	2	6.3	0	0.0	0	0.0
16:00	20	0	0.0	18	90.0	2	10.0	0	0.0	0	0.0
17:00	20	2	10.0	17	85.0	1	5.0	0	0.0	0	0.0
18:00	22	1	4.6	19	86.4	2	9.1	0	0.0	0	0.0
19:00	18	0	0.0	18	100.0	0	0.0	0	0.0	0	0.0
20:00	13	3	23.1	10	76.9	0	0.0	0	0.0	0	0.0
21:00	6	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
22:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
23:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	248	11	4.4	213	85.9	23	9.3	1	0.4	0	0.0
16H,6-22	289	14	4.8	249	86.2	25	8.7	1	0.4	0	0.0
18H,6-24	298	14	4.7	258	86.6	25	8.4	1	0.3	0	0.0
24H,0-24	306	14	4.6	264	86.3	27	8.8	1	0.3	0	0.0

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13537		CROXLEY GREEN			Site No: 13537001		Location	Site 1 - Little Green Lane, Croxley Green			
Sat 22-Jun-24 to Fri 28-Jun-24					Channel: Westbound						
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES %**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Wed 26-Jun-24											
00:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
06:00	**5**	0	0.0	3	60.0	2	40.0	0	0.0	0	0.0
07:00	**15**	0	0.0	13	86.7	2	13.3	0	0.0	0	0.0
08:00	**44**	2	4.6	39	88.6	3	6.8	0	0.0	0	0.0
09:00	**11**	2	18.2	6	54.6	3	27.3	0	0.0	0	0.0
10:00	**5**	0	0.0	3	60.0	2	40.0	0	0.0	0	0.0
11:00	**14**	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
12:00	**11**	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
13:00	**6**	1	16.7	3	50.0	2	33.3	0	0.0	0	0.0
14:00	**9**	1	11.1	7	77.8	1	11.1	0	0.0	0	0.0
15:00	**33**	4	12.1	27	81.8	2	6.1	0	0.0	0	0.0
16:00	**24**	1	4.2	20	83.3	3	12.5	0	0.0	0	0.0
17:00	**31**	2	6.5	28	90.3	1	3.2	0	0.0	0	0.0
18:00	**14**	3	21.4	10	71.4	1	7.1	0	0.0	0	0.0
19:00	**13**	1	7.7	11	84.6	1	7.7	0	0.0	0	0.0
20:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
21:00	**13**	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
22:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
23:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**217**	**16**	**7.4**	**179**	**82.5**	**22**	**10.1**	**0**	**0.0**	**0**	**0.0**
16H,6-22	**256**	**17**	**6.6**	**214**	**83.6**	**25**	**9.8**	**0**	**0.0**	**0**	**0.0**
18H,6-24	**264**	**17**	**6.4**	**222**	**84.1**	**25**	**9.5**	**0**	**0.0**	**0**	**0.0**
24H,0-24	**269**	**17**	**6.3**	**226**	**84.0**	**26**	**9.7**	**0**	**0.0**	**0**	**0.0**

Data produced by
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13537		CROXLEY GREEN			Site No: 13537001		Location	Site 1 - Little Green Lane, Croxley Green			
Sat 22-Jun-24 to Fri 28-Jun-24					Channel: Westbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 27-Jun-24											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
06:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
07:00	**15**	0	0.0	12	80.0	2	13.3	1	6.7	0	0.0
08:00	**42**	1	2.4	41	97.6	0	0.0	0	0.0	0	0.0
09:00	**12**	2	16.7	9	75.0	0	0.0	1	8.3	0	0.0
10:00	**18**	2	11.1	14	77.8	2	11.1	0	0.0	0	0.0
11:00	**11**	1	9.1	10	90.9	0	0.0	0	0.0	0	0.0
12:00	**17**	0	0.0	17	100.0	0	0.0	0	0.0	0	0.0
13:00	**13**	1	7.7	11	84.6	1	7.7	0	0.0	0	0.0
14:00	**16**	3	18.8	9	56.3	3	18.8	1	6.3	0	0.0
15:00	**34**	5	14.7	26	76.5	3	8.8	0	0.0	0	0.0
16:00	**21**	0	0.0	19	90.5	2	9.5	0	0.0	0	0.0
17:00	**24**	2	8.3	21	87.5	1	4.2	0	0.0	0	0.0
18:00	**20**	0	0.0	20	100.0	0	0.0	0	0.0	0	0.0
19:00	**20**	5	25.0	14	70.0	1	5.0	0	0.0	0	0.0
20:00	**12**	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
21:00	**13**	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
22:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
23:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**243**	**17**	**7.0**	**209**	**86.0**	**14**	**5.8**	**3**	**1.2**	**0**	**0.0**
16H,6-22	**292**	**22**	**7.5**	**252**	**86.3**	**15**	**5.1**	**3**	**1.0**	**0**	**0.0**
18H,6-24	**300**	**22**	**7.3**	**260**	**86.7**	**15**	**5.0**	**3**	**1.0**	**0**	**0.0**
24H,0-24	**304**	**22**	**7.2**	**263**	**86.5**	**16**	**5.3**	**3**	**1.0**	**0**	**0.0**

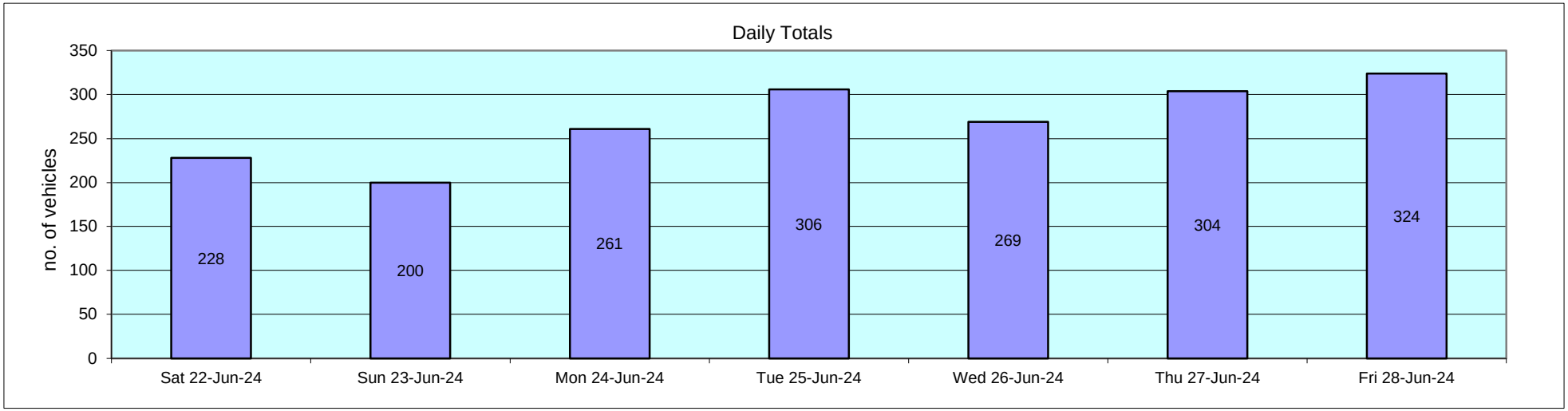
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13537		CROXLEY GREEN			Site No: 13537001		Location	Site 1 - Little Green Lane, Croxley Green			
Sat 22-Jun-24 to Fri 28-Jun-24					Channel: Westbound						
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES %**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Fri 28-Jun-24											
00:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
06:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
07:00	**9**	1	11.1	7	77.8	1	11.1	0	0.0	0	0.0
08:00	**46**	0	0.0	42	91.3	3	6.5	1	2.2	0	0.0
09:00	**12**	0	0.0	7	58.3	5	41.7	0	0.0	0	0.0
10:00	**15**	0	0.0	12	80.0	3	20.0	0	0.0	0	0.0
11:00	**15**	3	20.0	9	60.0	3	20.0	0	0.0	0	0.0
12:00	**14**	2	14.3	9	64.3	3	21.4	0	0.0	0	0.0
13:00	**16**	0	0.0	14	87.5	2	12.5	0	0.0	0	0.0
14:00	**20**	3	15.0	14	70.0	3	15.0	0	0.0	0	0.0
15:00	**37**	1	2.7	34	91.9	2	5.4	0	0.0	0	0.0
16:00	**25**	0	0.0	25	100.0	0	0.0	0	0.0	0	0.0
17:00	**22**	1	4.6	18	81.8	3	13.6	0	0.0	0	0.0
18:00	**24**	1	4.2	20	83.3	3	12.5	0	0.0	0	0.0
19:00	**22**	0	0.0	22	100.0	0	0.0	0	0.0	0	0.0
20:00	**14**	2	14.3	10	71.4	2	14.3	0	0.0	0	0.0
21:00	**12**	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
22:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
23:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**255**	**12**	**4.7**	**211**	**82.8**	**31**	**12.2**	**1**	**0.4**	**0**	**0.0**
16H,6-22	**307**	**14**	**4.6**	**258**	**84.0**	**34**	**11.1**	**1**	**0.3**	**0**	**0.0**
18H,6-24	**318**	**14**	**4.4**	**269**	**84.6**	**34**	**10.7**	**1**	**0.3**	**0**	**0.0**
24H,0-24	**324**	**14**	**4.3**	**273**	**84.3**	**36**	**11.1**	**1**	**0.3**	**0**	**0.0**

Data produced by
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13537	CROXLEY GREEN	Site No: 13537001	Location	Site 1 - Little Green Lane, Croxley Green
Sat 22-Jun-24 to Fri 28-Jun-24		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Sat 22-Jun-24	**228**	14	6.1	201	88.2	13	5.7	0	0.0	0	0.0
Sun 23-Jun-24	**200**	15	7.5	174	87.0	10	5.0	1	0.5	0	0.0
Mon 24-Jun-24	**261**	5	1.9	226	86.6	28	10.7	2	0.8	0	0.0
Tue 25-Jun-24	**306**	14	4.6	264	86.3	27	8.8	1	0.3	0	0.0
Wed 26-Jun-24	**269**	17	6.3	226	84.0	26	9.7	0	0.0	0	0.0
Thu 27-Jun-24	**304**	22	7.2	263	86.5	16	5.3	3	1.0	0	0.0
Fri 28-Jun-24	**324**	14	4.3	273	84.3	36	11.1	1	0.3	0	0.0
Total Vehicles											
[--]	**1892**	101	5.4	1627	86.1	156	8.0	8	0.4	0	0.0



Data produced by
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13537			CROXLEY GREEN				Site No: 13537001				Location	Site 1 - Little Green Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 22-Jun-24																
00:00	2	-	16	10.6	0	1	0	0	1	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
07:00	3	-	20.2	12.6	0	1	0	1	0	0	1	0	0	0	0	0
08:00	5	-	17.5	2.6	0	0	1	4	0	0	0	0	0	0	0	0
09:00	11	25.6	19.4	6	0	0	4	3	2	2	0	0	0	0	0	0
10:00	8	-	17.9	4.4	0	0	3	3	2	0	0	0	0	0	0	0
11:00	14	24.4	19.9	4.8	0	0	3	5	5	1	0	0	0	0	0	0
12:00	14	24.7	21.7	3.5	0	0	1	3	10	0	0	0	0	0	0	0
13:00	19	23.7	18.8	4.8	0	0	6	7	5	1	0	0	0	0	0	0
14:00	23	24	19.4	4.7	0	1	4	8	10	0	0	0	0	0	0	0
15:00	21	25.3	22.1	3.5	0	0	0	8	11	2	0	0	0	0	0	0
16:00	21	28.9	22.8	6.7	0	2	0	5	8	4	2	0	0	0	0	0
17:00	15	25.5	21.2	6.4	0	1	2	3	7	1	1	0	0	0	0	0
18:00	16	25.5	21.9	4.6	0	0	2	3	9	2	0	0	0	0	0	0
19:00	16	24.4	20.7	3.9	0	0	1	8	6	1	0	0	0	0	0	0
20:00	19	25.4	21.1	5.5	0	1	2	5	8	3	0	0	0	0	0	0
21:00	3	-	21.8	3.1	0	0	0	1	2	0	0	0	0	0	0	0
22:00	10	26	20	7.9	0	1	3	1	3	1	1	0	0	0	0	0
23:00	7	-	22.1	4.9	0	0	0	4	1	2	0	0	0	0	0	0
12H,7-19	170	25.3	20.6	5.3	0	5	26	53	69	13	4	0	0	0	0	0
16H,6-22	209	25.4	20.7	5.2	0	6	29	67	85	18	4	0	0	0	0	0
18H,6-24	226	25.5	20.7	5.3	0	7	32	72	89	21	5	0	0	0	0	0
24H,0-24	228	25.5	20.7	5.3	0	8	32	72	90	21	5	0	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537001			Location	Site 1 - Little Green Lane, Croxley Green						
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 23-Jun-24																	
00:00	3	-	18.5	1.7	0	0	0	3	0	0	0	0	0	0	0	0
01:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
08:00	5	-	20.5	7.6	0	1	0	1	2	1	0	0	0	0	0	0
09:00	3	-	30.2	10.4	0	0	0	1	0	0	1	1	0	0	0	0
10:00	14	21.7	18.5	4.2	0	1	1	9	3	0	0	0	0	0	0	0
11:00	10	26	22	4.9	0	0	1	3	4	2	0	0	0	0	0	0
12:00	31	25.9	20.1	5.4	0	0	8	10	8	5	0	0	0	0	0	0
13:00	23	24.9	20.5	6.7	0	3	0	9	9	1	0	1	0	0	0	0
14:00	20	26.8	20.5	6.7	0	2	2	7	5	3	1	0	0	0	0	0
15:00	16	25.1	22.3	3.7	0	0	1	3	11	1	0	0	0	0	0	0
16:00	8	-	17.3	3.8	0	0	3	4	1	0	0	0	0	0	0	0
17:00	13	27.4	20	7.3	0	1	3	4	2	2	1	0	0	0	0	0
18:00	15	24.5	21.2	6.1	0	0	2	6	6	0	0	1	0	0	0	0
19:00	17	30	25	5.4	0	0	1	2	7	5	2	0	0	0	0	0
20:00	10	31	22	7.6	0	1	0	4	3	0	2	0	0	0	0	0
21:00	8	-	24.1	4.4	0	0	0	2	3	3	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
12H,7-19	158	25.7	20.6	6	0	8	21	57	51	15	3	3	0	0	0	0
16H,6-22	194	26.9	21.2	6.1	0	9	22	65	64	24	7	3	0	0	0	0
18H,6-24	195	26.9	21.2	6.1	0	9	22	65	65	24	7	3	0	0	0	0
24H,0-24	200	26.7	21.2	6	0	9	22	70	65	24	7	3	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537001				Location	Site 1 - Little Green Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 24-Jun-24																
00:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
01:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	3	-	20.2	5.9	0	0	1	0	2	0	0	0	0	0	0	0
07:00	19	24.5	21.4	2.9	0	0	0	8	11	0	0	0	0	0	0	0
08:00	45	24	20.4	3	0	0	1	26	18	0	0	0	0	0	0	0
09:00	9	-	17.9	6.5	0	2	1	2	4	0	0	0	0	0	0	0
10:00	17	24.7	20.3	4.5	0	0	2	9	4	2	0	0	0	0	0	0
11:00	13	23.6	20	3.5	0	0	1	7	5	0	0	0	0	0	0	0
12:00	9	-	19.1	4.2	0	0	2	4	3	0	0	0	0	0	0	0
13:00	11	25	20.8	5.8	0	1	1	2	6	1	0	0	0	0	0	0
14:00	7	-	22.1	4.9	0	0	0	4	1	2	0	0	0	0	0	0
15:00	35	25.3	20.6	4.7	0	0	5	14	12	4	0	0	0	0	0	0
16:00	23	26.1	21.8	4.9	0	0	3	6	10	4	0	0	0	0	0	0
17:00	21	25	21.1	4.8	0	0	2	9	8	1	1	0	0	0	0	0
18:00	12	28.1	20.6	8.2	0	3	0	2	3	4	0	0	0	0	0	0
19:00	21	25.1	21.6	4.5	0	1	1	4	14	1	0	0	0	0	0	0
20:00	9	-	21.3	3.9	0	0	0	5	3	1	0	0	0	0	0	0
21:00	4	-	21	3.2	0	0	0	2	2	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
12H,7-19	221	25.1	20.6	4.6	0	6	18	93	85	18	1	0	0	0	0	0
16H,6-22	258	25.1	20.7	4.6	0	7	20	104	106	20	1	0	0	0	0	0
18H,6-24	259	25.1	20.7	4.5	0	7	20	105	106	20	1	0	0	0	0	0
24H,0-24	261	25.2	20.8	4.6	0	7	20	105	107	21	1	0	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537001				Location	Site 1 - Little Green Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 25-Jun-24																
00:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
01:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
02:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
05:00	3	-	25.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
06:00	4	-	21	3.2	0	0	0	2	2	0	0	0	0	0	0	0
07:00	15	28.3	23.2	5.7	0	0	3	0	7	5	0	0	0	0	0	0
08:00	38	25.2	21.4	4.1	0	0	3	13	19	3	0	0	0	0	0	0
09:00	22	24.7	20.1	5.2	0	2	0	11	7	2	0	0	0	0	0	0
10:00	14	25.1	22.1	3.9	0	0	1	3	9	1	0	0	0	0	0	0
11:00	23	26.1	22.4	4.7	0	0	1	8	10	3	1	0	0	0	0	0
12:00	16	24.6	21.3	3.5	0	0	1	5	10	0	0	0	0	0	0	0
13:00	15	24.8	21.5	3.5	0	0	0	7	7	1	0	0	0	0	0	0
14:00	11	25.6	20.8	4.3	0	0	0	8	1	2	0	0	0	0	0	0
15:00	32	24.1	18.7	5.5	0	3	5	15	6	3	0	0	0	0	0	0
16:00	20	25.2	22.5	4.1	0	0	1	5	11	3	0	0	0	0	0	0
17:00	20	26.8	22	5.3	0	0	2	7	7	3	1	0	0	0	0	0
18:00	22	26.3	20.5	5.5	0	0	5	7	6	4	0	0	0	0	0	0
19:00	18	25.1	21.3	4.2	0	0	1	8	7	2	0	0	0	0	0	0
20:00	13	24.8	20	5.7	0	1	2	3	6	1	0	0	0	0	0	0
21:00	6	-	16.8	4.3	0	0	3	2	1	0	0	0	0	0	0	0
22:00	7	-	25.6	5	0	0	0	1	3	2	1	0	0	0	0	0
23:00	2	-	16	3.5	0	0	1	1	0	0	0	0	0	0	0	0
12H,7-19	248	25.7	21.2	4.8	0	5	22	89	100	30	2	0	0	0	0	0
16H,6-22	289	25.6	21.1	4.8	0	6	28	104	116	33	2	0	0	0	0	0
18H,6-24	298	25.7	21.1	4.9	0	6	29	106	119	35	3	0	0	0	0	0
24H,0-24	306	25.7	21.2	4.9	0	6	30	107	124	36	3	0	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537001				Location	Site 1 - Little Green Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 26-Jun-24																
00:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
01:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
02:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	5	-	21.5	4.6	0	0	0	3	1	1	0	0	0	0	0	0
07:00	15	29.1	21.5	6.6	0	0	2	8	1	2	2	0	0	0	0	0
08:00	44	24.8	19.8	5	0	2	6	19	13	4	0	0	0	0	0	0
09:00	11	24.9	20.3	5.7	0	1	1	3	5	1	0	0	0	0	0	0
10:00	5	-	23.5	1.6	0	0	0	0	5	0	0	0	0	0	0	0
11:00	14	26.7	21.7	5.2	0	0	2	4	5	3	0	0	0	0	0	0
12:00	11	25.3	22.1	6.9	0	0	1	5	3	1	0	1	0	0	0	0
13:00	6	-	21.8	4.3	0	0	0	3	2	1	0	0	0	0	0	0
14:00	9	-	22.4	4.4	0	0	0	4	3	2	0	0	0	0	0	0
15:00	33	25	19.9	5.9	0	3	4	11	12	2	1	0	0	0	0	0
16:00	24	25.9	21	4.9	0	1	0	13	6	4	0	0	0	0	0	0
17:00	31	25.3	20.9	5.3	0	2	3	7	16	3	0	0	0	0	0	0
18:00	14	24.5	18.9	5.9	0	1	3	6	2	2	0	0	0	0	0	0
19:00	13	27.9	23.9	4.1	0	0	0	3	6	4	0	0	0	0	0	0
20:00	8	-	17.9	2.3	0	0	1	7	0	0	0	0	0	0	0	0
21:00	13	27.9	24.3	3.7	0	0	0	2	7	4	0	0	0	0	0	0
22:00	7	-	27.1	2.9	0	0	0	0	2	5	0	0	0	0	0	0
23:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
12H,7-19	217	25.7	20.7	5.4	0	10	22	83	73	25	3	1	0	0	0	0
16H,6-22	256	25.9	20.9	5.3	0	10	23	98	87	34	3	1	0	0	0	0
18H,6-24	264	26.4	21.1	5.4	0	10	23	98	90	39	3	1	0	0	0	0
24H,0-24	269	26.3	21.1	5.3	0	10	24	101	91	39	3	1	0	0	0	0

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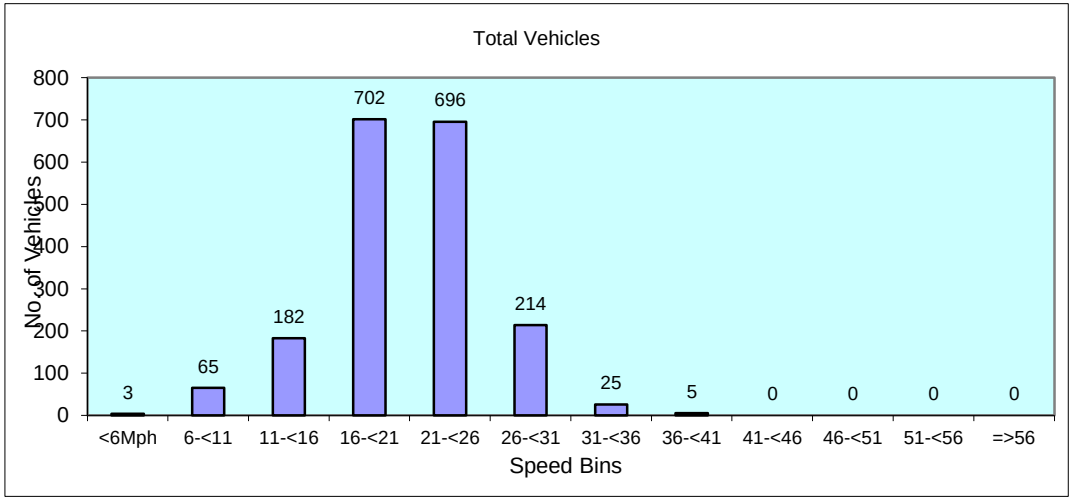
13537			CROXLEY GREEN				Site No: 13537001				Location	Site 1 - Little Green Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 27-Jun-24																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	-	24.8	4.9	0	0	0	1	1	2	0	0	0	0	0	0
06:00	4	-	19.8	2.8	0	0	0	3	1	0	0	0	0	0	0	0
07:00	15	27.6	23.2	4.6	0	0	1	3	7	4	0	0	0	0	0	0
08:00	42	23.9	19.8	4	1	0	2	23	16	0	0	0	0	0	0	0
09:00	12	24.7	20.2	7	0	2	0	4	5	0	1	0	0	0	0	0
10:00	18	24.4	20.7	3.8	0	0	1	9	7	1	0	0	0	0	0	0
11:00	11	20.6	18	4.4	0	1	1	7	2	0	0	0	0	0	0	0
12:00	17	25.9	23.2	3.6	0	0	0	4	10	3	0	0	0	0	0	0
13:00	13	24.3	20.8	3.6	0	0	1	5	7	0	0	0	0	0	0	0
14:00	16	23.9	17.6	6.8	1	3	1	4	7	0	0	0	0	0	0	0
15:00	34	23.9	18.8	5.8	0	5	2	15	11	0	1	0	0	0	0	0
16:00	21	25.3	21.6	4.3	0	0	2	6	11	2	0	0	0	0	0	0
17:00	24	25.9	20.6	5.7	0	2	1	10	7	4	0	0	0	0	0	0
18:00	20	24.8	22.5	4.4	0	0	0	8	9	2	1	0	0	0	0	0
19:00	20	24.5	17.5	6.8	0	4	5	4	5	2	0	0	0	0	0	0
20:00	12	29.4	21.8	7.9	0	1	2	3	1	4	1	0	0	0	0	0
21:00	13	27.9	23.5	4.3	0	0	0	4	5	4	0	0	0	0	0	0
22:00	6	-	20.2	8.2	0	1	1	1	1	2	0	0	0	0	0	0
23:00	2	-	18.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
12H,7-19	243	25.1	20.5	5.1	2	13	12	98	99	16	3	0	0	0	0	0
16H,6-22	292	25.4	20.5	5.4	2	18	19	112	111	26	4	0	0	0	0	0
18H,6-24	300	25.4	20.4	5.4	2	19	21	113	113	28	4	0	0	0	0	0
24H,0-24	304	25.5	20.5	5.4	2	19	21	114	114	30	4	0	0	0	0	0

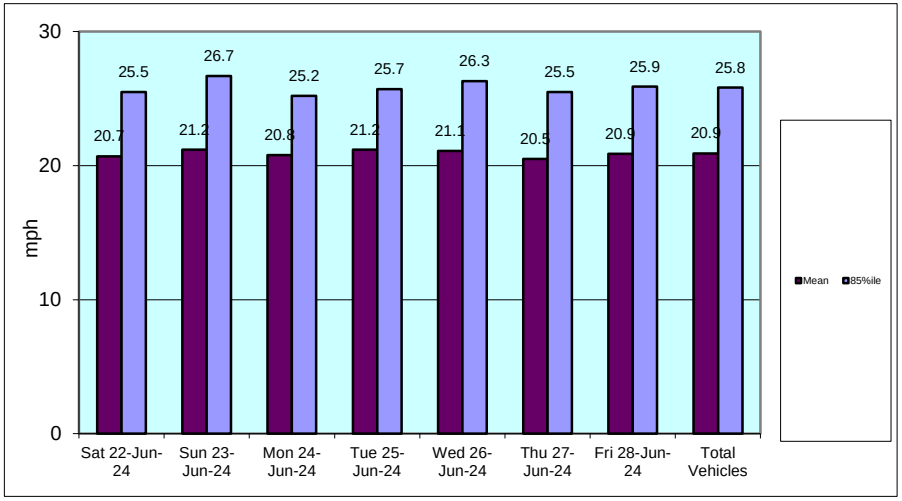
Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537001				Location	Site 1 - Little Green Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 28-Jun-24																
00:00	2	-	18.5	1.8	0	0	0	2	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	-	22.3	4.9	0	0	0	2	1	1	0	0	0	0	0	0
06:00	4	-	18.5	4.2	0	0	1	2	1	0	0	0	0	0	0	0
07:00	9	-	21.3	6.3	0	0	2	2	4	0	1	0	0	0	0	0
08:00	46	24.8	20	4.4	0	0	6	25	10	5	0	0	0	0	0	0
09:00	12	25.3	21.4	4.7	0	0	1	5	4	2	0	0	0	0	0	0
10:00	15	24	20.2	3.9	0	0	2	6	7	0	0	0	0	0	0	0
11:00	15	21.6	17.8	5.8	0	3	0	9	2	1	0	0	0	0	0	0
12:00	14	24	19.3	5.7	1	0	1	7	4	1	0	0	0	0	0	0
13:00	16	26.2	22.6	4.4	0	0	1	4	8	3	0	0	0	0	0	0
14:00	20	21.8	19.3	3.6	0	0	2	14	3	1	0	0	0	0	0	0
15:00	37	25.7	22	5	0	0	3	12	17	4	0	1	0	0	0	0
16:00	25	24.9	20.7	4.6	0	1	1	11	10	2	0	0	0	0	0	0
17:00	22	28.2	23	5.3	0	0	2	5	9	5	1	0	0	0	0	0
18:00	24	28.1	21.8	5.6	0	0	4	7	6	7	0	0	0	0	0	0
19:00	22	26.3	22.1	4.4	0	0	1	8	9	4	0	0	0	0	0	0
20:00	14	26.7	19.6	6.7	0	2	1	6	2	3	0	0	0	0	0	0
21:00	12	25.3	19.8	5.9	0	0	4	3	3	2	0	0	0	0	0	0
22:00	7	-	22.1	4	0	0	0	3	3	1	0	0	0	0	0	0
23:00	4	-	22.3	6.4	0	0	1	0	2	1	0	0	0	0	0	0
12H,7-19	255	25.7	20.9	5	1	4	25	107	84	31	2	1	0	0	0	0
16H,6-22	307	25.8	20.8	5.1	1	6	32	126	99	40	2	1	0	0	0	0
18H,6-24	318	25.8	20.9	5.1	1	6	33	129	104	42	2	1	0	0	0	0
24H,0-24	324	25.9	20.9	5.1	1	6	33	133	105	43	2	1	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537001			Location	Site 1 - Little Green Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Westbound									
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
Daily Totals																
Sat 22-Jun-24	**228**	25.5	20.7	5.3	0	8	32	72	90	21	5	0	0	0	0	0
Sun 23-Jun-24	**200**	26.7	21.2	6	0	9	22	70	65	24	7	3	0	0	0	0
Mon 24-Jun-24	**261**	25.2	20.8	4.6	0	7	20	105	107	21	1	0	0	0	0	0
Tue 25-Jun-24	**306**	25.7	21.2	4.9	0	6	30	107	124	36	3	0	0	0	0	0
Wed 26-Jun-24	**269**	26.3	21.1	5.3	0	10	24	101	91	39	3	1	0	0	0	0
Thu 27-Jun-24	**304**	25.5	20.5	5.4	2	19	21	114	114	30	4	0	0	0	0	0
Fri 28-Jun-24	**324**	25.9	20.9	5.1	1	6	33	133	105	43	2	1	0	0	0	0
Total Vehicles																
[--]	**1892**	25.8	20.9	5.2	3	65	182	702	696	214	25	5	0	0	0	0





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13537		CROXLEY GREEN JUNE 2024								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**Average 85%ile Speed**	**Average Mean Speed**
Site No: 13537002	Site 2 - Little Green Lane, Croxley Green 51.658718, -0.438353	Channel: Eastbound	Sat 22-Jun-24	Fri 28-Jun-24	30	1471	223	210	26.4	22.0
		Channel: Westbound	Sat 22-Jun-24	Fri 28-Jun-24		1564	235	223	25.1	20.4

13537			CROXLEY GREEN			Site No: 13537002			Location	Site 2 - Little Green Lane, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 22-Jun-24														
00:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
06:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
07:00	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
08:00	**12**	1	9	2	0	0	0	0	0	0	0	0	0	0
09:00	**12**	0	12	0	0	0	0	0	0	0	0	0	0	0
10:00	**22**	0	21	1	0	0	0	0	0	0	0	0	0	0
11:00	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0
12:00	**6**	2	4	0	0	0	0	0	0	0	0	0	0	0
13:00	**11**	0	9	2	0	0	0	0	0	0	0	0	0	0
14:00	**15**	1	13	1	0	0	0	0	0	0	0	0	0	0
15:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
16:00	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
17:00	**12**	0	12	0	0	0	0	0	0	0	0	0	0	0
18:00	**10**	1	9	0	0	0	0	0	0	0	0	0	0	0
19:00	**12**	0	12	0	0	0	0	0	0	0	0	0	0	0
20:00	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
21:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
22:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
23:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**144**	**5**	**131**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**169**	**5**	**154**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**176**	**5**	**161**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**180**	**5**	**165**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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13537			CROXLEY GREEN			Site No: 13537002			Location	Site 2 - Little Green Lane, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 23-Jun-24														
00:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
06:00	**4**	1	3	0	0	0	0	0	0	0	0	0	0	0
07:00	**10**	0	8	2	0	0	0	0	0	0	0	0	0	0
08:00	**12**	0	9	3	0	0	0	0	0	0	0	0	0	0
09:00	**19**	2	17	0	0	0	0	0	0	0	0	0	0	0
10:00	**13**	1	12	0	0	0	0	0	0	0	0	0	0	0
11:00	**19**	0	19	0	0	0	0	0	0	0	0	0	0	0
12:00	**19**	4	13	2	0	0	0	0	0	0	0	0	0	0
13:00	**12**	1	10	1	0	0	0	0	0	0	0	0	0	0
14:00	**16**	3	13	0	0	0	0	0	0	0	0	0	0	0
15:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
16:00	**14**	2	11	1	0	0	0	0	0	0	0	0	0	0
17:00	**13**	0	10	3	0	0	0	0	0	0	0	0	0	0
18:00	**5**	1	4	0	0	0	0	0	0	0	0	0	0	0
19:00	**5**	1	4	0	0	0	0	0	0	0	0	0	0	0
20:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
21:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
22:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
23:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**158**	**14**	**132**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**173**	**16**	**145**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**175**	**16**	**147**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**178**	**16**	**150**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537002			Location	Site 2 - Little Green Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 24-Jun-24															
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**4**	1	3	0	0	0	0	0	0	0	0	0	0	0
06:00	**9**	0	4	5	0	0	0	0	0	0	0	0	0	0
07:00	**20**	1	15	4	0	0	0	0	0	0	0	0	0	0
08:00	**22**	1	17	4	0	0	0	0	0	0	0	0	0	0
09:00	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
10:00	**11**	0	6	5	0	0	0	0	0	0	0	0	0	0
11:00	**12**	0	9	3	0	0	0	0	0	0	0	0	0	0
12:00	**11**	0	9	2	0	0	0	0	0	0	0	0	0	0
13:00	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
14:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
15:00	**31**	0	28	2	0	0	1	0	0	0	0	0	0	0
16:00	**17**	0	16	1	0	0	0	0	0	0	0	0	0	0
17:00	**11**	1	9	1	0	0	0	0	0	0	0	0	0	0
18:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
19:00	**14**	2	9	2	0	0	0	0	1	0	0	0	0	0
20:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
21:00	**4**	1	3	0	0	0	0	0	0	0	0	0	0	0
22:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**170**	**3**	**142**	**24**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**202**	**6**	**163**	**31**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**203**	**6**	**164**	**31**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**207**	**7**	**167**	**31**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537002			Location	Site 2 - Little Green Lane, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 25-Jun-24														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**4**	2	2	0	0	0	0	0	0	0	0	0	0	0
06:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
07:00	**18**	2	14	2	0	0	0	0	0	0	0	0	0	0
08:00	**33**	3	28	2	0	0	0	0	0	0	0	0	0	0
09:00	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
10:00	**8**	0	4	4	0	0	0	0	0	0	0	0	0	0
11:00	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
12:00	**18**	1	16	1	0	0	0	0	0	0	0	0	0	0
13:00	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
14:00	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
15:00	**20**	1	19	0	0	0	0	0	0	0	0	0	0	0
16:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
17:00	**16**	0	13	3	0	0	0	0	0	0	0	0	0	0
18:00	**16**	0	15	1	0	0	0	0	0	0	0	0	0	0
19:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
20:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
21:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
22:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
23:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**184**	**7**	**160**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**200**	**7**	**173**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**203**	**7**	**176**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**209**	**9**	**180**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537002			Location	Site 2 - Little Green Lane, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 26-Jun-24														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0
06:00	**6**	2	3	1	0	0	0	0	0	0	0	0	0	0
07:00	**17**	0	12	5	0	0	0	0	0	0	0	0	0	0
08:00	**36**	3	30	3	0	0	0	0	0	0	0	0	0	0
09:00	**21**	0	17	3	0	1	0	0	0	0	0	0	0	0
10:00	**16**	0	15	1	0	0	0	0	0	0	0	0	0	0
11:00	**7**	0	5	2	0	0	0	0	0	0	0	0	0	0
12:00	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
13:00	**12**	0	12	0	0	0	0	0	0	0	0	0	0	0
14:00	**4**	1	3	0	0	0	0	0	0	0	0	0	0	0
15:00	**23**	1	21	1	0	0	0	0	0	0	0	0	0	0
16:00	**22**	1	18	3	0	0	0	0	0	0	0	0	0	0
17:00	**22**	1	19	2	0	0	0	0	0	0	0	0	0	0
18:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
19:00	**10**	1	9	0	0	0	0	0	0	0	0	0	0	0
20:00	**7**	1	5	1	0	0	0	0	0	0	0	0	0	0
21:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
22:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
23:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**195**	**7**	**167**	**20**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**219**	**11**	**185**	**22**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**222**	**11**	**188**	**22**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**223**	**12**	**188**	**22**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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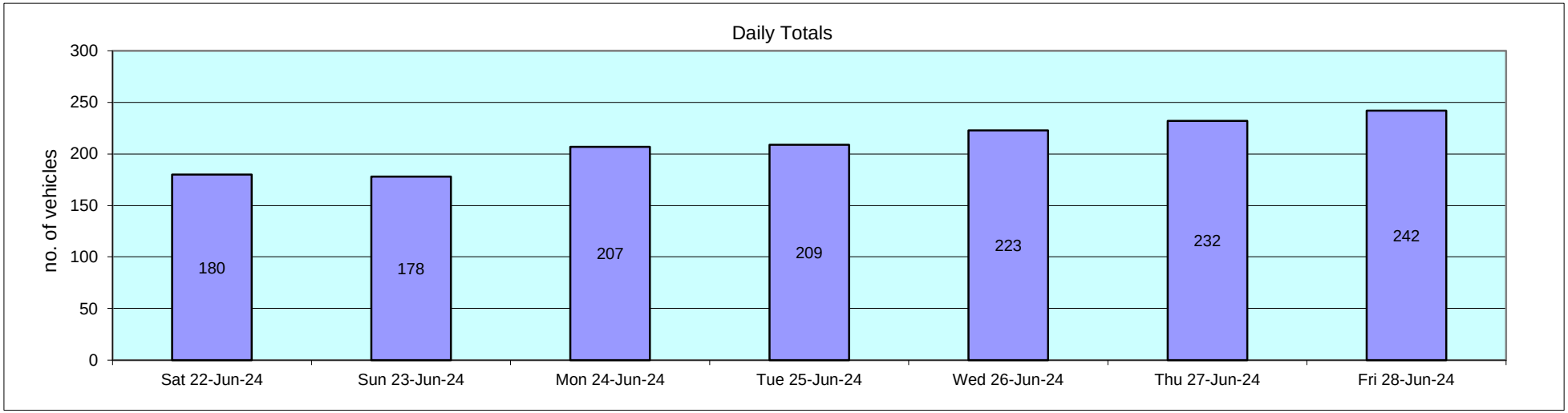
13537			CROXLEY GREEN			Site No: 13537002			Location	Site 2 - Little Green Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 27-Jun-24															
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0
06:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
07:00	**14**	2	8	4	0	0	0	0	0	0	0	0	0	0
08:00	**30**	2	26	2	0	0	0	0	0	0	0	0	0	0
09:00	**18**	0	17	1	0	0	0	0	0	0	0	0	0	0
10:00	**15**	1	13	1	0	0	0	0	0	0	0	0	0	0
11:00	**14**	1	13	0	0	0	0	0	0	0	0	0	0	0
12:00	**15**	2	10	3	0	0	0	0	0	0	0	0	0	0
13:00	**12**	0	10	2	0	0	0	0	0	0	0	0	0	0
14:00	**11**	0	9	2	0	0	0	0	0	0	0	0	0	0
15:00	**26**	3	21	1	0	0	1	0	0	0	0	0	0	0
16:00	**20**	0	18	2	0	0	0	0	0	0	0	0	0	0
17:00	**20**	1	18	1	0	0	0	0	0	0	0	0	0	0
18:00	**10**	2	8	0	0	0	0	0	0	0	0	0	0	0
19:00	**8**	1	4	3	0	0	0	0	0	0	0	0	0	0
20:00	**10**	1	9	0	0	0	0	0	0	0	0	0	0	0
21:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
22:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	**3**	3	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**205**	**14**	**171**	**19**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**228**	**16**	**189**	**22**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**231**	**19**	**189**	**22**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**232**	**20**	**189**	**22**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537002			Location	Site 2 - Little Green Lane, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 28-Jun-24														
00:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0
06:00	**5**	1	3	1	0	0	0	0	0	0	0	0	0	0
07:00	**12**	2	10	0	0	0	0	0	0	0	0	0	0	0
08:00	**39**	3	31	5	0	0	0	0	0	0	0	0	0	0
09:00	**14**	0	13	1	0	0	0	0	0	0	0	0	0	0
10:00	**21**	1	18	2	0	0	0	0	0	0	0	0	0	0
11:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
12:00	**18**	1	12	5	0	0	0	0	0	0	0	0	0	0
13:00	**21**	1	18	1	0	1	0	0	0	0	0	0	0	0
14:00	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
15:00	**25**	0	24	1	0	0	0	0	0	0	0	0	0	0
16:00	**15**	0	14	1	0	0	0	0	0	0	0	0	0	0
17:00	**16**	0	14	2	0	0	0	0	0	0	0	0	0	0
18:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
19:00	**9**	1	8	0	0	0	0	0	0	0	0	0	0	0
20:00	**8**	1	6	1	0	0	0	0	0	0	0	0	0	0
21:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
22:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
23:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**208**	**8**	**178**	**21**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**233**	**11**	**198**	**23**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**239**	**11**	**204**	**23**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**242**	**12**	**206**	**23**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN				Site No: 13537002			Location	Site 2 - Little Green Lane, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Sat 22-Jun-24	**180**	5	165	10	0	0	0	0	0	0	0	0	0	0
Sun 23-Jun-24	**178**	16	150	12	0	0	0	0	0	0	0	0	0	0
Mon 24-Jun-24	**207**	7	167	31	0	0	1	0	1	0	0	0	0	0
Tue 25-Jun-24	**209**	9	180	20	0	0	0	0	0	0	0	0	0	0
Wed 26-Jun-24	**223**	12	188	22	0	1	0	0	0	0	0	0	0	0
Thu 27-Jun-24	**232**	20	189	22	0	0	1	0	0	0	0	0	0	0
Fri 28-Jun-24	**242**	12	206	23	0	1	0	0	0	0	0	0	0	0
Total Vehicles														
[--]	**1471**	81	1245	140	0	2	2	0	1	0	0	0	0	0



Data produced by
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13537			CROXLEY GREEN				Site No: 13537002			Location	Site 2 - Little Green Lane, Croxley Green						
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 22-Jun-24																
00:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
06:00	4	-	23.5	7.1	0	0	0	2	1	0	1	0	0	0	0	0
07:00	13	27.4	23.9	4.5	0	0	0	3	7	2	1	0	0	0	0	0
08:00	12	30.3	24.8	6.2	0	0	0	5	1	4	2	0	0	0	0	0
09:00	12	30.3	23.1	6.7	0	0	2	2	5	1	2	0	0	0	0	0
10:00	22	25.4	21	4.5	0	0	2	10	7	3	0	0	0	0	0	0
11:00	11	24.5	20.8	4.9	0	1	0	3	7	0	0	0	0	0	0	0
12:00	6	-	16.8	3	0	0	2	4	0	0	0	0	0	0	0	0
13:00	11	23.3	20.3	2.9	0	0	0	7	4	0	0	0	0	0	0	0
14:00	15	24.6	20.8	4.8	0	1	1	3	10	0	0	0	0	0	0	0
15:00	7	-	22.8	2.4	0	0	0	1	6	0	0	0	0	0	0	0
16:00	13	27.4	23.5	4.8	0	0	0	4	6	2	1	0	0	0	0	0
17:00	12	24.5	22.7	4.9	0	0	0	5	5	1	1	0	0	0	0	0
18:00	10	26	18.5	6.4	0	1	2	5	0	2	0	0	0	0	0	0
19:00	12	25.1	21.8	4.1	0	0	1	3	7	1	0	0	0	0	0	0
20:00	5	-	23.5	1.6	0	0	0	0	5	0	0	0	0	0	0	0
21:00	4	-	22.3	2.8	0	0	0	1	3	0	0	0	0	0	0	0
22:00	5	-	24.5	4.4	0	0	0	1	2	2	0	0	0	0	0	0
23:00	2	-	18.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
12H,7-19	144	26	21.8	5.2	0	3	9	52	58	15	7	0	0	0	0	0
16H,6-22	169	25.9	21.9	5	0	3	10	58	74	16	8	0	0	0	0	0
18H,6-24	176	25.9	21.9	5	0	3	11	59	77	18	8	0	0	0	0	0
24H,0-24	180	25.9	21.9	5	0	3	11	62	78	18	8	0	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537002				Location	Site 2 - Little Green Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 23-Jun-24																
00:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
06:00	4	-	23.5	4.2	0	0	0	1	2	1	0	0	0	0	0	0
07:00	10	31	24.5	6.3	0	0	1	1	5	1	2	0	0	0	0	0
08:00	12	30.3	23.9	6	0	0	0	5	3	2	2	0	0	0	0	0
09:00	19	27.1	21.7	5.5	0	0	2	8	5	3	1	0	0	0	0	0
10:00	13	24	20.4	3.5	0	0	1	6	6	0	0	0	0	0	0	0
11:00	19	25	20.9	4.4	0	0	2	8	7	2	0	0	0	0	0	0
12:00	19	25.4	20.9	5.3	0	0	4	5	7	3	0	0	0	0	0	0
13:00	12	27.8	22.3	5.8	0	0	1	5	3	2	1	0	0	0	0	0
14:00	16	23.6	19.1	4.6	0	1	2	7	6	0	0	0	0	0	0	0
15:00	6	-	21	5.4	0	0	1	2	2	1	0	0	0	0	0	0
16:00	14	24.9	21	4.5	0	0	2	4	7	1	0	0	0	0	0	0
17:00	13	23.8	21.6	5.4	0	0	1	6	4	1	1	0	0	0	0	0
18:00	5	-	22.5	2.6	0	0	0	1	4	0	0	0	0	0	0	0
19:00	5	-	22.5	5.6	0	0	1	0	3	1	0	0	0	0	0	0
20:00	3	-	25.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
21:00	3	-	23.5	1.7	0	0	0	0	3	0	0	0	0	0	0	0
22:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	158	25.9	21.4	5.1	0	1	17	58	59	16	7	0	0	0	0	0
16H,6-22	173	25.9	21.6	5.1	0	1	18	59	69	19	7	0	0	0	0	0
18H,6-24	175	25.9	21.6	5.1	0	1	18	60	70	19	7	0	0	0	0	0
24H,0-24	178	26	21.6	5	0	1	18	61	71	20	7	0	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537002				Location	Site 2 - Little Green Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 24-Jun-24																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	-	19.8	4.9	0	0	1	1	2	0	0	0	0	0	0	0
06:00	9	-	20.7	3.9	0	0	1	3	5	0	0	0	0	0	0	0
07:00	20	25.1	20.8	4.7	0	0	3	7	8	2	0	0	0	0	0	0
08:00	22	25.6	22.1	4.4	0	0	0	10	9	2	1	0	0	0	0	0
09:00	9	-	21.8	2.9	0	0	0	3	6	0	0	0	0	0	0	0
10:00	11	24.6	21.2	5.3	0	0	1	5	4	0	1	0	0	0	0	0
11:00	12	24.9	22.3	4.6	0	0	0	5	6	0	1	0	0	0	0	0
12:00	11	25.6	21.7	5.3	0	0	2	2	5	2	0	0	0	0	0	0
13:00	13	24.6	20.8	4.1	0	0	1	6	5	1	0	0	0	0	0	0
14:00	8	-	23.5	4.8	0	0	0	2	5	0	1	0	0	0	0	0
15:00	31	28.4	22.5	5.7	0	1	2	9	10	8	1	0	0	0	0	0
16:00	17	25.4	21.4	5.2	0	1	1	4	9	2	0	0	0	0	0	0
17:00	11	25	21.2	5.3	0	1	0	3	6	1	0	0	0	0	0	0
18:00	5	-	21.5	5.8	0	0	1	1	2	1	0	0	0	0	0	0
19:00	14	20.7	17.8	4.1	0	1	2	9	2	0	0	0	0	0	0	0
20:00	5	-	21.5	4.6	0	0	0	3	1	1	0	0	0	0	0	0
21:00	4	-	26	5.2	0	0	0	0	3	0	1	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
12H,7-19	170	25.9	21.8	4.9	0	3	11	57	75	19	5	0	0	0	0	0
16H,6-22	202	25.7	21.5	4.9	0	4	14	72	86	20	6	0	0	0	0	0
18H,6-24	203	25.8	21.6	4.9	0	4	14	72	86	21	6	0	0	0	0	0
24H,0-24	207	25.7	21.5	4.9	0	4	15	73	88	21	6	0	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537002			Location	Site 2 - Little Green Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Eastbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 25-Jun-24																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
02:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	-	21	3.2	0	0	0	2	2	0	0	0	0	0	0	0
06:00	3	-	25.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
07:00	18	25.7	21.8	4.8	0	0	2	5	8	3	0	0	0	0	0	0
08:00	33	25.4	22.6	4.3	0	0	0	11	19	2	0	1	0	0	0	0
09:00	11	28.9	24.4	4.6	0	0	0	3	3	5	0	0	0	0	0	0
10:00	8	-	21	6.7	0	1	0	3	2	2	0	0	0	0	0	0
11:00	13	26.9	21.2	5	0	0	1	7	2	3	0	0	0	0	0	0
12:00	18	24.2	20.2	4.1	0	0	2	9	6	1	0	0	0	0	0	0
13:00	13	24.9	23.5	3.2	0	0	0	2	9	2	0	0	0	0	0	0
14:00	11	25.6	23.5	3.5	0	0	0	2	7	2	0	0	0	0	0	0
15:00	20	24.8	21.8	5.8	0	1	2	4	10	2	1	0	0	0	0	0
16:00	7	-	23.5	1.5	0	0	0	0	7	0	0	0	0	0	0	0
17:00	16	26.2	23.2	4.1	0	0	1	2	10	3	0	0	0	0	0	0
18:00	16	27.8	23.5	5	0	0	1	3	8	3	1	0	0	0	0	0
19:00	8	-	19.8	3.8	0	0	1	4	3	0	0	0	0	0	0	0
20:00	3	-	21.8	3.1	0	0	0	1	2	0	0	0	0	0	0	0
21:00	2	-	13.5	7.1	0	1	0	1	0	0	0	0	0	0	0	0
22:00	3	-	20.2	3.1	0	0	0	2	1	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	184	26.5	22.4	4.6	0	2	9	51	91	28	2	1	0	0	0	0
16H,6-22	200	26.3	22.3	4.7	0	3	10	57	98	29	2	1	0	0	0	0
18H,6-24	203	26.2	22.2	4.7	0	3	10	59	99	29	2	1	0	0	0	0
24H,0-24	209	26	22.2	4.6	0	3	10	63	101	29	2	1	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537002			Location	Site 2 - Little Green Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Eastbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 26-Jun-24																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	6	-	21	4.4	0	0	0	4	1	1	0	0	0	0	0	0
07:00	17	29.3	23.2	6.2	0	0	2	4	6	3	2	0	0	0	0	0
08:00	36	25.1	22.3	3.1	0	0	1	8	26	1	0	0	0	0	0	0
09:00	21	25.8	23	3.4	0	0	0	5	13	3	0	0	0	0	0	0
10:00	16	29.8	25.1	5.6	0	0	1	3	3	8	1	0	0	0	0	0
11:00	7	-	21.4	3.1	0	0	0	3	4	0	0	0	0	0	0	0
12:00	8	-	22.9	5.1	0	0	0	3	4	0	1	0	0	0	0	0
13:00	12	28.8	24.8	5.9	0	0	0	3	5	3	0	1	0	0	0	0
14:00	4	-	19.8	7.6	0	0	2	0	1	1	0	0	0	0	0	0
15:00	23	26.1	21.1	5.4	0	1	2	8	8	4	0	0	0	0	0	0
16:00	22	28.2	22.6	5.9	0	1	1	6	8	5	1	0	0	0	0	0
17:00	22	26.3	23	3.7	0	0	0	6	12	4	0	0	0	0	0	0
18:00	7	-	23.5	4.3	0	0	0	2	3	2	0	0	0	0	0	0
19:00	10	25	21.5	4.4	0	0	1	3	5	1	0	0	0	0	0	0
20:00	7	-	17.1	5.7	0	1	2	2	2	0	0	0	0	0	0	0
21:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
22:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
23:00	2	-	18.5	1.8	0	0	0	2	0	0	0	0	0	0	0	0
12H,7-19	195	27.5	22.8	4.8	0	2	9	51	93	34	5	1	0	0	0	0
16H,6-22	219	27.2	22.5	4.9	0	3	12	60	102	36	5	1	0	0	0	0
18H,6-24	222	27.1	22.5	4.9	0	3	12	62	103	36	5	1	0	0	0	0
24H,0-24	223	27.1	22.4	4.9	0	3	12	63	103	36	5	1	0	0	0	0

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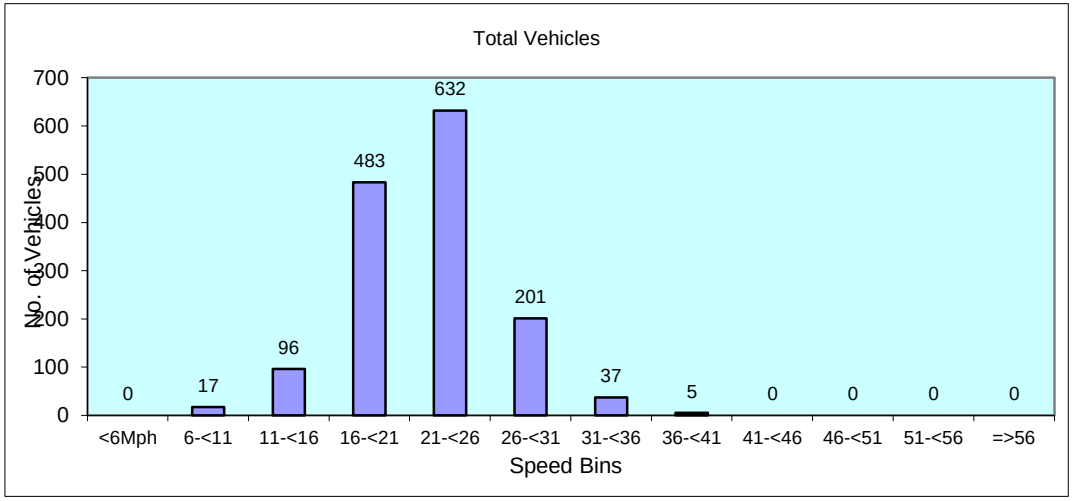
13537			CROXLEY GREEN				Site No: 13537002				Location	Site 2 - Little Green Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 27-Jun-24																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	2	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
07:00	14	29.5	23.9	6.8	0	0	1	4	5	2	1	1	0	0	0	0
08:00	30	25.3	21.3	5.2	0	2	0	11	14	2	1	0	0	0	0	0
09:00	18	27.8	23.2	4.6	0	0	1	4	8	5	0	0	0	0	0	0
10:00	15	25	22.2	3.3	0	0	0	5	9	1	0	0	0	0	0	0
11:00	14	26.7	23.1	3.9	0	0	0	4	7	3	0	0	0	0	0	0
12:00	15	26.4	21.8	5.1	0	0	2	4	6	3	0	0	0	0	0	0
13:00	12	27.8	23.5	6.2	0	0	0	5	4	2	0	1	0	0	0	0
14:00	11	25.6	21.2	4.9	0	0	1	5	3	2	0	0	0	0	0	0
15:00	26	24.9	20.8	4.9	0	0	4	9	11	1	1	0	0	0	0	0
16:00	20	26.6	23	4.2	0	0	1	4	11	4	0	0	0	0	0	0
17:00	20	26.6	21.3	5.2	0	0	3	7	6	4	0	0	0	0	0	0
18:00	10	24.3	19.5	5.3	0	0	3	3	3	1	0	0	0	0	0	0
19:00	8	-	19.8	4.6	0	0	1	5	1	1	0	0	0	0	0	0
20:00	10	24.3	21	3.8	0	0	1	3	6	0	0	0	0	0	0	0
21:00	3	-	18.5	1.7	0	0	0	3	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	3	-	15.2	3.1	0	0	2	1	0	0	0	0	0	0	0	0
12H,7-19	205	26.6	22	5	0	2	16	65	87	30	3	2	0	0	0	0
16H,6-22	228	26.4	21.9	5	0	2	18	76	95	32	3	2	0	0	0	0
18H,6-24	231	26.3	21.8	5	0	2	20	77	95	32	3	2	0	0	0	0
24H,0-24	232	26.3	21.8	5	0	2	20	78	95	32	3	2	0	0	0	0

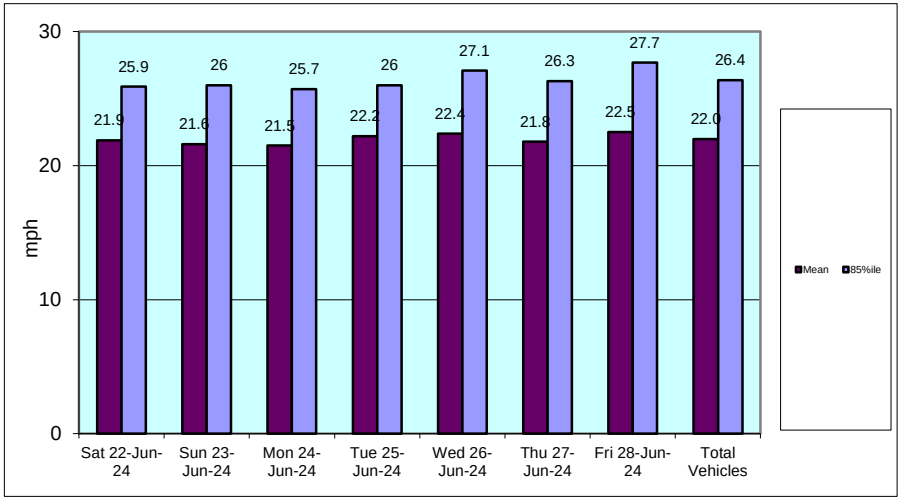
Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537002				Location	Site 2 - Little Green Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 28-Jun-24																
00:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
01:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	5	-	23.5	7.2	0	0	0	3	0	1	1	0	0	0	0	0
07:00	12	27.2	22.3	4.6	0	0	0	6	3	3	0	0	0	0	0	0
08:00	39	27.2	22.6	4.9	0	0	4	8	19	7	1	0	0	0	0	0
09:00	14	27.8	23.5	4.2	0	0	0	4	6	4	0	0	0	0	0	0
10:00	21	25.7	22.5	5.3	0	0	1	7	10	2	0	1	0	0	0	0
11:00	8	-	22.9	4.4	0	0	0	3	3	2	0	0	0	0	0	0
12:00	18	27.3	21.6	5.9	0	1	0	9	4	3	1	0	0	0	0	0
13:00	21	28	22.3	4.9	0	0	1	9	5	6	0	0	0	0	0	0
14:00	11	25.6	23.5	3.5	0	0	0	2	7	2	0	0	0	0	0	0
15:00	25	26.9	22.7	4.5	0	0	0	10	10	4	1	0	0	0	0	0
16:00	15	25.5	22.2	4.2	0	0	1	4	8	2	0	0	0	0	0	0
17:00	16	29.5	23.5	5.7	0	0	0	7	4	3	2	0	0	0	0	0
18:00	8	-	19.1	3.5	0	0	1	5	2	0	0	0	0	0	0	0
19:00	9	-	23.5	3.8	0	0	0	2	5	2	0	0	0	0	0	0
20:00	8	-	22.3	4.6	0	0	1	1	5	1	0	0	0	0	0	0
21:00	3	-	23.5	8.8	0	0	1	0	0	2	0	0	0	0	0	0
22:00	3	-	25.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
23:00	3	-	20.2	3.1	0	0	0	2	1	0	0	0	0	0	0	0
12H,7-19	208	27.6	22.5	4.8	0	1	8	74	81	38	5	1	0	0	0	0
16H,6-22	233	27.8	22.6	4.8	0	1	10	80	91	44	6	1	0	0	0	0
18H,6-24	239	27.7	22.6	4.8	0	1	10	82	94	45	6	1	0	0	0	0
24H,0-24	242	27.7	22.5	4.8	0	1	10	83	96	45	6	1	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537002			Location	Site 2 - Little Green Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Eastbound									
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
Daily Totals																
Sat 22-Jun-24	**180**	25.9	21.9	5	0	3	11	62	78	18	8	0	0	0	0	0
Sun 23-Jun-24	**178**	26	21.6	5	0	1	18	61	71	20	7	0	0	0	0	0
Mon 24-Jun-24	**207**	25.7	21.5	4.9	0	4	15	73	88	21	6	0	0	0	0	0
Tue 25-Jun-24	**209**	26	22.2	4.6	0	3	10	63	101	29	2	1	0	0	0	0
Wed 26-Jun-24	**223**	27.1	22.4	4.9	0	3	12	63	103	36	5	1	0	0	0	0
Thu 27-Jun-24	**232**	26.3	21.8	5	0	2	20	78	95	32	3	2	0	0	0	0
Fri 28-Jun-24	**242**	27.7	22.5	4.8	0	1	10	83	96	45	6	1	0	0	0	0
Total Vehicles																
[--]	**1471**	26.4	22.0	4.9	0	17	96	483	632	201	37	5	0	0	0	0





Data produced by
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13537			CROXLEY GREEN			Site No: 13537002			Location	Site 2 - Little Green Lane, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 22-Jun-24														
00:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
07:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
08:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
09:00	**13**	0	10	3	0	0	0	0	0	0	0	0	0	0
10:00	**12**	1	11	0	0	0	0	0	0	0	0	0	0	0
11:00	**16**	0	15	1	0	0	0	0	0	0	0	0	0	0
12:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
13:00	**13**	0	10	3	0	0	0	0	0	0	0	0	0	0
14:00	**22**	0	21	1	0	0	0	0	0	0	0	0	0	0
15:00	**19**	0	19	0	0	0	0	0	0	0	0	0	0	0
16:00	**20**	0	19	1	0	0	0	0	0	0	0	0	0	0
17:00	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
18:00	**15**	2	13	0	0	0	0	0	0	0	0	0	0	0
19:00	**18**	1	16	1	0	0	0	0	0	0	0	0	0	0
20:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
21:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
22:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
23:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**162**	**3**	**150**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**190**	**4**	**175**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**202**	**4**	**187**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**204**	**4**	**189**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537002			Location	Site 2 - Little Green Lane, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 23-Jun-24														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
07:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
09:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
10:00	**10**	2	8	0	0	0	0	0	0	0	0	0	0	0
11:00	**16**	0	15	1	0	0	0	0	0	0	0	0	0	0
12:00	**22**	0	19	3	0	0	0	0	0	0	0	0	0	0
13:00	**23**	1	22	0	0	0	0	0	0	0	0	0	0	0
14:00	**14**	0	12	2	0	0	0	0	0	0	0	0	0	0
15:00	**16**	0	16	0	0	0	0	0	0	0	0	0	0	0
16:00	**9**	2	7	0	0	0	0	0	0	0	0	0	0	0
17:00	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0
18:00	**18**	0	18	0	0	0	0	0	0	0	0	0	0	0
19:00	**18**	0	18	0	0	0	0	0	0	0	0	0	0	0
20:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
21:00	**5**	0	4	0	0	0	0	0	1	0	0	0	0	0
22:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
23:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**150**	**5**	**138**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**181**	**5**	**167**	**8**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**183**	**5**	**168**	**9**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**184**	**5**	**169**	**9**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537002			Location	Site 2 - Little Green Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 24-Jun-24															
00:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
07:00	**16**	0	11	5	0	0	0	0	0	0	0	0	0	0
08:00	**23**	0	20	3	0	0	0	0	0	0	0	0	0	0
09:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
10:00	**13**	1	12	0	0	0	0	0	0	0	0	0	0	0
11:00	**13**	0	11	2	0	0	0	0	0	0	0	0	0	0
12:00	**10**	0	8	2	0	0	0	0	0	0	0	0	0	0
13:00	**9**	1	6	2	0	0	0	0	0	0	0	0	0	0
14:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
15:00	**34**	0	31	3	0	0	0	0	0	0	0	0	0	0
16:00	**22**	0	20	2	0	0	0	0	0	0	0	0	0	0
17:00	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
18:00	**16**	0	15	1	0	0	0	0	0	0	0	0	0	0
19:00	**12**	0	12	0	0	0	0	0	0	0	0	0	0	0
20:00	**14**	0	14	0	0	0	0	0	0	0	0	0	0	0
21:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
22:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**181**	**2**	**157**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**215**	**2**	**190**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**216**	**2**	**191**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**219**	**2**	**194**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537002			Location	Site 2 - Little Green Lane, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 25-Jun-24														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
06:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
07:00	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
08:00	**17**	1	13	3	0	0	0	0	0	0	0	0	0	0
09:00	**19**	0	16	3	0	0	0	0	0	0	0	0	0	0
10:00	**16**	0	13	2	0	1	0	0	0	0	0	0	0	0
11:00	**23**	0	20	3	0	0	0	0	0	0	0	0	0	0
12:00	**20**	0	17	3	0	0	0	0	0	0	0	0	0	0
13:00	**17**	0	15	1	0	1	0	0	0	0	0	0	0	0
14:00	**11**	1	6	3	0	1	0	0	0	0	0	0	0	0
15:00	**19**	0	17	2	0	0	0	0	0	0	0	0	0	0
16:00	**19**	0	17	2	0	0	0	0	0	0	0	0	0	0
17:00	**16**	2	13	1	0	0	0	0	0	0	0	0	0	0
18:00	**15**	0	15	0	0	0	0	0	0	0	0	0	0	0
19:00	**17**	0	17	0	0	0	0	0	0	0	0	0	0	0
20:00	**12**	1	10	1	0	0	0	0	0	0	0	0	0	0
21:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
22:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
23:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**203**	**4**	**172**	**24**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**239**	**5**	**205**	**26**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**245**	**5**	**210**	**27**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**249**	**5**	**213**	**28**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537002			Location	Site 2 - Little Green Lane, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 26-Jun-24														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
06:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
07:00	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
08:00	**25**	0	23	2	0	0	0	0	0	0	0	0	0	0
09:00	**12**	0	9	3	0	0	0	0	0	0	0	0	0	0
10:00	**8**	1	6	1	0	0	0	0	0	0	0	0	0	0
11:00	**16**	0	14	2	0	0	0	0	0	0	0	0	0	0
12:00	**8**	0	6	2	0	0	0	0	0	0	0	0	0	0
13:00	**8**	1	6	1	0	0	0	0	0	0	0	0	0	0
14:00	**13**	1	10	2	0	0	0	0	0	0	0	0	0	0
15:00	**19**	0	18	1	0	0	0	0	0	0	0	0	0	0
16:00	**18**	0	16	2	0	0	0	0	0	0	0	0	0	0
17:00	**26**	0	25	1	0	0	0	0	0	0	0	0	0	0
18:00	**5**	2	3	0	0	0	0	0	0	0	0	0	0	0
19:00	**15**	0	13	2	0	0	0	0	0	0	0	0	0	0
20:00	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
21:00	**14**	0	14	0	0	0	0	0	0	0	0	0	0	0
22:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
23:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**168**	**5**	**145**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**209**	**5**	**183**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**215**	**5**	**189**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**218**	**5**	**191**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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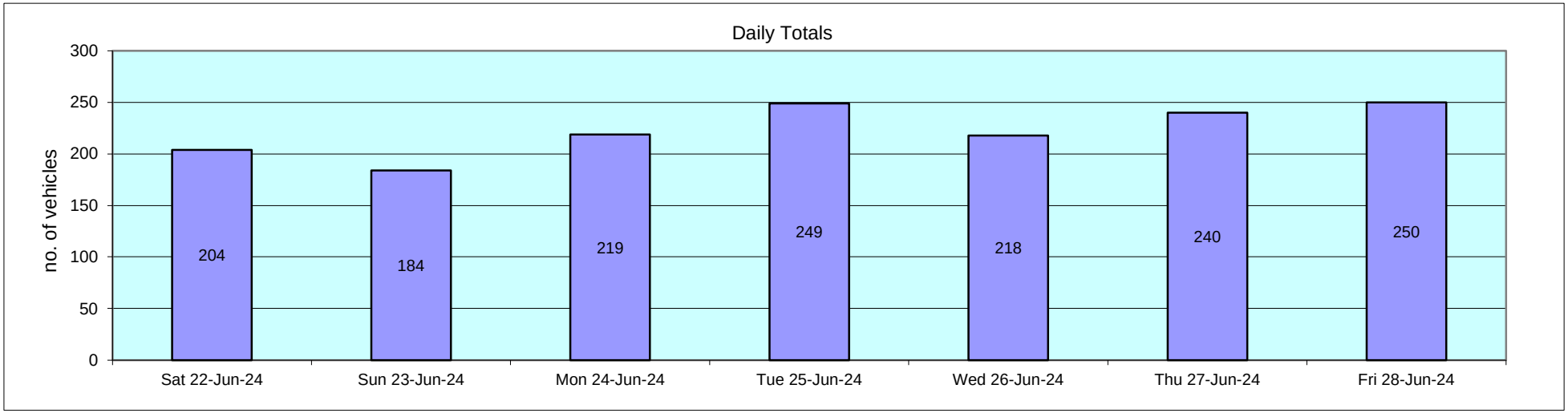
13537			CROXLEY GREEN			Site No: 13537002			Location	Site 2 - Little Green Lane, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 27-Jun-24														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
06:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
07:00	**13**	0	10	3	0	0	0	0	0	0	0	0	0	0
08:00	**24**	0	24	0	0	0	0	0	0	0	0	0	0	0
09:00	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
10:00	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
11:00	**14**	1	11	2	0	0	0	0	0	0	0	0	0	0
12:00	**18**	0	17	0	0	1	0	0	0	0	0	0	0	0
13:00	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
14:00	**18**	0	14	4	0	0	0	0	0	0	0	0	0	0
15:00	**19**	1	16	2	0	0	0	0	0	0	0	0	0	0
16:00	**17**	0	14	3	0	0	0	0	0	0	0	0	0	0
17:00	**21**	0	19	2	0	0	0	0	0	0	0	0	0	0
18:00	**15**	0	14	1	0	0	0	0	0	0	0	0	0	0
19:00	**14**	0	12	2	0	0	0	0	0	0	0	0	0	0
20:00	**16**	1	15	0	0	0	0	0	0	0	0	0	0	0
21:00	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
22:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
23:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**188**	**2**	**167**	**18**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**228**	**3**	**203**	**21**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**234**	**3**	**208**	**22**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**240**	**3**	**214**	**22**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537002			Location	Site 2 - Little Green Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 28-Jun-24														
00:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
07:00	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
08:00	**28**	0	26	2	0	0	0	0	0	0	0	0	0	0
09:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
10:00	**12**	0	9	3	0	0	0	0	0	0	0	0	0	0
11:00	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
12:00	**13**	0	11	2	0	0	0	0	0	0	0	0	0	0
13:00	**20**	0	19	1	0	0	0	0	0	0	0	0	0	0
14:00	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
15:00	**30**	0	29	1	0	0	0	0	0	0	0	0	0	0
16:00	**23**	0	23	0	0	0	0	0	0	0	0	0	0	0
17:00	**19**	1	17	1	0	0	0	0	0	0	0	0	0	0
18:00	**21**	1	18	2	0	0	0	0	0	0	0	0	0	0
19:00	**14**	0	13	1	0	0	0	0	0	0	0	0	0	0
20:00	**14**	0	11	3	0	0	0	0	0	0	0	0	0	0
21:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
22:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
23:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**203**	**2**	**186**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**238**	**2**	**216**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**248**	**2**	**226**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**250**	**2**	**228**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN				Site No: 13537002			Location	Site 2 - Little Green Lane, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Sat 22-Jun-24	**204**	4	189	11	0	0	0	0	0	0	0	0	0	0
Sun 23-Jun-24	**184**	5	169	9	0	0	0	0	1	0	0	0	0	0
Mon 24-Jun-24	**219**	2	194	23	0	0	0	0	0	0	0	0	0	0
Tue 25-Jun-24	**249**	5	213	28	0	3	0	0	0	0	0	0	0	0
Wed 26-Jun-24	**218**	5	191	22	0	0	0	0	0	0	0	0	0	0
Thu 27-Jun-24	**240**	3	214	22	0	1	0	0	0	0	0	0	0	0
Fri 28-Jun-24	**250**	2	228	20	0	0	0	0	0	0	0	0	0	0
Total Vehicles														
[--]	**1564**	26	1398	135	0	4	0	0	1	0	0	0	0	0



13537			CROXLEY GREEN				Site No: 13537002				Location	Site 2 - Little Green Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 22-Jun-24																
00:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
07:00	6	-	19.3	4	0	0	1	3	2	0	0	0	0	0	0	0
08:00	6	-	22.7	4	0	0	0	2	3	1	0	0	0	0	0	0
09:00	13	21.9	18.9	3.5	0	0	2	8	3	0	0	0	0	0	0	0
10:00	12	22.8	17.7	5.7	0	1	4	4	2	1	0	0	0	0	0	0
11:00	16	24.4	20.1	4.9	0	1	1	7	6	1	0	0	0	0	0	0
12:00	7	-	19.2	4.7	0	0	2	2	3	0	0	0	0	0	0	0
13:00	13	24.9	21.2	4.1	0	0	0	8	3	2	0	0	0	0	0	0
14:00	22	23.6	18.7	4.5	0	0	7	7	8	0	0	0	0	0	0	0
15:00	19	24	19.8	4.3	0	0	3	9	6	1	0	0	0	0	0	0
16:00	20	27.9	21.5	6.5	0	1	3	5	6	4	1	0	0	0	0	0
17:00	13	24.9	19.7	5.6	0	1	1	7	2	2	0	0	0	0	0	0
18:00	15	24.8	20.5	4.8	0	0	3	4	7	1	0	0	0	0	0	0
19:00	18	22.8	19.1	3.7	0	0	3	10	5	0	0	0	0	0	0	0
20:00	6	-	22.7	6	0	0	1	1	2	2	0	0	0	0	0	0
21:00	2	-	23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
22:00	7	-	19.2	3.7	0	0	1	4	2	0	0	0	0	0	0	0
23:00	5	-	21.5	3.1	0	0	0	2	3	0	0	0	0	0	0	0
12H,7-19	162	24.9	19.9	4.9	0	4	27	66	51	13	1	0	0	0	0	0
16H,6-22	190	25	20	4.9	0	4	31	77	61	16	1	0	0	0	0	0
18H,6-24	202	25	20	4.8	0	4	32	83	66	16	1	0	0	0	0	0
24H,0-24	204	24.9	20	4.8	0	4	32	84	67	16	1	0	0	0	0	0

13537			CROXLEY GREEN				Site No: 13537002			Location	Site 2 - Little Green Lane, Croxley Green						
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 23-Jun-24																	
00:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	**1**	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
07:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
08:00	**5**	-	20.5	4.6	0	0	1	1	3	0	0	0	0	0	0	0
09:00	**6**	-	21	4.4	0	0	0	4	1	1	0	0	0	0	0	0
10:00	**10**	19.8	16	4.4	0	1	4	4	1	0	0	0	0	0	0	0
11:00	**16**	23.9	20.1	3.8	0	0	2	7	7	0	0	0	0	0	0	0
12:00	**22**	23.7	19.9	5.8	0	1	2	12	6	0	0	1	0	0	0	0
13:00	**23**	26.1	21.1	5.4	0	0	3	10	6	3	1	0	0	0	0	0
14:00	**14**	25.3	20.6	4.9	0	0	2	6	4	2	0	0	0	0	0	0
15:00	**16**	24.1	20.1	4.2	0	0	2	8	5	1	0	0	0	0	0	0
16:00	**9**	-	20.3	6.4	1	0	0	2	6	0	0	0	0	0	0	0
17:00	**11**	25.6	20.8	5.8	0	0	3	2	4	2	0	0	0	0	0	0
18:00	**18**	24.2	19.9	4.4	0	0	3	8	6	1	0	0	0	0	0	0
19:00	**18**	27.8	22.9	5	0	0	2	3	8	5	0	0	0	0	0	0
20:00	**7**	-	20.6	6.5	0	0	1	4	1	0	1	0	0	0	0	0
21:00	**5**	-	21.5	7.6	0	0	1	2	1	0	1	0	0	0	0	0
22:00	**1**	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
23:00	**1**	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
12H,7-19	**150**	**24.9**	**20.1**	**5**	**1**	**2**	**22**	**64**	**49**	**10**	**1**	**1**	**0**	**0**	**0**	**0**
16H,6-22	**181**	**25.3**	**20.4**	**5.2**	**1**	**2**	**26**	**74**	**59**	**15**	**3**	**1**	**0**	**0**	**0**	**0**
18H,6-24	**183**	**25.3**	**20.4**	**5.2**	**1**	**2**	**27**	**74**	**60**	**15**	**3**	**1**	**0**	**0**	**0**	**0**
24H,0-24	**184**	**25.2**	**20.4**	**5.2**	**1**	**2**	**27**	**75**	**60**	**15**	**3**	**1**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537002				Location	Site 2 - Little Green Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Westbound										
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
Mon 24-Jun-24																
00:00	**2**	-	23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	**4**	-	22.3	2.8	0	0	0	1	3	0	0	0	0	0	0	0
07:00	**16**	23.6	20.1	3.3	0	0	1	9	6	0	0	0	0	0	0	0
08:00	**23**	20.5	18.5	2.6	0	0	2	19	2	0	0	0	0	0	0	0
09:00	**7**	-	18.5	4.3	0	0	2	3	2	0	0	0	0	0	0	0
10:00	**13**	22.9	18.1	5	0	1	3	5	4	0	0	0	0	0	0	0
11:00	**13**	24.3	20	4.5	0	0	3	3	7	0	0	0	0	0	0	0
12:00	**10**	24.8	21	4.4	0	0	1	4	4	1	0	0	0	0	0	0
13:00	**9**	-	19.6	3.6	0	0	1	5	3	0	0	0	0	0	0	0
14:00	**5**	-	24.5	6.6	0	0	0	2	1	1	1	0	0	0	0	0
15:00	**34**	25.3	20.7	4.9	0	1	3	14	12	4	0	0	0	0	0	0
16:00	**22**	25.2	21.7	4.7	0	0	2	7	11	1	1	0	0	0	0	0
17:00	**13**	24.6	20	5.3	0	1	1	5	5	1	0	0	0	0	0	0
18:00	**16**	23.6	18.8	5.2	0	1	3	7	4	1	0	0	0	0	0	0
19:00	**12**	24.4	20.2	4.6	0	0	2	5	4	1	0	0	0	0	0	0
20:00	**14**	23.3	19.9	3.9	0	0	1	9	3	1	0	0	0	0	0	0
21:00	**4**	-	23.5	4.2	0	0	0	1	2	1	0	0	0	0	0	0
22:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	**1**	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
12H,7-19	**181**	**24.6**	**20**	**4.6**	**0**	**4**	**22**	**83**	**61**	**9**	**2**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**215**	**24.7**	**20.1**	**4.5**	**0**	**4**	**25**	**99**	**73**	**12**	**2**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**216**	**24.7**	**20.1**	**4.5**	**0**	**4**	**26**	**99**	**73**	**12**	**2**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**219**	**24.7**	**20.1**	**4.5**	**0**	**4**	**26**	**99**	**76**	**12**	**2**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537002				Location	Site 2 - Little Green Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 25-Jun-24																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	-	18.5	1.8	0	0	0	2	0	0	0	0	0	0	0	0
06:00	3	-	21.8	3.1	0	0	0	1	2	0	0	0	0	0	0	0
07:00	11	24.2	20.3	4.3	0	0	2	3	6	0	0	0	0	0	0	0
08:00	17	24.7	19.4	5.5	0	1	3	7	4	2	0	0	0	0	0	0
09:00	19	24	19.8	4.3	0	0	3	9	6	1	0	0	0	0	0	0
10:00	16	24.4	19.8	4.9	0	0	4	5	6	1	0	0	0	0	0	0
11:00	23	24.4	19.8	4.6	0	0	4	11	6	2	0	0	0	0	0	0
12:00	20	23.8	19.3	4.6	0	1	3	8	8	0	0	0	0	0	0	0
13:00	17	24.5	21.1	3.4	0	0	0	9	7	1	0	0	0	0	0	0
14:00	11	25.6	21.7	4.8	0	0	1	4	4	2	0	0	0	0	0	0
15:00	19	25.3	21.7	4.1	0	0	1	7	9	2	0	0	0	0	0	0
16:00	19	25.4	20.9	5.3	0	0	4	5	7	3	0	0	0	0	0	0
17:00	16	26.3	21.6	6.2	0	1	1	5	6	2	1	0	0	0	0	0
18:00	15	25.5	21.5	4.8	0	0	2	4	7	2	0	0	0	0	0	0
19:00	17	25.9	21.4	5.5	0	1	1	5	7	3	0	0	0	0	0	0
20:00	12	24.4	20.2	5.1	0	1	0	6	4	1	0	0	0	0	0	0
21:00	4	-	24.8	6.4	0	0	0	1	2	0	1	0	0	0	0	0
22:00	4	-	18.5	4.2	0	0	1	2	1	0	0	0	0	0	0	0
23:00	2	-	23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
12H,7-19	203	25.2	20.5	4.7	0	3	28	77	76	18	1	0	0	0	0	0
16H,6-22	239	25.3	20.6	4.8	0	5	29	90	91	22	2	0	0	0	0	0
18H,6-24	245	25.3	20.6	4.8	0	5	30	92	94	22	2	0	0	0	0	0
24H,0-24	249	25.3	20.6	4.8	0	5	31	95	94	22	2	0	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537002				Location	Site 2 - Little Green Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 26-Jun-24																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	-	23.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
06:00	2	-	18.5	1.8	0	0	0	2	0	0	0	0	0	0	0	0
07:00	10	24.3	19.5	5.3	0	0	3	3	3	1	0	0	0	0	0	0
08:00	25	23.7	18	5.7	1	1	7	8	7	1	0	0	0	0	0	0
09:00	12	20.1	17.3	3.4	0	0	4	7	1	0	0	0	0	0	0	0
10:00	8	-	17.9	4.4	0	1	0	6	1	0	0	0	0	0	0	0
11:00	16	25.4	21.6	4.3	0	0	1	6	7	2	0	0	0	0	0	0
12:00	8	-	22.3	6	0	0	2	0	4	2	0	0	0	0	0	0
13:00	8	-	21	3.1	0	0	0	4	4	0	0	0	0	0	0	0
14:00	13	24.6	20.4	4.6	0	0	2	5	5	1	0	0	0	0	0	0
15:00	19	24.7	18.8	6.3	1	1	3	7	5	2	0	0	0	0	0	0
16:00	18	25.7	20.7	5.7	0	0	5	3	7	3	0	0	0	0	0	0
17:00	26	24	20	3.7	0	0	3	12	11	0	0	0	0	0	0	0
18:00	5	-	20.5	5.8	0	0	1	2	1	1	0	0	0	0	0	0
19:00	15	26.6	21.8	5.7	0	0	2	5	5	2	1	0	0	0	0	0
20:00	10	26	21.5	5	0	0	1	4	3	2	0	0	0	0	0	0
21:00	14	27	23.5	5	0	0	1	2	8	2	1	0	0	0	0	0
22:00	6	-	23.5	3.4	0	0	0	1	4	1	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	168	24.9	19.7	5	2	3	31	63	56	13	0	0	0	0	0	0
16H,6-22	209	25.2	20.2	5.2	2	3	35	76	72	19	2	0	0	0	0	0
18H,6-24	215	25.3	20.3	5.1	2	3	35	77	76	20	2	0	0	0	0	0
24H,0-24	218	25.3	20.3	5.2	2	3	36	78	76	21	2	0	0	0	0	0

Data produced by
Auto Surveys Ltd

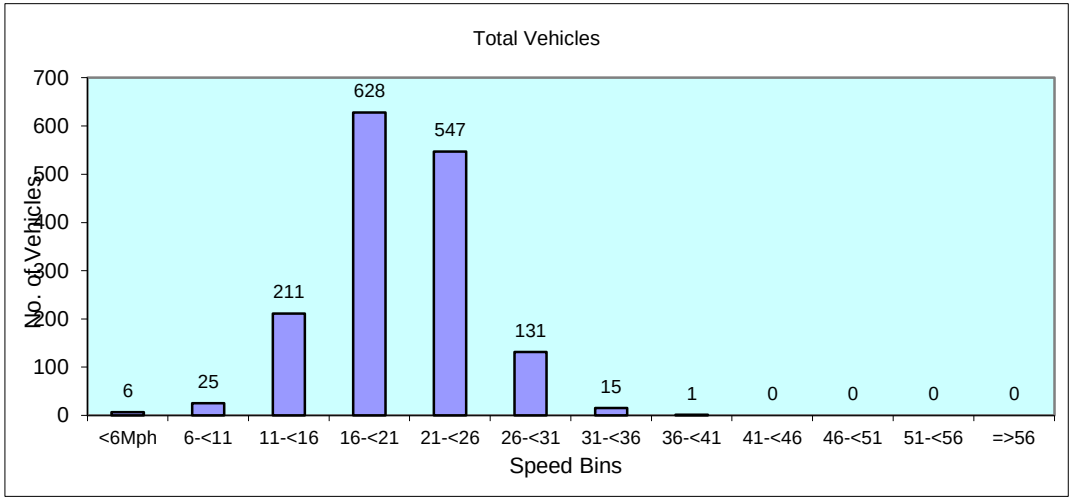
13537			CROXLEY GREEN				Site No: 13537002				Location	Site 2 - Little Green Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 27-Jun-24																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
05:00	3	-	18.5	10	0	1	0	1	0	1	0	0	0	0	0	0
06:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
07:00	13	25	21.2	4.6	0	0	2	3	7	1	0	0	0	0	0	0
08:00	24	24	20.2	3.5	0	0	2	12	10	0	0	0	0	0	0	0
09:00	8	-	21.6	6.1	0	0	1	3	3	0	1	0	0	0	0	0
10:00	10	24.3	21	3.8	0	0	1	3	6	0	0	0	0	0	0	0
11:00	14	24	19.6	5	0	1	1	7	4	1	0	0	0	0	0	0
12:00	18	25.4	22.7	4.2	0	0	0	6	10	1	1	0	0	0	0	0
13:00	11	24.2	21.2	3	0	0	0	5	6	0	0	0	0	0	0	0
14:00	18	24.2	18.6	6.4	2	0	2	7	6	1	0	0	0	0	0	0
15:00	19	24.3	20.6	3.8	0	0	2	7	10	0	0	0	0	0	0	0
16:00	17	24.7	20.6	4.2	0	0	1	10	4	2	0	0	0	0	0	0
17:00	21	25.5	19.5	6.4	1	1	3	7	6	3	0	0	0	0	0	0
18:00	15	25.3	21.2	4.4	0	0	1	7	5	2	0	0	0	0	0	0
19:00	14	22.8	19.2	3.6	0	0	2	8	4	0	0	0	0	0	0	0
20:00	16	26.3	21.3	6.2	0	0	4	3	6	2	1	0	0	0	0	0
21:00	9	-	18.5	3.8	0	0	2	5	2	0	0	0	0	0	0	0
22:00	4	-	18.5	4.2	0	0	1	2	1	0	0	0	0	0	0	0
23:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
12H,7-19	188	25	20.5	4.8	3	2	16	77	77	11	2	0	0	0	0	0
16H,6-22	228	24.9	20.4	4.8	3	2	24	94	89	13	3	0	0	0	0	0
18H,6-24	234	24.9	20.4	4.8	3	2	25	97	91	13	3	0	0	0	0	0
24H,0-24	240	24.9	20.4	4.8	3	3	25	100	92	14	3	0	0	0	0	0

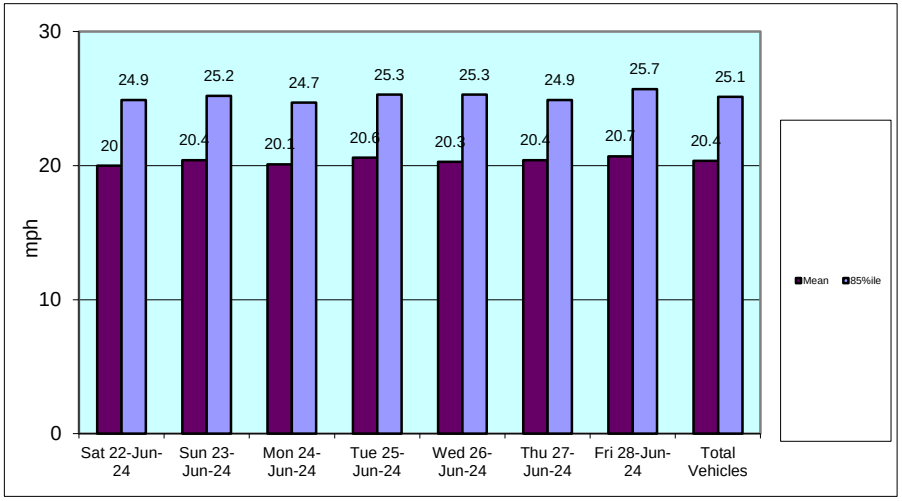
Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537002			Location	Site 2 - Little Green Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Westbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 28-Jun-24																
00:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
07:00	9	-	23.5	4.6	0	0	0	3	3	3	0	0	0	0	0	0
08:00	28	25.1	21	4	0	0	1	15	9	3	0	0	0	0	0	0
09:00	6	-	19.3	4	0	0	1	3	2	0	0	0	0	0	0	0
10:00	12	22.2	19.3	3.2	0	0	1	8	3	0	0	0	0	0	0	0
11:00	9	-	22.4	4.3	0	0	1	1	6	1	0	0	0	0	0	0
12:00	13	21.9	18.9	3.5	0	0	2	8	3	0	0	0	0	0	0	0
13:00	20	23.1	19	3.9	0	0	4	10	6	0	0	0	0	0	0	0
14:00	13	27.4	21.6	6.4	0	0	3	3	4	2	1	0	0	0	0	0
15:00	30	24.8	20.8	4.1	0	0	3	12	13	2	0	0	0	0	0	0
16:00	23	27.7	21.3	5.6	0	0	4	8	5	6	0	0	0	0	0	0
17:00	19	27.1	21.7	6	0	1	1	7	6	3	1	0	0	0	0	0
18:00	21	27.4	21.6	5.3	0	0	3	7	6	5	0	0	0	0	0	0
19:00	14	25	21.4	4.5	0	0	2	3	8	1	0	0	0	0	0	0
20:00	14	27.8	19.9	7	0	2	1	6	1	4	0	0	0	0	0	0
21:00	6	-	19.3	6.8	0	0	3	0	2	1	0	0	0	0	0	0
22:00	5	-	16.5	5.8	0	1	1	2	1	0	0	0	0	0	0	0
23:00	5	-	19.5	5.7	0	0	2	0	3	0	0	0	0	0	0	0
12H,7-19	203	25.7	20.9	4.8	0	1	24	85	66	25	2	0	0	0	0	0
16H,6-22	238	25.8	20.8	4.9	0	3	30	94	78	31	2	0	0	0	0	0
18H,6-24	248	25.7	20.7	5	0	4	33	96	82	31	2	0	0	0	0	0
24H,0-24	250	25.7	20.7	5	0	4	34	97	82	31	2	0	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537002			Location	Site 2 - Little Green Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Westbound									
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
Daily Totals																
Sat 22-Jun-24	**204**	24.9	20	4.8	0	4	32	84	67	16	1	0	0	0	0	0
Sun 23-Jun-24	**184**	25.2	20.4	5.2	1	2	27	75	60	15	3	1	0	0	0	0
Mon 24-Jun-24	**219**	24.7	20.1	4.5	0	4	26	99	76	12	2	0	0	0	0	0
Tue 25-Jun-24	**249**	25.3	20.6	4.8	0	5	31	95	94	22	2	0	0	0	0	0
Wed 26-Jun-24	**218**	25.3	20.3	5.2	2	3	36	78	76	21	2	0	0	0	0	0
Thu 27-Jun-24	**240**	24.9	20.4	4.8	3	3	25	100	92	14	3	0	0	0	0	0
Fri 28-Jun-24	**250**	25.7	20.7	5	0	4	34	97	82	31	2	0	0	0	0	0
Total Vehicles																
[--]	**1564**	25.1	20.4	4.9	6	25	211	628	547	131	15	1	0	0	0	0





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13537		CROXLEY GREEN								
		JUNE 2024								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**Average 85%ile Speed**	**Average Mean Speed**
Site No: 13537003	Site 3 - Links Way, Croxley Green 51.658569, -0.436330	Channel: Northbound	Tue 02-Jul-24	Mon 08-Jul-24	30	3772	574	539	31.5	25.9
		Channel: Southbound	Tue 02-Jul-24	Mon 08-Jul-24		3681	561	526	30.5	24.8

13537			CROXLEY GREEN			Site No: 13537003			Location	Site 3 - Links Way, Croxley Green				
Tue 02-Jul-24 to Mon 08-Jul-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 02-Jul-24														
00:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
06:00	**13**	0	12	0	0	0	0	0	1	0	0	0	0	0
07:00	**45**	0	43	2	0	0	0	0	0	0	0	0	0	0
08:00	**55**	0	51	3	0	1	0	0	0	0	0	0	0	0
09:00	**57**	0	54	3	0	0	0	0	0	0	0	0	0	0
10:00	**36**	0	30	4	0	1	1	0	0	0	0	0	0	0
11:00	**50**	0	45	5	0	0	0	0	0	0	0	0	0	0
12:00	**47**	0	44	2	0	1	0	0	0	0	0	0	0	0
13:00	**47**	1	41	3	0	2	0	0	0	0	0	0	0	0
14:00	**37**	1	33	3	0	0	0	0	0	0	0	0	0	0
15:00	**36**	0	32	4	0	0	0	0	0	0	0	0	0	0
16:00	**47**	0	41	6	0	0	0	0	0	0	0	0	0	0
17:00	**42**	2	35	5	0	0	0	0	0	0	0	0	0	0
18:00	**31**	0	30	1	0	0	0	0	0	0	0	0	0	0
19:00	**22**	0	19	2	0	0	1	0	0	0	0	0	0	0
20:00	**18**	0	18	0	0	0	0	0	0	0	0	0	0	0
21:00	**17**	2	14	1	0	0	0	0	0	0	0	0	0	0
22:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
23:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**530**	**4**	**479**	**41**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**600**	**6**	**542**	**44**	**0**	**5**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**612**	**6**	**553**	**45**	**0**	**5**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**622**	**6**	**562**	**46**	**0**	**5**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

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13537			CROXLEY GREEN			Site No: 13537003			Location	Site 3 - Links Way, Croxley Green					
Tue 02-Jul-24 to Mon 08-Jul-24						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 03-Jul-24														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
04:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
05:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
06:00	**16**	0	13	3	0	0	0	0	0	0	0	0	0	0
07:00	**53**	0	50	3	0	0	0	0	0	0	0	0	0	0
08:00	**33**	0	32	1	0	0	0	0	0	0	0	0	0	0
09:00	**36**	0	32	4	0	0	0	0	0	0	0	0	0	0
10:00	**33**	0	31	2	0	0	0	0	0	0	0	0	0	0
11:00	**28**	0	22	6	0	0	0	0	0	0	0	0	0	0
12:00	**30**	0	24	5	0	0	1	0	0	0	0	0	0	0
13:00	**33**	0	27	6	0	0	0	0	0	0	0	0	0	0
14:00	**34**	2	28	4	0	0	0	0	0	0	0	0	0	0
15:00	**45**	0	42	2	0	0	0	0	1	0	0	0	0	0
16:00	**46**	0	45	1	0	0	0	0	0	0	0	0	0	0
17:00	**47**	0	44	3	0	0	0	0	0	0	0	0	0	0
18:00	**39**	1	37	1	0	0	0	0	0	0	0	0	0	0
19:00	**30**	0	30	0	0	0	0	0	0	0	0	0	0	0
20:00	**17**	0	15	2	0	0	0	0	0	0	0	0	0	0
21:00	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0
22:00	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
23:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**457**	**3**	**414**	**38**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**531**	**3**	**483**	**43**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**542**	**3**	**494**	**43**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**553**	**3**	**504**	**44**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Data produced by
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13537			CROXLEY GREEN			Site No: 13537003			Location	Site 3 - Links Way, Croxley Green					
Tue 02-Jul-24 to Mon 08-Jul-24						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 04-Jul-24														
00:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	**4**	1	2	0	0	0	1	0	0	0	0	0	0	0
06:00	**17**	0	16	1	0	0	0	0	0	0	0	0	0	0
07:00	**32**	0	29	2	0	0	0	0	1	0	0	0	0	0
08:00	**55**	0	49	3	0	0	3	0	0	0	0	0	0	0
09:00	**49**	1	44	3	0	0	1	0	0	0	0	0	0	0
10:00	**44**	1	35	7	0	0	1	0	0	0	0	0	0	0
11:00	**45**	0	38	7	0	0	0	0	0	0	0	0	0	0
12:00	**33**	0	30	3	0	0	0	0	0	0	0	0	0	0
13:00	**30**	0	26	4	0	0	0	0	0	0	0	0	0	0
14:00	**33**	0	31	2	0	0	0	0	0	0	0	0	0	0
15:00	**52**	0	48	4	0	0	0	0	0	0	0	0	0	0
16:00	**65**	0	59	5	0	0	1	0	0	0	0	0	0	0
17:00	**40**	0	37	3	0	0	0	0	0	0	0	0	0	0
18:00	**24**	1	22	1	0	0	0	0	0	0	0	0	0	0
19:00	**19**	0	18	1	0	0	0	0	0	0	0	0	0	0
20:00	**23**	2	20	1	0	0	0	0	0	0	0	0	0	0
21:00	**14**	0	14	0	0	0	0	0	0	0	0	0	0	0
22:00	**10**	1	9	0	0	0	0	0	0	0	0	0	0	0
23:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**502**	**3**	**448**	**44**	**0**	**0**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**575**	**5**	**516**	**47**	**0**	**0**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**588**	**6**	**527**	**48**	**0**	**0**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**597**	**7**	**534**	**48**	**0**	**0**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Data produced by
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13537			CROXLEY GREEN			Site No: 13537003			Location	Site 3 - Links Way, Croxley Green				
Tue 02-Jul-24 to Mon 08-Jul-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 05-Jul-24														
00:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
04:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
05:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
06:00	**4**	0	2	2	0	0	0	0	0	0	0	0	0	0
07:00	**35**	0	30	5	0	0	0	0	0	0	0	0	0	0
08:00	**50**	0	45	5	0	0	0	0	0	0	0	0	0	0
09:00	**31**	0	25	5	0	1	0	0	0	0	0	0	0	0
10:00	**37**	0	31	5	0	1	0	0	0	0	0	0	0	0
11:00	**61**	0	55	6	0	0	0	0	0	0	0	0	0	0
12:00	**35**	0	31	3	0	1	0	0	0	0	0	0	0	0
13:00	**33**	1	27	4	0	1	0	0	0	0	0	0	0	0
14:00	**46**	0	42	4	0	0	0	0	0	0	0	0	0	0
15:00	**36**	1	35	0	0	0	0	0	0	0	0	0	0	0
16:00	**40**	0	38	2	0	0	0	0	0	0	0	0	0	0
17:00	**27**	0	23	4	0	0	0	0	0	0	0	0	0	0
18:00	**35**	1	31	3	0	0	0	0	0	0	0	0	0	0
19:00	**30**	0	29	1	0	0	0	0	0	0	0	0	0	0
20:00	**18**	2	15	1	0	0	0	0	0	0	0	0	0	0
21:00	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
22:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
23:00	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**466**	**3**	**413**	**46**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**531**	**5**	**471**	**51**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**547**	**5**	**487**	**51**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**559**	**5**	**499**	**51**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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13537			CROXLEY GREEN			Site No: 13537003			Location	Site 3 - Links Way, Croxley Green					
Tue 02-Jul-24 to Mon 08-Jul-24						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 06-Jul-24														
00:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
01:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
05:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
06:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
07:00	**34**	0	33	1	0	0	0	0	0	0	0	0	0	0
08:00	**64**	0	58	5	0	0	0	0	1	0	0	0	0	0
09:00	**32**	0	30	2	0	0	0	0	0	0	0	0	0	0
10:00	**28**	0	28	0	0	0	0	0	0	0	0	0	0	0
11:00	**29**	0	26	3	0	0	0	0	0	0	0	0	0	0
12:00	**37**	0	34	3	0	0	0	0	0	0	0	0	0	0
13:00	**48**	1	46	1	0	0	0	0	0	0	0	0	0	0
14:00	**53**	0	46	7	0	0	0	0	0	0	0	0	0	0
15:00	**48**	0	47	1	0	0	0	0	0	0	0	0	0	0
16:00	**40**	0	39	1	0	0	0	0	0	0	0	0	0	0
17:00	**14**	0	13	1	0	0	0	0	0	0	0	0	0	0
18:00	**21**	0	21	0	0	0	0	0	0	0	0	0	0	0
19:00	**19**	0	18	1	0	0	0	0	0	0	0	0	0	0
20:00	**22**	2	20	0	0	0	0	0	0	0	0	0	0	0
21:00	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
22:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
23:00	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**448**	**1**	**421**	**25**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**508**	**3**	**476**	**28**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**523**	**3**	**491**	**28**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**535**	**3**	**502**	**29**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

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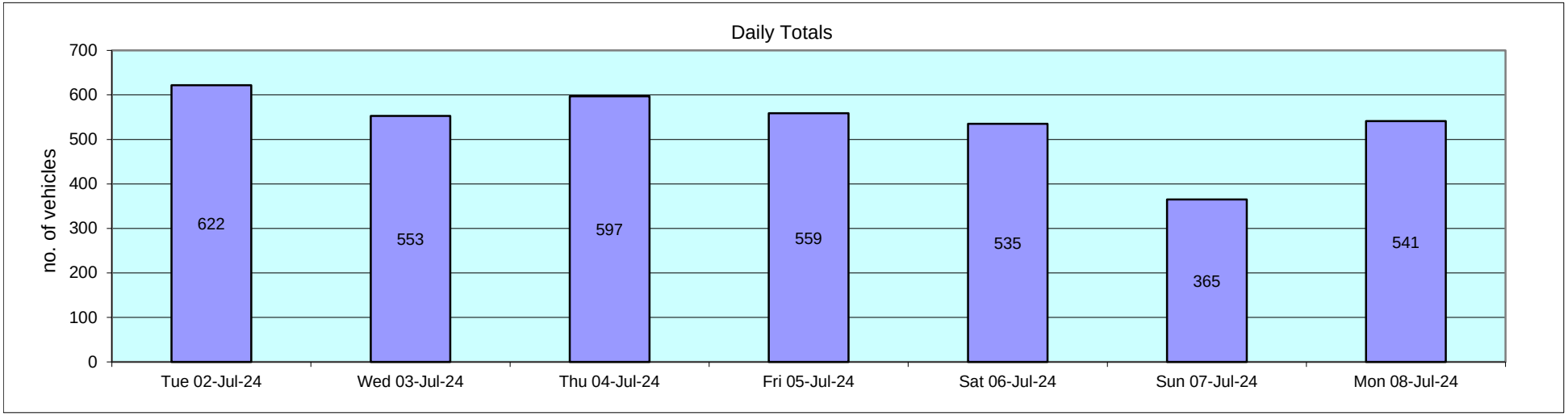
13537			CROXLEY GREEN			Site No: 13537003			Location	Site 3 - Links Way, Croxley Green					
Tue 02-Jul-24 to Mon 08-Jul-24						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 07-Jul-24														
00:00	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
01:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
06:00	**11**	0	9	2	0	0	0	0	0	0	0	0	0	0
07:00	**33**	0	32	1	0	0	0	0	0	0	0	0	0	0
08:00	**18**	0	16	2	0	0	0	0	0	0	0	0	0	0
09:00	**22**	0	22	0	0	0	0	0	0	0	0	0	0	0
10:00	**45**	1	41	3	0	0	0	0	0	0	0	0	0	0
11:00	**26**	1	25	0	0	0	0	0	0	0	0	0	0	0
12:00	**18**	1	16	1	0	0	0	0	0	0	0	0	0	0
13:00	**21**	0	21	0	0	0	0	0	0	0	0	0	0	0
14:00	**25**	2	23	0	0	0	0	0	0	0	0	0	0	0
15:00	**21**	1	19	1	0	0	0	0	0	0	0	0	0	0
16:00	**24**	1	21	2	0	0	0	0	0	0	0	0	0	0
17:00	**24**	1	22	1	0	0	0	0	0	0	0	0	0	0
18:00	**21**	0	20	1	0	0	0	0	0	0	0	0	0	0
19:00	**15**	2	12	1	0	0	0	0	0	0	0	0	0	0
20:00	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0
21:00	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
22:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
23:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**298**	**8**	**278**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**343**	**10**	**318**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**348**	**10**	**322**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**365**	**10**	**339**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537003			Location	Site 3 - Links Way, Croxley Green					
Tue 02-Jul-24 to Mon 08-Jul-24						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 08-Jul-24														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
06:00	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
07:00	**37**	0	31	6	0	0	0	0	0	0	0	0	0	0
08:00	**35**	0	33	2	0	0	0	0	0	0	0	0	0	0
09:00	**39**	2	35	1	0	0	1	0	0	0	0	0	0	0
10:00	**28**	0	25	2	0	0	0	0	1	0	0	0	0	0
11:00	**44**	0	36	7	0	1	0	0	0	0	0	0	0	0
12:00	**44**	1	38	4	0	1	0	0	0	0	0	0	0	0
13:00	**45**	0	39	6	0	0	0	0	0	0	0	0	0	0
14:00	**27**	0	26	1	0	0	0	0	0	0	0	0	0	0
15:00	**57**	0	52	5	0	0	0	0	0	0	0	0	0	0
16:00	**45**	2	36	6	0	0	1	0	0	0	0	0	0	0
17:00	**36**	1	29	6	0	0	0	0	0	0	0	0	0	0
18:00	**29**	0	27	2	0	0	0	0	0	0	0	0	0	0
19:00	**17**	0	17	0	0	0	0	0	0	0	0	0	0	0
20:00	**16**	0	15	1	0	0	0	0	0	0	0	0	0	0
21:00	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
22:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
23:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**466**	**6**	**407**	**48**	**0**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**523**	**6**	**462**	**50**	**0**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**532**	**6**	**471**	**50**	**0**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**541**	**6**	**479**	**51**	**0**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537	CROXLEY GREEN					Site No: 13537003			Location	Site 3 - Links Way, Croxley Green					
Tue 02-Jul-24 to Mon 08-Jul-24						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals															
Tue 02-Jul-24	**622**	6	562	46	0	5	2	0	1	0	0	0	0	0
Wed 03-Jul-24	**553**	3	504	44	0	0	1	0	1	0	0	0	0	0
Thu 04-Jul-24	**597**	7	534	48	0	0	7	0	1	0	0	0	0	0
Fri 05-Jul-24	**559**	5	499	51	0	4	0	0	0	0	0	0	0	0
Sat 06-Jul-24	**535**	3	502	29	0	0	0	0	1	0	0	0	0	0
Sun 07-Jul-24	**365**	10	339	16	0	0	0	0	0	0	0	0	0	0
Mon 08-Jul-24	**541**	6	479	51	0	2	2	0	1	0	0	0	0	0
Total Vehicles															
[--]	**3772**	40	3419	285	0	11	12	0	5	0	0	0	0	0



Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537003			Location	Site 3 - Links Way, Croxley Green					
Tue 02-Jul-24 to Mon 08-Jul-24							Channel: Northbound									
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
Tue 02-Jul-24																
00:00	**2**	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
01:00	**1**	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	**1**	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	**5**	-	29.5	2.6	0	0	0	0	0	4	1	0	0	0	0	0
06:00	**13**	32.4	27.7	5.9	0	0	0	2	2	6	2	1	0	0	0	0
07:00	**45**	30.3	26.8	3.8	0	0	0	2	15	24	4	0	0	0	0	0
08:00	**55**	30.1	25.4	5.1	0	1	0	8	19	22	5	0	0	0	0	0
09:00	**57**	29.6	25.1	4.7	0	0	3	4	25	22	3	0	0	0	0	0
10:00	**36**	31.1	25.4	5.4	0	0	1	6	13	10	6	0	0	0	0	0
11:00	**50**	30.1	24.5	6	0	1	2	10	16	16	4	1	0	0	0	0
12:00	**47**	29.8	25.6	5.2	0	2	1	0	18	24	2	0	0	0	0	0
13:00	**47**	30.2	25.9	4.8	0	0	2	3	16	22	4	0	0	0	0	0
14:00	**37**	30.3	25.1	6.3	0	1	3	2	13	14	3	1	0	0	0	0
15:00	**36**	32.5	26.3	6.7	0	1	1	4	11	11	7	0	1	0	0	0
16:00	**47**	33.7	28.4	5.2	0	0	0	3	11	20	10	3	0	0	0	0
17:00	**42**	29.2	23.1	6.3	0	1	5	8	13	13	1	1	0	0	0	0
18:00	**31**	30.8	27.4	5	0	0	0	4	5	17	4	1	0	0	0	0
19:00	**22**	30.2	23.5	7.5	0	3	0	2	9	5	3	0	0	0	0	0
20:00	**18**	32	24.1	8	0	2	0	4	4	4	4	0	0	0	0	0
21:00	**17**	29.5	24.1	6	0	0	2	3	4	7	1	0	0	0	0	0
22:00	**7**	-	32.1	5.7	0	0	0	0	0	4	2	0	1	0	0	0
23:00	**5**	-	27.5	2.6	0	0	0	0	1	4	0	0	0	0	0	0
12H,7-19	**530**	**30.6**	**25.7**	**5.5**	**0**	**7**	**18**	**54**	**175**	**215**	**53**	**7**	**1**	**0**	**0**	**0**
16H,6-22	**600**	**30.6**	**25.6**	**5.7**	**0**	**12**	**20**	**65**	**194**	**237**	**63**	**8**	**1**	**0**	**0**	**0**
18H,6-24	**612**	**30.6**	**25.7**	**5.7**	**0**	**12**	**20**	**65**	**195**	**245**	**65**	**8**	**2**	**0**	**0**	**0**
24H,0-24	**622**	**30.6**	**25.7**	**5.7**	**0**	**12**	**20**	**65**	**197**	**252**	**66**	**8**	**2**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537003			Location	Site 3 - Links Way, Croxley Green					
Tue 02-Jul-24 to Mon 08-Jul-24							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 03-Jul-24																
00:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	**2**	-	28.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
04:00	**2**	-	28.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
05:00	**6**	-	34.3	2.5	0	0	0	0	0	0	5	1	0	0	0	0
06:00	**16**	34.2	28.5	6.2	0	0	0	3	2	3	8	0	0	0	0	0
07:00	**53**	30.7	25.6	5.9	0	0	5	4	16	20	8	0	0	0	0	0
08:00	**33**	30.3	24.3	6.7	0	2	2	3	12	10	4	0	0	0	0	0
09:00	**36**	30.1	26	4.5	0	0	1	2	14	16	3	0	0	0	0	0
10:00	**33**	32.8	27.3	5.5	0	0	1	2	10	12	7	1	0	0	0	0
11:00	**28**	31.3	26.5	5.8	0	1	0	3	6	13	5	0	0	0	0	0
12:00	**30**	31	25.7	7.4	0	1	3	3	5	13	3	2	0	0	0	0
13:00	**33**	30.2	26.5	4.5	0	0	0	3	11	16	2	1	0	0	0	0
14:00	**34**	33.1	26.3	7	0	2	1	1	12	9	8	1	0	0	0	0
15:00	**45**	30.8	24.3	6.8	0	1	6	5	13	13	7	0	0	0	0	0
16:00	**46**	33.5	27.2	6.3	0	1	0	6	11	15	11	2	0	0	0	0
17:00	**47**	32.4	25.5	6.7	0	1	4	4	15	13	9	1	0	0	0	0
18:00	**39**	30	24.7	6.4	0	1	2	6	14	12	2	2	0	0	0	0
19:00	**30**	30.6	25.3	7.3	0	0	5	2	6	13	3	0	1	0	0	0
20:00	**17**	30.9	25.3	5.5	0	0	0	4	6	4	3	0	0	0	0	0
21:00	**11**	25.6	21.7	4.8	0	0	1	4	4	2	0	0	0	0	0	0
22:00	**8**	-	24.8	6	0	0	1	0	4	2	1	0	0	0	0	0
23:00	**3**	-	15.6	9.7	1	0	0	1	1	0	0	0	0	0	0	0
12H,7-19	**457**	**31.7**	**25.8**	**6.2**	**0**	**10**	**25**	**42**	**139**	**162**	**69**	**10**	**0**	**0**	**0**	**0**
16H,6-22	**531**	**31.8**	**25.7**	**6.3**	**0**	**10**	**31**	**55**	**157**	**184**	**83**	**10**	**1**	**0**	**0**	**0**
18H,6-24	**542**	**31.8**	**25.7**	**6.3**	**1**	**10**	**32**	**56**	**162**	**186**	**84**	**10**	**1**	**0**	**0**	**0**
24H,0-24	**553**	**32.1**	**25.8**	**6.3**	**1**	**10**	**33**	**56**	**164**	**186**	**91**	**11**	**1**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537003			Location	Site 3 - Links Way, Croxley Green					
Tue 02-Jul-24 to Mon 08-Jul-24							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 04-Jul-24																
00:00	2	-	31	3.5	0	0	0	0	0	1	1	0	0	0	0	0
01:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
05:00	4	-	22.3	13.2	0	1	1	0	0	0	2	0	0	0	0	0
06:00	17	29.5	26.1	3.4	0	0	0	1	6	10	0	0	0	0	0	0
07:00	32	34.2	28	6.4	0	0	0	5	7	9	9	1	1	0	0	0
08:00	55	30.8	26	6.6	0	2	3	3	15	24	5	3	0	0	0	0
09:00	49	31.1	26.9	4.7	0	0	1	3	15	22	8	0	0	0	0	0
10:00	44	32.6	26.7	5.8	0	0	1	7	10	16	9	1	0	0	0	0
11:00	45	33.1	27.1	6.8	0	0	3	3	13	15	9	1	0	1	0	0
12:00	33	32.6	28.3	6.5	0	0	0	2	9	15	5	1	0	0	1	0
13:00	30	31	27	5.3	0	0	1	2	8	14	4	1	0	0	0	0
14:00	33	32.6	26.4	6.6	0	0	1	6	9	10	5	1	1	0	0	0
15:00	52	32.5	26.6	6.2	0	1	2	4	15	19	9	2	0	0	0	0
16:00	65	30.2	25.3	5.4	0	1	2	9	20	27	6	0	0	0	0	0
17:00	40	29.4	23.9	6	0	2	2	5	15	14	2	0	0	0	0	0
18:00	24	29.7	24.5	5.5	0	0	1	7	3	12	1	0	0	0	0	0
19:00	19	28.7	23.2	6	0	1	1	3	8	5	1	0	0	0	0	0
20:00	23	30.3	25.5	5.1	0	0	1	2	10	7	3	0	0	0	0	0
21:00	14	28.8	22.8	6.3	0	0	3	2	3	6	0	0	0	0	0	0
22:00	10	27.7	22.5	6.3	0	1	0	2	4	3	0	0	0	0	0	0
23:00	3	-	30.2	7.6	0	0	0	0	1	1	0	1	0	0	0	0
12H,7-19	502	31.8	26.3	6.1	0	6	17	56	139	197	72	11	2	1	1	0
16H,6-22	575	31.3	26.1	6	0	7	22	64	166	225	76	11	2	1	1	0
18H,6-24	588	31.2	26.1	6	0	8	22	66	171	229	76	12	2	1	1	0
24H,0-24	597	31.4	26.1	6.1	0	9	23	66	171	231	81	12	2	1	1	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537003			Location	Site 3 - Links Way, Croxley Green					
Tue 02-Jul-24 to Mon 08-Jul-24							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 05-Jul-24																
00:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	-	28.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0
04:00	3	-	21.8	10.4	0	0	1	1	0	0	1	0	0	0	0	0
05:00	5	-	25.8	13	1	0	0	0	1	1	1	1	0	0	0	0
06:00	4	-	27.3	2.8	0	0	0	0	1	3	0	0	0	0	0	0
07:00	35	33	26.6	6.8	0	0	3	3	9	11	8	0	1	0	0	0
08:00	50	33.8	27.9	5.6	0	0	0	5	13	19	9	4	0	0	0	0
09:00	31	30.8	26.7	5.9	0	1	0	3	7	15	4	1	0	0	0	0
10:00	37	30.9	27.3	4.8	0	0	0	2	13	16	4	2	0	0	0	0
11:00	61	32.3	26.8	5.9	1	0	1	7	12	27	13	0	0	0	0	0
12:00	35	30.8	26.2	6	0	1	0	6	6	17	4	1	0	0	0	0
13:00	33	29.9	26.1	4.2	0	0	0	5	7	20	1	0	0	0	0	0
14:00	46	30.2	24.9	5.7	0	1	0	10	15	15	4	1	0	0	0	0
15:00	36	31.9	25.7	6.1	0	0	2	5	12	10	6	1	0	0	0	0
16:00	40	31.9	25.6	5.7	0	0	2	5	15	10	8	0	0	0	0	0
17:00	27	29.7	25.2	5	0	0	2	1	12	10	2	0	0	0	0	0
18:00	35	31.2	23.6	7.8	2	0	4	4	11	8	6	0	0	0	0	0
19:00	30	30.2	23.8	7.8	0	4	1	3	6	13	3	0	0	0	0	0
20:00	18	30.5	26.3	5.4	0	0	0	2	8	5	2	1	0	0	0	0
21:00	13	28.6	23.9	5.4	0	0	1	2	6	3	1	0	0	0	0	0
22:00	7	-	17.8	7.4	0	1	3	0	2	1	0	0	0	0	0	0
23:00	9	-	23.5	5.2	0	0	0	3	4	1	1	0	0	0	0	0
12H,7-19	466	31.7	26.1	5.9	3	3	14	56	132	178	69	10	1	0	0	0
16H,6-22	531	31.5	26	6	3	7	16	63	153	202	75	11	1	0	0	0
18H,6-24	547	31.4	25.8	6.1	3	8	19	66	159	204	76	11	1	0	0	0
24H,0-24	559	31.4	25.8	6.2	4	8	20	67	161	208	78	12	1	0	0	0

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13537			CROXLEY GREEN				Site No: 13537003			Location	Site 3 - Links Way, Croxley Green						
Tue 02-Jul-24 to Mon 08-Jul-24							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 06-Jul-24																	
00:00	**5**	-	22.5	4.4	0	0	0	2	2	1	0	0	0	0	0	0
01:00	**2**	-	26	10.6	0	0	0	1	0	0	1	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	**2**	-	33.5	1.8	0	0	0	0	0	0	2	0	0	0	0	0
05:00	**2**	-	31	3.5	0	0	0	0	0	1	1	0	0	0	0	0
06:00	**6**	-	29.3	7.5	0	0	0	0	2	3	0	0	1	0	0	0
07:00	**34**	36.5	30	5.9	0	0	0	0	8	16	4	4	2	0	0	0
08:00	**64**	34.1	28.9	5.3	0	0	1	2	14	25	19	2	1	0	0	0
09:00	**32**	30.7	25.1	7.2	2	0	0	5	7	13	5	0	0	0	0	0
10:00	**28**	30.4	25.8	5.5	0	0	2	3	6	14	3	0	0	0	0	0
11:00	**29**	30.4	24.7	6.5	0	0	2	6	10	7	2	2	0	0	0	0
12:00	**37**	31	25.5	6	0	1	2	2	14	12	6	0	0	0	0	0
13:00	**48**	29.9	25.2	5.4	0	0	3	6	15	21	2	1	0	0	0	0
14:00	**53**	29.3	23.8	6.1	2	0	3	5	24	16	3	0	0	0	0	0
15:00	**48**	33.2	27.7	5.5	0	0	1	4	11	20	10	2	0	0	0	0
16:00	**40**	32.4	25.7	6.7	1	0	2	5	11	12	9	0	0	0	0	0
17:00	**14**	30.3	24.9	6.2	0	0	2	0	6	4	2	0	0	0	0	0
18:00	**21**	29.3	24.2	5.9	0	1	1	2	8	8	1	0	0	0	0	0
19:00	**19**	30.1	24.8	7.2	0	0	3	2	5	6	2	1	0	0	0	0
20:00	**22**	30.3	23.6	8	1	2	0	2	8	6	3	0	0	0	0	0
21:00	**13**	29.2	23.5	6.9	0	0	1	5	2	4	0	1	0	0	0	0
22:00	**6**	-	21	6.3	0	0	2	0	3	1	0	0	0	0	0	0
23:00	**9**	-	23.5	8.4	0	1	1	0	4	1	2	0	0	0	0	0
12H,7-19	**448**	**31.9**	**26.2**	**6.2**	**5**	**2**	**19**	**40**	**134**	**168**	**66**	**11**	**3**	**0**	**0**	**0**
16H,6-22	**508**	**31.8**	**26**	**6.4**	**6**	**4**	**23**	**49**	**151**	**187**	**71**	**13**	**4**	**0**	**0**	**0**
18H,6-24	**523**	**31.8**	**25.9**	**6.4**	**6**	**5**	**26**	**49**	**158**	**189**	**73**	**13**	**4**	**0**	**0**	**0**
24H,0-24	**535**	**31.9**	**25.9**	**6.4**	**6**	**5**	**26**	**52**	**161**	**191**	**77**	**13**	**4**	**0**	**0**	**0**

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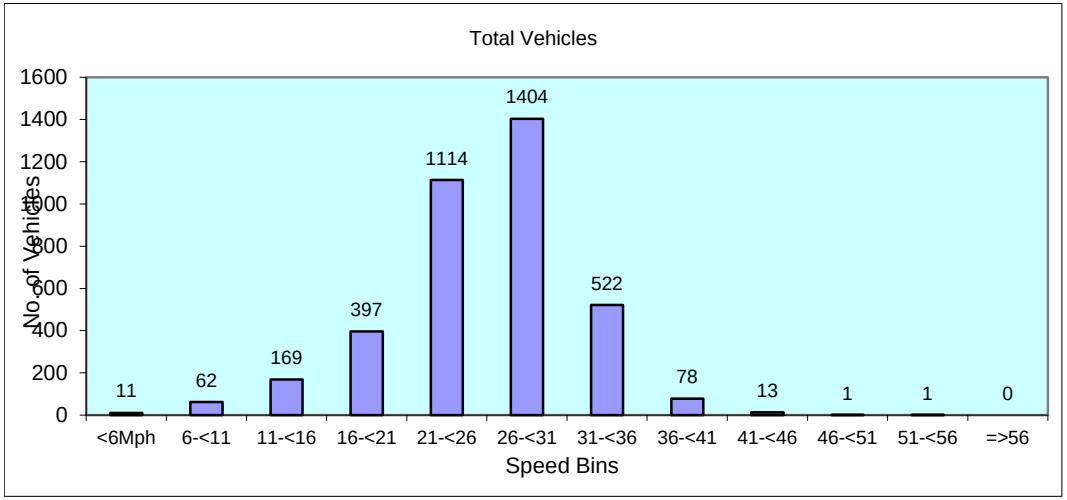
13537			CROXLEY GREEN				Site No: 13537003			Location	Site 3 - Links Way, Croxley Green						
Tue 02-Jul-24 to Mon 08-Jul-24							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 07-Jul-24																
00:00	8	-	24.8	9.6	0	1	1	0	1	4	0	1	0	0	0	0
01:00	5	-	24.5	6.6	0	0	1	0	1	3	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
05:00	2	-	28.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0
06:00	11	33.1	29.9	5.7	0	0	0	0	2	6	2	0	1	0	0	0
07:00	33	34.6	30.3	4.2	0	0	0	0	3	18	9	3	0	0	0	0
08:00	18	30	27.1	7.4	0	1	1	0	3	10	1	2	0	0	0	0
09:00	22	33	27.1	6.2	0	0	1	1	8	7	3	2	0	0	0	0
10:00	45	30.2	25.9	5.2	0	0	2	4	14	21	3	1	0	0	0	0
11:00	26	28.8	22.9	5.5	0	0	3	7	6	10	0	0	0	0	0	0
12:00	18	29.5	23.2	6.7	0	1	1	4	6	4	2	0	0	0	0	0
13:00	21	32.4	26.6	5.1	0	0	0	2	9	5	5	0	0	0	0	0
14:00	25	30	24.5	6.4	0	1	2	3	6	11	2	0	0	0	0	0
15:00	21	30.5	26.1	4.6	0	0	0	2	9	7	3	0	0	0	0	0
16:00	24	29.5	23.3	6.8	0	2	1	4	8	7	2	0	0	0	0	0
17:00	24	32.1	26.2	6.9	0	1	1	2	6	9	4	1	0	0	0	0
18:00	21	29.6	24.5	5.3	0	0	1	4	8	6	2	0	0	0	0	0
19:00	15	30.3	25.2	5.7	0	0	1	2	5	5	2	0	0	0	0	0
20:00	11	27.4	23	5.8	0	1	0	1	6	3	0	0	0	0	0	0
21:00	8	-	29.1	4.4	0	0	0	0	2	3	3	0	0	0	0	0
22:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
23:00	4	-	26	3.2	0	0	0	0	2	2	0	0	0	0	0	0
12H,7-19	298	31	25.8	6.1	0	6	13	33	86	115	36	9	0	0	0	0
16H,6-22	343	31.1	25.9	6.1	0	7	14	36	101	132	43	9	1	0	0	0
18H,6-24	348	31	25.9	6.1	0	7	15	36	103	134	43	9	1	0	0	0
24H,0-24	365	31	25.9	6.2	0	8	17	36	105	144	44	10	1	0	0	0

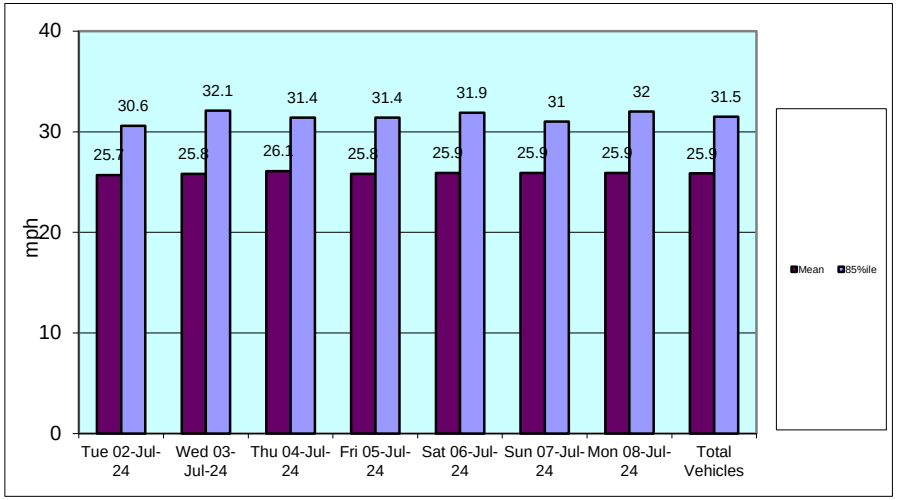
Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537003			Location	Site 3 - Links Way, Croxley Green					
Tue 02-Jul-24 to Mon 08-Jul-24							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 08-Jul-24																
00:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	**1**	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	**1**	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
05:00	**6**	-	32.7	6	0	0	0	0	1	1	2	2	0	0	0	0
06:00	**13**	29.3	25.8	3.6	0	0	0	1	5	7	0	0	0	0	0	0
07:00	**37**	33.2	26.9	5.5	0	0	0	4	15	8	9	1	0	0	0	0
08:00	**35**	30.4	25.6	5.1	0	0	1	5	11	14	4	0	0	0	0	0
09:00	**39**	31.5	25.7	6.3	0	1	3	2	12	14	7	0	0	0	0	0
10:00	**28**	32.1	27.6	4.8	0	0	0	3	5	14	6	0	0	0	0	0
11:00	**44**	30.9	25.5	6.7	0	2	3	3	10	19	7	0	0	0	0	0
12:00	**44**	32.4	25.8	7.3	0	1	4	5	10	15	7	1	1	0	0	0
13:00	**45**	32.1	27.1	5.4	0	0	2	2	13	19	8	1	0	0	0	0
14:00	**27**	30.7	26.1	6.1	0	0	1	3	10	9	3	0	1	0	0	0
15:00	**57**	32.8	25.7	6.9	0	1	5	6	16	16	11	2	0	0	0	0
16:00	**45**	30.8	23.9	7.1	0	1	6	8	11	12	6	1	0	0	0	0
17:00	**36**	32.4	27.7	6.1	0	1	1	0	9	18	4	3	0	0	0	0
18:00	**29**	30.1	26.4	4.7	0	0	0	4	7	16	1	1	0	0	0	0
19:00	**17**	27.6	21.7	7	0	2	1	3	7	3	1	0	0	0	0	0
20:00	**16**	30.1	24.8	6.3	0	1	0	2	6	5	2	0	0	0	0	0
21:00	**11**	33.3	26.7	6.2	0	0	0	2	4	1	4	0	0	0	0	0
22:00	**6**	-	21	7.7	0	0	2	1	2	0	1	0	0	0	0	0
23:00	**3**	-	21.8	7.6	0	0	1	0	1	1	0	0	0	0	0	0
12H,7-19	**466**	**32**	**26.1**	**6.2**	**0**	**7**	**26**	**45**	**129**	**174**	**73**	**10**	**2**	**0**	**0**	**0**
16H,6-22	**523**	**31.8**	**25.9**	**6.2**	**0**	**10**	**27**	**53**	**151**	**190**	**80**	**10**	**2**	**0**	**0**	**0**
18H,6-24	**532**	**31.8**	**25.8**	**6.3**	**0**	**10**	**30**	**54**	**154**	**191**	**81**	**10**	**2**	**0**	**0**	**0**
24H,0-24	**541**	**32**	**25.9**	**6.3**	**0**	**10**	**30**	**55**	**155**	**192**	**85**	**12**	**2**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537003			Location	Site 3 - Links Way, Croxley Green					
Tue 02-Jul-24 to Mon 08-Jul-24							Channel: Northbound									
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
Daily Totals																
Tue 02-Jul-24	**622**	30.6	25.7	5.7	0	12	20	65	197	252	66	8	2	0	0	0
Wed 03-Jul-24	**553**	32.1	25.8	6.3	1	10	33	56	164	186	91	11	1	0	0	0
Thu 04-Jul-24	**597**	31.4	26.1	6.1	0	9	23	66	171	231	81	12	2	1	1	0
Fri 05-Jul-24	**559**	31.4	25.8	6.2	4	8	20	67	161	208	78	12	1	0	0	0
Sat 06-Jul-24	**535**	31.9	25.9	6.4	6	5	26	52	161	191	77	13	4	0	0	0
Sun 07-Jul-24	**365**	31	25.9	6.2	0	8	17	36	105	144	44	10	1	0	0	0
Mon 08-Jul-24	**541**	32	25.9	6.3	0	10	30	55	155	192	85	12	2	0	0	0
Total Vehicles																
[--]	**3772**	31.5	25.9	6.2	11	62	169	397	1114	1404	522	78	13	1	1	0





Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537003			Location	Site 3 - Links Way, Croxley Green				
Tue 02-Jul-24 to Mon 08-Jul-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 02-Jul-24														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
04:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	**4**	1	2	1	0	0	0	0	0	0	0	0	0	0
06:00	**12**	0	9	3	0	0	0	0	0	0	0	0	0	0
07:00	**38**	0	36	2	0	0	0	0	0	0	0	0	0	0
08:00	**44**	1	41	2	0	0	0	0	0	0	0	0	0	0
09:00	**38**	0	30	8	0	0	0	0	0	0	0	0	0	0
10:00	**26**	0	24	2	0	0	0	0	0	0	0	0	0	0
11:00	**34**	0	32	2	0	0	0	0	0	0	0	0	0	0
12:00	**44**	0	39	5	0	0	0	0	0	0	0	0	0	0
13:00	**41**	1	33	6	0	1	0	0	0	0	0	0	0	0
14:00	**58**	0	54	4	0	0	0	0	0	0	0	0	0	0
15:00	**43**	1	35	7	0	0	0	0	0	0	0	0	0	0
16:00	**37**	1	29	7	0	0	0	0	0	0	0	0	0	0
17:00	**31**	1	25	5	0	0	0	0	0	0	0	0	0	0
18:00	**38**	2	33	3	0	0	0	0	0	0	0	0	0	0
19:00	**23**	0	20	3	0	0	0	0	0	0	0	0	0	0
20:00	**40**	0	37	2	0	0	1	0	0	0	0	0	0	0
21:00	**37**	1	33	2	0	0	1	0	0	0	0	0	0	0
22:00	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
23:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**472**	**7**	**411**	**53**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**584**	**8**	**510**	**63**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**601**	**8**	**525**	**65**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**608**	**9**	**530**	**66**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537003			Location	Site 3 - Links Way, Croxley Green				
Tue 02-Jul-24 to Mon 08-Jul-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 03-Jul-24														
00:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
04:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
06:00	**12**	0	10	2	0	0	0	0	0	0	0	0	0	0
07:00	**34**	0	30	4	0	0	0	0	0	0	0	0	0	0
08:00	**41**	2	37	2	0	0	0	0	0	0	0	0	0	0
09:00	**26**	0	23	3	0	0	0	0	0	0	0	0	0	0
10:00	**27**	0	16	9	0	1	1	0	0	0	0	0	0	0
11:00	**32**	0	27	5	0	0	0	0	0	0	0	0	0	0
12:00	**19**	0	16	2	0	1	0	0	0	0	0	0	0	0
13:00	**19**	1	16	2	0	0	0	0	0	0	0	0	0	0
14:00	**34**	2	25	7	0	0	0	0	0	0	0	0	0	0
15:00	**64**	0	61	3	0	0	0	0	0	0	0	0	0	0
16:00	**44**	1	38	5	0	0	0	0	0	0	0	0	0	0
17:00	**30**	0	28	2	0	0	0	0	0	0	0	0	0	0
18:00	**24**	1	22	1	0	0	0	0	0	0	0	0	0	0
19:00	**27**	0	24	2	0	0	0	0	1	0	0	0	0	0
20:00	**23**	0	19	4	0	0	0	0	0	0	0	0	0	0
21:00	**31**	0	30	1	0	0	0	0	0	0	0	0	0	0
22:00	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
23:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**394**	**7**	**339**	**45**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**487**	**7**	**422**	**54**	**0**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**500**	**7**	**435**	**54**	**0**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**508**	**7**	**442**	**55**	**0**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537003			Location	Site 3 - Links Way, Croxley Green					
Tue 02-Jul-24 to Mon 08-Jul-24						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 04-Jul-24														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
06:00	**12**	0	11	1	0	0	0	0	0	0	0	0	0	0
07:00	**45**	0	42	3	0	0	0	0	0	0	0	0	0	0
08:00	**38**	0	32	5	0	0	1	0	0	0	0	0	0	0
09:00	**38**	0	31	7	0	0	0	0	0	0	0	0	0	0
10:00	**33**	0	28	5	0	0	0	0	0	0	0	0	0	0
11:00	**39**	0	34	5	0	0	0	0	0	0	0	0	0	0
12:00	**35**	1	29	5	0	0	0	0	0	0	0	0	0	0
13:00	**28**	0	23	5	0	0	0	0	0	0	0	0	0	0
14:00	**30**	0	27	3	0	0	0	0	0	0	0	0	0	0
15:00	**41**	1	37	2	0	1	0	0	0	0	0	0	0	0
16:00	**67**	0	60	7	0	0	0	0	0	0	0	0	0	0
17:00	**50**	0	46	4	0	0	0	0	0	0	0	0	0	0
18:00	**41**	0	37	4	0	0	0	0	0	0	0	0	0	0
19:00	**29**	0	28	1	0	0	0	0	0	0	0	0	0	0
20:00	**40**	2	33	5	0	0	0	0	0	0	0	0	0	0
21:00	**28**	0	28	0	0	0	0	0	0	0	0	0	0	0
22:00	**6**	1	5	0	0	0	0	0	0	0	0	0	0	0
23:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**485**	**2**	**426**	**55**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**594**	**4**	**526**	**62**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**605**	**5**	**536**	**62**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**611**	**5**	**542**	**62**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537003			Location	Site 3 - Links Way, Croxley Green				
Tue 02-Jul-24 to Mon 08-Jul-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 05-Jul-24														
00:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
05:00	**3**	1	2	0	0	0	0	0	0	0	0	0	0	0
06:00	**5**	0	3	2	0	0	0	0	0	0	0	0	0	0
07:00	**30**	0	28	2	0	0	0	0	0	0	0	0	0	0
08:00	**45**	0	37	8	0	0	0	0	0	0	0	0	0	0
09:00	**34**	0	25	7	0	1	1	0	0	0	0	0	0	0
10:00	**20**	0	19	1	0	0	0	0	0	0	0	0	0	0
11:00	**37**	0	29	7	0	1	0	0	0	0	0	0	0	0
12:00	**36**	0	34	2	0	0	0	0	0	0	0	0	0	0
13:00	**28**	1	24	3	0	0	0	0	0	0	0	0	0	0
14:00	**42**	0	30	12	0	0	0	0	0	0	0	0	0	0
15:00	**57**	0	51	5	0	0	0	0	1	0	0	0	0	0
16:00	**55**	1	50	4	0	0	0	0	0	0	0	0	0	0
17:00	**35**	0	32	3	0	0	0	0	0	0	0	0	0	0
18:00	**34**	0	30	4	0	0	0	0	0	0	0	0	0	0
19:00	**19**	1	17	1	0	0	0	0	0	0	0	0	0	0
20:00	**19**	3	15	1	0	0	0	0	0	0	0	0	0	0
21:00	**8**	0	6	2	0	0	0	0	0	0	0	0	0	0
22:00	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
23:00	**14**	0	12	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	**453**	**2**	**389**	**58**	**0**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**504**	**6**	**430**	**64**	**0**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**527**	**6**	**450**	**67**	**0**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**538**	**7**	**460**	**67**	**0**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

13537			CROXLEY GREEN			Site No: 13537003			Location	Site 3 - Links Way, Croxley Green				
Tue 02-Jul-24 to Mon 08-Jul-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 06-Jul-24														
00:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
01:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
05:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
06:00	**5**	0	3	2	0	0	0	0	0	0	0	0	0	0
07:00	**8**	0	5	3	0	0	0	0	0	0	0	0	0	0
08:00	**37**	0	32	5	0	0	0	0	0	0	0	0	0	0
09:00	**35**	0	33	1	0	0	0	0	1	0	0	0	0	0
10:00	**37**	0	34	3	0	0	0	0	0	0	0	0	0	0
11:00	**30**	0	30	0	0	0	0	0	0	0	0	0	0	0
12:00	**25**	0	20	4	0	1	0	0	0	0	0	0	0	0
13:00	**43**	1	39	3	0	0	0	0	0	0	0	0	0	0
14:00	**48**	0	42	6	0	0	0	0	0	0	0	0	0	0
15:00	**44**	0	42	2	0	0	0	0	0	0	0	0	0	0
16:00	**52**	1	49	1	0	0	1	0	0	0	0	0	0	0
17:00	**17**	0	17	0	0	0	0	0	0	0	0	0	0	0
18:00	**32**	0	30	2	0	0	0	0	0	0	0	0	0	0
19:00	**22**	0	20	2	0	0	0	0	0	0	0	0	0	0
20:00	**27**	2	23	2	0	0	0	0	0	0	0	0	0	0
21:00	**12**	0	11	1	0	0	0	0	0	0	0	0	0	0
22:00	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
23:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**408**	**2**	**373**	**30**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**474**	**4**	**430**	**37**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**488**	**4**	**444**	**37**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**497**	**4**	**452**	**38**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

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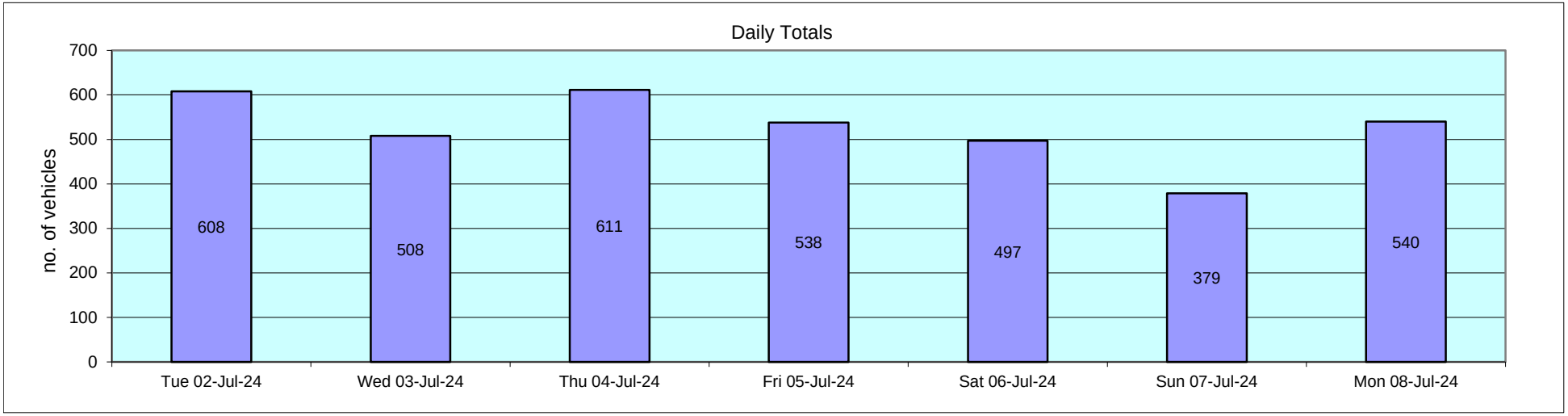
13537			CROXLEY GREEN			Site No: 13537003			Location	Site 3 - Links Way, Croxley Green					
Tue 02-Jul-24 to Mon 08-Jul-24						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 07-Jul-24														
00:00	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
01:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
02:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
03:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
04:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
07:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
08:00	**11**	0	9	2	0	0	0	0	0	0	0	0	0	0
09:00	**25**	0	24	1	0	0	0	0	0	0	0	0	0	0
10:00	**35**	1	34	0	0	0	0	0	0	0	0	0	0	0
11:00	**52**	1	47	4	0	0	0	0	0	0	0	0	0	0
12:00	**28**	0	28	0	0	0	0	0	0	0	0	0	0	0
13:00	**40**	0	39	1	0	0	0	0	0	0	0	0	0	0
14:00	**32**	0	30	2	0	0	0	0	0	0	0	0	0	0
15:00	**21**	1	20	0	0	0	0	0	0	0	0	0	0	0
16:00	**33**	1	29	3	0	0	0	0	0	0	0	0	0	0
17:00	**21**	1	19	1	0	0	0	0	0	0	0	0	0	0
18:00	**12**	0	12	0	0	0	0	0	0	0	0	0	0	0
19:00	**17**	0	16	1	0	0	0	0	0	0	0	0	0	0
20:00	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
21:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
22:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
23:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**313**	**5**	**294**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**349**	**5**	**327**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**359**	**5**	**337**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**379**	**5**	**355**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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13537			CROXLEY GREEN			Site No: 13537003			Location	Site 3 - Links Way, Croxley Green					
Tue 02-Jul-24 to Mon 08-Jul-24						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 08-Jul-24														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
06:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
07:00	**30**	0	26	4	0	0	0	0	0	0	0	0	0	0
08:00	**35**	1	32	2	0	0	0	0	0	0	0	0	0	0
09:00	**23**	1	21	0	0	1	0	0	0	0	0	0	0	0
10:00	**27**	1	20	6	0	0	0	0	0	0	0	0	0	0
11:00	**37**	0	29	8	0	0	0	0	0	0	0	0	0	0
12:00	**33**	0	27	6	0	0	0	0	0	0	0	0	0	0
13:00	**34**	0	28	5	0	1	0	0	0	0	0	0	0	0
14:00	**35**	0	34	1	0	0	0	0	0	0	0	0	0	0
15:00	**53**	0	48	5	0	0	0	0	0	0	0	0	0	0
16:00	**57**	2	49	6	0	0	0	0	0	0	0	0	0	0
17:00	**35**	0	31	4	0	0	0	0	0	0	0	0	0	0
18:00	**30**	0	22	8	0	0	0	0	0	0	0	0	0	0
19:00	**25**	0	22	3	0	0	0	0	0	0	0	0	0	0
20:00	**40**	0	39	1	0	0	0	0	0	0	0	0	0	0
21:00	**21**	0	20	1	0	0	0	0	0	0	0	0	0	0
22:00	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
23:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**429**	**5**	**367**	**55**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**523**	**5**	**455**	**61**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**536**	**5**	**468**	**61**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**540**	**5**	**471**	**62**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN				Site No: 13537003		Location	Site 3 - Links Way, Croxley Green					
Tue 02-Jul-24 to Mon 08-Jul-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Tue 02-Jul-24	**608**	9	530	66	0	1	2	0	0	0	0	0	0	0
Wed 03-Jul-24	**508**	7	442	55	0	2	1	0	1	0	0	0	0	0
Thu 04-Jul-24	**611**	5	542	62	0	1	1	0	0	0	0	0	0	0
Fri 05-Jul-24	**538**	7	460	67	0	2	1	0	1	0	0	0	0	0
Sat 06-Jul-24	**497**	4	452	38	0	1	1	0	1	0	0	0	0	0
Sun 07-Jul-24	**379**	5	355	19	0	0	0	0	0	0	0	0	0	0
Mon 08-Jul-24	**540**	5	471	62	0	2	0	0	0	0	0	0	0	0
Total Vehicles														
[--]	**3681**	42	3252	369	0	9	6	0	3	0	0	0	0	0



Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537003			Location	Site 3 - Links Way, Croxley Green					
Tue 02-Jul-24 to Mon 08-Jul-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 02-Jul-24																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	-	33.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
04:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
05:00	4	-	26	3.2	0	0	0	0	2	2	0	0	0	0	0	0
06:00	12	30.3	21.8	7.6	0	0	4	1	4	1	2	0	0	0	0	0
07:00	38	29.4	24.2	6.1	1	1	2	3	12	19	0	0	0	0	0	0
08:00	44	29	24.6	4.6	0	0	1	5	25	10	2	1	0	0	0	0
09:00	38	29.2	23.4	5.8	0	1	2	9	14	9	3	0	0	0	0	0
10:00	26	28.6	23.1	5.8	0	1	1	6	11	5	2	0	0	0	0	0
11:00	34	30.7	24.9	6.1	1	0	0	6	13	9	5	0	0	0	0	0
12:00	44	28.9	22.8	6.4	1	1	5	5	18	12	2	0	0	0	0	0
13:00	41	29.7	24.6	5.5	0	0	2	8	14	14	2	1	0	0	0	0
14:00	58	30.4	25.3	5.2	0	0	3	6	23	19	7	0	0	0	0	0
15:00	43	30.8	26.4	5.3	0	0	2	3	13	19	5	1	0	0	0	0
16:00	37	32.2	25.7	6.8	0	2	1	4	10	12	8	0	0	0	0	0
17:00	31	32.3	26.6	6.2	0	0	2	5	3	14	7	0	0	0	0	0
18:00	38	30.1	24	6.3	0	0	6	4	12	12	4	0	0	0	0	0
19:00	23	30.2	27.8	2.7	0	0	0	0	4	18	1	0	0	0	0	0
20:00	40	30.6	25.9	5.6	0	0	3	4	9	19	5	0	0	0	0	0
21:00	37	33.4	24.9	8.6	1	2	2	5	10	9	4	4	0	0	0	0
22:00	9	-	26.3	5.2	0	0	0	2	1	5	1	0	0	0	0	0
23:00	8	-	26.6	4.7	0	0	0	1	2	4	1	0	0	0	0	0
12H,7-19	472	30.3	24.7	5.9	3	6	27	64	168	154	47	3	0	0	0	0
16H,6-22	584	30.5	24.8	6	4	8	36	74	195	201	59	7	0	0	0	0
18H,6-24	601	30.5	24.9	6	4	8	36	77	198	210	61	7	0	0	0	0
24H,0-24	608	30.5	24.9	6	4	8	36	77	200	213	62	8	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537003			Location	Site 3 - Links Way, Croxley Green						
Tue 02-Jul-24 to Mon 08-Jul-24							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 03-Jul-24																
00:00	**2**	-	23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	**1**	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
05:00	**4**	-	24.8	7.6	0	0	0	2	0	1	1	0	0	0	0	0
06:00	**12**	32.2	23.1	8.7	0	1	2	2	2	2	3	0	0	0	0	0
07:00	**34**	28.4	22.2	6.8	0	2	4	7	12	7	1	1	0	0	0	0
08:00	**41**	30.8	25	6.8	1	0	3	5	12	14	5	1	0	0	0	0
09:00	**26**	30.1	24.3	6.7	0	1	2	6	2	13	2	0	0	0	0	0
10:00	**27**	28.5	24.4	4.2	0	0	1	2	16	7	1	0	0	0	0	0
11:00	**32**	29.4	25.1	4.3	0	0	1	2	17	10	2	0	0	0	0	0
12:00	**19**	30.4	26.4	6.2	0	1	0	2	3	10	3	0	0	0	0	0
13:00	**19**	30.4	25.1	6.2	0	0	1	5	3	7	3	0	0	0	0	0
14:00	**34**	29.8	24.7	6.1	0	0	4	4	9	15	1	1	0	0	0	0
15:00	**64**	29.6	23.7	6	0	2	4	13	19	22	4	0	0	0	0	0
16:00	**44**	30.9	24.8	7.3	0	2	5	1	17	12	6	0	1	0	0	0
17:00	**30**	30.2	24.8	5.9	0	0	3	4	8	12	3	0	0	0	0	0
18:00	**24**	32.6	25	8.1	1	1	1	3	5	7	6	0	0	0	0	0
19:00	**27**	29.6	23.7	6	0	0	3	6	7	9	2	0	0	0	0	0
20:00	**23**	31.1	25.5	6.8	0	0	3	2	6	8	3	1	0	0	0	0
21:00	**31**	30.2	23.3	7.2	2	0	0	9	9	7	4	0	0	0	0	0
22:00	**10**	31	27	4.9	0	0	0	1	3	4	2	0	0	0	0	0
23:00	**3**	-	25.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
12H,7-19	**394**	**30.3**	**24.5**	**6.3**	**2**	**9**	**29**	**54**	**123**	**136**	**37**	**3**	**1**	**0**	**0**	**0**
16H,6-22	**487**	**30.4**	**24.4**	**6.4**	**4**	**10**	**37**	**73**	**147**	**162**	**49**	**4**	**1**	**0**	**0**	**0**
18H,6-24	**500**	**30.4**	**24.4**	**6.4**	**4**	**10**	**37**	**74**	**152**	**167**	**51**	**4**	**1**	**0**	**0**	**0**
24H,0-24	**508**	**30.4**	**24.4**	**6.4**	**4**	**10**	**37**	**76**	**155**	**169**	**52**	**4**	**1**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537003			Location	Site 3 - Links Way, Croxley Green					
Tue 02-Jul-24 to Mon 08-Jul-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 04-Jul-24																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
05:00	4	-	24.8	8.5	0	0	1	0	1	1	1	0	0	0	0	0
06:00	12	29.9	24.3	7.2	0	0	3	0	2	6	1	0	0	0	0	0
07:00	45	29	22.3	7.4	2	3	4	3	18	13	2	0	0	0	0	0
08:00	38	30.1	24.4	6.2	0	1	1	9	11	12	3	1	0	0	0	0
09:00	38	30.2	24.9	5.4	0	0	2	6	13	13	4	0	0	0	0	0
10:00	33	29.6	24.1	6.1	1	0	2	4	12	12	2	0	0	0	0	0
11:00	39	32.4	25.4	6.7	0	1	1	7	13	9	6	2	0	0	0	0
12:00	35	29.4	24.9	4.7	0	0	2	3	14	15	1	0	0	0	0	0
13:00	28	31.8	26.4	6.2	0	0	1	2	13	7	2	3	0	0	0	0
14:00	30	29.1	24.5	4.5	0	0	0	6	14	8	2	0	0	0	0	0
15:00	41	29.5	24.2	5.9	0	1	3	4	18	12	2	1	0	0	0	0
16:00	67	30.1	24.9	5.7	0	1	3	13	14	31	5	0	0	0	0	0
17:00	50	32	26.2	6.2	0	1	2	8	7	22	10	0	0	0	0	0
18:00	41	31.8	24.6	6.6	0	1	4	4	16	8	8	0	0	0	0	0
19:00	29	30.3	24.8	9.1	1	2	2	2	6	13	1	1	0	1	0	0
20:00	40	30.5	24.4	7.1	1	2	1	6	10	15	5	0	0	0	0	0
21:00	28	32.1	25.1	7.3	0	1	4	1	7	9	6	0	0	0	0	0
22:00	6	-	24.3	4	0	0	0	1	3	2	0	0	0	0	0	0
23:00	5	-	26.5	14.4	0	1	0	0	2	1	0	0	0	1	0	0
12H,7-19	485	30.4	24.7	6.1	3	9	25	69	163	162	47	7	0	0	0	0
16H,6-22	594	30.5	24.7	6.4	5	14	35	78	188	205	60	8	0	1	0	0
18H,6-24	605	30.5	24.7	6.5	5	15	35	79	193	208	60	8	0	2	0	0
24H,0-24	611	30.5	24.8	6.5	5	15	36	79	194	210	62	8	0	2	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537003			Location	Site 3 - Links Way, Croxley Green						
Tue 02-Jul-24 to Mon 08-Jul-24							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 05-Jul-24																
00:00	**2**	-	23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
01:00	**1**	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
02:00	**1**	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	**1**	-	8.5	-	0	1	0	0	0	0	0	0	0	0	0	0
04:00	**3**	-	21.8	11.6	0	1	0	0	0	2	0	0	0	0	0	0
05:00	**3**	-	30.2	3.1	0	0	0	0	0	2	1	0	0	0	0	0
06:00	**5**	-	25.5	6.8	0	0	0	2	0	2	1	0	0	0	0	0
07:00	**30**	29	22.7	7.3	1	1	4	3	10	10	0	1	0	0	0	0
08:00	**45**	30.3	24.6	6.4	0	1	3	8	12	16	4	1	0	0	0	0
09:00	**34**	30	24.5	6.9	0	1	3	5	9	13	1	2	0	0	0	0
10:00	**20**	32.3	28	6	0	0	1	1	3	11	2	2	0	0	0	0
11:00	**37**	30	25	10.4	0	3	2	4	14	10	2	0	0	0	0	2
12:00	**36**	29.5	24.6	7.1	0	2	2	3	12	16	0	0	0	1	0	0
13:00	**28**	32.3	26.5	6	0	0	1	4	7	10	5	1	0	0	0	0
14:00	**42**	31.1	25.2	6.5	0	1	3	6	10	15	7	0	0	0	0	0
15:00	**57**	30.8	25.3	5.9	0	1	3	7	17	21	8	0	0	0	0	0
16:00	**55**	31.2	25.5	6.5	0	2	3	3	21	17	7	2	0	0	0	0
17:00	**35**	29.2	23.5	6.1	0	2	2	5	12	13	1	0	0	0	0	0
18:00	**34**	30.3	25.3	6.3	0	1	1	4	13	11	2	2	0	0	0	0
19:00	**19**	32.1	25.1	7	0	0	2	3	6	4	3	1	0	0	0	0
20:00	**19**	30	25.1	6.8	0	0	1	5	4	7	0	2	0	0	0	0
21:00	**8**	-	27.9	5.1	0	0	0	1	1	4	2	0	0	0	0	0
22:00	**9**	-	19.1	8.2	0	2	2	0	3	2	0	0	0	0	0	0
23:00	**14**	30	23.1	7.3	0	1	1	3	4	3	2	0	0	0	0	0
12H,7-19	**453**	**30.5**	**25**	**6.9**	**1**	**15**	**28**	**53**	**140**	**163**	**39**	**11**	**0**	**1**	**0**	**2**
16H,6-22	**504**	**30.6**	**25.1**	**6.8**	**1**	**15**	**31**	**64**	**151**	**180**	**45**	**14**	**0**	**1**	**0**	**2**
18H,6-24	**527**	**30.6**	**24.9**	**6.9**	**1**	**18**	**34**	**67**	**158**	**185**	**47**	**14**	**0**	**1**	**0**	**2**
24H,0-24	**538**	**30.6**	**24.9**	**6.9**	**1**	**20**	**35**	**67**	**160**	**190**	**48**	**14**	**0**	**1**	**0**	**2**

13537			CROXLEY GREEN				Site No: 13537003			Location	Site 3 - Links Way, Croxley Green					
Tue 02-Jul-24 to Mon 08-Jul-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 06-Jul-24																
00:00	3	-	25.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
01:00	3	-	21.8	7.6	0	0	1	0	1	1	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	-	33.5	1.8	0	0	0	0	0	0	2	0	0	0	0	0
05:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
06:00	5	-	27.5	4.4	0	0	0	0	2	2	1	0	0	0	0	0
07:00	8	-	27.9	5.8	0	0	0	1	2	2	3	0	0	0	0	0
08:00	37	30.3	25.3	5.4	0	0	1	8	9	15	4	0	0	0	0	0
09:00	35	30.4	25.8	5.5	0	0	2	3	12	14	3	1	0	0	0	0
10:00	37	30.1	23.8	7	0	1	5	6	9	12	3	1	0	0	0	0
11:00	30	29.6	23.5	6.7	0	1	5	2	9	11	2	0	0	0	0	0
12:00	25	33.3	27.5	5.8	0	0	1	2	6	8	8	0	0	0	0	0
13:00	43	29.4	23.2	6.6	0	2	3	9	16	9	3	1	0	0	0	0
14:00	48	29.8	25.2	5.2	0	0	2	7	16	20	2	1	0	0	0	0
15:00	44	30.3	26	5.1	0	0	3	2	13	22	4	0	0	0	0	0
16:00	52	32.7	24.7	8.6	1	3	4	6	15	12	8	1	2	0	0	0
17:00	17	33.4	27	11.1	0	1	2	2	1	7	2	0	1	0	1	0
18:00	32	29.9	23.5	6.8	0	2	2	6	9	10	3	0	0	0	0	0
19:00	22	29.5	24.6	6.1	0	1	2	1	5	13	0	0	0	0	0	0
20:00	27	30.2	25.5	5.6	0	0	1	4	9	10	2	1	0	0	0	0
21:00	12	33.1	27.7	5.3	0	0	0	1	4	3	4	0	0	0	0	0
22:00	10	30.2	27.5	5.3	0	0	0	1	2	6	0	1	0	0	0	0
23:00	4	-	26	5.2	0	0	0	0	3	0	1	0	0	0	0	0
12H,7-19	408	30.7	24.9	6.7	1	10	30	54	117	142	45	5	3	0	1	0
16H,6-22	474	30.7	25.1	6.6	1	11	33	60	137	170	52	6	3	0	1	0
18H,6-24	488	30.7	25.1	6.5	1	11	33	61	142	176	53	7	3	0	1	0
24H,0-24	497	30.7	25.1	6.5	1	11	34	61	145	179	55	7	3	0	1	0

Data produced by
Auto Surveys Ltd

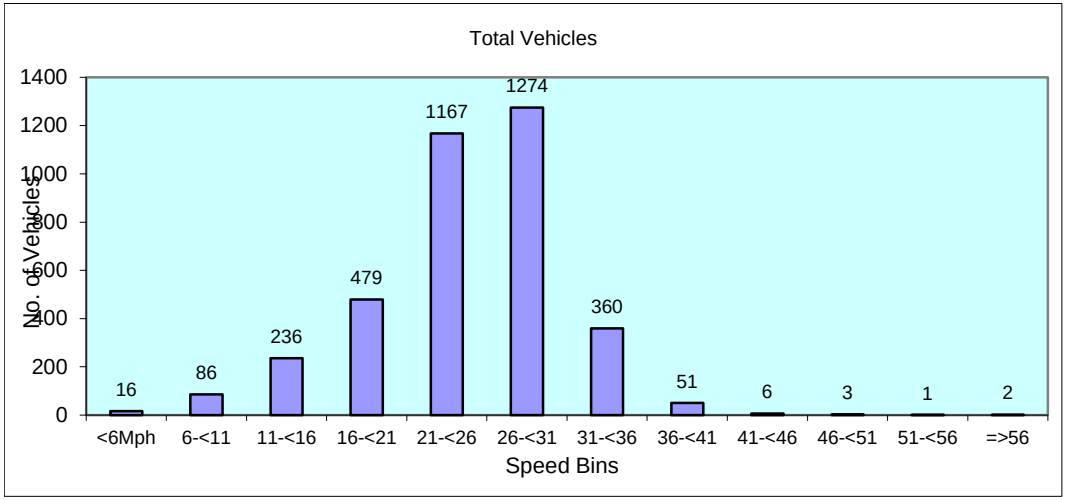
13537			CROXLEY GREEN				Site No: 13537003			Location	Site 3 - Links Way, Croxley Green					
Tue 02-Jul-24 to Mon 08-Jul-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 07-Jul-24																
00:00	9	-	21.3	6.3	0	1	0	3	3	2	0	0	0	0	0	0
01:00	6	-	20.2	4.3	0	0	0	5	0	1	0	0	0	0	0	0
02:00	2	-	13.5	1.8	0	0	2	0	0	0	0	0	0	0	0	0
03:00	2	-	23.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
04:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	4	-	32.3	2.8	0	0	0	0	0	1	3	0	0	0	0	0
07:00	3	-	31.8	5.9	0	0	0	0	0	2	0	1	0	0	0	0
08:00	11	29.9	25.3	5.7	0	0	1	1	3	5	1	0	0	0	0	0
09:00	25	30.3	25.9	5.6	0	0	2	0	11	9	2	1	0	0	0	0
10:00	35	28.6	22.5	5.8	0	1	4	8	10	12	0	0	0	0	0	0
11:00	52	30.8	23.8	7.4	1	2	6	5	16	14	8	0	0	0	0	0
12:00	28	30.2	25.1	5.8	0	1	1	2	11	10	3	0	0	0	0	0
13:00	40	30.6	25.3	5.6	0	0	3	3	17	11	6	0	0	0	0	0
14:00	32	30	25.1	5.3	0	0	2	4	11	12	3	0	0	0	0	0
15:00	21	29.5	25.2	4.8	0	0	1	2	8	9	1	0	0	0	0	0
16:00	33	29.3	24	5.7	0	1	2	5	11	13	1	0	0	0	0	0
17:00	21	32.4	26.4	6.8	0	0	3	1	3	9	5	0	0	0	0	0
18:00	12	29.9	26.8	3.6	0	0	0	0	5	6	1	0	0	0	0	0
19:00	17	30.9	27.3	5.3	0	0	0	2	4	8	2	1	0	0	0	0
20:00	9	-	24.1	6.5	0	0	2	0	2	5	0	0	0	0	0	0
21:00	6	-	26	4.4	0	0	0	1	1	4	0	0	0	0	0	0
22:00	7	-	27.1	9	0	0	1	1	1	1	2	1	0	0	0	0
23:00	3	-	20.2	3.1	0	0	0	2	1	0	0	0	0	0	0	0
12H,7-19	313	30.4	24.8	6	1	5	25	31	106	112	31	2	0	0	0	0
16H,6-22	349	30.5	25	6	1	5	27	34	113	130	36	3	0	0	0	0
18H,6-24	359	30.5	25	6.1	1	5	28	37	115	131	38	4	0	0	0	0
24H,0-24	379	30.4	24.7	6.1	1	6	30	47	118	135	38	4	0	0	0	0

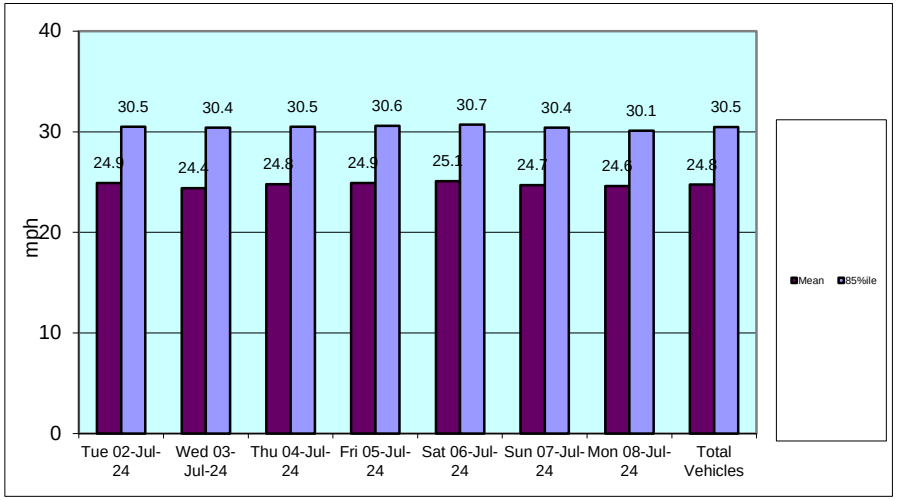
Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537003			Location	Site 3 - Links Way, Croxley Green					
Tue 02-Jul-24 to Mon 08-Jul-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 08-Jul-24																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	-	18.5	7.1	0	0	2	1	0	1	0	0	0	0	0	0
06:00	8	-	22.9	8.3	0	0	3	0	1	3	1	0	0	0	0	0
07:00	30	29.9	24.3	6.1	0	1	2	3	12	9	3	0	0	0	0	0
08:00	35	30	23.9	6.8	0	2	3	5	8	14	3	0	0	0	0	0
09:00	23	28.9	23.7	5.5	0	1	0	5	9	7	1	0	0	0	0	0
10:00	27	31.5	25.2	6.1	0	1	0	4	11	6	5	0	0	0	0	0
11:00	37	28.8	22.6	6.5	0	3	1	9	14	7	3	0	0	0	0	0
12:00	33	29.8	24	7	0	3	1	3	13	10	2	1	0	0	0	0
13:00	34	31.7	25.1	8	0	1	4	4	9	10	3	2	1	0	0	0
14:00	35	30	25.2	5.2	0	0	1	4	17	9	3	1	0	0	0	0
15:00	53	30.6	25.9	5.8	0	0	3	5	19	18	6	2	0	0	0	0
16:00	57	29	23.9	5.4	0	2	3	6	26	18	2	0	0	0	0	0
17:00	35	29.4	23.8	6.7	0	1	2	9	9	12	1	0	1	0	0	0
18:00	30	29.5	25.7	3.7	0	0	0	2	14	13	1	0	0	0	0	0
19:00	25	29.6	24.3	5.5	0	0	2	4	9	8	2	0	0	0	0	0
20:00	40	30.1	25	5.5	0	1	1	5	15	14	4	0	0	0	0	0
21:00	21	30.3	26.8	4.2	0	0	0	2	5	12	2	0	0	0	0	0
22:00	8	-	26.6	3	0	0	0	0	3	5	0	0	0	0	0	0
23:00	5	-	26.5	5.8	0	0	0	1	1	2	1	0	0	0	0	0
12H,7-19	429	30.1	24.4	6.1	0	15	20	59	161	133	33	6	2	0	0	0
16H,6-22	523	30.1	24.6	6	0	16	26	70	191	170	42	6	2	0	0	0
18H,6-24	536	30.2	24.6	6	0	16	26	71	195	177	43	6	2	0	0	0
24H,0-24	540	30.1	24.6	6	0	16	28	72	195	178	43	6	2	0	0	0

Data produced by
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13537			CROXLEY GREEN				Site No: 13537003			Location	Site 3 - Links Way, Croxley Green					
Tue 02-Jul-24 to Mon 08-Jul-24							Channel: Southbound									
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
Daily Totals																
Tue 02-Jul-24	**608**	30.5	24.9	6	4	8	36	77	200	213	62	8	0	0	0	0
Wed 03-Jul-24	**508**	30.4	24.4	6.4	4	10	37	76	155	169	52	4	1	0	0	0
Thu 04-Jul-24	**611**	30.5	24.8	6.5	5	15	36	79	194	210	62	8	0	2	0	0
Fri 05-Jul-24	**538**	30.6	24.9	6.9	1	20	35	67	160	190	48	14	0	1	0	2
Sat 06-Jul-24	**497**	30.7	25.1	6.5	1	11	34	61	145	179	55	7	3	0	1	0
Sun 07-Jul-24	**379**	30.4	24.7	6.1	1	6	30	47	118	135	38	4	0	0	0	0
Mon 08-Jul-24	**540**	30.1	24.6	6	0	16	28	72	195	178	43	6	2	0	0	0
Total Vehicles																
[--]	**3681**	30.5	24.8	6.3	16	86	236	479	1167	1274	360	51	6	3	1	2





Data produced by
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13537		CROXLEY GREEN JUNE 2024								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**Average 85%ile Speed**	**Average Mean Speed**
Site No: 13537004	Site 4 - Canterbury Way, Croxley Green 51.657341, -0.436632	Channel: Northbound	Sat 22-Jun-24	Fri 28-Jun-24	30	868	126	124	26.8	21.4
		Channel: Southbound	Sat 22-Jun-24	Fri 28-Jun-24		902	132	129	26.9	21.1

13537		CROXLEY GREEN				Site No: 13537004			Location	Site 4 - Canterbury Way, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 22-Jun-24														
00:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
08:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
09:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
10:00	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
11:00	**14**	0	13	1	0	0	0	0	0	0	0	0	0	0
12:00	**18**	0	16	2	0	0	0	0	0	0	0	0	0	0
13:00	**17**	0	14	3	0	0	0	0	0	0	0	0	0	0
14:00	**9**	0	8	0	0	0	1	0	0	0	0	0	0	0
15:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
16:00	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
17:00	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
18:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
19:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
20:00	**13**	0	11	2	0	0	0	0	0	0	0	0	0	0
21:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
22:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
23:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**116**	**0**	**107**	**8**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**135**	**0**	**123**	**11**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**139**	**0**	**127**	**11**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**143**	**0**	**131**	**11**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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13537			CROXLEY GREEN			Site No: 13537004			Location	Site 4 - Canterbury Way, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 23-Jun-24														
00:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
08:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
09:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
10:00	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
11:00	**13**	0	12	0	0	0	1	0	0	0	0	0	0	0
12:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
13:00	**12**	0	10	1	0	0	1	0	0	0	0	0	0	0
14:00	**4**	0	3	0	0	0	1	0	0	0	0	0	0	0
15:00	**11**	1	10	0	0	0	0	0	0	0	0	0	0	0
16:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
17:00	**5**	1	4	0	0	0	0	0	0	0	0	0	0	0
18:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
19:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
20:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
21:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
22:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
23:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**80**	**2**	**69**	**6**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**89**	**2**	**78**	**6**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**91**	**2**	**80**	**6**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**94**	**2**	**83**	**6**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN				Site No: 13537004			Location	Site 4 - Canterbury Way, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 24-Jun-24															
00:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
07:00	**8**	0	6	2	0	0	0	0	0	0	0	0	0	0
08:00	**5**	1	4	0	0	0	0	0	0	0	0	0	0	0
09:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
10:00	**8**	0	3	5	0	0	0	0	0	0	0	0	0	0
11:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
12:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
13:00	**7**	0	5	2	0	0	0	0	0	0	0	0	0	0
14:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
15:00	**8**	0	6	1	0	0	1	0	0	0	0	0	0	0
16:00	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
17:00	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
18:00	**7**	0	6	0	0	0	0	0	1	0	0	0	0	0
19:00	**12**	0	11	1	0	0	0	0	0	0	0	0	0	0
20:00	**6**	0	5	0	0	0	1	0	0	0	0	0	0	0
21:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
22:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
23:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**80**	**1**	**64**	**13**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**100**	**1**	**81**	**15**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**101**	**1**	**82**	**15**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**102**	**1**	**83**	**15**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537004			Location	Site 4 - Canterbury Way, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 25-Jun-24															
00:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
06:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
08:00	**5**	0	3	2	0	0	0	0	0	0	0	0	0	0
09:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
10:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
11:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
13:00	**8**	0	6	2	0	0	0	0	0	0	0	0	0	0
14:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
15:00	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
16:00	**12**	1	11	0	0	0	0	0	0	0	0	0	0	0
17:00	**16**	1	14	1	0	0	0	0	0	0	0	0	0	0
18:00	**9**	1	7	1	0	0	0	0	0	0	0	0	0	0
19:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
20:00	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
21:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
22:00	**7**	0	6	0	0	0	1	0	0	0	0	0	0	0
23:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**83**	**3**	**69**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**100**	**3**	**86**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**108**	**3**	**93**	**11**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**112**	**3**	**96**	**12**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537004			Location	Site 4 - Canterbury Way, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 26-Jun-24														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
06:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
07:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
08:00	**5**	0	3	2	0	0	0	0	0	0	0	0	0	0
09:00	**12**	1	8	3	0	0	0	0	0	0	0	0	0	0
10:00	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
11:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
12:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
13:00	**6**	1	4	1	0	0	0	0	0	0	0	0	0	0
14:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
15:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
16:00	**14**	1	11	2	0	0	0	0	0	0	0	0	0	0
17:00	**10**	0	8	2	0	0	0	0	0	0	0	0	0	0
18:00	**12**	0	11	1	0	0	0	0	0	0	0	0	0	0
19:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
20:00	**12**	0	9	2	0	0	1	0	0	0	0	0	0	0
21:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
22:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
23:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**100**	**3**	**81**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**123**	**3**	**101**	**18**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**126**	**3**	**104**	**18**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**128**	**3**	**105**	**19**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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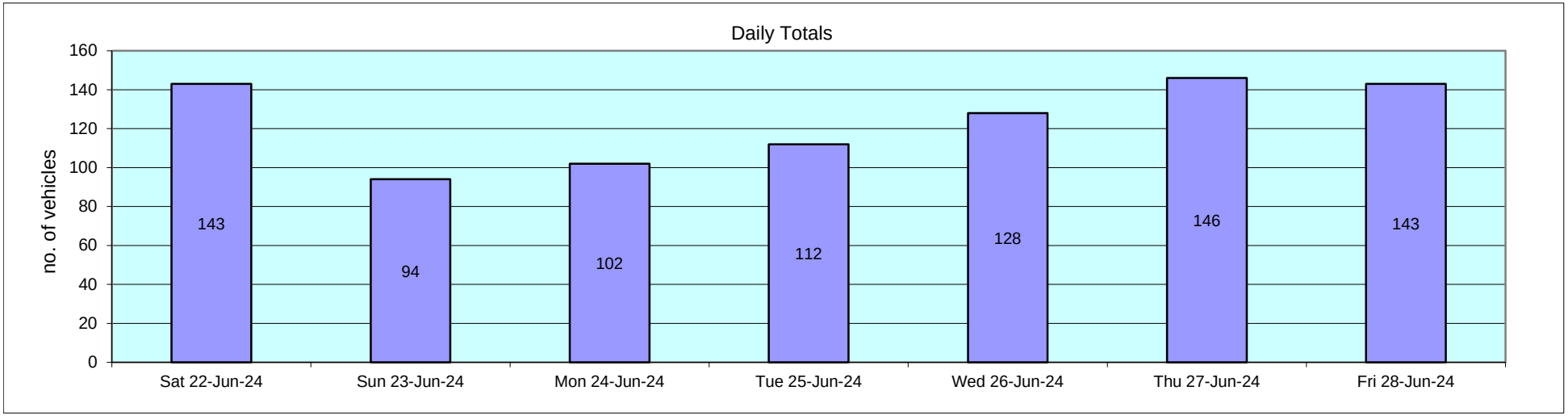
13537			CROXLEY GREEN			Site No: 13537004			Location	Site 4 - Canterbury Way, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 27-Jun-24														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
06:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
08:00	**13**	0	8	3	0	0	2	0	0	0	0	0	0	0
09:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
10:00	**10**	0	8	2	0	0	0	0	0	0	0	0	0	0
11:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
12:00	**7**	0	6	0	0	0	1	0	0	0	0	0	0	0
13:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
14:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
15:00	**15**	0	15	0	0	0	0	0	0	0	0	0	0	0
16:00	**12**	1	10	1	0	0	0	0	0	0	0	0	0	0
17:00	**24**	2	21	0	0	0	1	0	0	0	0	0	0	0
18:00	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
19:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
20:00	**6**	1	4	0	0	0	1	0	0	0	0	0	0	0
21:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
22:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
23:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**121**	**3**	**106**	**8**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**139**	**4**	**121**	**9**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**144**	**4**	**126**	**9**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**146**	**4**	**127**	**10**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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13537			CROXLEY GREEN			Site No: 13537004			Location	Site 4 - Canterbury Way, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 28-Jun-24														
00:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
06:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
08:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
09:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
10:00	**10**	0	7	3	0	0	0	0	0	0	0	0	0	0
11:00	**8**	1	6	1	0	0	0	0	0	0	0	0	0	0
12:00	**11**	0	8	3	0	0	0	0	0	0	0	0	0	0
13:00	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
14:00	**12**	2	9	1	0	0	0	0	0	0	0	0	0	0
15:00	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0
16:00	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
17:00	**15**	0	15	0	0	0	0	0	0	0	0	0	0	0
18:00	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0
19:00	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
20:00	**7**	1	6	0	0	0	0	0	0	0	0	0	0	0
21:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
22:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
23:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**112**	**3**	**100**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**135**	**4**	**120**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**140**	**4**	**125**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**143**	**4**	**127**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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13537	CROXLEY GREEN					Site No: 13537004			Location	Site 4 - Canterbury Way, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals															
Sat 22-Jun-24	**143**	0	131	11	0	0	1	0	0	0	0	0	0	0
Sun 23-Jun-24	**94**	2	83	6	0	0	3	0	0	0	0	0	0	0
Mon 24-Jun-24	**102**	1	83	15	0	0	2	0	1	0	0	0	0	0
Tue 25-Jun-24	**112**	3	96	12	0	0	1	0	0	0	0	0	0	0
Wed 26-Jun-24	**128**	3	105	19	0	0	1	0	0	0	0	0	0	0
Thu 27-Jun-24	**146**	4	127	10	0	0	5	0	0	0	0	0	0	0
Fri 28-Jun-24	**143**	4	127	12	0	0	0	0	0	0	0	0	0	0
Total Vehicles															
[--]	**868**	17	752	85	0	0	13	0	1	0	0	0	0	0



Data produced by
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13537			CROXLEY GREEN				Site No: 13537004				Location	Site 4 - Canterbury Way, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 22-Jun-24																
00:00	2	-	16	10.6	0	1	0	0	1	0	0	0	0	0	0	0
01:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	3	-	25.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
08:00	5	-	20.5	5.8	0	0	1	2	1	1	0	0	0	0	0	0
09:00	5	-	17.5	6.6	0	1	1	1	2	0	0	0	0	0	0	0
10:00	13	22.9	19.3	3.7	0	0	2	7	4	0	0	0	0	0	0	0
11:00	14	25.1	22.4	3.2	0	0	0	4	9	1	0	0	0	0	0	0
12:00	18	27.3	21.3	6.2	0	0	4	5	5	3	1	0	0	0	0	0
13:00	17	24.3	18.8	5.9	0	2	3	5	6	1	0	0	0	0	0	0
14:00	9	-	19.6	7.9	0	1	2	3	1	1	1	0	0	0	0	0
15:00	7	-	18.5	4.3	0	0	2	3	2	0	0	0	0	0	0	0
16:00	9	-	19.1	7.4	0	1	3	1	2	2	0	0	0	0	0	0
17:00	9	-	21.8	8	0	1	0	4	2	0	2	0	0	0	0	0
18:00	7	-	21.4	3.1	0	0	0	3	4	0	0	0	0	0	0	0
19:00	4	-	19.8	4.9	0	0	1	1	2	0	0	0	0	0	0	0
20:00	13	25	20.8	5.4	0	1	1	3	7	1	0	0	0	0	0	0
21:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
22:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
23:00	3	-	23.5	5	0	0	0	1	1	1	0	0	0	0	0	0
12H,7-19	116	25.5	20.3	5.8	0	6	18	38	40	10	4	0	0	0	0	0
16H,6-22	135	25.4	20.4	5.6	0	7	20	43	50	11	4	0	0	0	0	0
18H,6-24	139	25.5	20.4	5.6	0	7	21	44	51	12	4	0	0	0	0	0
24H,0-24	143	25.6	20.5	5.8	0	8	21	44	52	13	5	0	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537004				Location	Site 4 - Canterbury Way, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 23-Jun-24																
00:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	2	-	23.5	14.1	0	0	1	0	0	0	1	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
08:00	2	-	33.5	1.8	0	0	0	0	0	0	2	0	0	0	0	0
09:00	6	-	20.2	4.3	0	0	1	2	3	0	0	0	0	0	0	0
10:00	8	-	17.9	6.9	0	1	3	1	2	1	0	0	0	0	0	0
11:00	13	23.6	18.9	5	0	0	4	5	3	1	0	0	0	0	0	0
12:00	8	-	16	4.8	0	1	3	3	1	0	0	0	0	0	0	0
13:00	12	24.6	20.6	5.2	0	1	1	2	8	0	0	0	0	0	0	0
14:00	4	-	17.6	8.9	1	0	0	1	2	0	0	0	0	0	0	0
15:00	11	25.2	22.6	3.3	0	0	0	3	7	1	0	0	0	0	0	0
16:00	7	-	19.9	6.4	0	1	1	0	5	0	0	0	0	0	0	0
17:00	5	-	25.5	3.1	0	0	0	0	3	2	0	0	0	0	0	0
18:00	3	-	25.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
19:00	5	-	20.5	4.7	0	0	0	4	0	1	0	0	0	0	0	0
20:00	3	-	18.5	1.7	0	0	0	3	0	0	0	0	0	0	0	0
21:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
22:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	80	25.4	20.4	5.9	1	4	13	18	36	6	2	0	0	0	0	0
16H,6-22	89	25.3	20.3	5.7	1	4	13	26	36	7	2	0	0	0	0	0
18H,6-24	91	25.3	20.3	5.6	1	4	13	27	37	7	2	0	0	0	0	0
24H,0-24	94	25.4	20.4	5.8	1	4	14	28	37	7	3	0	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537004				Location	Site 4 - Canterbury Way, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 24-Jun-24																
00:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
07:00	8	-	19.8	4.6	0	0	1	5	1	1	0	0	0	0	0	0
08:00	5	-	19.5	6.6	0	1	0	1	3	0	0	0	0	0	0	0
09:00	6	-	21	7.7	0	1	0	2	1	2	0	0	0	0	0	0
10:00	8	-	19.8	5.3	0	0	2	3	2	1	0	0	0	0	0	0
11:00	4	-	19.8	2.8	0	0	0	3	1	0	0	0	0	0	0	0
12:00	4	-	22.3	8.5	0	0	1	1	1	0	1	0	0	0	0	0
13:00	7	-	23.5	3.2	0	0	0	1	5	1	0	0	0	0	0	0
14:00	3	-	26.8	5.9	0	0	0	0	2	0	1	0	0	0	0	0
15:00	8	-	17.9	5.8	0	0	4	2	1	1	0	0	0	0	0	0
16:00	10	23.5	19	5.2	0	0	3	4	2	1	0	0	0	0	0	0
17:00	10	27.7	22	6	0	0	2	2	3	3	0	0	0	0	0	0
18:00	7	-	21.4	7.1	0	1	0	2	2	2	0	0	0	0	0	0
19:00	12	28.1	21.8	6.6	0	1	1	3	3	4	0	0	0	0	0	0
20:00	6	-	22.7	8.1	0	0	2	0	2	1	1	0	0	0	0	0
21:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
22:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	80	26.6	20.7	5.8	0	3	13	26	24	12	2	0	0	0	0	0
16H,6-22	100	27.3	21	6	0	4	16	29	31	17	3	0	0	0	0	0
18H,6-24	101	27.5	21.1	6	0	4	16	29	31	18	3	0	0	0	0	0
24H,0-24	102	27.7	21.2	6.1	0	4	16	29	31	18	4	0	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537004			Location	Site 4 - Canterbury Way, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 25-Jun-24																
00:00	2	-	18.5	1.8	0	0	0	2	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	3	-	16.8	5.9	0	0	2	0	1	0	0	0	0	0	0	0
08:00	5	-	25.5	8.4	0	0	0	2	1	1	0	1	0	0	0	0
09:00	8	-	19.1	5.8	0	1	0	5	1	1	0	0	0	0	0	0
10:00	4	-	18.5	6	0	0	2	0	2	0	0	0	0	0	0	0
11:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12:00	3	-	21.8	3.1	0	0	0	1	2	0	0	0	0	0	0	0
13:00	8	-	22.9	4.4	0	0	0	3	3	2	0	0	0	0	0	0
14:00	5	-	22.5	8.3	0	1	0	0	2	2	0	0	0	0	0	0
15:00	10	31	25	7.9	0	0	0	3	5	0	1	0	1	0	0	0
16:00	12	20.3	17.7	4.4	0	1	2	7	2	0	0	0	0	0	0	0
17:00	16	28.6	24.4	4.7	0	0	1	1	9	4	1	0	0	0	0	0
18:00	9	-	19.6	5.1	0	1	0	4	4	0	0	0	0	0	0	0
19:00	6	-	22.7	4	0	0	0	2	3	1	0	0	0	0	0	0
20:00	8	-	24.1	3.5	0	0	0	1	5	2	0	0	0	0	0	0
21:00	3	-	18.5	5	0	0	1	1	1	0	0	0	0	0	0	0
22:00	7	-	22.8	3.7	0	0	0	2	4	1	0	0	0	0	0	0
23:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
12H,7-19	83	26.5	21.6	6.2	0	4	7	26	32	10	2	1	1	0	0	0
16H,6-22	100	26.6	21.8	6	0	4	8	30	41	13	2	1	1	0	0	0
18H,6-24	108	26.5	21.8	5.9	0	4	9	32	45	14	2	1	1	0	0	0
24H,0-24	112	26.6	21.8	5.8	0	4	9	34	46	15	2	1	1	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537004				Location	Site 4 - Canterbury Way, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 26-Jun-24																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
06:00	2	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
07:00	4	-	18.5	4.2	0	0	1	2	1	0	0	0	0	0	0	0
08:00	5	-	22.5	6.6	0	0	1	1	1	2	0	0	0	0	0	0
09:00	12	27.8	22.3	5.8	0	0	1	5	3	2	1	0	0	0	0	0
10:00	11	28.1	23	6.2	0	0	2	1	5	2	1	0	0	0	0	0
11:00	6	-	21.8	6.9	0	0	1	2	2	0	1	0	0	0	0	0
12:00	5	-	22.5	4.4	0	0	0	2	2	1	0	0	0	0	0	0
13:00	6	-	22.7	6	0	0	0	3	2	0	1	0	0	0	0	0
14:00	7	-	24.2	4.7	0	0	0	2	2	3	0	0	0	0	0	0
15:00	8	-	20.4	6.6	0	0	3	1	2	2	0	0	0	0	0	0
16:00	14	23	18.1	7	0	2	3	6	1	1	1	0	0	0	0	0
17:00	10	31	26	6	0	0	1	0	4	3	2	0	0	0	0	0
18:00	12	29.4	24.3	5.7	0	0	1	2	4	4	1	0	0	0	0	0
19:00	6	-	22.7	7.5	0	1	0	0	3	2	0	0	0	0	0	0
20:00	12	28.8	22.7	7.1	0	1	1	2	4	3	1	0	0	0	0	0
21:00	3	-	21.8	3.1	0	0	0	1	2	0	0	0	0	0	0	0
22:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
23:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
12H,7-19	100	29.1	22.3	6.3	0	2	14	27	29	20	8	0	0	0	0	0
16H,6-22	123	29.1	22.4	6.3	0	4	15	30	39	26	9	0	0	0	0	0
18H,6-24	126	29	22.3	6.2	0	4	15	31	41	26	9	0	0	0	0	0
24H,0-24	128	29.1	22.5	6.3	0	4	15	31	42	26	9	1	0	0	0	0

Data produced by
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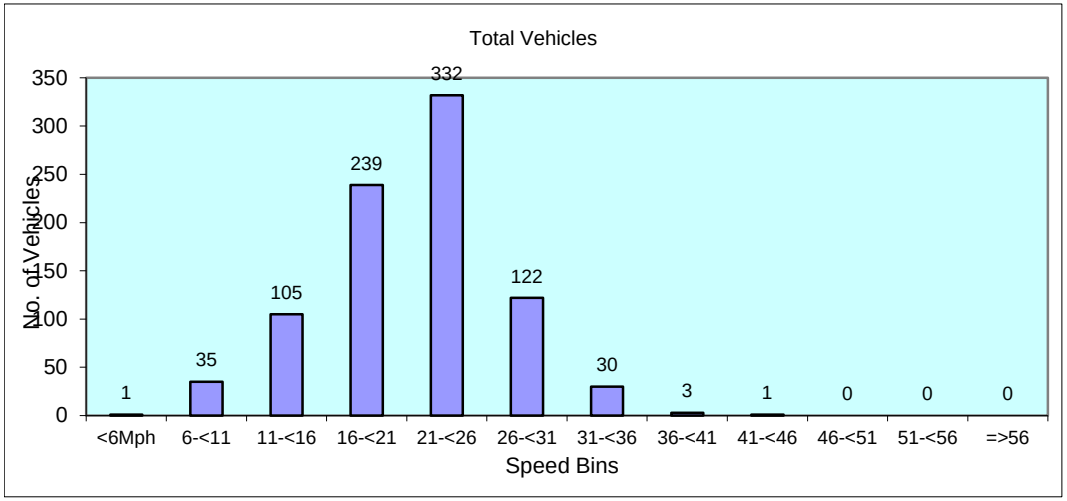
13537			CROXLEY GREEN				Site No: 13537004				Location	Site 4 - Canterbury Way, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 27-Jun-24																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	3	-	20.2	5.9	0	0	1	0	2	0	0	0	0	0	0	0
08:00	13	28.6	22.3	6.3	0	0	3	2	3	5	0	0	0	0	0	0
09:00	2	-	23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
10:00	10	24.3	21	3.8	0	0	1	3	6	0	0	0	0	0	0	0
11:00	7	-	20.6	6.5	0	1	0	2	3	1	0	0	0	0	0	0
12:00	7	-	14.9	5.7	0	2	2	2	1	0	0	0	0	0	0	0
13:00	7	-	19.2	4.7	0	0	2	2	3	0	0	0	0	0	0	0
14:00	8	-	21.6	7.6	0	1	1	0	5	0	1	0	0	0	0	0
15:00	15	25.5	21.5	5.1	0	0	3	2	8	2	0	0	0	0	0	0
16:00	12	28.7	23.1	6.7	0	1	1	1	4	5	0	0	0	0	0	0
17:00	24	28.4	21.8	6.5	0	2	0	10	6	4	2	0	0	0	0	0
18:00	13	22.9	18.9	4.1	0	0	3	6	4	0	0	0	0	0	0	0
19:00	8	-	21	6.1	0	1	0	2	4	1	0	0	0	0	0	0
20:00	6	-	22.7	7.5	0	1	0	0	3	2	0	0	0	0	0	0
21:00	4	-	18.5	4.2	0	0	1	2	1	0	0	0	0	0	0	0
22:00	5	-	18.5	3.7	0	0	1	3	1	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	121	26.4	20.9	5.9	0	7	17	30	47	17	3	0	0	0	0	0
16H,6-22	139	26.4	20.9	5.9	0	9	18	34	55	20	3	0	0	0	0	0
18H,6-24	144	26.2	20.9	5.9	0	9	19	37	56	20	3	0	0	0	0	0
24H,0-24	146	26.4	21	5.9	0	9	19	37	57	20	4	0	0	0	0	0

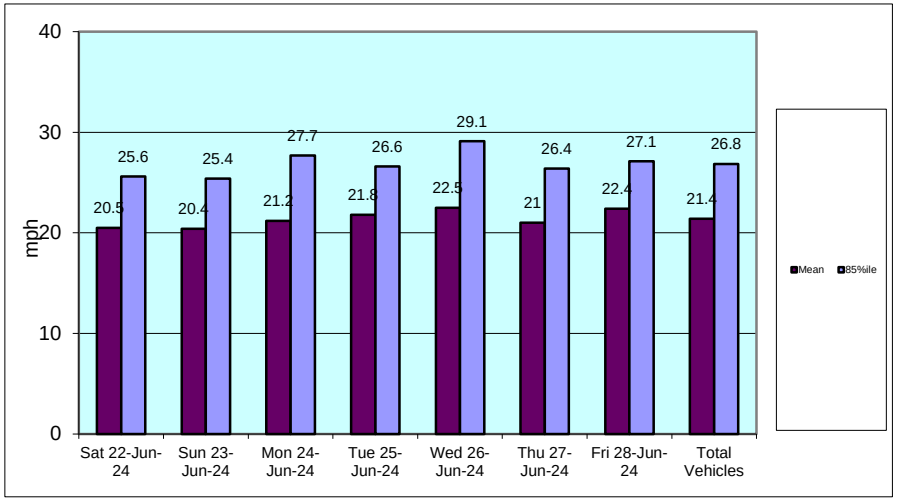
Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537004				Location	Site 4 - Canterbury Way, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 28-Jun-24																
00:00	2	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	4	-	18.5	1.6	0	0	0	4	0	0	0	0	0	0	0	0
08:00	4	-	19.8	7.6	0	1	0	0	3	0	0	0	0	0	0	0
09:00	7	-	22.1	2.9	0	0	0	2	5	0	0	0	0	0	0	0
10:00	10	26	22	4.9	0	0	1	3	4	2	0	0	0	0	0	0
11:00	8	-	23.5	7.6	0	0	1	2	3	1	0	1	0	0	0	0
12:00	11	23.9	19.9	4.7	0	1	0	5	5	0	0	0	0	0	0	0
13:00	10	23.5	19	4.6	0	0	3	3	4	0	0	0	0	0	0	0
14:00	12	27.2	23.5	4	0	0	0	3	6	3	0	0	0	0	0	0
15:00	11	29.1	24.4	5.5	0	0	1	1	5	3	1	0	0	0	0	0
16:00	9	-	25.2	2.9	0	0	0	0	6	3	0	0	0	0	0	0
17:00	15	30.4	25.8	5.2	0	0	0	3	4	6	2	0	0	0	0	0
18:00	11	25.6	21.7	4.8	0	0	1	4	4	2	0	0	0	0	0	0
19:00	13	24.9	22.7	3.7	0	0	0	4	7	2	0	0	0	0	0	0
20:00	7	-	22.1	4	0	0	1	0	6	0	0	0	0	0	0	0
21:00	3	-	20.2	5.9	0	0	1	0	2	0	0	0	0	0	0	0
22:00	3	-	15.2	3.1	0	0	2	1	0	0	0	0	0	0	0	0
23:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
12H,7-19	112	27.7	22.6	5.2	0	2	7	30	49	20	3	1	0	0	0	0
16H,6-22	135	27.2	22.5	5	0	2	9	34	64	22	3	1	0	0	0	0
18H,6-24	140	27	22.3	5.1	0	2	11	36	65	22	3	1	0	0	0	0
24H,0-24	143	27.1	22.4	5.1	0	2	11	36	67	23	3	1	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537004			Location	Site 4 - Canterbury Way, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
Daily Totals																
Sat 22-Jun-24	**143**	25.6	20.5	5.8	0	8	21	44	52	13	5	0	0	0	0	0
Sun 23-Jun-24	**94**	25.4	20.4	5.8	1	4	14	28	37	7	3	0	0	0	0	0
Mon 24-Jun-24	**102**	27.7	21.2	6.1	0	4	16	29	31	18	4	0	0	0	0	0
Tue 25-Jun-24	**112**	26.6	21.8	5.8	0	4	9	34	46	15	2	1	1	0	0	0
Wed 26-Jun-24	**128**	29.1	22.5	6.3	0	4	15	31	42	26	9	1	0	0	0	0
Thu 27-Jun-24	**146**	26.4	21	5.9	0	9	19	37	57	20	4	0	0	0	0	0
Fri 28-Jun-24	**143**	27.1	22.4	5.1	0	2	11	36	67	23	3	1	0	0	0	0
Total Vehicles																
[--]	**868**	26.8	21.4	5.8	1	35	105	239	332	122	30	3	1	0	0	0





Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537004			Location	Site 4 - Canterbury Way, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 22-Jun-24														
00:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
06:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
07:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
08:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
09:00	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
10:00	**10**	0	8	2	0	0	0	0	0	0	0	0	0	0
11:00	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
12:00	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
13:00	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0
14:00	**16**	0	16	0	0	0	0	0	0	0	0	0	0	0
15:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
16:00	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
17:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
18:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
19:00	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
20:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
21:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
22:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
23:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**111**	**0**	**105**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**122**	**0**	**115**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**127**	**0**	**120**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**131**	**0**	**124**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN				Site No: 13537004			Location	Site 4 - Canterbury Way, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 23-Jun-24														
00:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	**3**	1	2	0	0	0	0	0	0	0	0	0	0	0
09:00	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
10:00	**15**	2	13	0	0	0	0	0	0	0	0	0	0	0
11:00	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
12:00	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
13:00	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
14:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
15:00	**10**	1	8	1	0	0	0	0	0	0	0	0	0	0
16:00	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
17:00	**5**	1	4	0	0	0	0	0	0	0	0	0	0	0
18:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
19:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
20:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
21:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
22:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
23:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**94**	**5**	**84**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**105**	**5**	**95**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**108**	**5**	**97**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**112**	**5**	**101**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537004			Location	Site 4 - Canterbury Way, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 24-Jun-24														
00:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
06:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
07:00	10	0	8	2	0	0	0	0	0	0	0	0	0	0
08:00	12	1	10	1	0	0	0	0	0	0	0	0	0	0
09:00	7	1	6	0	0	0	0	0	0	0	0	0	0	0
10:00	6	0	5	0	0	1	0	0	0	0	0	0	0	0
11:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0
12:00	7	1	6	0	0	0	0	0	0	0	0	0	0	0
13:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
14:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
15:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0
16:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0
17:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0
18:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0
19:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0
20:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
21:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	95	3	86	5	0	1	0	0	0	0	0	0	0	0
16H,6-22	106	3	94	8	0	1	0	0	0	0	0	0	0	0
18H,6-24	107	3	95	8	0	1	0	0	0	0	0	0	0	0
24H,0-24	112	3	99	9	0	1	0	0	0	0	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537004			Location	Site 4 - Canterbury Way, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 25-Jun-24														
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
06:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
07:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0
08:00	8	1	7	0	0	0	0	0	0	0	0	0	0	0
09:00	13	0	12	1	0	0	0	0	0	0	0	0	0	0
10:00	9	0	5	4	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0
13:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0
14:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0
15:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0
16:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0
17:00	9	2	6	1	0	0	0	0	0	0	0	0	0	0
18:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0
19:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
20:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0
21:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
22:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
23:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	101	3	87	11	0	0	0	0	0	0	0	0	0	0
16H,6-22	113	3	97	13	0	0	0	0	0	0	0	0	0	0
18H,6-24	121	3	104	14	0	0	0	0	0	0	0	0	0	0
24H,0-24	127	3	110	14	0	0	0	0	0	0	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537004			Location	Site 4 - Canterbury Way, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 26-Jun-24															
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
06:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
07:00	**10**	0	9	0	0	0	1	0	0	0	0	0	0	0
08:00	**19**	2	16	0	0	1	0	0	0	0	0	0	0	0
09:00	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
10:00	**8**	1	7	0	0	0	0	0	0	0	0	0	0	0
11:00	**5**	1	3	1	0	0	0	0	0	0	0	0	0	0
12:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
13:00	**10**	1	7	2	0	0	0	0	0	0	0	0	0	0
14:00	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
15:00	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
16:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
17:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
18:00	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
19:00	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
20:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
21:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
22:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
23:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**106**	**5**	**93**	**6**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**125**	**5**	**108**	**10**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**130**	**5**	**113**	**10**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**134**	**5**	**117**	**10**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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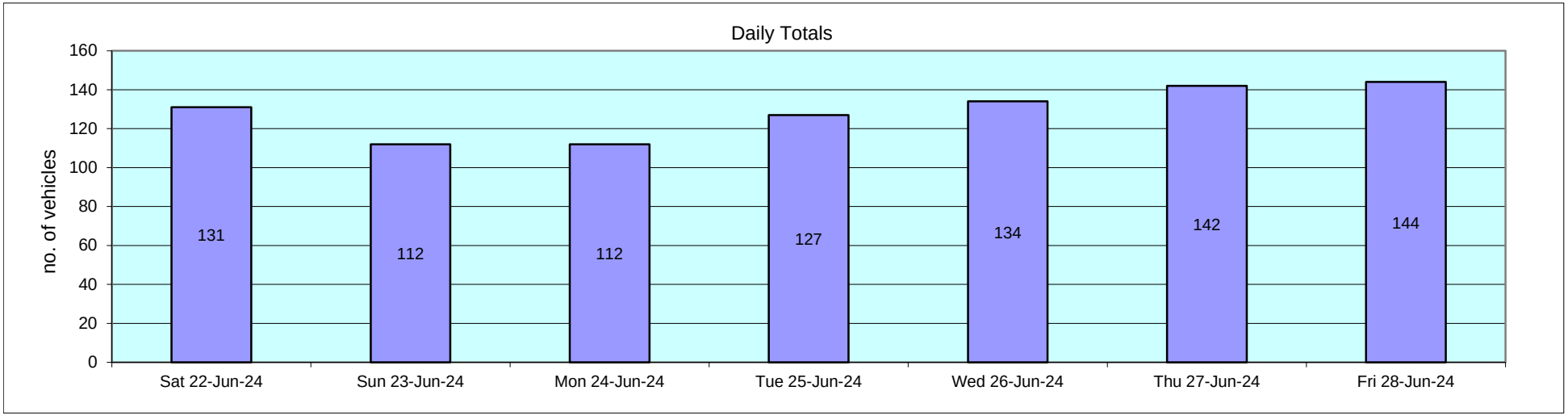
13537			CROXLEY GREEN			Site No: 13537004			Location	Site 4 - Canterbury Way, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 27-Jun-24														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
06:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
07:00	**11**	1	10	0	0	0	0	0	0	0	0	0	0	0
08:00	**18**	1	17	0	0	0	0	0	0	0	0	0	0	0
09:00	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0
10:00	**7**	0	6	0	0	0	1	0	0	0	0	0	0	0
11:00	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
12:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
13:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
14:00	**9**	0	7	1	0	0	1	0	0	0	0	0	0	0
15:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
16:00	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
17:00	**9**	1	8	0	0	0	0	0	0	0	0	0	0	0
18:00	**12**	0	12	0	0	0	0	0	0	0	0	0	0	0
19:00	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
20:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
21:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
22:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
23:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**114**	**3**	**107**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**133**	**3**	**124**	**4**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**137**	**3**	**128**	**4**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**142**	**3**	**133**	**4**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537004			Location	Site 4 - Canterbury Way, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 28-Jun-24															
00:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
06:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
07:00	**8**	0	6	2	0	0	0	0	0	0	0	0	0	0
08:00	**9**	1	8	0	0	0	0	0	0	0	0	0	0	0
09:00	**12**	0	12	0	0	0	0	0	0	0	0	0	0	0
10:00	**11**	0	9	1	0	1	0	0	0	0	0	0	0	0
11:00	**9**	1	8	0	0	0	0	0	0	0	0	0	0	0
12:00	**7**	0	5	2	0	0	0	0	0	0	0	0	0	0
13:00	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0
14:00	**10**	1	9	0	0	0	0	0	0	0	0	0	0	0
15:00	**14**	1	13	0	0	0	0	0	0	0	0	0	0	0
16:00	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
17:00	**9**	0	8	0	0	0	1	0	0	0	0	0	0	0
18:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
19:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
20:00	**3**	1	1	1	0	0	0	0	0	0	0	0	0	0
21:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
22:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
23:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**115**	**4**	**104**	**5**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**129**	**5**	**114**	**8**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**133**	**5**	**117**	**9**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**144**	**5**	**127**	**10**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537	CROXLEY GREEN					Site No: 13537004			Location	Site 4 - Canterbury Way, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Sat 22-Jun-24	**131**	0	124	7	0	0	0	0	0	0	0	0	0	0
Sun 23-Jun-24	**112**	5	101	6	0	0	0	0	0	0	0	0	0	0
Mon 24-Jun-24	**112**	3	99	9	0	1	0	0	0	0	0	0	0	0
Tue 25-Jun-24	**127**	3	110	14	0	0	0	0	0	0	0	0	0	0
Wed 26-Jun-24	**134**	5	117	10	0	1	1	0	0	0	0	0	0	0
Thu 27-Jun-24	**142**	3	133	4	0	0	2	0	0	0	0	0	0	0
Fri 28-Jun-24	**144**	5	127	10	0	1	1	0	0	0	0	0	0	0
Total Vehicles														
[--]	**902**	24	811	60	0	3	4	0	0	0	0	0	0	0



Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537004				Location	Site 4 - Canterbury Way, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 22-Jun-24																
00:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	-	23.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
06:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
07:00	5	-	21.5	3.1	0	0	0	2	3	0	0	0	0	0	0	0
08:00	5	-	20.5	3.1	0	0	0	3	2	0	0	0	0	0	0	0
09:00	13	26.9	22.7	4.7	0	0	1	3	6	3	0	0	0	0	0	0
10:00	10	24.8	20.5	5	0	0	2	3	4	1	0	0	0	0	0	0
11:00	13	24.2	20	4.5	0	0	2	6	4	1	0	0	0	0	0	0
12:00	13	24	19	5.8	1	0	2	4	6	0	0	0	0	0	0	0
13:00	11	22.4	18	4.9	0	1	2	5	3	0	0	0	0	0	0	0
14:00	16	24.5	18.8	5.5	0	0	6	5	3	2	0	0	0	0	0	0
15:00	4	-	21	3.2	0	0	0	2	2	0	0	0	0	0	0	0
16:00	9	-	21.8	6.3	0	1	0	2	4	2	0	0	0	0	0	0
17:00	8	-	20.4	4	0	0	1	3	4	0	0	0	0	0	0	0
18:00	4	-	22.3	4.9	0	0	0	2	1	1	0	0	0	0	0	0
19:00	5	-	22.5	4.4	0	0	0	2	2	1	0	0	0	0	0	0
20:00	2	-	18.5	1.8	0	0	0	2	0	0	0	0	0	0	0	0
21:00	2	-	13.5	7.1	0	1	0	1	0	0	0	0	0	0	0	0
22:00	3	-	16.8	10.4	0	1	1	0	0	1	0	0	0	0	0	0
23:00	2	-	23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
12H,7-19	111	25.1	20.3	5	1	2	16	40	42	10	0	0	0	0	0	0
16H,6-22	122	25.1	20.2	5	1	3	16	46	45	11	0	0	0	0	0	0
18H,6-24	127	25.2	20.2	5.1	1	4	17	46	47	12	0	0	0	0	0	0
24H,0-24	131	25.3	20.3	5.1	1	4	17	48	48	13	0	0	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537004			Location	Site 4 - Canterbury Way, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 23-Jun-24																
00:00	2	-	16	3.5	0	0	1	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	-	18.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
08:00	3	-	15.6	9.7	1	0	0	1	1	0	0	0	0	0	0	0
09:00	11	25.6	21.7	4.3	0	0	0	6	3	2	0	0	0	0	0	0
10:00	15	25.1	17.3	8.1	1	4	1	3	4	2	0	0	0	0	0	0
11:00	13	20.1	17.7	4.2	0	0	4	8	0	1	0	0	0	0	0	0
12:00	10	26	20.5	7.2	0	1	1	4	2	1	1	0	0	0	0	0
13:00	9	-	17.9	3.3	0	0	2	6	1	0	0	0	0	0	0	0
14:00	7	-	20.6	5	0	0	1	3	2	1	0	0	0	0	0	0
15:00	10	25	22	3.7	0	0	0	4	5	1	0	0	0	0	0	0
16:00	5	-	21.5	9.8	0	1	0	2	0	1	1	0	0	0	0	0
17:00	5	-	17.5	6.6	0	1	1	1	2	0	0	0	0	0	0	0
18:00	6	-	24.3	4	0	0	0	1	3	2	0	0	0	0	0	0
19:00	3	-	20.2	3.1	0	0	0	2	1	0	0	0	0	0	0	0
20:00	4	-	21	3.2	0	0	0	2	2	0	0	0	0	0	0	0
21:00	4	-	18.5	1.6	0	0	0	4	0	0	0	0	0	0	0	0
22:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
23:00	2	-	18.5	1.8	0	0	0	2	0	0	0	0	0	0	0	0
12H,7-19	94	25.7	19.6	6.1	2	7	10	39	23	11	2	0	0	0	0	0
16H,6-22	105	25.4	19.7	5.9	2	7	10	47	26	11	2	0	0	0	0	0
18H,6-24	108	25.3	19.7	5.8	2	7	10	49	27	11	2	0	0	0	0	0
24H,0-24	112	25.2	19.6	5.8	2	7	12	50	28	11	2	0	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537004				Location	Site 4 - Canterbury Way, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 24-Jun-24																
00:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	2	-	18.5	1.8	0	0	0	2	0	0	0	0	0	0	0	0
06:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
07:00	10	26	22	4.4	0	0	0	5	3	2	0	0	0	0	0	0
08:00	12	27.2	21.8	5.5	0	0	2	3	4	3	0	0	0	0	0	0
09:00	7	-	19.4	9.5	1	0	2	1	0	3	0	0	0	0	0	0
10:00	6	-	19.3	6	0	0	2	2	1	1	0	0	0	0	0	0
11:00	6	-	19.3	6.7	0	1	0	3	1	1	0	0	0	0	0	0
12:00	7	-	18.5	7.7	0	1	2	2	0	2	0	0	0	0	0	0
13:00	5	-	22.5	4.4	0	0	0	2	2	1	0	0	0	0	0	0
14:00	1	-	8.5	-	0	1	0	0	0	0	0	0	0	0	0	0
15:00	11	25.6	21.7	5.8	0	1	0	3	5	2	0	0	0	0	0	0
16:00	8	-	19.8	5.4	0	1	0	3	4	0	0	0	0	0	0	0
17:00	11	25.6	22.1	4.7	0	0	1	3	5	2	0	0	0	0	0	0
18:00	11	25.6	21.7	6.2	0	1	1	1	6	2	0	0	0	0	0	0
19:00	2	-	13.5	7.1	0	1	0	1	0	0	0	0	0	0	0	0
20:00	6	-	18.5	4.7	0	0	2	2	2	0	0	0	0	0	0	0
21:00	2	-	28.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
12H,7-19	95	27.1	20.8	6	1	6	10	28	31	19	0	0	0	0	0	0
16H,6-22	106	26.9	20.7	6.1	1	7	12	31	35	19	1	0	0	0	0	0
18H,6-24	107	26.9	20.8	6.1	1	7	12	31	36	19	1	0	0	0	0	0
24H,0-24	112	27.1	20.9	6	1	7	12	33	37	21	1	0	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537004				Location	Site 4 - Canterbury Way, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 25-Jun-24																
00:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	5	-	22.5	8.3	0	0	1	2	0	1	1	0	0	0	0	0
06:00	2	-	23.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
07:00	9	-	20.2	5.7	0	1	0	4	3	1	0	0	0	0	0	0
08:00	8	-	21	7.2	0	0	3	1	1	3	0	0	0	0	0	0
09:00	13	28.8	23.1	9.5	0	1	2	3	2	3	1	0	1	0	0	0
10:00	9	-	22.4	5	0	0	1	2	4	2	0	0	0	0	0	0
11:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12:00	5	-	24.5	2.6	0	0	0	0	4	1	0	0	0	0	0	0
13:00	9	-	22.9	4.8	0	0	1	1	5	2	0	0	0	0	0	0
14:00	6	-	18.5	8.4	0	1	1	3	0	0	1	0	0	0	0	0
15:00	14	25.2	22.4	3.7	0	0	1	2	10	1	0	0	0	0	0	0
16:00	10	27.7	21.5	6	0	0	2	3	2	3	0	0	0	0	0	0
17:00	9	-	20.7	6.3	0	1	1	1	5	1	0	0	0	0	0	0
18:00	9	-	19.6	7.1	0	1	2	2	2	2	0	0	0	0	0	0
19:00	4	-	24.8	10.4	0	0	1	0	2	0	0	1	0	0	0	0
20:00	5	-	21.5	5.8	0	0	1	1	2	1	0	0	0	0	0	0
21:00	1	-	8.5	-	0	1	0	0	0	0	0	0	0	0	0	0
22:00	3	-	26.8	3.1	0	0	0	0	1	2	0	0	0	0	0	0
23:00	5	-	22.5	6.6	0	0	1	1	1	2	0	0	0	0	0	0
12H,7-19	101	27.7	21.6	6.3	0	5	14	22	38	19	2	0	1	0	0	0
16H,6-22	113	27.8	21.6	6.5	0	6	16	24	42	21	2	1	1	0	0	0
18H,6-24	121	28.1	21.8	6.5	0	6	17	25	44	25	2	1	1	0	0	0
24H,0-24	127	28.2	21.8	6.5	0	6	18	27	45	26	3	1	1	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537004			Location	Site 4 - Canterbury Way, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 26-Jun-24																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	-	23.5	5	0	0	0	1	1	1	0	0	0	0	0	0
06:00	3	-	25.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
07:00	10	24.8	20.1	6.5	1	0	0	4	4	1	0	0	0	0	0	0
08:00	19	29.9	22.2	9.2	0	2	3	5	1	6	1	0	1	0	0	0
09:00	10	28.5	23	6.6	0	0	2	1	4	2	1	0	0	0	0	0
10:00	8	-	23.5	3	0	0	0	1	6	1	0	0	0	0	0	0
11:00	5	-	17.5	5.7	0	0	3	0	2	0	0	0	0	0	0	0
12:00	6	-	17.7	2.5	0	0	1	5	0	0	0	0	0	0	0	0
13:00	10	29	24	6.2	0	0	2	0	3	5	0	0	0	0	0	0
14:00	9	-	23.5	6.7	0	1	0	1	3	4	0	0	0	0	0	0
15:00	8	-	21	6.1	0	1	0	2	4	1	0	0	0	0	0	0
16:00	6	-	21.8	6.9	0	0	1	2	2	0	1	0	0	0	0	0
17:00	5	-	24.5	4.4	0	0	0	1	2	2	0	0	0	0	0	0
18:00	10	25.2	22	4.3	0	0	1	2	6	1	0	0	0	0	0	0
19:00	10	31	25	9.8	0	1	1	0	4	2	1	0	1	0	0	0
20:00	4	-	22.3	2.8	0	0	0	1	3	0	0	0	0	0	0	0
21:00	2	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
22:00	4	-	21	3.2	0	0	0	2	2	0	0	0	0	0	0	0
23:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
12H,7-19	106	28.3	22	6.5	1	4	13	24	37	23	3	0	1	0	0	0
16H,6-22	125	28.5	22.4	6.6	1	5	14	25	47	27	4	0	2	0	0	0
18H,6-24	130	28.4	22.2	6.6	1	5	15	27	49	27	4	0	2	0	0	0
24H,0-24	134	28.5	22.3	6.5	1	5	15	28	50	29	4	0	2	0	0	0

Data produced by
Auto Surveys Ltd

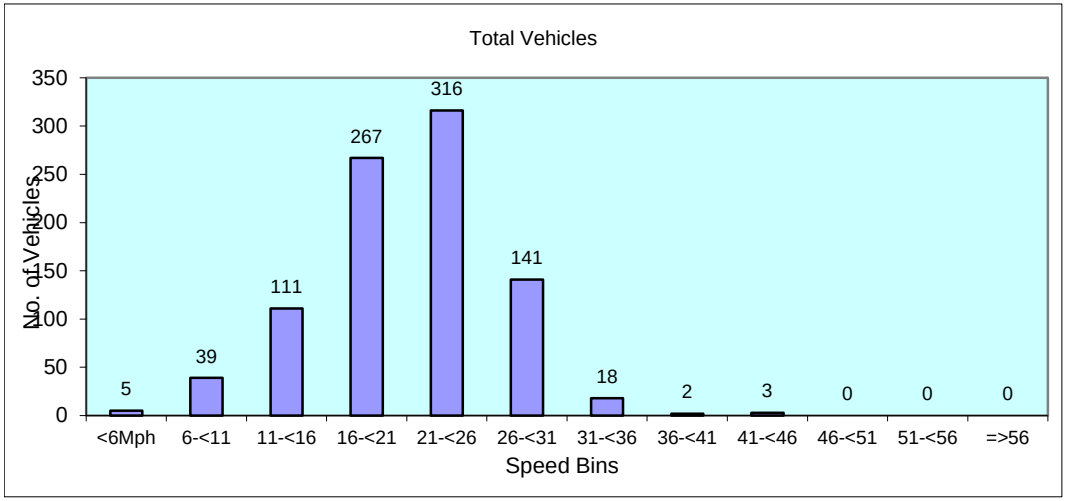
13537			CROXLEY GREEN				Site No: 13537004			Location	Site 4 - Canterbury Way, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 27-Jun-24																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	-	22.3	4.9	0	0	0	2	1	1	0	0	0	0	0	0
06:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
07:00	11	25	21.2	4.9	0	0	2	2	6	1	0	0	0	0	0	0
08:00	18	27.8	22.7	5.9	0	1	2	1	9	5	0	0	0	0	0	0
09:00	11	24.9	20.3	5.7	0	1	1	3	5	1	0	0	0	0	0	0
10:00	7	-	20.6	4.2	0	0	1	2	4	0	0	0	0	0	0	0
11:00	9	-	19.1	4.2	0	0	2	4	3	0	0	0	0	0	0	0
12:00	6	-	19.3	6	0	1	0	2	3	0	0	0	0	0	0	0
13:00	6	-	21.8	4.3	0	0	1	0	5	0	0	0	0	0	0	0
14:00	9	-	20.2	8.4	0	2	1	1	2	3	0	0	0	0	0	0
15:00	5	-	19.5	4.4	0	0	1	2	2	0	0	0	0	0	0	0
16:00	11	25.6	21.2	5.4	0	0	2	3	4	2	0	0	0	0	0	0
17:00	9	-	22.4	5	0	0	1	2	4	2	0	0	0	0	0	0
18:00	12	25.3	20.2	5.5	0	0	3	4	3	2	0	0	0	0	0	0
19:00	10	24.8	19.5	6.3	0	1	2	2	4	1	0	0	0	0	0	0
20:00	4	-	13.5	4.2	0	1	2	1	0	0	0	0	0	0	0	0
21:00	3	-	21.8	3.1	0	0	0	1	2	0	0	0	0	0	0	0
22:00	3	-	21.8	3.1	0	0	0	1	2	0	0	0	0	0	0	0
23:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
12H,7-19	114	25.8	20.9	5.4	0	5	17	26	50	16	0	0	0	0	0	0
16H,6-22	133	25.7	20.6	5.5	0	7	21	31	57	17	0	0	0	0	0	0
18H,6-24	137	25.7	20.6	5.5	0	7	21	33	59	17	0	0	0	0	0	0
24H,0-24	142	25.8	20.8	5.5	0	7	21	35	60	18	1	0	0	0	0	0

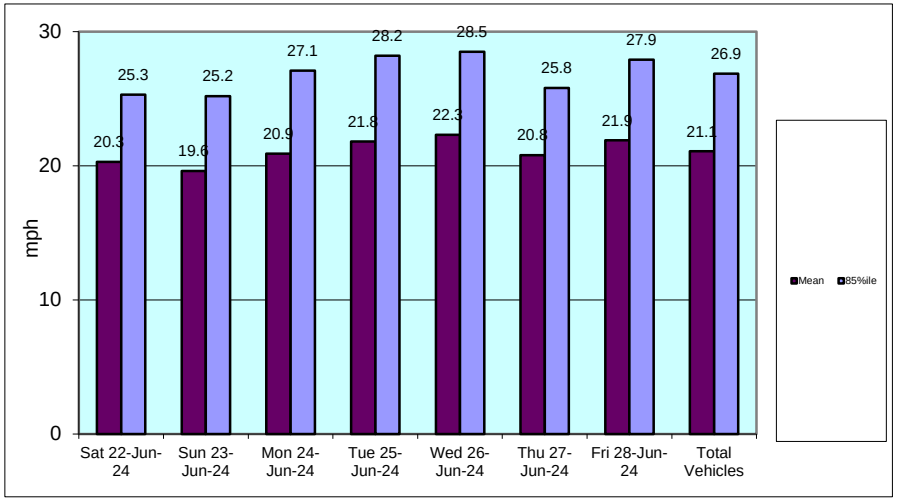
Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537004			Location	Site 4 - Canterbury Way, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 28-Jun-24																
00:00	3	-	20.2	3.1	0	0	0	2	1	0	0	0	0	0	0	0
01:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
02:00	4	-	31	8.7	0	0	0	1	0	0	2	1	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	-	23.5	5	0	0	0	1	1	1	0	0	0	0	0	0
06:00	3	-	16.8	5.9	0	0	2	0	1	0	0	0	0	0	0	0
07:00	8	-	19.8	6.5	0	1	1	2	3	1	0	0	0	0	0	0
08:00	9	-	19.6	5.6	0	0	3	2	3	1	0	0	0	0	0	0
09:00	12	28.8	22.7	6.5	0	0	2	3	3	3	1	0	0	0	0	0
10:00	11	25	20.8	5.3	0	0	3	1	6	1	0	0	0	0	0	0
11:00	9	-	22.4	4.4	0	0	0	4	3	2	0	0	0	0	0	0
12:00	7	-	22.1	5.7	0	0	1	2	2	2	0	0	0	0	0	0
13:00	11	28.1	22.6	6	0	0	1	4	3	2	1	0	0	0	0	0
14:00	10	26	20.5	8	0	2	0	3	3	1	1	0	0	0	0	0
15:00	14	24.7	21.4	4.9	0	0	1	6	6	0	1	0	0	0	0	0
16:00	8	-	24.1	5.1	0	0	0	2	4	1	1	0	0	0	0	0
17:00	9	-	25.2	5.2	0	0	1	0	3	5	0	0	0	0	0	0
18:00	7	-	23.5	4.3	0	0	0	2	3	2	0	0	0	0	0	0
19:00	5	-	18.5	1.6	0	0	0	5	0	0	0	0	0	0	0	0
20:00	3	-	23.5	5	0	0	0	1	1	1	0	0	0	0	0	0
21:00	3	-	16.8	3.1	0	0	1	2	0	0	0	0	0	0	0	0
22:00	3	-	21.8	3.1	0	0	0	1	2	0	0	0	0	0	0	0
23:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
12H,7-19	115	28	22	5.7	0	3	13	31	42	21	5	0	0	0	0	0
16H,6-22	129	27.6	21.6	5.7	0	3	16	39	44	22	5	0	0	0	0	0
18H,6-24	133	27.5	21.6	5.6	0	3	16	41	46	22	5	0	0	0	0	0
24H,0-24	144	27.9	21.9	5.8	0	3	16	46	48	23	7	1	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537004			Location	Site 4 - Canterbury Way, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
Daily Totals																
Sat 22-Jun-24	**131**	25.3	20.3	5.1	1	4	17	48	48	13	0	0	0	0	0	0
Sun 23-Jun-24	**112**	25.2	19.6	5.8	2	7	12	50	28	11	2	0	0	0	0	0
Mon 24-Jun-24	**112**	27.1	20.9	6	1	7	12	33	37	21	1	0	0	0	0	0
Tue 25-Jun-24	**127**	28.2	21.8	6.5	0	6	18	27	45	26	3	1	1	0	0	0
Wed 26-Jun-24	**134**	28.5	22.3	6.5	1	5	15	28	50	29	4	0	2	0	0	0
Thu 27-Jun-24	**142**	25.8	20.8	5.5	0	7	21	35	60	18	1	0	0	0	0	0
Fri 28-Jun-24	**144**	27.9	21.9	5.8	0	3	16	46	48	23	7	1	0	0	0	0
Total Vehicles																
[--]	**902**	26.9	21.1	5.9	5	39	111	267	316	141	18	2	3	0	0	0





Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN JUNE 2024								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**Average 85%ile Speed**	**Average Mean Speed**
Site No: 13537005	Site 5 - Durrants Drive, Croxley Green 51.657131, -0.438464	Channel: Northbound	Sat 22-Jun-24	Fri 28-Jun-24	30	1484	234	212	28.8	22.9
		Channel: Southbound	Sat 22-Jun-24	Fri 28-Jun-24		1394	222	199	27.8	21.8

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537005			Location	Site 5 - Durrants Drive, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 22-Jun-24														
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
07:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
08:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
09:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0
10:00	17	0	16	1	0	0	0	0	0	0	0	0	0	0
11:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0
12:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0
13:00	19	0	19	0	0	0	0	0	0	0	0	0	0	0
14:00	16	1	13	2	0	0	0	0	0	0	0	0	0	0
15:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0
16:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
17:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0
18:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0
19:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0
20:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0
21:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
22:00	10	1	9	0	0	0	0	0	0	0	0	0	0	0
23:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	127	1	121	5	0	0	0	0	0	0	0	0	0	0
16H,6-22	156	1	149	6	0	0	0	0	0	0	0	0	0	0
18H,6-24	168	2	160	6	0	0	0	0	0	0	0	0	0	0
24H,0-24	171	2	163	6	0	0	0	0	0	0	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537005			Location	Site 5 - Durrants Drive, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 23-Jun-24														
00:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
07:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
08:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
09:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
10:00	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
11:00	**7**	1	5	1	0	0	0	0	0	0	0	0	0	0
12:00	**16**	2	13	1	0	0	0	0	0	0	0	0	0	0
13:00	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
14:00	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
15:00	**15**	1	12	2	0	0	0	0	0	0	0	0	0	0
16:00	**16**	1	14	1	0	0	0	0	0	0	0	0	0	0
17:00	**7**	1	6	0	0	0	0	0	0	0	0	0	0	0
18:00	**14**	1	12	1	0	0	0	0	0	0	0	0	0	0
19:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
20:00	**6**	0	5	0	0	0	1	0	0	0	0	0	0	0
21:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
22:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
23:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**117**	**7**	**101**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**133**	**7**	**116**	**9**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**139**	**7**	**121**	**10**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**144**	**7**	**126**	**10**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN				Site No: 13537005			Location	Site 5 - Durrants Drive, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 24-Jun-24														
00:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
07:00	**10**	0	8	2	0	0	0	0	0	0	0	0	0	0
08:00	**33**	0	31	2	0	0	0	0	0	0	0	0	0	0
09:00	**10**	0	7	2	0	0	0	0	1	0	0	0	0	0
10:00	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
11:00	**12**	0	10	2	0	0	0	0	0	0	0	0	0	0
12:00	**19**	0	17	2	0	0	0	0	0	0	0	0	0	0
13:00	**10**	0	7	3	0	0	0	0	0	0	0	0	0	0
14:00	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
15:00	**23**	0	22	0	0	0	0	0	1	0	0	0	0	0
16:00	**20**	0	19	1	0	0	0	0	0	0	0	0	0	0
17:00	**22**	0	20	2	0	0	0	0	0	0	0	0	0	0
18:00	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
19:00	**15**	1	13	1	0	0	0	0	0	0	0	0	0	0
20:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
21:00	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
22:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**187**	**0**	**167**	**18**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**222**	**1**	**200**	**19**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**224**	**1**	**201**	**20**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**227**	**1**	**204**	**20**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537005			Location	Site 5 - Durrants Drive, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 25-Jun-24														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
07:00	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
08:00	**33**	0	32	1	0	0	0	0	0	0	0	0	0	0
09:00	**22**	0	21	1	0	0	0	0	0	0	0	0	0	0
10:00	**11**	0	9	2	0	0	0	0	0	0	0	0	0	0
11:00	**14**	0	12	1	0	0	1	0	0	0	0	0	0	0
12:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
13:00	**12**	1	8	2	0	1	0	0	0	0	0	0	0	0
14:00	**12**	1	11	0	0	0	0	0	0	0	0	0	0	0
15:00	**29**	0	29	0	0	0	0	0	0	0	0	0	0	0
16:00	**19**	0	19	0	0	0	0	0	0	0	0	0	0	0
17:00	**12**	0	11	1	0	0	0	0	0	0	0	0	0	0
18:00	**22**	1	19	1	0	0	1	0	0	0	0	0	0	0
19:00	**13**	0	11	2	0	0	0	0	0	0	0	0	0	0
20:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
21:00	**5**	1	4	0	0	0	0	0	0	0	0	0	0	0
22:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
23:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**201**	**3**	**184**	**11**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**229**	**4**	**208**	**14**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**237**	**4**	**216**	**14**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**239**	**4**	**218**	**14**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537005			Location	Site 5 - Durrants Drive, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 26-Jun-24														
00:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
07:00	**13**	0	11	2	0	0	0	0	0	0	0	0	0	0
08:00	**36**	0	36	0	0	0	0	0	0	0	0	0	0	0
09:00	**8**	0	5	3	0	0	0	0	0	0	0	0	0	0
10:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
11:00	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
12:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
13:00	**10**	0	7	3	0	0	0	0	0	0	0	0	0	0
14:00	**12**	1	10	1	0	0	0	0	0	0	0	0	0	0
15:00	**27**	0	26	1	0	0	0	0	0	0	0	0	0	0
16:00	**25**	2	23	0	0	0	0	0	0	0	0	0	0	0
17:00	**22**	1	19	2	0	0	0	0	0	0	0	0	0	0
18:00	**15**	0	13	2	0	0	0	0	0	0	0	0	0	0
19:00	**11**	1	10	0	0	0	0	0	0	0	0	0	0	0
20:00	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
21:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
22:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**185**	**4**	**166**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**212**	**5**	**191**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**213**	**5**	**192**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**218**	**5**	**197**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537005			Location	Site 5 - Durrants Drive, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 27-Jun-24														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
07:00	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
08:00	**36**	1	34	1	0	0	0	0	0	0	0	0	0	0
09:00	**10**	1	8	0	0	0	1	0	0	0	0	0	0	0
10:00	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
11:00	**10**	0	9	0	0	0	1	0	0	0	0	0	0	0
12:00	**12**	0	12	0	0	0	0	0	0	0	0	0	0	0
13:00	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
14:00	**12**	0	7	5	0	0	0	0	0	0	0	0	0	0
15:00	**25**	0	25	0	0	0	0	0	0	0	0	0	0	0
16:00	**19**	2	17	0	0	0	0	0	0	0	0	0	0	0
17:00	**24**	0	22	2	0	0	0	0	0	0	0	0	0	0
18:00	**14**	1	13	0	0	0	0	0	0	0	0	0	0	0
19:00	**14**	1	13	0	0	0	0	0	0	0	0	0	0	0
20:00	**7**	0	6	0	0	0	1	0	0	0	0	0	0	0
21:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
22:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
23:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**195**	**5**	**177**	**11**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**226**	**6**	**206**	**11**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**232**	**6**	**212**	**11**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**232**	**6**	**212**	**11**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

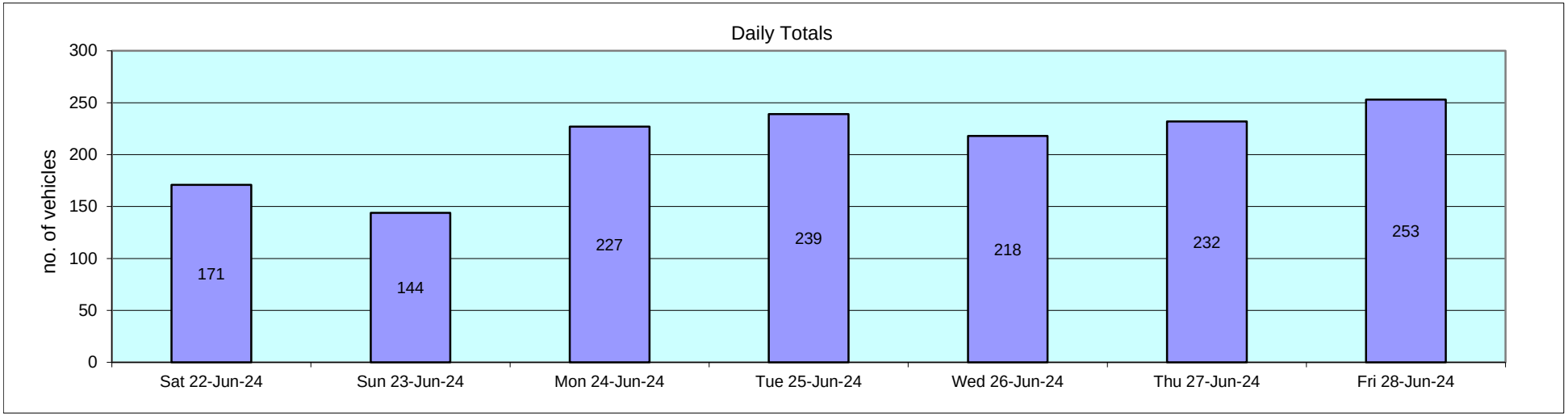
Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537005			Location	Site 5 - Durrants Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 28-Jun-24															
00:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	0
06:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0	0
07:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0	0
08:00	**37**	1	32	2	0	0	1	0	1	0	0	0	0	0	0
09:00	**13**	0	9	4	0	0	0	0	0	0	0	0	0	0	0
10:00	**10**	0	9	0	0	0	1	0	0	0	0	0	0	0	0
11:00	**20**	3	16	1	0	0	0	0	0	0	0	0	0	0	0
12:00	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0	0
13:00	**13**	0	10	3	0	0	0	0	0	0	0	0	0	0	0
14:00	**17**	1	13	3	0	0	0	0	0	0	0	0	0	0	0
15:00	**28**	0	25	3	0	0	0	0	0	0	0	0	0	0	0
16:00	**17**	0	17	0	0	0	0	0	0	0	0	0	0	0	0
17:00	**19**	1	15	3	0	0	0	0	0	0	0	0	0	0	0
18:00	**15**	1	14	0	0	0	0	0	0	0	0	0	0	0	0
19:00	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0	0
20:00	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0	0
21:00	**9**	1	8	0	0	0	0	0	0	0	0	0	0	0	0
22:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0	0
23:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**206**	**7**	**176**	**20**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**239**	**8**	**207**	**21**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**247**	**8**	**215**	**21**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**253**	**8**	**221**	**21**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537	CROXLEY GREEN	Site No: 13537005	Location	Site 5 - Durrants Drive, Croxley Green
Sat 22-Jun-24 to Fri 28-Jun-24		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Sat 22-Jun-24	**171**	2	163	6	0	0	0	0	0	0	0	0	0	0
Sun 23-Jun-24	**144**	7	126	10	0	0	1	0	0	0	0	0	0	0
Mon 24-Jun-24	**227**	1	204	20	0	0	0	0	2	0	0	0	0	0
Tue 25-Jun-24	**239**	4	218	14	0	1	2	0	0	0	0	0	0	0
Wed 26-Jun-24	**218**	5	197	16	0	0	0	0	0	0	0	0	0	0
Thu 27-Jun-24	**232**	6	212	11	0	0	3	0	0	0	0	0	0	0
Fri 28-Jun-24	**253**	8	221	21	0	0	2	0	1	0	0	0	0	0
Total Vehicles														
[--]	**1484**	33	1341	98	0	1	8	0	3	0	0	0	0	0



Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537005			Location	Site 5 - Durrants Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 22-Jun-24																
00:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	4	-	24.8	4.9	0	0	0	1	1	2	0	0	0	0	0	0
07:00	2	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
08:00	4	-	24.8	4.9	0	0	0	1	1	2	0	0	0	0	0	0
09:00	7	-	19.9	4	0	0	1	3	3	0	0	0	0	0	0	0
10:00	17	25	21.7	4.9	0	0	2	4	10	0	1	0	0	0	0	0
11:00	10	28.5	23	6.1	0	0	1	3	3	2	1	0	0	0	0	0
12:00	14	22	18.9	5.9	0	1	2	8	2	0	1	0	0	0	0	0
13:00	19	28.1	24.3	4.1	0	0	0	3	11	4	1	0	0	0	0	0
14:00	16	29.1	25.1	4.2	0	0	0	2	8	5	1	0	0	0	0	0
15:00	7	-	24.9	5.7	0	0	0	2	2	2	1	0	0	0	0	0
16:00	6	-	26	6.3	0	0	0	1	3	0	2	0	0	0	0	0
17:00	13	24	20	4.5	0	1	0	6	6	0	0	0	0	0	0	0
18:00	12	29.4	25.2	4.6	0	0	0	2	5	4	1	0	0	0	0	0
19:00	11	25.6	23	3.8	0	0	0	3	6	2	0	0	0	0	0	0
20:00	11	27.4	23	4.9	0	0	1	2	5	3	0	0	0	0	0	0
21:00	3	-	25.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
22:00	10	24	19.5	5.3	0	1	1	3	5	0	0	0	0	0	0	0
23:00	2	-	18.5	1.8	0	0	0	2	0	0	0	0	0	0	0	0
12H,7-19	127	28.4	22.9	5.3	0	2	6	35	55	20	9	0	0	0	0	0
16H,6-22	156	28.3	23	5.1	0	2	7	41	69	28	9	0	0	0	0	0
18H,6-24	168	28	22.8	5.2	0	3	8	46	74	28	9	0	0	0	0	0
24H,0-24	171	28.1	22.8	5.2	0	3	8	46	75	30	9	0	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537005			Location	Site 5 - Durrants Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 23-Jun-24																
00:00	4	-	16	3.2	0	0	2	2	0	0	0	0	0	0	0	0
01:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
07:00	3	-	20.2	10.4	0	1	0	0	1	1	0	0	0	0	0	0
08:00	4	-	27.3	2.8	0	0	0	0	1	3	0	0	0	0	0	0
09:00	3	-	18.5	1.7	0	0	0	3	0	0	0	0	0	0	0	0
10:00	13	29	24.3	4.7	0	0	0	4	3	6	0	0	0	0	0	0
11:00	7	-	22.8	3.7	0	0	0	2	4	1	0	0	0	0	0	0
12:00	16	27.8	21.6	6.7	0	1	2	4	5	3	1	0	0	0	0	0
13:00	10	26	23.5	5.4	0	0	1	1	6	1	1	0	0	0	0	0
14:00	9	-	21.3	3	0	0	0	4	5	0	0	0	0	0	0	0
15:00	15	29.1	23.2	6	0	0	1	5	5	2	2	0	0	0	0	0
16:00	16	26.2	21	5.9	0	0	5	1	7	3	0	0	0	0	0	0
17:00	7	-	23.5	6.5	0	0	1	1	3	1	1	0	0	0	0	0
18:00	14	20.6	17.8	5.7	0	1	4	7	0	2	0	0	0	0	0	0
19:00	6	-	21	7.7	0	1	0	2	1	2	0	0	0	0	0	0
20:00	6	-	20.2	6.9	0	1	0	2	2	1	0	0	0	0	0	0
21:00	3	-	21.8	5.9	0	0	0	2	0	1	0	0	0	0	0	0
22:00	2	-	23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
23:00	4	-	26	3.2	0	0	0	0	2	2	0	0	0	0	0	0
12H,7-19	117	28.2	22	5.8	0	3	14	32	40	23	5	0	0	0	0	0
16H,6-22	133	28.2	21.9	5.9	0	5	14	38	43	28	5	0	0	0	0	0
18H,6-24	139	28.3	22	5.8	0	5	14	38	47	30	5	0	0	0	0	0
24H,0-24	144	28.2	21.9	5.8	0	5	16	40	48	30	5	0	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537005				Location	Site 5 - Durrants Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 24-Jun-24																
00:00	2	-	23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
06:00	5	-	23.5	1.6	0	0	0	0	5	0	0	0	0	0	0	0
07:00	10	27.7	23	4.6	0	0	0	4	3	3	0	0	0	0	0	0
08:00	33	27.6	22.9	4.9	0	0	1	11	14	5	2	0	0	0	0	0
09:00	10	25	19.5	7.1	0	2	1	1	5	1	0	0	0	0	0	0
10:00	9	-	20.7	7.2	0	1	1	2	4	0	1	0	0	0	0	0
11:00	12	28.7	23.5	5.4	0	0	1	3	3	5	0	0	0	0	0	0
12:00	19	24.3	23	5.7	0	0	3	1	12	1	2	0	0	0	0	0
13:00	10	26	23	4	0	0	0	3	5	2	0	0	0	0	0	0
14:00	9	-	23.5	5.2	0	0	0	3	4	1	1	0	0	0	0	0
15:00	23	28.5	24.2	4.3	0	0	0	5	11	6	1	0	0	0	0	0
16:00	20	28.5	21.8	7.3	0	3	0	5	6	5	1	0	0	0	0	0
17:00	22	25.7	22.8	3.8	0	0	1	4	14	3	0	0	0	0	0	0
18:00	10	31	26.5	5.5	0	0	0	2	2	4	2	0	0	0	0	0
19:00	15	28.8	23.8	5	0	0	0	5	5	4	1	0	0	0	0	0
20:00	6	-	21	5.4	0	0	1	2	2	1	0	0	0	0	0	0
21:00	9	-	23.5	5.2	0	0	0	3	4	1	1	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
12H,7-19	187	28.4	22.9	5.4	0	6	8	44	83	36	10	0	0	0	0	0
16H,6-22	222	28.4	23	5.3	0	6	9	54	99	42	12	0	0	0	0	0
18H,6-24	224	28.4	22.9	5.3	0	6	9	55	100	42	12	0	0	0	0	0
24H,0-24	227	28.3	22.9	5.3	0	6	9	55	103	42	12	0	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537005			Location	Site 5 - Durrants Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 25-Jun-24																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
06:00	4	-	23.5	4.2	0	0	0	1	2	1	0	0	0	0	0	0
07:00	9	-	24.6	5.6	0	0	0	3	2	3	1	0	0	0	0	0
08:00	33	32.3	26.1	6.3	0	0	1	5	12	8	6	0	1	0	0	0
09:00	22	28	23	5.5	0	0	2	5	10	3	2	0	0	0	0	0
10:00	11	25.3	23	4.9	0	0	1	1	8	0	1	0	0	0	0	0
11:00	14	29.1	23.1	6.8	0	1	1	3	2	7	0	0	0	0	0	0
12:00	6	-	23.5	3.4	0	0	0	1	4	1	0	0	0	0	0	0
13:00	12	24.7	19.9	6.3	1	0	1	4	5	1	0	0	0	0	0	0
14:00	12	28.1	21.8	5.9	0	0	2	4	2	4	0	0	0	0	0	0
15:00	29	28.9	23.7	4.9	0	0	1	8	10	9	1	0	0	0	0	0
16:00	19	28.7	24.6	5.3	0	0	1	2	10	5	0	1	0	0	0	0
17:00	12	30.3	24.8	5.5	0	0	0	3	5	2	2	0	0	0	0	0
18:00	22	27.5	22.6	5.6	0	1	1	5	10	4	1	0	0	0	0	0
19:00	13	29.9	23.1	6.4	0	1	0	2	8	0	2	0	0	0	0	0
20:00	6	-	24.3	4	0	0	0	1	3	2	0	0	0	0	0	0
21:00	5	-	16.5	5.8	0	1	1	2	1	0	0	0	0	0	0	0
22:00	6	-	24.3	4	0	0	0	1	3	2	0	0	0	0	0	0
23:00	2	-	23.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
12H,7-19	201	29.4	23.7	5.7	1	2	11	44	80	47	14	1	1	0	0	0
16H,6-22	229	29.3	23.5	5.8	1	4	12	50	94	50	16	1	1	0	0	0
18H,6-24	237	29.3	23.5	5.7	1	4	12	52	97	53	16	1	1	0	0	0
24H,0-24	239	29.3	23.5	5.7	1	4	12	52	99	53	16	1	1	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537005			Location	Site 5 - Durrants Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 26-Jun-24																
00:00	1	-	43.5	-	0	0	0	0	0	0	0	0	1	0	0	0
01:00	2	-	18.5	1.8	0	0	0	2	0	0	0	0	0	0	0	0
02:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
06:00	2	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
07:00	13	31.9	26.2	6.1	0	0	1	1	4	4	3	0	0	0	0	0
08:00	36	30.4	23.8	6.6	0	1	1	12	9	8	4	1	0	0	0	0
09:00	8	-	22.3	4.7	0	0	0	4	2	2	0	0	0	0	0	0
10:00	4	-	27.3	6.4	0	0	0	1	0	2	1	0	0	0	0	0
11:00	9	-	24.6	5.1	0	0	1	0	4	4	0	0	0	0	0	0
12:00	4	-	24.8	4.9	0	0	0	1	1	2	0	0	0	0	0	0
13:00	10	24.3	21.5	6.9	0	0	1	5	3	0	0	1	0	0	0	0
14:00	12	27.8	24.3	7.8	0	0	2	0	7	2	0	0	1	0	0	0
15:00	27	27.8	22.2	6.3	0	2	1	7	11	4	2	0	0	0	0	0
16:00	25	29.6	24.9	5.8	0	1	0	3	11	8	1	1	0	0	0	0
17:00	22	28.7	21.9	7.3	0	3	1	4	7	6	1	0	0	0	0	0
18:00	15	26.4	22.5	4.1	0	0	0	6	6	3	0	0	0	0	0	0
19:00	11	28.1	22.1	6.5	0	0	2	3	3	2	1	0	0	0	0	0
20:00	10	28.5	20.5	8.6	0	2	1	2	2	2	1	0	0	0	0	0
21:00	4	-	23.5	6	0	0	0	2	0	2	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
12H,7-19	185	29.6	23.5	6.3	0	7	8	44	65	45	12	3	1	0	0	0
16H,6-22	212	29.6	23.3	6.4	0	9	11	51	71	52	14	3	1	0	0	0
18H,6-24	213	29.6	23.3	6.4	0	9	11	52	71	52	14	3	1	0	0	0
24H,0-24	218	29.6	23.3	6.5	0	9	12	54	72	52	14	3	2	0	0	0

Data produced by
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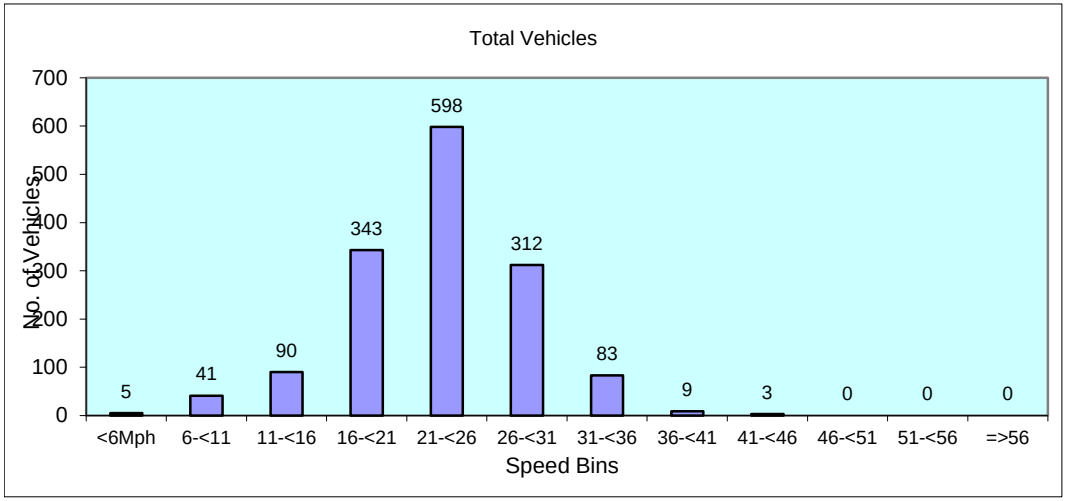
13537			CROXLEY GREEN				Site No: 13537005			Location	Site 5 - Durrants Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 27-Jun-24																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	4	-	22.3	6.4	0	0	1	0	2	1	0	0	0	0	0	0
07:00	9	-	27.9	5.4	0	0	0	1	2	3	3	0	0	0	0	0
08:00	36	31.1	22.8	7.7	1	1	6	4	12	6	6	0	0	0	0	0
09:00	10	26	21.1	8.1	1	1	0	0	6	2	0	0	0	0	0	0
10:00	11	29.1	25.3	4.3	0	0	0	1	6	3	1	0	0	0	0	0
11:00	10	28.5	20	7.9	0	1	2	4	0	2	1	0	0	0	0	0
12:00	12	25.1	21.8	5.5	0	0	2	2	7	0	1	0	0	0	0	0
13:00	13	29.2	24.7	4.8	0	0	0	3	5	4	1	0	0	0	0	0
14:00	12	29.1	22.7	7.4	0	1	2	1	2	6	0	0	0	0	0	0
15:00	25	29.5	25.1	5.3	0	0	1	4	8	11	0	1	0	0	0	0
16:00	19	29.5	24	7	0	2	1	0	7	8	1	0	0	0	0	0
17:00	24	25.5	21.2	4.6	0	0	3	8	10	3	0	0	0	0	0	0
18:00	14	24.4	19.6	6.7	0	2	1	5	5	0	1	0	0	0	0	0
19:00	14	27.8	22.1	6.2	0	1	1	3	5	4	0	0	0	0	0	0
20:00	7	-	16.5	6	1	0	1	4	1	0	0	0	0	0	0	0
21:00	6	-	24.3	5.1	0	0	0	1	4	0	1	0	0	0	0	0
22:00	5	-	22.5	4.4	0	0	0	2	2	1	0	0	0	0	0	0
23:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
12H,7-19	195	29.6	23	6.6	2	8	18	33	70	48	15	1	0	0	0	0
16H,6-22	226	29.4	22.8	6.6	3	9	21	41	82	53	16	1	0	0	0	0
18H,6-24	232	29.3	22.7	6.5	3	9	22	43	84	54	16	1	0	0	0	0
24H,0-24	232	29.3	22.7	6.5	3	9	22	43	84	54	16	1	0	0	0	0

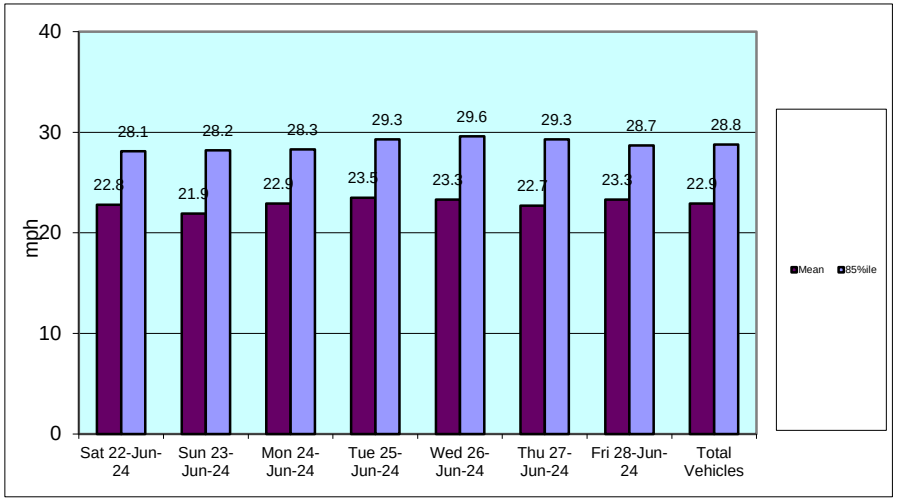
Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537005			Location	Site 5 - Durrants Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 28-Jun-24																
00:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	3	-	21.8	3.1	0	0	0	1	2	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
06:00	5	-	21.5	7.7	0	1	0	0	3	1	0	0	0	0	0	0
07:00	6	-	23.5	4.7	0	0	0	2	2	2	0	0	0	0	0	0
08:00	37	29.2	23.1	6.2	0	2	2	8	12	11	2	0	0	0	0	0
09:00	13	28.8	25.8	5.4	0	0	0	1	8	2	1	1	0	0	0	0
10:00	10	25.4	23	3.9	0	0	1	0	8	1	0	0	0	0	0	0
11:00	20	25	20.8	5.4	0	2	1	4	12	1	0	0	0	0	0	0
12:00	11	27.4	22.6	5.1	0	0	1	3	4	3	0	0	0	0	0	0
13:00	13	29.9	23.1	5.7	0	0	1	3	7	0	2	0	0	0	0	0
14:00	17	25.6	24.1	4.5	0	0	0	2	13	1	0	1	0	0	0	0
15:00	28	29.3	24.2	5.6	0	0	1	7	10	8	1	1	0	0	0	0
16:00	17	30.9	27.9	3.8	0	0	0	0	5	9	3	0	0	0	0	0
17:00	19	27.1	21.9	6.2	0	0	2	8	5	3	0	1	0	0	0	0
18:00	15	25.6	23.5	4	0	0	0	3	10	1	1	0	0	0	0	0
19:00	8	-	22.4	8.9	1	0	0	2	2	2	1	0	0	0	0	0
20:00	11	28.3	23	5.4	0	0	1	3	3	4	0	0	0	0	0	0
21:00	9	-	20.7	3.9	0	0	1	3	5	0	0	0	0	0	0	0
22:00	6	-	22.7	4	0	0	0	2	3	1	0	0	0	0	0	0
23:00	2	-	23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
12H,7-19	206	28.9	23.6	5.5	0	4	9	41	96	42	10	4	0	0	0	0
16H,6-22	239	28.8	23.4	5.6	1	5	11	49	109	49	11	4	0	0	0	0
18H,6-24	247	28.7	23.3	5.6	1	5	11	51	114	50	11	4	0	0	0	0
24H,0-24	253	28.7	23.3	5.5	1	5	11	53	117	51	11	4	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537005			Location	Site 5 - Durrants Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
Daily Totals																
Sat 22-Jun-24	**171**	28.1	22.8	5.2	0	3	8	46	75	30	9	0	0	0	0	0
Sun 23-Jun-24	**144**	28.2	21.9	5.8	0	5	16	40	48	30	5	0	0	0	0	0
Mon 24-Jun-24	**227**	28.3	22.9	5.3	0	6	9	55	103	42	12	0	0	0	0	0
Tue 25-Jun-24	**239**	29.3	23.5	5.7	1	4	12	52	99	53	16	1	1	0	0	0
Wed 26-Jun-24	**218**	29.6	23.3	6.5	0	9	12	54	72	52	14	3	2	0	0	0
Thu 27-Jun-24	**232**	29.3	22.7	6.5	3	9	22	43	84	54	16	1	0	0	0	0
Fri 28-Jun-24	**253**	28.7	23.3	5.5	1	5	11	53	117	51	11	4	0	0	0	0
Total Vehicles																
[--]	**1484**	28.8	22.9	5.8	5	41	90	343	598	312	83	9	3	0	0	0





Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537005			Location	Site 5 - Durrants Drive, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 22-Jun-24														
00:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07:00	8	0	6	2	0	0	0	0	0	0	0	0	0	0
08:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
09:00	9	0	8	0	0	0	1	0	0	0	0	0	0	0
10:00	15	2	12	1	0	0	0	0	0	0	0	0	0	0
11:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0
12:00	15	0	14	1	0	0	0	0	0	0	0	0	0	0
13:00	11	1	7	3	0	0	0	0	0	0	0	0	0	0
14:00	11	1	9	1	0	0	0	0	0	0	0	0	0	0
15:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0
16:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0
17:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0
18:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
19:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0
20:00	12	1	10	1	0	0	0	0	0	0	0	0	0	0
21:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
22:00	6	1	5	0	0	0	0	0	0	0	0	0	0	0
23:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	117	4	101	11	0	0	1	0	0	0	0	0	0	0
16H,6-22	146	5	127	13	0	0	1	0	0	0	0	0	0	0
18H,6-24	156	6	136	13	0	0	1	0	0	0	0	0	0	0
24H,0-24	162	6	142	13	0	0	1	0	0	0	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537005			Location	Site 5 - Durrants Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 23-Jun-24															
00:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
08:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
09:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
10:00	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
11:00	**10**	1	9	0	0	0	0	0	0	0	0	0	0	0
12:00	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
13:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
14:00	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
15:00	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
16:00	**12**	1	10	1	0	0	0	0	0	0	0	0	0	0
17:00	**10**	1	9	0	0	0	0	0	0	0	0	0	0	0
18:00	**10**	1	8	1	0	0	0	0	0	0	0	0	0	0
19:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
20:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
21:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
22:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
23:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**101**	**4**	**89**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**116**	**4**	**104**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**118**	**4**	**106**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**122**	**4**	**110**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN				Site No: 13537005			Location	Site 5 - Durrants Drive, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 24-Jun-24														
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00	3	1	2	0	0	0	0	0	0	0	0	0	0	0
07:00	15	0	12	3	0	0	0	0	0	0	0	0	0	0
08:00	29	0	29	0	0	0	0	0	0	0	0	0	0	0
09:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0
10:00	9	0	6	3	0	0	0	0	0	0	0	0	0	0
11:00	13	0	10	3	0	0	0	0	0	0	0	0	0	0
12:00	16	0	11	5	0	0	0	0	0	0	0	0	0	0
13:00	13	0	10	3	0	0	0	0	0	0	0	0	0	0
14:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
15:00	27	0	26	1	0	0	0	0	0	0	0	0	0	0
16:00	15	0	13	2	0	0	0	0	0	0	0	0	0	0
17:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0
18:00	19	0	19	0	0	0	0	0	0	0	0	0	0	0
19:00	12	0	10	2	0	0	0	0	0	0	0	0	0	0
20:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0
21:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
22:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	182	0	161	21	0	0	0	0	0	0	0	0	0	0
16H,6-22	211	1	187	23	0	0	0	0	0	0	0	0	0	0
18H,6-24	215	1	191	23	0	0	0	0	0	0	0	0	0	0
24H,0-24	218	1	194	23	0	0	0	0	0	0	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537005			Location	Site 5 - Durrants Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 25-Jun-24															
00:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
06:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
07:00	**8**	2	6	0	0	0	0	0	0	0	0	0	0	0
08:00	**29**	0	26	2	0	0	1	0	0	0	0	0	0	0
09:00	**20**	0	17	2	1	0	0	0	0	0	0	0	0	0
10:00	**12**	0	9	2	0	1	0	0	0	0	0	0	0	0
11:00	**10**	0	8	2	0	0	0	0	0	0	0	0	0	0
12:00	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
13:00	**16**	0	14	2	0	0	0	0	0	0	0	0	0	0
14:00	**8**	1	7	0	0	0	0	0	0	0	0	0	0	0
15:00	**26**	0	23	3	0	0	0	0	0	0	0	0	0	0
16:00	**18**	0	17	1	0	0	0	0	0	0	0	0	0	0
17:00	**17**	0	14	3	0	0	0	0	0	0	0	0	0	0
18:00	**15**	0	13	2	0	0	0	0	0	0	0	0	0	0
19:00	**15**	0	13	2	0	0	0	0	0	0	0	0	0	0
20:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
21:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
22:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
23:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**192**	**3**	**166**	**20**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**225**	**3**	**196**	**23**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**231**	**3**	**202**	**23**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**237**	**3**	**208**	**23**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537005			Location	Site 5 - Durrants Drive, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 26-Jun-24														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
06:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
07:00	**13**	0	11	2	0	0	0	0	0	0	0	0	0	0
08:00	**31**	1	26	3	0	1	0	0	0	0	0	0	0	0
09:00	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
10:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
11:00	**10**	1	8	1	0	0	0	0	0	0	0	0	0	0
12:00	**13**	0	11	2	0	0	0	0	0	0	0	0	0	0
13:00	**10**	1	9	0	0	0	0	0	0	0	0	0	0	0
14:00	**13**	1	12	0	0	0	0	0	0	0	0	0	0	0
15:00	**18**	2	14	2	0	0	0	0	0	0	0	0	0	0
16:00	**19**	0	17	2	0	0	0	0	0	0	0	0	0	0
17:00	**18**	0	17	1	0	0	0	0	0	0	0	0	0	0
18:00	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
19:00	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
20:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
21:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
22:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
23:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**175**	**6**	**152**	**16**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**195**	**6**	**172**	**16**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**201**	**6**	**178**	**16**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**207**	**6**	**183**	**17**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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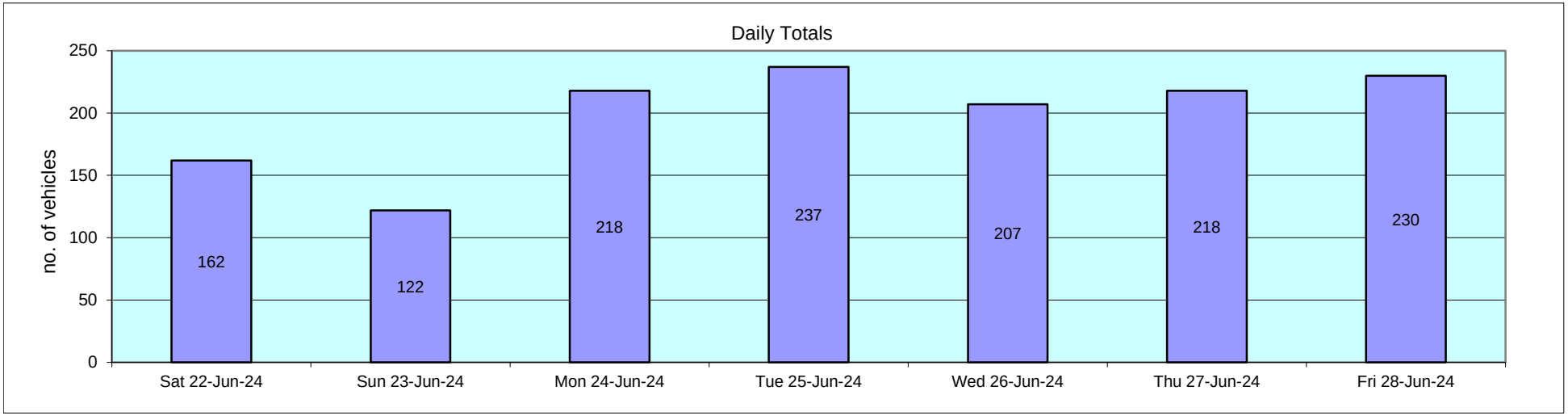
13537			CROXLEY GREEN			Site No: 13537005			Location	Site 5 - Durrants Drive, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 27-Jun-24														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
06:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
07:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
08:00	**35**	1	29	4	0	0	1	0	0	0	0	0	0	0
09:00	**15**	0	15	0	0	0	0	0	0	0	0	0	0	0
10:00	**13**	0	11	2	0	0	0	0	0	0	0	0	0	0
11:00	**10**	1	8	1	0	0	0	0	0	0	0	0	0	0
12:00	**18**	1	15	2	0	0	0	0	0	0	0	0	0	0
13:00	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
14:00	**15**	0	14	1	0	0	0	0	0	0	0	0	0	0
15:00	**21**	1	19	1	0	0	0	0	0	0	0	0	0	0
16:00	**18**	2	16	0	0	0	0	0	0	0	0	0	0	0
17:00	**18**	0	18	0	0	0	0	0	0	0	0	0	0	0
18:00	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
19:00	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
20:00	**6**	2	4	0	0	0	0	0	0	0	0	0	0	0
21:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
22:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
23:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**190**	**6**	**171**	**12**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**210**	**8**	**188**	**13**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**214**	**8**	**192**	**13**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**218**	**8**	**196**	**13**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN				Site No: 13537005			Location	Site 5 - Durrants Drive, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 28-Jun-24														
00:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
07:00	**11**	0	8	3	0	0	0	0	0	0	0	0	0	0
08:00	**30**	1	29	0	0	0	0	0	0	0	0	0	0	0
09:00	**13**	0	10	3	0	0	0	0	0	0	0	0	0	0
10:00	**15**	0	12	3	0	0	0	0	0	0	0	0	0	0
11:00	**20**	5	14	1	0	0	0	0	0	0	0	0	0	0
12:00	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
13:00	**14**	0	12	2	0	0	0	0	0	0	0	0	0	0
14:00	**11**	1	10	0	0	0	0	0	0	0	0	0	0	0
15:00	**23**	1	22	0	0	0	0	0	0	0	0	0	0	0
16:00	**18**	0	17	1	0	0	0	0	0	0	0	0	0	0
17:00	**12**	1	10	1	0	0	0	0	0	0	0	0	0	0
18:00	**14**	0	14	0	0	0	0	0	0	0	0	0	0	0
19:00	**11**	1	10	0	0	0	0	0	0	0	0	0	0	0
20:00	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
21:00	**9**	1	7	1	0	0	0	0	0	0	0	0	0	0
22:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
23:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**189**	**9**	**166**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**219**	**11**	**193**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**226**	**11**	**200**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**230**	**11**	**204**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537	CROXLEY GREEN					Site No: 13537005			Location	Site 5 - Durrants Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals															
Sat 22-Jun-24	**162**	6	142	13	0	0	1	0	0	0	0	0	0	0
Sun 23-Jun-24	**122**	4	110	8	0	0	0	0	0	0	0	0	0	0
Mon 24-Jun-24	**218**	1	194	23	0	0	0	0	0	0	0	0	0	0
Tue 25-Jun-24	**237**	3	208	23	1	1	1	0	0	0	0	0	0	0
Wed 26-Jun-24	**207**	6	183	17	0	1	0	0	0	0	0	0	0	0
Thu 27-Jun-24	**218**	8	196	13	0	0	1	0	0	0	0	0	0	0
Fri 28-Jun-24	**230**	11	204	15	0	0	0	0	0	0	0	0	0	0
Total Vehicles															
[--]	**1394**	39	1237	112	1	2	3	0	0	0	0	0	0	0



Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537005			Location	Site 5 - Durrants Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 22-Jun-24																
00:00	4	-	18.5	6	0	0	2	0	2	0	0	0	0	0	0	0
01:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
02:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
07:00	8	-	22.9	4.4	0	0	0	3	3	2	0	0	0	0	0	0
08:00	3	-	25.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
09:00	9	-	20.3	9.1	1	1	0	2	3	1	1	0	0	0	0	0
10:00	15	24.8	21.2	4	0	0	1	6	7	1	0	0	0	0	0	0
11:00	13	24.6	20.4	4.6	0	0	2	5	5	1	0	0	0	0	0	0
12:00	15	25.1	20.5	4.8	0	0	2	7	4	2	0	0	0	0	0	0
13:00	11	25.6	22.1	4.2	0	0	0	5	4	2	0	0	0	0	0	0
14:00	11	25.6	19.4	6.4	0	1	2	4	2	2	0	0	0	0	0	0
15:00	12	27.2	21.8	6.3	0	1	1	2	5	3	0	0	0	0	0	0
16:00	11	28.1	23.5	5.6	0	0	1	2	5	2	1	0	0	0	0	0
17:00	7	-	22.3	8.2	1	0	0	0	4	2	0	0	0	0	0	0
18:00	2	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
19:00	10	26	23.5	6.4	0	0	0	4	4	1	0	1	0	0	0	0
20:00	12	23.1	18.5	4.5	0	0	4	4	4	0	0	0	0	0	0	0
21:00	6	-	23.5	7.1	0	0	1	1	2	1	1	0	0	0	0	0
22:00	6	-	20.2	5.4	0	0	2	0	4	0	0	0	0	0	0	0
23:00	4	-	18.5	7.1	0	0	2	1	0	1	0	0	0	0	0	0
12H,7-19	117	27	21.5	5.6	2	3	9	36	45	20	2	0	0	0	0	0
16H,6-22	146	26.8	21.5	5.7	2	3	14	46	55	22	3	1	0	0	0	0
18H,6-24	156	26.7	21.3	5.7	2	3	18	47	59	23	3	1	0	0	0	0
24H,0-24	162	26.5	21.2	5.7	2	3	21	48	61	23	3	1	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537005			Location	Site 5 - Durrants Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 23-Jun-24																
00:00	2	-	11	3.5	0	1	1	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
08:00	7	-	26.4	4.2	0	0	0	0	4	2	1	0	0	0	0	0
09:00	6	-	24.3	9.7	0	1	0	1	1	1	2	0	0	0	0	0
10:00	11	24.6	19.9	5.7	0	1	1	4	4	1	0	0	0	0	0	0
11:00	10	23.5	19	5.2	0	0	3	4	2	1	0	0	0	0	0	0
12:00	9	-	22.9	4.8	0	0	1	1	5	2	0	0	0	0	0	0
13:00	7	-	14.2	6.9	0	2	4	0	0	1	0	0	0	0	0	0
14:00	9	-	20.7	6.3	0	1	1	1	5	1	0	0	0	0	0	0
15:00	9	-	20.2	5.7	0	1	1	1	6	0	0	0	0	0	0	0
16:00	12	27.8	21.4	7.3	0	1	2	2	4	2	1	0	0	0	0	0
17:00	10	26	21	6.5	0	0	2	4	2	1	1	0	0	0	0	0
18:00	10	24.8	20.5	5	0	0	2	3	4	1	0	0	0	0	0	0
19:00	7	-	19.4	8.5	1	0	1	2	1	2	0	0	0	0	0	0
20:00	7	-	22.1	4	0	0	0	3	3	1	0	0	0	0	0	0
21:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
22:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
23:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
12H,7-19	101	26.9	20.8	6.5	0	7	18	21	37	13	5	0	0	0	0	0
16H,6-22	116	27	20.8	6.4	1	7	19	26	42	16	5	0	0	0	0	0
18H,6-24	118	26.9	20.8	6.4	1	7	19	26	44	16	5	0	0	0	0	0
24H,0-24	122	27	20.8	6.5	1	8	20	27	44	16	6	0	0	0	0	0

Data produced by
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13537			CROXLEY GREEN				Site No: 13537005				Location	Site 5 - Durrants Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 24-Jun-24																
00:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	3	-	15.6	9.7	1	0	0	1	1	0	0	0	0	0	0	0
07:00	15	30.1	25.8	4.4	0	0	0	1	8	4	2	0	0	0	0	0
08:00	29	25.3	20.7	5.5	0	2	3	7	14	3	0	0	0	0	0	0
09:00	8	-	22.9	3.5	0	0	0	2	5	1	0	0	0	0	0	0
10:00	9	-	20.7	4.6	0	0	2	1	6	0	0	0	0	0	0	0
11:00	13	24.2	19.7	4.8	0	0	3	5	4	1	0	0	0	0	0	0
12:00	16	29.1	25.4	6.2	0	0	0	3	7	5	0	0	1	0	0	0
13:00	13	27.9	22.3	6.3	0	1	1	2	5	4	0	0	0	0	0	0
14:00	6	-	22.7	5.1	0	0	0	3	1	2	0	0	0	0	0	0
15:00	27	28	23.3	4.5	0	0	0	9	11	6	1	0	0	0	0	0
16:00	15	26.4	22.2	5	0	0	2	3	7	3	0	0	0	0	0	0
17:00	12	28.8	23.9	5.2	0	0	0	4	4	3	1	0	0	0	0	0
18:00	19	29.1	24.6	4.8	0	0	1	3	6	9	0	0	0	0	0	0
19:00	12	28.1	22.7	5.3	0	0	1	4	3	4	0	0	0	0	0	0
20:00	8	-	24.8	6	0	0	0	3	1	3	1	0	0	0	0	0
21:00	6	-	23.5	3.4	0	0	0	1	4	1	0	0	0	0	0	0
22:00	3	-	20.2	3.1	0	0	0	2	1	0	0	0	0	0	0	0
23:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
12H,7-19	182	28.2	22.9	5.3	0	3	12	43	78	41	4	0	1	0	0	0
16H,6-22	211	28.3	22.8	5.4	1	3	13	52	87	49	5	0	1	0	0	0
18H,6-24	215	28.3	22.8	5.4	1	3	13	54	88	50	5	0	1	0	0	0
24H,0-24	218	28.4	22.9	5.4	1	3	13	55	88	51	6	0	1	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537005			Location	Site 5 - Durrants Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 25-Jun-24																
00:00	3	-	18.5	5	0	0	1	1	1	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	-	13.5	7.1	0	1	0	1	0	0	0	0	0	0	0	0
06:00	5	-	20.5	4.7	0	0	0	4	0	1	0	0	0	0	0	0
07:00	8	-	21.6	7.6	0	1	1	1	2	3	0	0	0	0	0	0
08:00	29	25.3	20.6	5.6	0	2	4	6	14	3	0	0	0	0	0	0
09:00	20	27.9	23.5	6.4	0	0	1	6	8	4	0	0	1	0	0	0
10:00	12	27.2	24.3	3.2	0	0	0	1	8	3	0	0	0	0	0	0
11:00	10	27.7	19.6	8.6	1	1	1	2	2	3	0	0	0	0	0	0
12:00	13	28.6	22.7	5.5	0	0	1	5	2	5	0	0	0	0	0	0
13:00	16	29.4	22.6	7.9	1	1	0	4	3	6	1	0	0	0	0	0
14:00	8	-	21	4.8	0	0	1	3	3	1	0	0	0	0	0	0
15:00	26	26.8	22.2	5.6	0	1	2	6	12	4	1	0	0	0	0	0
16:00	18	28.3	22.7	5.7	0	0	2	5	6	4	1	0	0	0	0	0
17:00	17	28.4	22	6.2	0	0	2	7	4	2	2	0	0	0	0	0
18:00	15	27.6	21.8	5.4	0	0	2	5	4	4	0	0	0	0	0	0
19:00	15	25.4	19.7	8	2	0	2	3	6	1	1	0	0	0	0	0
20:00	8	-	26	5.5	0	0	0	1	4	1	2	0	0	0	0	0
21:00	5	-	21.5	6.8	0	0	1	2	0	2	0	0	0	0	0	0
22:00	6	-	19.3	2.5	0	0	0	5	1	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	192	28.2	22.1	6	2	6	17	51	68	42	5	0	1	0	0	0
16H,6-22	225	28.3	22	6.2	4	6	20	61	78	47	8	0	1	0	0	0
18H,6-24	231	28.2	21.9	6.1	4	6	20	66	79	47	8	0	1	0	0	0
24H,0-24	237	28.1	21.8	6.2	4	7	21	68	81	47	8	0	1	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537005			Location	Site 5 - Durrants Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 26-Jun-24																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	-	18.5	14.1	0	1	0	0	0	1	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	-	23.5	4.2	0	0	0	1	2	1	0	0	0	0	0	0
06:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
07:00	13	28.6	21.6	7.9	0	2	1	2	4	3	1	0	0	0	0	0
08:00	31	25.9	21.2	5.9	0	3	2	6	15	5	0	0	0	0	0	0
09:00	13	24.5	20.4	5	0	1	1	3	8	0	0	0	0	0	0	0
10:00	7	-	23.5	4.3	0	0	0	2	3	2	0	0	0	0	0	0
11:00	10	29.3	24	7	0	1	0	2	1	6	0	0	0	0	0	0
12:00	13	24.9	21.6	4.6	0	0	1	5	5	2	0	0	0	0	0	0
13:00	10	24.3	19.1	6.6	1	0	1	4	3	1	0	0	0	0	0	0
14:00	13	23.8	22.3	4.8	0	0	0	6	5	1	1	0	0	0	0	0
15:00	18	25.4	22.7	5.1	0	0	1	5	10	0	2	0	0	0	0	0
16:00	19	30.1	23.8	6.7	0	0	2	4	8	2	2	1	0	0	0	0
17:00	18	28.8	23.8	5.2	0	0	1	4	7	5	1	0	0	0	0	0
18:00	10	21	19	6.5	0	1	1	6	1	0	1	0	0	0	0	0
19:00	9	-	21.8	6.3	0	0	2	2	2	3	0	0	0	0	0	0
20:00	5	-	23.5	3.7	0	0	0	1	3	1	0	0	0	0	0	0
21:00	5	-	29.5	2.6	0	0	0	0	0	4	1	0	0	0	0	0
22:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
23:00	5	-	24.5	5.6	0	0	0	1	3	0	1	0	0	0	0	0
12H,7-19	175	27.7	22	5.9	1	8	11	49	70	27	8	1	0	0	0	0
16H,6-22	195	28.3	22.3	5.9	1	8	13	52	75	36	9	1	0	0	0	0
18H,6-24	201	28.3	22.3	5.9	1	8	13	54	78	36	10	1	0	0	0	0
24H,0-24	207	28.3	22.3	6	1	9	13	55	80	38	10	1	0	0	0	0

Data produced by
Auto Surveys Ltd

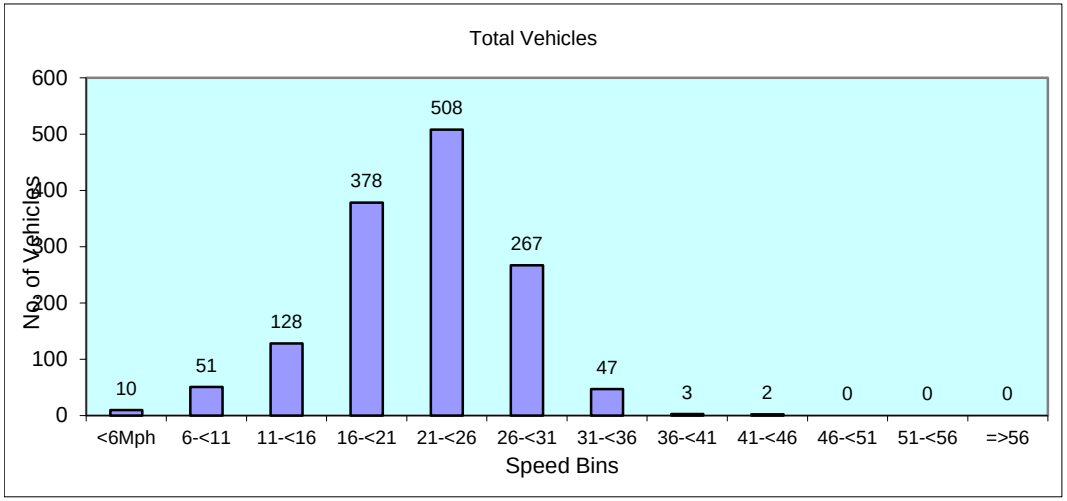
13537			CROXLEY GREEN				Site No: 13537005			Location	Site 5 - Durrants Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 27-Jun-24																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	-	21.8	3.1	0	0	0	1	2	0	0	0	0	0	0	0
06:00	3	-	23.5	1.7	0	0	0	0	3	0	0	0	0	0	0	0
07:00	6	-	21.8	6.9	0	1	0	0	4	1	0	0	0	0	0	0
08:00	35	26.2	19.8	6.5	0	4	6	8	11	6	0	0	0	0	0	0
09:00	15	25.3	20.5	5.1	0	0	3	5	5	2	0	0	0	0	0	0
10:00	13	28.6	23.1	5.4	0	0	1	4	3	5	0	0	0	0	0	0
11:00	10	26	23.5	4.3	0	0	1	0	7	2	0	0	0	0	0	0
12:00	18	29.4	22.7	7.8	1	1	1	3	4	7	1	0	0	0	0	0
13:00	11	23.3	18.5	5.2	0	1	2	4	4	0	0	0	0	0	0	0
14:00	15	26.4	21.8	4.7	0	0	1	6	5	3	0	0	0	0	0	0
15:00	21	27.8	22.3	5.8	0	0	1	10	6	1	3	0	0	0	0	0
16:00	18	29	23.8	6.2	0	0	1	5	7	3	1	1	0	0	0	0
17:00	18	27.3	22.1	6.5	0	2	0	4	8	3	1	0	0	0	0	0
18:00	10	24.3	19.5	5.8	0	1	1	4	3	1	0	0	0	0	0	0
19:00	8	-	22.3	5.3	0	0	1	2	3	2	0	0	0	0	0	0
20:00	6	-	16.8	5.3	0	1	1	3	1	0	0	0	0	0	0	0
21:00	3	-	18.5	10	0	1	0	1	0	1	0	0	0	0	0	0
22:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
23:00	3	-	21.8	5.9	0	0	0	2	0	1	0	0	0	0	0	0
12H,7-19	190	27.8	21.6	6.1	1	10	18	53	67	34	6	1	0	0	0	0
16H,6-22	210	27.6	21.4	6.1	1	12	20	59	74	37	6	1	0	0	0	0
18H,6-24	214	27.6	21.4	6.1	1	12	21	61	74	38	6	1	0	0	0	0
24H,0-24	218	27.6	21.4	6.1	1	12	21	62	76	39	6	1	0	0	0	0

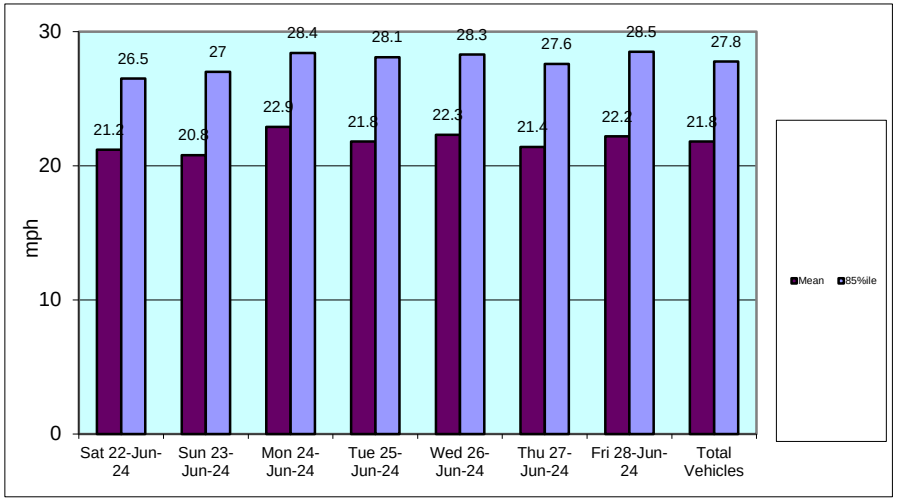
Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537005			Location	Site 5 - Durrants Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 28-Jun-24																
00:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	2	-	18.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
07:00	11	25.3	22.6	6.4	0	1	0	2	6	1	1	0	0	0	0	0
08:00	30	27.9	22	5.6	0	1	3	8	10	8	0	0	0	0	0	0
09:00	13	27.9	22.3	5.3	0	0	1	5	3	4	0	0	0	0	0	0
10:00	15	25.5	21.8	5.4	0	0	2	4	7	1	1	0	0	0	0	0
11:00	20	25.2	19.5	6.1	0	2	3	7	5	3	0	0	0	0	0	0
12:00	8	-	24.8	4.7	0	0	0	2	2	4	0	0	0	0	0	0
13:00	14	23.4	18.5	5.4	0	2	1	6	5	0	0	0	0	0	0	0
14:00	11	28.1	24	4.9	0	0	0	3	5	2	1	0	0	0	0	0
15:00	23	29.1	24.6	4.5	0	0	0	4	12	5	2	0	0	0	0	0
16:00	18	28.7	23.5	5.3	0	0	2	3	6	7	0	0	0	0	0	0
17:00	12	30.3	23.9	6.4	0	0	0	6	1	3	2	0	0	0	0	0
18:00	14	28.8	23.1	6.5	0	1	1	2	4	6	0	0	0	0	0	0
19:00	11	25.6	20.3	7.3	0	2	1	1	5	2	0	0	0	0	0	0
20:00	8	-	23.5	5.5	0	0	1	1	3	3	0	0	0	0	0	0
21:00	9	-	20.7	5.2	0	0	1	5	1	2	0	0	0	0	0	0
22:00	4	-	26	8.7	0	0	1	0	0	2	1	0	0	0	0	0
23:00	3	-	18.5	5	0	0	1	1	1	0	0	0	0	0	0	0
12H,7-19	189	28.5	22.4	5.7	0	7	13	52	66	44	7	0	0	0	0	0
16H,6-22	219	28.4	22.2	5.8	0	9	17	59	76	51	7	0	0	0	0	0
18H,6-24	226	28.5	22.3	5.8	0	9	19	60	77	53	8	0	0	0	0	0
24H,0-24	230	28.5	22.2	5.8	0	9	19	63	78	53	8	0	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537005			Location	Site 5 - Durrants Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
Daily Totals																
Sat 22-Jun-24	**162**	26.5	21.2	5.7	2	3	21	48	61	23	3	1	0	0	0	0
Sun 23-Jun-24	**122**	27	20.8	6.5	1	8	20	27	44	16	6	0	0	0	0	0
Mon 24-Jun-24	**218**	28.4	22.9	5.4	1	3	13	55	88	51	6	0	1	0	0	0
Tue 25-Jun-24	**237**	28.1	21.8	6.2	4	7	21	68	81	47	8	0	1	0	0	0
Wed 26-Jun-24	**207**	28.3	22.3	6	1	9	13	55	80	38	10	1	0	0	0	0
Thu 27-Jun-24	**218**	27.6	21.4	6.1	1	12	21	62	76	39	6	1	0	0	0	0
Fri 28-Jun-24	**230**	28.5	22.2	5.8	0	9	19	63	78	53	8	0	0	0	0	0
Total Vehicles																
[--]	**1394**	27.8	21.8	6.0	10	51	128	378	508	267	47	3	2	0	0	0





Data produced by
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13537		CROXLEY GREEN JUNE 2024								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**Average 85%ile Speed**	**Average Mean Speed**
Site No: 13537006	Site 6 - Lincoln Drive, Croxley Green 51.657017, -0.444509	Channel: Northbound	Sat 22-Jun-24	Fri 28-Jun-24	30	2704	439	386	27.4	21.5
		Channel: Southbound	Sat 22-Jun-24	Fri 28-Jun-24		2906	465	415	26.6	21.0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537006			Location	Site 6 - Lincoln Drive, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 22-Jun-24														
00:00	**2**	1	0	1	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**2**	1	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
06:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	**7**	0	4	3	0	0	0	0	0	0	0	0	0	0
08:00	**10**	1	8	1	0	0	0	0	0	0	0	0	0	0
09:00	**14**	1	13	0	0	0	0	0	0	0	0	0	0	0
10:00	**28**	2	26	0	0	0	0	0	0	0	0	0	0	0
11:00	**24**	0	23	1	0	0	0	0	0	0	0	0	0	0
12:00	**10**	1	9	0	0	0	0	0	0	0	0	0	0	0
13:00	**16**	1	15	0	0	0	0	0	0	0	0	0	0	0
14:00	**21**	0	20	1	0	0	0	0	0	0	0	0	0	0
15:00	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
16:00	**25**	0	24	1	0	0	0	0	0	0	0	0	0	0
17:00	**16**	2	14	0	0	0	0	0	0	0	0	0	0	0
18:00	**16**	1	15	0	0	0	0	0	0	0	0	0	0	0
19:00	**19**	2	17	0	0	0	0	0	0	0	0	0	0	0
20:00	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
21:00	**10**	1	9	0	0	0	0	0	0	0	0	0	0	0
22:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
23:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**200**	**9**	**184**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**238**	**12**	**219**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**248**	**12**	**229**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**254**	**14**	**232**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN				Site No: 13537006		Location	Site 6 - Lincoln Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 23-Jun-24														
00:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
01:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
07:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
08:00	**7**	0	6	0	0	0	0	0	1	0	0	0	0	0
09:00	**24**	2	20	2	0	0	0	0	0	0	0	0	0	0
10:00	**14**	0	14	0	0	0	0	0	0	0	0	0	0	0
11:00	**28**	1	27	0	0	0	0	0	0	0	0	0	0	0
12:00	**24**	0	23	1	0	0	0	0	0	0	0	0	0	0
13:00	**21**	4	14	3	0	0	0	0	0	0	0	0	0	0
14:00	**20**	3	16	1	0	0	0	0	0	0	0	0	0	0
15:00	**20**	4	14	2	0	0	0	0	0	0	0	0	0	0
16:00	**20**	1	17	2	0	0	0	0	0	0	0	0	0	0
17:00	**14**	1	13	0	0	0	0	0	0	0	0	0	0	0
18:00	**16**	0	13	3	0	0	0	0	0	0	0	0	0	0
19:00	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
20:00	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
21:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
22:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
23:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**215**	**16**	**183**	**15**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**241**	**16**	**209**	**15**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**247**	**16**	**215**	**15**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**256**	**16**	**224**	**15**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN				Site No: 13537006			Location	Site 6 - Lincoln Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 24-Jun-24															
00:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**2**	1	1	0	0	0	0	0	0	0	0	0	0	0
06:00	**5**	0	3	2	0	0	0	0	0	0	0	0	0	0
07:00	**25**	0	23	2	0	0	0	0	0	0	0	0	0	0
08:00	**61**	4	53	3	0	0	1	0	0	0	0	0	0	0
09:00	**20**	0	17	2	1	0	0	0	0	0	0	0	0	0
10:00	**22**	0	20	2	0	0	0	0	0	0	0	0	0	0
11:00	**20**	0	17	3	0	0	0	0	0	0	0	0	0	0
12:00	**19**	2	17	0	0	0	0	0	0	0	0	0	0	0
13:00	**14**	1	9	4	0	0	0	0	0	0	0	0	0	0
14:00	**14**	0	13	1	0	0	0	0	0	0	0	0	0	0
15:00	**48**	0	46	1	0	0	1	0	0	0	0	0	0	0
16:00	**35**	2	32	1	0	0	0	0	0	0	0	0	0	0
17:00	**31**	1	28	2	0	0	0	0	0	0	0	0	0	0
18:00	**31**	0	31	0	0	0	0	0	0	0	0	0	0	0
19:00	**39**	2	37	0	0	0	0	0	0	0	0	0	0	0
20:00	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
21:00	**9**	2	7	0	0	0	0	0	0	0	0	0	0	0
22:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
23:00	**5**	0	4	0	0	0	1	0	0	0	0	0	0	0
12H,7-19	**340**	**10**	**306**	**21**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**406**	**14**	**366**	**23**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**414**	**14**	**373**	**23**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**417**	**15**	**375**	**23**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537006			Location	Site 6 - Lincoln Drive, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 25-Jun-24														
00:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**5**	1	2	0	0	0	2	0	0	0	0	0	0	0
06:00	**2**	1	1	0	0	0	0	0	0	0	0	0	0	0
07:00	**17**	2	13	2	0	0	0	0	0	0	0	0	0	0
08:00	**77**	3	72	1	0	0	0	0	1	0	0	0	0	0
09:00	**30**	0	29	1	0	0	0	0	0	0	0	0	0	0
10:00	**21**	1	16	4	0	0	0	0	0	0	0	0	0	0
11:00	**23**	1	20	1	0	0	0	0	1	0	0	0	0	0
12:00	**45**	3	41	1	0	0	0	0	0	0	0	0	0	0
13:00	**21**	1	17	2	0	0	1	0	0	0	0	0	0	0
14:00	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
15:00	**36**	2	31	2	0	0	1	0	0	0	0	0	0	0
16:00	**33**	1	30	2	0	0	0	0	0	0	0	0	0	0
17:00	**30**	3	23	2	0	0	2	0	0	0	0	0	0	0
18:00	**40**	0	40	0	0	0	0	0	0	0	0	0	0	0
19:00	**38**	3	34	1	0	0	0	0	0	0	0	0	0	0
20:00	**10**	2	7	1	0	0	0	0	0	0	0	0	0	0
21:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
22:00	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
23:00	**2**	1	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**383**	**17**	**342**	**18**	**0**	**0**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**441**	**23**	**391**	**21**	**0**	**0**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**452**	**24**	**399**	**23**	**0**	**0**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**460**	**25**	**403**	**24**	**0**	**0**	**6**	**0**	**2**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537006			Location	Site 6 - Lincoln Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 26-Jun-24															
00:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**3**	1	2	0	0	0	0	0	0	0	0	0	0	0
06:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
07:00	**25**	1	20	4	0	0	0	0	0	0	0	0	0	0
08:00	**72**	2	63	5	0	1	1	0	0	0	0	0	0	0
09:00	**25**	0	22	1	0	0	2	0	0	0	0	0	0	0
10:00	**24**	0	21	2	0	0	1	0	0	0	0	0	0	0
11:00	**23**	1	19	1	0	0	2	0	0	0	0	0	0	0
12:00	**17**	0	15	2	0	0	0	0	0	0	0	0	0	0
13:00	**15**	0	14	1	0	0	0	0	0	0	0	0	0	0
14:00	**19**	2	16	1	0	0	0	0	0	0	0	0	0	0
15:00	**46**	2	41	1	0	0	2	0	0	0	0	0	0	0
16:00	**37**	1	33	3	0	0	0	0	0	0	0	0	0	0
17:00	**30**	1	26	3	0	0	0	0	0	0	0	0	0	0
18:00	**18**	1	16	1	0	0	0	0	0	0	0	0	0	0
19:00	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0
20:00	**7**	1	6	0	0	0	0	0	0	0	0	0	0	0
21:00	**5**	0	4	0	0	0	1	0	0	0	0	0	0	0
22:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
23:00	**4**	0	2	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	**351**	**11**	**306**	**25**	**0**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**376**	**12**	**328**	**26**	**0**	**1**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**385**	**12**	**335**	**28**	**0**	**1**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**390**	**13**	**339**	**28**	**0**	**1**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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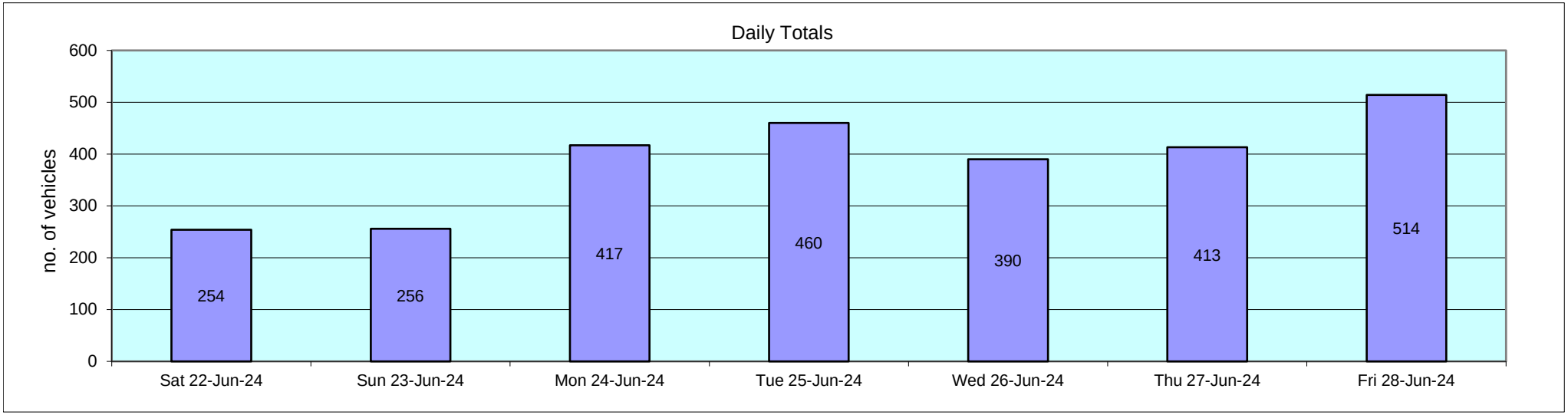
13537			CROXLEY GREEN			Site No: 13537006			Location	Site 6 - Lincoln Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 27-Jun-24														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**3**	1	2	0	0	0	0	0	0	0	0	0	0	0
06:00	**4**	1	3	0	0	0	0	0	0	0	0	0	0	0
07:00	**23**	0	20	2	0	0	1	0	0	0	0	0	0	0
08:00	**58**	5	50	2	0	0	1	0	0	0	0	0	0	0
09:00	**22**	0	21	0	0	0	1	0	0	0	0	0	0	0
10:00	**17**	1	15	0	0	1	0	0	0	0	0	0	0	0
11:00	**22**	3	19	0	0	0	0	0	0	0	0	0	0	0
12:00	**24**	0	20	3	0	0	1	0	0	0	0	0	0	0
13:00	**21**	1	18	2	0	0	0	0	0	0	0	0	0	0
14:00	**23**	0	23	0	0	0	0	0	0	0	0	0	0	0
15:00	**51**	5	43	0	0	0	2	0	1	0	0	0	0	0
16:00	**32**	1	29	1	0	0	1	0	0	0	0	0	0	0
17:00	**41**	1	39	1	0	0	0	0	0	0	0	0	0	0
18:00	**18**	1	17	0	0	0	0	0	0	0	0	0	0	0
19:00	**19**	1	17	1	0	0	0	0	0	0	0	0	0	0
20:00	**13**	2	9	1	0	0	1	0	0	0	0	0	0	0
21:00	**8**	1	7	0	0	0	0	0	0	0	0	0	0	0
22:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
23:00	**8**	4	3	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**352**	**18**	**314**	**11**	**0**	**1**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**396**	**23**	**350**	**13**	**0**	**1**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**410**	**27**	**358**	**15**	**0**	**1**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**413**	**28**	**360**	**15**	**0**	**1**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537006			Location	Site 6 - Lincoln Drive, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 28-Jun-24														
00:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
01:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**2**	1	1	0	0	0	0	0	0	0	0	0	0	0
06:00	**4**	1	3	0	0	0	0	0	0	0	0	0	0	0
07:00	**20**	2	17	1	0	0	0	0	0	0	0	0	0	0
08:00	**60**	2	56	1	0	0	1	0	0	0	0	0	0	0
09:00	**27**	0	25	2	0	0	0	0	0	0	0	0	0	0
10:00	**29**	0	24	3	0	0	2	0	0	0	0	0	0	0
11:00	**24**	0	22	0	0	1	1	0	0	0	0	0	0	0
12:00	**24**	1	19	4	0	0	0	0	0	0	0	0	0	0
13:00	**29**	0	24	4	0	0	0	0	1	0	0	0	0	0
14:00	**26**	1	23	1	0	0	1	0	0	0	0	0	0	0
15:00	**52**	0	52	0	0	0	0	0	0	0	0	0	0	0
16:00	**66**	0	63	3	0	0	0	0	0	0	0	0	0	0
17:00	**27**	1	25	1	0	0	0	0	0	0	0	0	0	0
18:00	**24**	0	24	0	0	0	0	0	0	0	0	0	0	0
19:00	**49**	2	45	2	0	0	0	0	0	0	0	0	0	0
20:00	**22**	0	22	0	0	0	0	0	0	0	0	0	0	0
21:00	**8**	1	7	0	0	0	0	0	0	0	0	0	0	0
22:00	**8**	0	7	0	0	0	1	0	0	0	0	0	0	0
23:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**408**	**7**	**374**	**20**	**0**	**1**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**491**	**11**	**451**	**22**	**0**	**1**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**503**	**11**	**462**	**22**	**0**	**1**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**514**	**12**	**472**	**22**	**0**	**1**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN				Site No: 13537006		Location	Site 6 - Lincoln Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Sat 22-Jun-24	**254**	14	232	8	0	0	0	0	0	0	0	0	0	0
Sun 23-Jun-24	**256**	16	224	15	0	0	0	0	1	0	0	0	0	0
Mon 24-Jun-24	**417**	15	375	23	1	0	3	0	0	0	0	0	0	0
Tue 25-Jun-24	**460**	25	403	24	0	0	6	0	2	0	0	0	0	0
Wed 26-Jun-24	**390**	13	339	28	0	1	9	0	0	0	0	0	0	0
Thu 27-Jun-24	**413**	28	360	15	0	1	8	0	1	0	0	0	0	0
Fri 28-Jun-24	**514**	12	472	22	0	1	6	0	1	0	0	0	0	0
Total Vehicles														
[--]	**2704**	123	2405	135	1	3	32	0	5	0	0	0	0	0



Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537006			Location	Site 6 - Lincoln Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
Sat 22-Jun-24																
00:00	**2**	-	18.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**2**	-	13.5	7.1	0	1	0	1	0	0	0	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**2**	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
06:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	**7**	-	26.4	5	0	0	0	1	2	3	1	0	0	0	0	0
08:00	**10**	31	24.5	7.9	0	0	2	2	0	4	2	0	0	0	0	0
09:00	**14**	30.4	25.3	5.9	0	0	1	2	4	5	2	0	0	0	0	0
10:00	**28**	29.7	24.4	6.4	0	1	2	3	10	10	1	1	0	0	0	0
11:00	**24**	27.6	23.9	3.6	0	0	0	4	14	6	0	0	0	0	0	0
12:00	**10**	26	23	4.6	0	0	1	1	6	2	0	0	0	0	0	0
13:00	**16**	26.3	23.2	4.8	0	0	1	3	9	2	1	0	0	0	0	0
14:00	**21**	28	20.9	6.4	0	1	4	6	4	6	0	0	0	0	0	0
15:00	**13**	26.9	23.1	4.1	0	0	0	4	6	3	0	0	0	0	0	0
16:00	**25**	29.1	23.7	5.8	0	1	1	4	11	6	2	0	0	0	0	0
17:00	**16**	29.1	23.8	6.6	0	0	2	3	5	5	0	1	0	0	0	0
18:00	**16**	30.1	25.7	6.5	0	1	1	0	3	10	1	0	0	0	0	0
19:00	**19**	29.3	23.2	6.7	0	1	2	3	5	7	1	0	0	0	0	0
20:00	**9**	-	21.3	7.7	0	2	0	0	5	2	0	0	0	0	0	0
21:00	**10**	27.7	20.5	6.9	0	0	4	1	2	3	0	0	0	0	0	0
22:00	**7**	-	23.5	3.2	0	0	0	1	5	1	0	0	0	0	0	0
23:00	**3**	-	23.5	1.7	0	0	0	0	3	0	0	0	0	0	0	0
12H,7-19	**200**	**29.5**	**23.8**	**5.8**	**0**	**4**	**15**	**33**	**74**	**62**	**10**	**2**	**0**	**0**	**0**	**0**
16H,6-22	**238**	**29.4**	**23.5**	**6**	**0**	**7**	**21**	**37**	**86**	**74**	**11**	**2**	**0**	**0**	**0**	**0**
18H,6-24	**248**	**29.4**	**23.5**	**5.9**	**0**	**7**	**21**	**38**	**94**	**75**	**11**	**2**	**0**	**0**	**0**	**0**
24H,0-24	**254**	**29.3**	**23.4**	**5.9**	**0**	**8**	**22**	**40**	**96**	**75**	**11**	**2**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537006			Location	Site 6 - Lincoln Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 23-Jun-24																
00:00	3	-	16.8	3.1	0	0	1	2	0	0	0	0	0	0	0	0
01:00	4	-	18.5	6	0	0	2	0	2	0	0	0	0	0	0	0
02:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
06:00	2	-	23.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
07:00	7	-	30.6	5	0	0	0	0	1	3	2	1	0	0	0	0
08:00	7	-	26.4	8.2	0	0	1	1	0	4	0	1	0	0	0	0
09:00	24	29.3	23.3	6.2	0	0	4	3	9	6	2	0	0	0	0	0
10:00	14	25.5	22.1	3.9	0	0	0	6	6	2	0	0	0	0	0	0
11:00	28	29.9	25.3	4.8	0	0	0	6	8	12	2	0	0	0	0	0
12:00	24	27.1	23.3	4.5	0	0	1	5	13	4	1	0	0	0	0	0
13:00	21	27.7	22.3	7.4	0	0	5	3	8	4	0	0	1	0	0	0
14:00	20	29.1	24.8	4.5	0	0	1	2	8	9	0	0	0	0	0	0
15:00	20	29.9	22.5	8.5	0	3	3	0	5	7	2	0	0	0	0	0
16:00	20	25.3	22.3	3.5	0	0	0	7	11	2	0	0	0	0	0	0
17:00	14	25.7	22.8	4.1	0	0	1	2	9	2	0	0	0	0	0	0
18:00	16	25.1	21.6	4.3	0	0	2	3	10	1	0	0	0	0	0	0
19:00	10	29.3	25	4.9	0	0	0	2	4	3	1	0	0	0	0	0
20:00	8	-	21.6	6.1	0	0	2	1	3	2	0	0	0	0	0	0
21:00	6	-	21.8	3	0	0	0	2	4	0	0	0	0	0	0	0
22:00	5	-	21.5	4.6	0	0	0	3	1	1	0	0	0	0	0	0
23:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
12H,7-19	215	29.1	23.5	5.7	0	3	18	38	88	56	9	2	1	0	0	0
16H,6-22	241	29.1	23.5	5.7	0	3	20	44	99	62	10	2	1	0	0	0
18H,6-24	247	29.1	23.4	5.6	0	3	20	48	100	63	10	2	1	0	0	0
24H,0-24	256	29	23.3	5.7	0	3	23	50	103	64	10	2	1	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537006				Location	Site 6 - Lincoln Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 24-Jun-24																
00:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	-	16	10.6	0	1	0	0	1	0	0	0	0	0	0	0
06:00	5	-	23.5	3.7	0	0	0	1	3	1	0	0	0	0	0	0
07:00	25	28.3	23.5	5	0	1	0	5	11	8	0	0	0	0	0	0
08:00	61	21.6	15.7	5.3	1	10	22	17	11	0	0	0	0	0	0	0
09:00	20	24.9	18.8	6.3	0	2	6	3	7	2	0	0	0	0	0	0
10:00	22	26.3	21	6.1	0	2	2	5	9	4	0	0	0	0	0	0
11:00	20	28.5	23.3	5.4	0	0	3	2	8	7	0	0	0	0	0	0
12:00	19	28.2	21.1	7.5	0	3	2	2	6	6	0	0	0	0	0	0
13:00	14	27.8	21.4	6.3	0	1	1	5	3	4	0	0	0	0	0	0
14:00	14	24.4	19.6	5.1	0	0	4	4	5	1	0	0	0	0	0	0
15:00	48	21.2	16.5	4.9	1	3	19	17	7	1	0	0	0	0	0	0
16:00	35	24.4	18.8	5.7	0	4	6	11	12	2	0	0	0	0	0	0
17:00	31	26.7	21.6	5.5	0	1	4	7	13	6	0	0	0	0	0	0
18:00	31	29	23.8	4.7	0	0	0	11	7	13	0	0	0	0	0	0
19:00	39	24.3	19.5	4.7	0	1	7	16	13	2	0	0	0	0	0	0
20:00	13	26.9	24.3	3.1	0	0	0	1	9	3	0	0	0	0	0	0
21:00	9	-	21.3	8.1	0	0	3	1	4	0	0	1	0	0	0	0
22:00	3	-	21.8	7.6	0	0	1	0	1	1	0	0	0	0	0	0
23:00	5	-	22.5	4.4	0	0	0	2	2	1	0	0	0	0	0	0
12H,7-19	340	26.2	19.7	6.2	2	27	69	89	99	54	0	0	0	0	0	0
16H,6-22	406	26	19.9	6	2	28	79	108	128	60	0	1	0	0	0	0
18H,6-24	414	26	19.9	6	2	28	80	110	131	62	0	1	0	0	0	0
24H,0-24	417	26	19.9	6	2	29	80	110	133	62	0	1	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537006				Location	Site 6 - Lincoln Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 25-Jun-24																
00:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	5	-	20.5	6.9	0	1	0	0	4	0	0	0	0	0	0	0
06:00	2	-	23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
07:00	17	28.5	22.6	6.6	0	2	0	3	6	6	0	0	0	0	0	0
08:00	77	22.1	17.3	4.7	0	4	27	31	13	2	0	0	0	0	0	0
09:00	30	20.6	16.8	5	0	2	12	12	2	2	0	0	0	0	0	0
10:00	21	27.7	21.1	6.2	0	0	5	6	5	4	1	0	0	0	0	0
11:00	23	25.1	16.8	7.4	1	4	8	2	5	3	0	0	0	0	0	0
12:00	45	22.5	16.8	5.4	0	7	12	16	9	1	0	0	0	0	0	0
13:00	21	24.9	18.5	6.7	0	2	6	7	3	2	1	0	0	0	0	0
14:00	10	24.8	20	5.9	0	1	1	3	4	1	0	0	0	0	0	0
15:00	36	22.5	16.6	5.3	0	4	15	9	7	1	0	0	0	0	0	0
16:00	33	24.1	19.1	4.7	0	0	9	13	9	2	0	0	0	0	0	0
17:00	30	25.6	20.7	5.6	0	2	3	9	12	4	0	0	0	0	0	0
18:00	40	24.8	20	5.4	0	0	8	18	10	3	0	1	0	0	0	0
19:00	38	25.4	21.4	5.1	0	1	4	10	19	3	1	0	0	0	0	0
20:00	10	27.7	23	5.2	0	0	1	2	4	3	0	0	0	0	0	0
21:00	8	-	24.1	3.5	0	0	0	1	5	2	0	0	0	0	0	0
22:00	9	-	21.8	2.9	0	0	0	3	6	0	0	0	0	0	0	0
23:00	2	-	16	10.6	0	1	0	0	1	0	0	0	0	0	0	0
12H,7-19	383	24.6	18.4	5.7	1	28	106	129	85	31	2	1	0	0	0	0
16H,6-22	441	25	18.9	5.8	1	29	111	142	115	39	3	1	0	0	0	0
18H,6-24	452	25	18.9	5.7	1	30	111	145	122	39	3	1	0	0	0	0
24H,0-24	460	25	19	5.7	1	31	111	146	128	39	3	1	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537006				Location	Site 6 - Lincoln Drive, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 26-Jun-24																
00:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
01:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	-	20.2	10.4	0	1	0	0	1	1	0	0	0	0	0	0
06:00	2	-	23.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
07:00	25	28.7	23.5	5	0	0	1	7	9	7	1	0	0	0	0	0
08:00	72	25.5	19.5	5.9	0	4	18	19	22	8	1	0	0	0	0	0
09:00	25	25.6	22.7	4.5	0	0	1	7	13	3	1	0	0	0	0	0
10:00	24	29.1	24.8	4.5	0	0	1	2	12	8	1	0	0	0	0	0
11:00	23	26.1	20	6.5	0	3	2	7	7	4	0	0	0	0	0	0
12:00	17	28	22.6	5.3	0	0	2	4	6	5	0	0	0	0	0	0
13:00	15	31.4	25.2	7.4	0	1	1	1	4	5	3	0	0	0	0	0
14:00	19	25.4	20.9	6	0	1	4	2	9	3	0	0	0	0	0	0
15:00	46	22.9	16.7	5.7	0	6	18	12	7	3	0	0	0	0	0	0
16:00	37	26.7	21.5	5.4	0	2	2	12	14	7	0	0	0	0	0	0
17:00	30	29	24.7	4.1	0	0	0	5	14	10	1	0	0	0	0	0
18:00	18	27	22.7	4.2	0	0	0	7	7	4	0	0	0	0	0	0
19:00	11	28.3	24	4.4	0	0	0	3	4	4	0	0	0	0	0	0
20:00	7	-	24.2	2.4	0	0	0	0	6	1	0	0	0	0	0	0
21:00	5	-	23.5	6.3	0	0	1	0	2	2	0	0	0	0	0	0
22:00	5	-	24.5	5.6	0	0	0	1	3	0	1	0	0	0	0	0
23:00	4	-	22.3	4.9	0	0	0	2	1	1	0	0	0	0	0	0
12H,7-19	351	27.6	21.3	6	0	17	50	85	124	67	8	0	0	0	0	0
16H,6-22	376	27.7	21.5	5.9	0	17	51	89	136	75	8	0	0	0	0	0
18H,6-24	385	27.8	21.5	5.9	0	17	51	92	140	76	9	0	0	0	0	0
24H,0-24	390	27.8	21.5	5.9	0	18	51	92	143	77	9	0	0	0	0	0

Data produced by
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13537			CROXLEY GREEN				Site No: 13537006				Location	Site 6 - Lincoln Drive, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 27-Jun-24																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	-	20.2	5.9	0	0	1	0	2	0	0	0	0	0	0	0
06:00	4	-	23.5	4.2	0	0	0	1	2	1	0	0	0	0	0	0
07:00	23	25.6	22.6	3.6	0	0	0	7	13	3	0	0	0	0	0	0
08:00	58	24.6	18.4	5.9	0	7	12	19	15	5	0	0	0	0	0	0
09:00	22	27.2	23.7	3.6	0	0	0	4	13	5	0	0	0	0	0	0
10:00	17	29	21.1	8	0	3	1	4	3	5	1	0	0	0	0	0
11:00	22	29.6	24	6.3	0	0	4	2	5	10	1	0	0	0	0	0
12:00	24	29.5	24.3	5.2	0	0	1	5	9	7	2	0	0	0	0	0
13:00	21	26.6	24	4.1	0	0	1	1	15	3	1	0	0	0	0	0
14:00	23	28.1	21.8	6.6	0	1	2	9	5	5	0	1	0	0	0	0
15:00	51	24.2	17.1	6.3	1	7	18	8	14	3	0	0	0	0	0	0
16:00	32	28.3	22.6	5.8	0	1	3	7	12	8	1	0	0	0	0	0
17:00	41	27.9	23.6	4.2	0	0	1	8	22	9	1	0	0	0	0	0
18:00	18	29.4	23.8	6.4	0	1	1	3	5	7	1	0	0	0	0	0
19:00	19	28.2	23.2	5.1	0	0	2	3	8	6	0	0	0	0	0	0
20:00	13	25	21.6	4.1	0	0	1	4	7	1	0	0	0	0	0	0
21:00	8	-	19.1	3.5	0	0	1	5	2	0	0	0	0	0	0	0
22:00	6	-	21.8	5.3	0	0	1	1	3	1	0	0	0	0	0	0
23:00	8	-	17.9	6.9	0	1	3	1	2	1	0	0	0	0	0	0
12H,7-19	352	27.8	21.5	6.2	1	20	44	77	131	70	8	1	0	0	0	0
16H,6-22	396	27.7	21.6	6	1	20	48	90	150	78	8	1	0	0	0	0
18H,6-24	410	27.7	21.5	6	1	21	52	92	155	80	8	1	0	0	0	0
24H,0-24	413	27.7	21.5	6	1	21	53	92	157	80	8	1	0	0	0	0

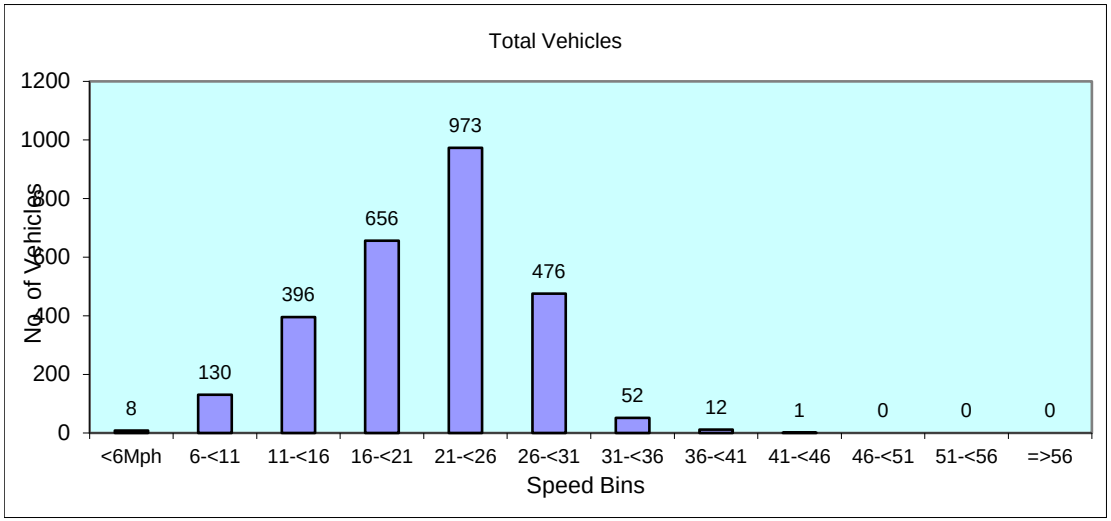
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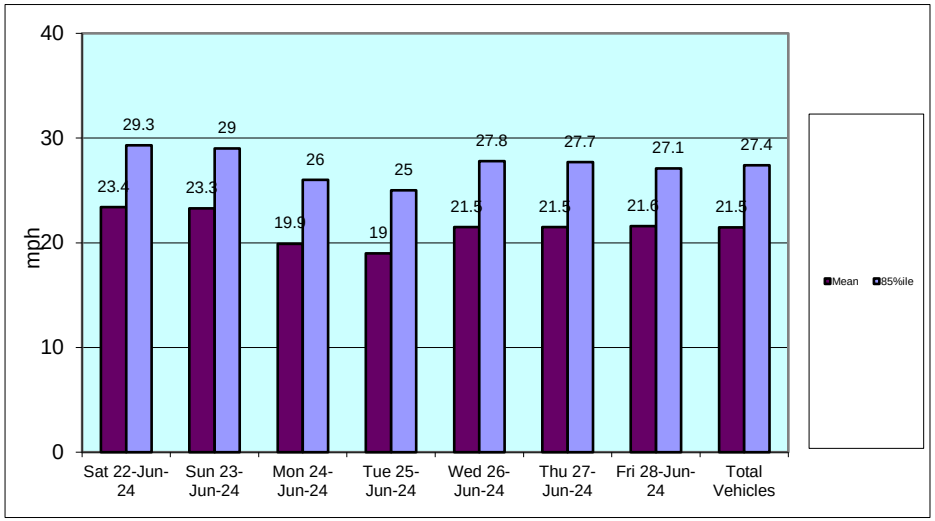
13537			CROXLEY GREEN				Site No: 13537006				Location	Site 6 - Lincoln Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 28-Jun-24																
00:00	3	-	18.5	5	0	0	1	1	1	0	0	0	0	0	0	0
01:00	5	-	19.5	5.6	0	0	1	3	0	1	0	0	0	0	0	0
02:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	-	16	10.6	0	1	0	0	1	0	0	0	0	0	0	0
06:00	4	-	26	6.5	0	0	0	1	1	1	1	0	0	0	0	0
07:00	20	25.2	22	4.3	0	0	1	7	9	3	0	0	0	0	0	0
08:00	60	25.2	19.4	6.6	2	3	14	13	22	5	0	1	0	0	0	0
09:00	27	25.7	20.9	6.6	0	2	3	8	10	3	0	1	0	0	0	0
10:00	29	27.4	23.7	5.3	0	0	2	4	17	4	1	1	0	0	0	0
11:00	24	26.9	20.8	6.4	0	2	4	4	9	5	0	0	0	0	0	0
12:00	24	29.5	23.5	6.9	0	1	2	6	4	10	0	1	0	0	0	0
13:00	29	26.2	21.9	5.7	0	1	4	4	15	4	1	0	0	0	0	0
14:00	26	25.3	19.8	6.1	0	3	3	7	10	3	0	0	0	0	0	0
15:00	52	23.8	18.2	5.8	2	5	6	24	12	3	0	0	0	0	0	0
16:00	66	28.4	23.5	4.9	0	0	3	15	31	14	2	1	0	0	0	0
17:00	27	28	23.7	5.1	0	1	1	2	16	6	1	0	0	0	0	0
18:00	24	28.9	23.5	5.5	0	0	2	5	10	5	2	0	0	0	0	0
19:00	49	25.8	22	4.9	0	0	5	14	23	5	2	0	0	0	0	0
20:00	22	26.3	22.4	5.3	0	0	3	4	11	3	1	0	0	0	0	0
21:00	8	-	21	5.5	0	1	0	1	6	0	0	0	0	0	0	0
22:00	8	-	23.5	4	0	0	0	2	4	2	0	0	0	0	0	0
23:00	4	-	23.5	7.1	0	0	1	0	1	2	0	0	0	0	0	0
12H,7-19	408	27.2	21.5	6.1	4	18	45	99	165	65	7	5	0	0	0	0
16H,6-22	491	27.1	21.6	5.9	4	19	53	119	206	74	11	5	0	0	0	0
18H,6-24	503	27.2	21.7	5.9	4	19	54	121	211	78	11	5	0	0	0	0
24H,0-24	514	27.1	21.6	5.9	4	20	56	126	213	79	11	5	0	0	0	0

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13537	CROXLEY GREEN	Site No: 13537006	Location	Site 6 - Lincoln Drive, Croxley Green
Sat 22-Jun-24 to Fri 28-Jun-24		Channel: Northbound		

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Daily Totals																
Sat 22-Jun-24	**254**	29.3	23.4	5.9	0	8	22	40	96	75	11	2	0	0	0	0
Sun 23-Jun-24	**256**	29	23.3	5.7	0	3	23	50	103	64	10	2	1	0	0	0
Mon 24-Jun-24	**417**	26	19.9	6	2	29	80	110	133	62	0	1	0	0	0	0
Tue 25-Jun-24	**460**	25	19	5.7	1	31	111	146	128	39	3	1	0	0	0	0
Wed 26-Jun-24	**390**	27.8	21.5	5.9	0	18	51	92	143	77	9	0	0	0	0	0
Thu 27-Jun-24	**413**	27.7	21.5	6	1	21	53	92	157	80	8	1	0	0	0	0
Fri 28-Jun-24	**514**	27.1	21.6	5.9	4	20	56	126	213	79	11	5	0	0	0	0
Total Vehicles																
[--]	**2704**	27.4	21.5	5.9	8	130	396	656	973	476	52	12	1	0	0	0





Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN				Site No: 13537006			Location	Site 6 - Lincoln Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 22-Jun-24															
00:00	**2**	1	1	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
07:00	**7**	1	4	2	0	0	0	0	0	0	0	0	0	0
08:00	**8**	1	7	0	0	0	0	0	0	0	0	0	0	0
09:00	**22**	2	20	0	0	0	0	0	0	0	0	0	0	0
10:00	**18**	2	15	1	0	0	0	0	0	0	0	0	0	0
11:00	**26**	0	23	2	0	0	1	0	0	0	0	0	0	0
12:00	**23**	0	22	1	0	0	0	0	0	0	0	0	0	0
13:00	**24**	1	23	0	0	0	0	0	0	0	0	0	0	0
14:00	**25**	0	23	2	0	0	0	0	0	0	0	0	0	0
15:00	**28**	1	27	0	0	0	0	0	0	0	0	0	0	0
16:00	**31**	2	27	1	0	0	1	0	0	0	0	0	0	0
17:00	**20**	1	18	1	0	0	0	0	0	0	0	0	0	0
18:00	**16**	2	14	0	0	0	0	0	0	0	0	0	0	0
19:00	**21**	1	20	0	0	0	0	0	0	0	0	0	0	0
20:00	**21**	2	18	1	0	0	0	0	0	0	0	0	0	0
21:00	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
22:00	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
23:00	**7**	0	6	0	0	0	1	0	0	0	0	0	0	0
12H,7-19	**248**	**13**	**223**	**10**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**296**	**16**	**265**	**13**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**311**	**16**	**279**	**13**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**314**	**18**	**280**	**13**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN				Site No: 13537006		Location	Site 6 - Lincoln Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 23-Jun-24														
00:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
01:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
06:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
07:00	**6**	0	5	0	0	0	1	0	0	0	0	0	0	0
08:00	**7**	1	6	0	0	0	0	0	0	0	0	0	0	0
09:00	**4**	1	3	0	0	0	0	0	0	0	0	0	0	0
10:00	**20**	3	17	0	0	0	0	0	0	0	0	0	0	0
11:00	**21**	0	19	2	0	0	0	0	0	0	0	0	0	0
12:00	**37**	0	35	2	0	0	0	0	0	0	0	0	0	0
13:00	**33**	5	26	1	0	0	1	0	0	0	0	0	0	0
14:00	**20**	0	18	2	0	0	0	0	0	0	0	0	0	0
15:00	**20**	2	17	1	0	0	0	0	0	0	0	0	0	0
16:00	**12**	2	10	0	0	0	0	0	0	0	0	0	0	0
17:00	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
18:00	**19**	1	18	0	0	0	0	0	0	0	0	0	0	0
19:00	**20**	0	20	0	0	0	0	0	0	0	0	0	0	0
20:00	**13**	1	12	0	0	0	0	0	0	0	0	0	0	0
21:00	**8**	0	7	0	0	0	1	0	0	0	0	0	0	0
22:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
23:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**212**	**15**	**187**	**8**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**255**	**16**	**227**	**9**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**259**	**16**	**231**	**9**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**267**	**16**	**239**	**9**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537006			Location	Site 6 - Lincoln Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 24-Jun-24														
00:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	**5**	1	3	1	0	0	0	0	0	0	0	0	0	0
07:00	**22**	0	19	3	0	0	0	0	0	0	0	0	0	0
08:00	**61**	0	57	3	0	0	1	0	0	0	0	0	0	0
09:00	**18**	2	13	2	0	0	1	0	0	0	0	0	0	0
10:00	**25**	1	20	3	0	1	0	0	0	0	0	0	0	0
11:00	**24**	0	21	3	0	0	0	0	0	0	0	0	0	0
12:00	**16**	0	14	1	0	1	0	0	0	0	0	0	0	0
13:00	**28**	4	20	4	0	0	0	0	0	0	0	0	0	0
14:00	**15**	1	13	1	0	0	0	0	0	0	0	0	0	0
15:00	**50**	1	43	6	0	0	0	0	0	0	0	0	0	0
16:00	**32**	0	30	2	0	0	0	0	0	0	0	0	0	0
17:00	**37**	1	36	0	0	0	0	0	0	0	0	0	0	0
18:00	**19**	1	17	1	0	0	0	0	0	0	0	0	0	0
19:00	**37**	0	36	0	0	0	1	0	0	0	0	0	0	0
20:00	**27**	1	26	0	0	0	0	0	0	0	0	0	0	0
21:00	**16**	0	16	0	0	0	0	0	0	0	0	0	0	0
22:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**347**	**11**	**303**	**29**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**432**	**13**	**384**	**30**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**435**	**13**	**386**	**31**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**437**	**13**	**388**	**31**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537006			Location	Site 6 - Lincoln Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 25-Jun-24														
00:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
04:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
06:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
07:00	**21**	0	18	3	0	0	0	0	0	0	0	0	0	0
08:00	**48**	0	46	2	0	0	0	0	0	0	0	0	0	0
09:00	**29**	1	26	2	0	0	0	0	0	0	0	0	0	0
10:00	**28**	0	24	4	0	0	0	0	0	0	0	0	0	0
11:00	**40**	3	36	1	0	0	0	0	0	0	0	0	0	0
12:00	**34**	2	28	4	0	0	0	0	0	0	0	0	0	0
13:00	**27**	2	22	3	0	0	0	0	0	0	0	0	0	0
14:00	**21**	3	18	0	0	0	0	0	0	0	0	0	0	0
15:00	**54**	2	46	4	0	0	2	0	0	0	0	0	0	0
16:00	**42**	2	37	3	0	0	0	0	0	0	0	0	0	0
17:00	**31**	2	29	0	0	0	0	0	0	0	0	0	0	0
18:00	**43**	1	40	2	0	0	0	0	0	0	0	0	0	0
19:00	**35**	1	32	2	0	0	0	0	0	0	0	0	0	0
20:00	**24**	2	22	0	0	0	0	0	0	0	0	0	0	0
21:00	**5**	0	3	2	0	0	0	0	0	0	0	0	0	0
22:00	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
23:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**418**	**18**	**370**	**28**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**485**	**21**	**429**	**33**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**499**	**21**	**442**	**34**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**508**	**21**	**449**	**36**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN				Site No: 13537006		Location	Site 6 - Lincoln Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 26-Jun-24														
00:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
06:00	**6**	0	4	2	0	0	0	0	0	0	0	0	0	0
07:00	**21**	0	18	3	0	0	0	0	0	0	0	0	0	0
08:00	**62**	2	58	1	0	0	1	0	0	0	0	0	0	0
09:00	**19**	2	14	3	0	0	0	0	0	0	0	0	0	0
10:00	**16**	0	15	0	0	0	1	0	0	0	0	0	0	0
11:00	**22**	1	20	1	0	0	0	0	0	0	0	0	0	0
12:00	**16**	0	15	1	0	0	0	0	0	0	0	0	0	0
13:00	**22**	4	16	2	0	0	0	0	0	0	0	0	0	0
14:00	**16**	1	14	1	0	0	0	0	0	0	0	0	0	0
15:00	**45**	2	41	1	0	0	1	0	0	0	0	0	0	0
16:00	**39**	2	33	3	0	0	0	0	1	0	0	0	0	0
17:00	**41**	1	36	4	0	0	0	0	0	0	0	0	0	0
18:00	**21**	5	16	0	0	0	0	0	0	0	0	0	0	0
19:00	**15**	0	14	1	0	0	0	0	0	0	0	0	0	0
20:00	**11**	1	10	0	0	0	0	0	0	0	0	0	0	0
21:00	**12**	0	12	0	0	0	0	0	0	0	0	0	0	0
22:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
23:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**340**	**20**	**296**	**20**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**384**	**21**	**336**	**23**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**392**	**21**	**344**	**23**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**398**	**21**	**348**	**25**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

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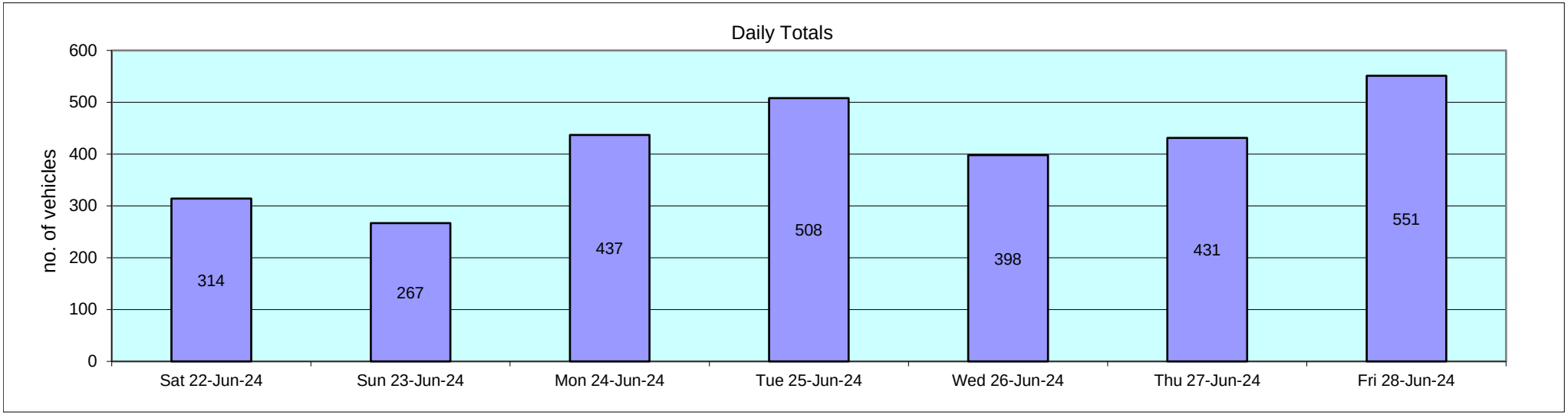
13537			CROXLEY GREEN			Site No: 13537006			Location	Site 6 - Lincoln Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 27-Jun-24															
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
06:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
07:00	**30**	0	28	2	0	0	0	0	0	0	0	0	0	0
08:00	**57**	2	52	0	0	0	3	0	0	0	0	0	0	0
09:00	**18**	1	17	0	0	0	0	0	0	0	0	0	0	0
10:00	**27**	3	23	1	0	0	0	0	0	0	0	0	0	0
11:00	**11**	0	9	1	0	0	1	0	0	0	0	0	0	0
12:00	**26**	1	24	1	0	0	0	0	0	0	0	0	0	0
13:00	**23**	1	21	1	0	0	0	0	0	0	0	0	0	0
14:00	**18**	1	14	3	0	0	0	0	0	0	0	0	0	0
15:00	**45**	1	40	4	0	0	0	0	0	0	0	0	0	0
16:00	**39**	2	35	2	0	0	0	0	0	0	0	0	0	0
17:00	**37**	1	35	1	0	0	0	0	0	0	0	0	0	0
18:00	**32**	2	29	1	0	0	0	0	0	0	0	0	0	0
19:00	**21**	3	17	1	0	0	0	0	0	0	0	0	0	0
20:00	**15**	1	14	0	0	0	0	0	0	0	0	0	0	0
21:00	**14**	0	14	0	0	0	0	0	0	0	0	0	0	0
22:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
23:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**363**	**15**	**327**	**17**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**417**	**19**	**376**	**18**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**427**	**19**	**386**	**18**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**431**	**19**	**389**	**19**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537006			Location	Site 6 - Lincoln Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 28-Jun-24														
00:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**5**	0	3	1	0	0	1	0	0	0	0	0	0	0
06:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
07:00	**18**	0	15	1	0	0	2	0	0	0	0	0	0	0
08:00	**58**	1	53	2	0	0	2	0	0	0	0	0	0	0
09:00	**22**	1	19	2	0	0	0	0	0	0	0	0	0	0
10:00	**20**	0	16	4	0	0	0	0	0	0	0	0	0	0
11:00	**27**	2	20	5	0	0	0	0	0	0	0	0	0	0
12:00	**24**	1	19	3	0	0	1	0	0	0	0	0	0	0
13:00	**28**	1	24	3	0	0	0	0	0	0	0	0	0	0
14:00	**34**	3	28	3	0	0	0	0	0	0	0	0	0	0
15:00	**57**	2	52	1	0	0	2	0	0	0	0	0	0	0
16:00	**74**	2	68	1	0	0	2	0	1	0	0	0	0	0
17:00	**37**	1	35	1	0	0	0	0	0	0	0	0	0	0
18:00	**28**	1	25	1	0	0	1	0	0	0	0	0	0	0
19:00	**54**	0	51	2	0	0	1	0	0	0	0	0	0	0
20:00	**28**	1	25	2	0	0	0	0	0	0	0	0	0	0
21:00	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
22:00	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
23:00	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**427**	**15**	**374**	**27**	**0**	**0**	**10**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**523**	**16**	**463**	**32**	**0**	**0**	**11**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**541**	**16**	**481**	**32**	**0**	**0**	**11**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**551**	**16**	**488**	**34**	**0**	**0**	**12**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN				Site No: 13537006		Location	Site 6 - Lincoln Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Sat 22-Jun-24	**314**	18	280	13	0	0	3	0	0	0	0	0	0	0
Sun 23-Jun-24	**267**	16	239	9	0	0	3	0	0	0	0	0	0	0
Mon 24-Jun-24	**437**	13	388	31	0	2	3	0	0	0	0	0	0	0
Tue 25-Jun-24	**508**	21	449	36	0	0	2	0	0	0	0	0	0	0
Wed 26-Jun-24	**398**	21	348	25	0	0	3	0	1	0	0	0	0	0
Thu 27-Jun-24	**431**	19	389	19	0	0	4	0	0	0	0	0	0	0
Fri 28-Jun-24	**551**	16	488	34	0	0	12	0	1	0	0	0	0	0
Total Vehicles														
[--]	**2906**	124	2581	167	0	2	30	0	2	0	0	0	0	0



Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537006				Location	Site 6 - Lincoln Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound										
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
Sat 22-Jun-24																
00:00	**2**	-	21	10.6	0	0	1	0	0	1	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	**1**	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
07:00	**7**	-	24.9	6.4	0	0	1	0	3	2	1	0	0	0	0	0
08:00	**8**	-	19.1	5.8	0	1	1	2	4	0	0	0	0	0	0	0
09:00	**22**	25.6	21.5	4.8	0	0	3	6	10	3	0	0	0	0	0	0
10:00	**18**	24	18.8	5.7	0	3	1	6	8	0	0	0	0	0	0	0
11:00	**26**	25.5	22.3	4.8	0	1	1	5	15	4	0	0	0	0	0	0
12:00	**23**	26.1	22	4.4	0	0	1	9	9	4	0	0	0	0	0	0
13:00	**24**	27.6	22.7	4.6	0	0	1	8	9	6	0	0	0	0	0	0
14:00	**25**	25.3	21.3	5	0	1	3	4	15	2	0	0	0	0	0	0
15:00	**28**	27.1	22.8	4.9	0	1	1	5	15	6	0	0	0	0	0	0
16:00	**31**	27.5	22	5.2	0	0	3	11	10	6	1	0	0	0	0	0
17:00	**20**	26.8	21.5	6.5	0	2	1	5	8	3	1	0	0	0	0	0
18:00	**16**	25.6	22.6	4	0	0	1	3	10	2	0	0	0	0	0	0
19:00	**21**	26.6	22.8	4.8	0	0	1	6	10	3	1	0	0	0	0	0
20:00	**21**	25.6	22.1	6.3	0	0	3	6	9	1	1	1	0	0	0	0
21:00	**5**	-	21.5	7.6	0	0	1	2	1	0	1	0	0	0	0	0
22:00	**8**	-	21.6	4.7	0	0	1	2	4	1	0	0	0	0	0	0
23:00	**7**	-	20.6	7.1	0	0	3	0	2	2	0	0	0	0	0	0
12H,7-19	**248**	**26.4**	**21.8**	**5.1**	**0**	**9**	**18**	**64**	**116**	**38**	**3**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**296**	**26.6**	**21.9**	**5.2**	**0**	**9**	**23**	**78**	**136**	**43**	**6**	**1**	**0**	**0**	**0**	**0**
18H,6-24	**311**	**26.6**	**21.9**	**5.2**	**0**	**9**	**27**	**80**	**142**	**46**	**6**	**1**	**0**	**0**	**0**	**0**
24H,0-24	**314**	**26.7**	**21.9**	**5.3**	**0**	**9**	**28**	**81**	**142**	**47**	**6**	**1**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537006				Location	Site 6 - Lincoln Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 23-Jun-24																
00:00	3	-	21.8	7.6	0	0	1	0	1	1	0	0	0	0	0	0
01:00	2	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
02:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	-	23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
06:00	2	-	18.5	14.1	0	1	0	0	0	1	0	0	0	0	0	0
07:00	6	-	23.5	5.6	0	0	1	0	3	2	0	0	0	0	0	0
08:00	7	-	23.5	5.9	0	0	1	1	2	3	0	0	0	0	0	0
09:00	4	-	24.8	6.4	0	0	0	1	2	0	1	0	0	0	0	0
10:00	20	26.6	21.5	5.2	0	0	3	6	7	4	0	0	0	0	0	0
11:00	21	26.4	22.3	4.4	0	0	1	7	9	4	0	0	0	0	0	0
12:00	37	27	22.6	4.9	0	0	2	12	16	5	2	0	0	0	0	0
13:00	33	26.6	22.3	5.8	0	1	3	7	16	5	0	1	0	0	0	0
14:00	20	26.6	24	3.1	0	0	0	2	14	4	0	0	0	0	0	0
15:00	20	27.5	22.8	5.9	0	2	0	2	11	5	0	0	0	0	0	0
16:00	12	25.3	22.3	4.6	0	0	2	0	9	1	0	0	0	0	0	0
17:00	13	29.9	24.3	5.9	0	0	1	2	6	2	2	0	0	0	0	0
18:00	19	25.3	21.4	5	0	1	1	5	10	2	0	0	0	0	0	0
19:00	20	29.6	25	5.1	0	0	1	3	6	9	1	0	0	0	0	0
20:00	13	32.9	22.7	8.5	0	0	3	5	0	1	4	0	0	0	0	0
21:00	8	-	23.5	6.7	0	0	0	3	4	0	0	1	0	0	0	0
22:00	4	-	17.3	2.8	0	0	1	3	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	212	27.4	22.6	5.1	0	4	15	45	105	37	5	1	0	0	0	0
16H,6-22	255	28.2	22.8	5.4	0	5	19	56	115	48	10	2	0	0	0	0
18H,6-24	259	28.2	22.7	5.4	0	5	20	59	115	48	10	2	0	0	0	0
24H,0-24	267	28.2	22.8	5.4	0	5	21	59	119	51	10	2	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537006				Location	Site 6 - Lincoln Drive, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 24-Jun-24																
00:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	5	-	19.5	8.3	0	1	1	0	2	1	0	0	0	0	0	0
07:00	22	28.7	23.3	5.8	0	1	1	4	9	6	1	0	0	0	0	0
08:00	61	20.8	15.4	5.3	0	13	22	17	8	1	0	0	0	0	0	0
09:00	18	25	19.9	5.5	0	1	3	6	6	2	0	0	0	0	0	0
10:00	25	27.5	21.3	5	0	0	2	13	4	6	0	0	0	0	0	0
11:00	24	24.8	20.2	5	0	1	3	9	9	2	0	0	0	0	0	0
12:00	16	28.6	23.2	5.2	0	0	0	7	4	4	1	0	0	0	0	0
13:00	28	25.7	20.3	5.7	0	1	6	7	10	4	0	0	0	0	0	0
14:00	15	24.5	20.5	4.4	0	0	2	6	6	1	0	0	0	0	0	0
15:00	50	19.9	15.3	4.7	0	7	24	14	4	1	0	0	0	0	0	0
16:00	32	25	20.2	5.1	0	2	2	14	11	3	0	0	0	0	0	0
17:00	37	25.1	20.3	4.8	0	0	7	14	12	4	0	0	0	0	0	0
18:00	19	27.7	20.6	6.9	0	2	3	4	5	5	0	0	0	0	0	0
19:00	37	27.6	21.3	5.9	0	2	4	11	11	9	0	0	0	0	0	0
20:00	27	26.6	20.7	5.4	0	0	4	13	5	4	1	0	0	0	0	0
21:00	16	23.9	19.4	4.4	0	0	4	5	7	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	3	-	25.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
12H,7-19	347	25.3	19.1	5.8	0	28	75	115	88	39	2	0	0	0	0	0
16H,6-22	432	25.6	19.4	5.8	0	31	88	144	113	53	3	0	0	0	0	0
18H,6-24	435	25.6	19.4	5.8	0	31	88	144	115	54	3	0	0	0	0	0
24H,0-24	437	25.6	19.4	5.8	0	31	88	145	116	54	3	0	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537006			Location	Site 6 - Lincoln Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 25-Jun-24																
00:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
01:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
05:00	5	-	23.5	3.7	0	0	0	1	3	1	0	0	0	0	0	0
06:00	3	-	21.8	3.1	0	0	0	1	2	0	0	0	0	0	0	0
07:00	21	28.8	24.2	4.5	0	0	0	5	9	6	1	0	0	0	0	0
08:00	48	24.8	18	6.6	1	8	9	11	15	4	0	0	0	0	0	0
09:00	29	20.2	15.1	5.5	2	5	7	12	3	0	0	0	0	0	0	0
10:00	28	23.9	19.6	4	0	0	5	12	11	0	0	0	0	0	0	0
11:00	40	20.4	15.9	4.9	0	5	17	13	4	1	0	0	0	0	0	0
12:00	34	20.8	16.7	5.1	0	5	8	16	4	1	0	0	0	0	0	0
13:00	27	24.7	20.2	5.4	0	1	4	10	10	1	1	0	0	0	0	0
14:00	21	21.9	18	5.2	0	1	6	10	2	2	0	0	0	0	0	0
15:00	54	23.9	17.5	5.7	1	2	23	13	11	4	0	0	0	0	0	0
16:00	42	24.2	19.1	4.8	0	1	10	16	13	2	0	0	0	0	0	0
17:00	31	25.2	20.1	5.9	0	3	4	7	14	3	0	0	0	0	0	0
18:00	43	23.2	17.6	5.9	0	5	12	16	7	2	1	0	0	0	0	0
19:00	35	25.8	22.2	4.2	0	0	2	10	18	5	0	0	0	0	0	0
20:00	24	27.1	23.3	4.3	0	0	0	7	12	4	1	0	0	0	0	0
21:00	5	-	21.5	3.1	0	0	0	2	3	0	0	0	0	0	0	0
22:00	11	28.1	23	5.8	0	0	1	3	4	2	1	0	0	0	0	0
23:00	3	-	21.8	3.1	0	0	0	1	2	0	0	0	0	0	0	0
12H,7-19	418	24.3	18.2	5.7	4	36	105	141	103	26	3	0	0	0	0	0
16H,6-22	485	24.8	18.8	5.7	4	36	107	161	138	35	4	0	0	0	0	0
18H,6-24	499	24.8	18.9	5.7	4	36	108	165	144	37	5	0	0	0	0	0
24H,0-24	508	24.9	19	5.7	4	36	108	167	149	39	5	0	0	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537006				Location	Site 6 - Lincoln Drive, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 26-Jun-24																
00:00	2	-	28.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
01:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
02:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
06:00	6	-	21	7	0	1	0	1	3	1	0	0	0	0	0	0
07:00	21	28.9	20.4	7.3	0	1	5	8	1	4	2	0	0	0	0	0
08:00	62	25.6	18.4	6.2	1	5	16	21	10	9	0	0	0	0	0	0
09:00	19	25.4	19.9	6.4	1	0	4	5	6	3	0	0	0	0	0	0
10:00	16	24.8	20.4	5.3	0	1	2	4	8	1	0	0	0	0	0	0
11:00	22	27.2	22.4	5.3	0	1	1	5	10	5	0	0	0	0	0	0
12:00	16	25.6	22.6	4	0	0	1	3	10	2	0	0	0	0	0	0
13:00	22	27.2	21.3	6.5	1	1	1	6	8	5	0	0	0	0	0	0
14:00	16	25.4	22.3	3.7	0	0	0	6	8	2	0	0	0	0	0	0
15:00	45	23.1	17.1	5.3	1	1	21	11	9	2	0	0	0	0	0	0
16:00	39	27.8	21.6	6.4	1	3	1	10	14	10	0	0	0	0	0	0
17:00	41	27.7	23.5	4.4	0	1	1	5	24	10	0	0	0	0	0	0
18:00	21	28.4	24.5	5.8	0	0	0	5	10	5	0	0	1	0	0	0
19:00	15	25.6	23.5	4	0	0	0	3	10	1	1	0	0	0	0	0
20:00	11	25.6	22.1	4.7	0	0	1	3	5	2	0	0	0	0	0	0
21:00	12	29.9	26	4.7	0	0	0	2	3	6	1	0	0	0	0	0
22:00	7	-	27.8	3.7	0	0	0	0	2	4	1	0	0	0	0	0
23:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
12H,7-19	340	26.8	20.7	6.1	5	14	53	89	118	58	2	0	1	0	0	0
16H,6-22	384	27.1	21	6	5	15	54	98	139	68	4	0	1	0	0	0
18H,6-24	392	27.3	21.2	6	5	15	54	98	142	72	5	0	1	0	0	0
24H,0-24	398	27.4	21.2	6.1	5	15	54	100	144	73	6	0	1	0	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537006				Location	Site 6 - Lincoln Drive, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 27-Jun-24																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	-	26	3.2	0	0	0	0	2	2	0	0	0	0	0	0
06:00	4	-	23.5	1.6	0	0	0	0	4	0	0	0	0	0	0	0
07:00	30	25.3	21.8	5	0	2	2	2	22	2	0	0	0	0	0	0
08:00	57	24.1	18.4	5.7	3	2	12	19	19	2	0	0	0	0	0	0
09:00	18	28.3	21.9	7.2	1	0	3	2	7	4	1	0	0	0	0	0
10:00	27	27.2	21.5	6.3	0	2	4	3	12	6	0	0	0	0	0	0
11:00	11	24.9	19.4	6.4	0	1	3	1	5	1	0	0	0	0	0	0
12:00	26	28.9	23.9	4.7	0	0	0	8	9	8	1	0	0	0	0	0
13:00	23	28.8	24.2	5	0	1	0	3	10	9	0	0	0	0	0	0
14:00	18	29.5	24.1	5.6	0	0	1	4	7	4	2	0	0	0	0	0
15:00	45	24.5	18.8	6	0	4	12	9	18	1	1	0	0	0	0	0
16:00	39	26.5	21.3	5.5	0	0	8	9	15	6	1	0	0	0	0	0
17:00	37	27.2	20.9	5.3	0	0	6	15	8	8	0	0	0	0	0	0
18:00	32	27.2	22.3	5.1	0	0	5	5	15	7	0	0	0	0	0	0
19:00	21	27.7	22.5	5.6	0	0	3	4	9	4	1	0	0	0	0	0
20:00	15	30.1	23.8	6.8	0	0	3	1	5	4	2	0	0	0	0	0
21:00	14	29.5	24.9	4.8	0	0	0	2	8	2	2	0	0	0	0	0
22:00	6	-	23.5	3.4	0	0	0	1	4	1	0	0	0	0	0	0
23:00	4	-	21	3.2	0	0	0	2	2	0	0	0	0	0	0	0
12H,7-19	363	26.8	21.1	5.9	4	12	56	80	147	58	6	0	0	0	0	0
16H,6-22	417	27.2	21.4	5.9	4	12	62	87	173	68	11	0	0	0	0	0
18H,6-24	427	27.1	21.5	5.8	4	12	62	90	179	69	11	0	0	0	0	0
24H,0-24	431	27.2	21.5	5.8	4	12	62	90	181	71	11	0	0	0	0	0

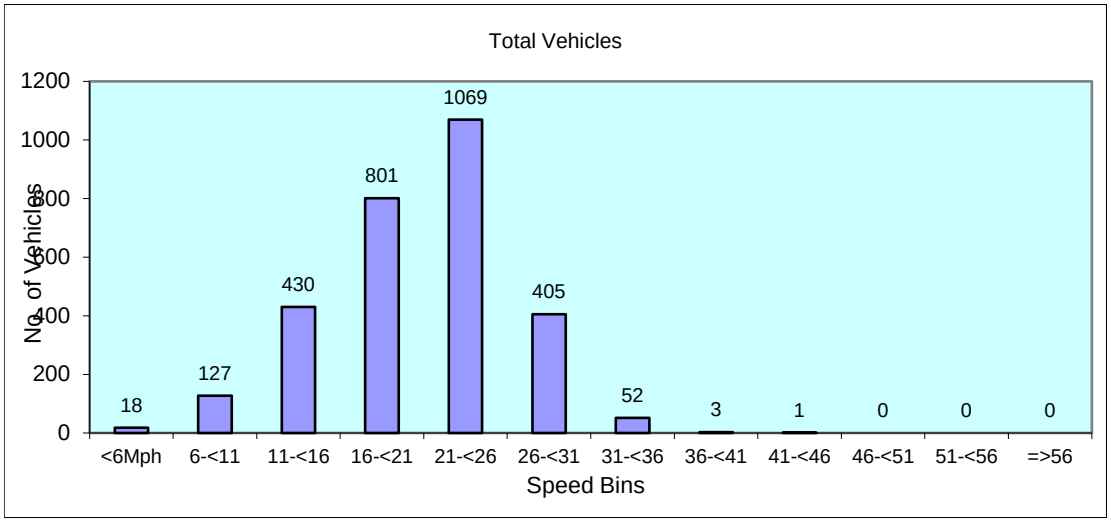
Data produced by
Auto Surveys Ltd

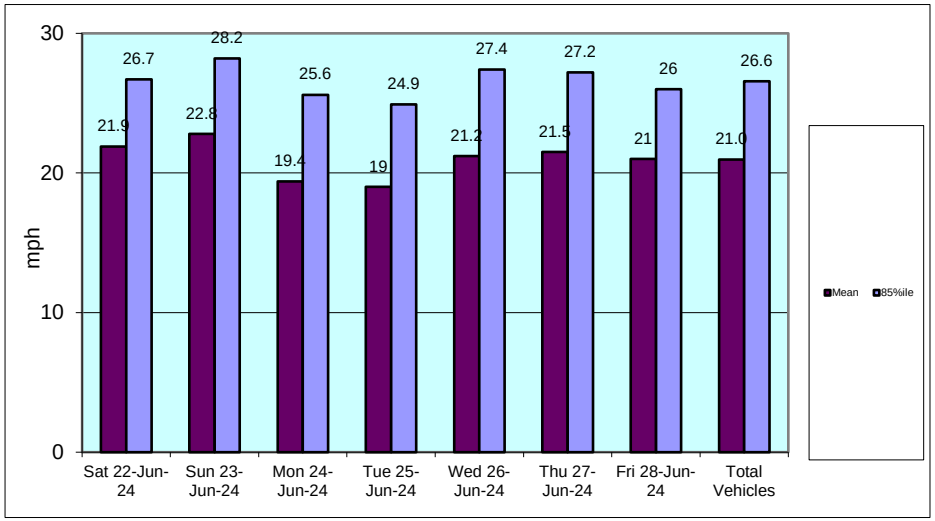
13537			CROXLEY GREEN				Site No: 13537006				Location	Site 6 - Lincoln Drive, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 28-Jun-24																
00:00	4	-	22.3	2.8	0	0	0	1	3	0	0	0	0	0	0	0
01:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	5	-	25.5	4.6	0	0	0	1	1	3	0	0	0	0	0	0
06:00	3	-	26.8	3.1	0	0	0	0	1	2	0	0	0	0	0	0
07:00	18	25.7	22.1	4.7	0	0	2	4	9	3	0	0	0	0	0	0
08:00	58	24.5	17.7	6.6	2	9	12	12	20	3	0	0	0	0	0	0
09:00	22	25.2	21	4.8	0	0	4	5	11	2	0	0	0	0	0	0
10:00	20	26.8	23	4.5	0	0	0	7	9	3	1	0	0	0	0	0
11:00	27	25.8	21.5	4.7	0	0	3	9	11	4	0	0	0	0	0	0
12:00	24	25	20.8	4.9	0	1	2	8	11	2	0	0	0	0	0	0
13:00	28	26.4	22.8	4.7	0	0	2	6	15	4	1	0	0	0	0	0
14:00	34	25.6	20.4	4.7	0	0	4	18	7	5	0	0	0	0	0	0
15:00	57	22.8	16.4	6.1	3	5	22	14	11	1	1	0	0	0	0	0
16:00	74	25.6	21.1	4.9	0	2	8	22	33	9	0	0	0	0	0	0
17:00	37	29	24.2	4.7	0	0	0	8	20	5	4	0	0	0	0	0
18:00	28	29.3	24.4	5.1	0	0	2	3	13	8	2	0	0	0	0	0
19:00	54	25.8	21	4.9	0	1	5	22	18	8	0	0	0	0	0	0
20:00	28	26.4	21.7	5.3	0	1	1	11	10	4	1	0	0	0	0	0
21:00	11	25	22.1	3.5	0	0	0	4	6	1	0	0	0	0	0	0
22:00	8	-	23.5	3	0	0	0	1	6	1	0	0	0	0	0	0
23:00	10	28.5	22	6.8	0	0	2	3	2	2	1	0	0	0	0	0
12H,7-19	427	25.8	20.7	5.8	5	17	61	116	170	49	9	0	0	0	0	0
16H,6-22	523	25.9	20.8	5.6	5	19	67	153	205	64	10	0	0	0	0	0
18H,6-24	541	25.9	20.9	5.6	5	19	69	157	213	67	11	0	0	0	0	0
24H,0-24	551	26	21	5.6	5	19	69	159	218	70	11	0	0	0	0	0

Data produced by
Auto Surveys Ltd

13537	CROXLEY GREEN	Site No: 13537006	Location	Site 6 - Lincoln Drive, Croxley Green
Sat 22-Jun-24 to Fri 28-Jun-24		Channel: Southbound		

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Daily Totals																
Sat 22-Jun-24	**314**	26.7	21.9	5.3	0	9	28	81	142	47	6	1	0	0	0	0
Sun 23-Jun-24	**267**	28.2	22.8	5.4	0	5	21	59	119	51	10	2	0	0	0	0
Mon 24-Jun-24	**437**	25.6	19.4	5.8	0	31	88	145	116	54	3	0	0	0	0	0
Tue 25-Jun-24	**508**	24.9	19	5.7	4	36	108	167	149	39	5	0	0	0	0	0
Wed 26-Jun-24	**398**	27.4	21.2	6.1	5	15	54	100	144	73	6	0	1	0	0	0
Thu 27-Jun-24	**431**	27.2	21.5	5.8	4	12	62	90	181	71	11	0	0	0	0	0
Fri 28-Jun-24	**551**	26	21	5.6	5	19	69	159	218	70	11	0	0	0	0	0
Total Vehicles																
[--]	**2906**	26.6	21.0	5.7	18	127	430	801	1069	405	52	3	1	0	0	0





Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN JUNE 2024								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**Average 85%ile Speed**	**Average Mean Speed**
Site No: 13537007	Site 7 - Baldwins Lane, Croxley Green 51.653273, 0.443863	Channel: Eastbound	Sat 22-Jun-24	Fri 28-Jun-24	30	19815	3090	2831	30.7	26.3
		Channel: Westbound	Sat 22-Jun-24	Fri 28-Jun-24		20972	3272	2996	30.9	26.7

13537			CROXLEY GREEN			Site No: 13537007			Location	Site 7 - Baldwins Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 22-Jun-24															
00:00	**23**	1	21	1	0	0	0	0	0	0	0	0	0	0
01:00	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0
02:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
03:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
04:00	**5**	0	3	2	0	0	0	0	0	0	0	0	0	0
05:00	**6**	1	4	1	0	0	0	0	0	0	0	0	0	0
06:00	**15**	0	14	1	0	0	0	0	0	0	0	0	0	0
07:00	**45**	0	45	0	0	0	0	0	0	0	0	0	0	0
08:00	**127**	4	111	8	0	1	1	0	2	0	0	0	0	0
09:00	**141**	2	130	6	1	1	0	0	1	0	0	0	0	0
10:00	**192**	7	175	8	2	0	0	0	0	0	0	0	0	0
11:00	**240**	5	226	7	0	2	0	0	0	0	0	0	0	0
12:00	**230**	4	210	11	1	1	0	0	3	0	0	0	0	0
13:00	**194**	3	183	7	1	0	0	0	0	0	0	0	0	0
14:00	**182**	6	168	7	1	0	0	0	0	0	0	0	0	0
15:00	**184**	1	174	7	0	2	0	0	0	0	0	0	0	0
16:00	**194**	6	177	8	1	1	0	0	1	0	0	0	0	0
17:00	**237**	3	221	7	2	0	2	0	2	0	0	0	0	0
18:00	**132**	1	127	2	0	2	0	0	0	0	0	0	0	0
19:00	**112**	10	95	6	0	1	0	0	0	0	0	0	0	0
20:00	**85**	2	80	2	0	0	1	0	0	0	0	0	0	0
21:00	**82**	5	75	1	0	1	0	0	0	0	0	0	0	0
22:00	**54**	4	48	1	0	1	0	0	0	0	0	0	0	0
23:00	**42**	2	39	0	1	0	0	0	0	0	0	0	0	0
12H,7-19	**2098**	**42**	**1947**	**78**	**9**	**10**	**3**	**0**	**9**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**2392**	**59**	**2211**	**88**	**9**	**12**	**4**	**0**	**9**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**2488**	**65**	**2298**	**89**	**10**	**13**	**4**	**0**	**9**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**2541**	**67**	**2344**	**94**	**10**	**13**	**4**	**0**	**9**	**0**	**0**	**0**	**0**	**0**

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13537		CROXLEY GREEN				Site No: 13537007			Location	Site 7 - Baldwins Lane, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 23-Jun-24														
00:00	**28**	0	27	0	0	1	0	0	0	0	0	0	0	0
01:00	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
02:00	**10**	2	8	0	0	0	0	0	0	0	0	0	0	0
03:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
04:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
06:00	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
07:00	**29**	1	26	2	0	0	0	0	0	0	0	0	0	0
08:00	**50**	4	42	3	0	1	0	0	0	0	0	0	0	0
09:00	**96**	7	81	6	1	0	0	0	1	0	0	0	0	0
10:00	**155**	6	144	3	0	0	1	0	1	0	0	0	0	0
11:00	**160**	8	145	7	0	0	0	0	0	0	0	0	0	0
12:00	**187**	6	179	2	0	0	0	0	0	0	0	0	0	0
13:00	**166**	8	155	2	0	1	0	0	0	0	0	0	0	0
14:00	**127**	4	113	8	1	0	0	0	1	0	0	0	0	0
15:00	**143**	3	135	3	0	1	1	0	0	0	0	0	0	0
16:00	**135**	2	128	4	0	1	0	0	0	0	0	0	0	0
17:00	**96**	5	89	1	0	1	0	0	0	0	0	0	0	0
18:00	**123**	6	113	3	0	1	0	0	0	0	0	0	0	0
19:00	**111**	9	101	0	0	1	0	0	0	0	0	0	0	0
20:00	**75**	2	70	2	0	1	0	0	0	0	0	0	0	0
21:00	**57**	4	50	2	1	0	0	0	0	0	0	0	0	0
22:00	**29**	7	22	0	0	0	0	0	0	0	0	0	0	0
23:00	**19**	0	17	1	1	0	0	0	0	0	0	0	0	0
12H,7-19	**1467**	**60**	**1350**	**44**	**2**	**6**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1719**	**75**	**1580**	**48**	**3**	**8**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1767**	**82**	**1619**	**49**	**4**	**8**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1826**	**84**	**1673**	**51**	**4**	**9**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**

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13537			CROXLEY GREEN			Site No: 13537007			Location	Site 7 - Baldwins Lane, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 24-Jun-24														
00:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
01:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
04:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
05:00	**16**	1	12	3	0	0	0	0	0	0	0	0	0	0
06:00	**43**	0	34	6	0	2	1	0	0	0	0	0	0	0
07:00	**241**	0	219	21	0	0	0	1	0	0	0	0	0	0
08:00	**397**	1	373	21	1	1	0	0	0	0	0	0	0	0
09:00	**239**	3	217	14	0	3	1	0	1	0	0	0	0	0
10:00	**147**	2	127	14	0	3	0	0	1	0	0	0	0	0
11:00	**168**	3	154	9	1	1	0	0	0	0	0	0	0	0
12:00	**183**	9	162	9	0	3	0	0	0	0	0	0	0	0
13:00	**152**	3	136	10	0	1	2	0	0	0	0	0	0	0
14:00	**162**	6	140	13	1	0	2	0	0	0	0	0	0	0
15:00	**184**	3	165	16	0	0	0	0	0	0	0	0	0	0
16:00	**229**	6	202	16	1	1	3	0	0	0	0	0	0	0
17:00	**208**	1	189	15	0	1	0	0	2	0	0	0	0	0
18:00	**187**	5	174	6	0	1	1	0	0	0	0	0	0	0
19:00	**168**	6	152	7	0	1	2	0	0	0	0	0	0	0
20:00	**96**	6	86	3	0	1	0	0	0	0	0	0	0	0
21:00	**72**	3	67	2	0	0	0	0	0	0	0	0	0	0
22:00	**31**	1	28	1	0	1	0	0	0	0	0	0	0	0
23:00	**12**	1	10	0	0	1	0	0	0	0	0	0	0	0
12H,7-19	**2497**	**42**	**2258**	**164**	**4**	**15**	**9**	**1**	**4**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**2876**	**57**	**2597**	**182**	**4**	**19**	**12**	**1**	**4**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**2919**	**59**	**2635**	**183**	**4**	**21**	**12**	**1**	**4**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**2948**	**60**	**2658**	**188**	**4**	**21**	**12**	**1**	**4**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537007			Location	Site 7 - Baldwins Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 25-Jun-24														
00:00	**11**	1	8	2	0	0	0	0	0	0	0	0	0	0
01:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
02:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
03:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
04:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
05:00	**14**	1	12	1	0	0	0	0	0	0	0	0	0	0
06:00	**63**	0	54	8	0	1	0	0	0	0	0	0	0	0
07:00	**257**	4	227	23	1	2	0	0	0	0	0	0	0	0
08:00	**511**	5	481	21	0	3	1	0	0	0	0	0	0	0
09:00	**276**	5	238	30	1	1	0	0	1	0	0	0	0	0
10:00	**150**	4	128	14	0	3	1	0	0	0	0	0	0	0
11:00	**161**	3	146	11	0	1	0	0	0	0	0	0	0	0
12:00	**158**	1	139	16	0	1	1	0	0	0	0	0	0	0
13:00	**145**	3	129	7	1	3	2	0	0	0	0	0	0	0
14:00	**136**	4	122	5	0	2	0	1	2	0	0	0	0	0
15:00	**212**	2	193	11	1	2	2	0	1	0	0	0	0	0
16:00	**220**	4	196	16	0	3	0	0	1	0	0	0	0	0
17:00	**209**	7	177	20	1	2	0	0	2	0	0	0	0	0
18:00	**172**	7	154	10	0	1	0	0	0	0	0	0	0	0
19:00	**143**	4	128	8	1	1	0	0	1	0	0	0	0	0
20:00	**65**	9	51	2	0	1	1	0	1	0	0	0	0	0
21:00	**57**	2	53	1	1	0	0	0	0	0	0	0	0	0
22:00	**62**	3	57	1	0	1	0	0	0	0	0	0	0	0
23:00	**29**	0	27	1	0	1	0	0	0	0	0	0	0	0
12H,7-19	**2607**	**49**	**2330**	**184**	**5**	**24**	**7**	**1**	**7**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**2935**	**64**	**2616**	**203**	**7**	**27**	**8**	**1**	**9**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**3026**	**67**	**2700**	**205**	**7**	**29**	**8**	**1**	**9**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**3062**	**69**	**2730**	**209**	**7**	**29**	**8**	**1**	**9**	**0**	**0**	**0**	**0**	**0**

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13537			CROXLEY GREEN			Site No: 13537007			Location	Site 7 - Baldwins Lane, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 26-Jun-24														
00:00	**17**	0	15	2	0	0	0	0	0	0	0	0	0	0
01:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
02:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
03:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
04:00	**8**	0	6	2	0	0	0	0	0	0	0	0	0	0
05:00	**15**	1	11	3	0	0	0	0	0	0	0	0	0	0
06:00	**47**	1	34	10	0	2	0	0	0	0	0	0	0	0
07:00	**234**	2	213	17	0	2	0	0	0	0	0	0	0	0
08:00	**492**	2	451	32	0	2	1	0	4	0	0	0	0	0
09:00	**283**	7	251	22	0	2	0	0	1	0	0	0	0	0
10:00	**168**	3	150	12	0	3	0	0	0	0	0	0	0	0
11:00	**146**	5	128	12	0	1	0	0	0	0	0	0	0	0
12:00	**163**	7	140	13	0	2	0	0	1	0	0	0	0	0
13:00	**146**	2	124	16	1	2	0	0	1	0	0	0	0	0
14:00	**178**	3	159	10	0	4	0	0	2	0	0	0	0	0
15:00	**204**	1	185	16	0	1	1	0	0	0	0	0	0	0
16:00	**218**	3	196	15	0	3	0	0	1	0	0	0	0	0
17:00	**222**	3	200	15	0	3	1	0	0	0	0	0	0	0
18:00	**192**	8	172	8	0	2	1	0	1	0	0	0	0	0
19:00	**141**	11	118	12	0	0	0	0	0	0	0	0	0	0
20:00	**108**	3	98	6	0	0	0	0	1	0	0	0	0	0
21:00	**88**	5	80	2	0	1	0	0	0	0	0	0	0	0
22:00	**41**	2	37	1	0	1	0	0	0	0	0	0	0	0
23:00	**32**	2	27	2	0	1	0	0	0	0	0	0	0	0
12H,7-19	**2646**	**46**	**2369**	**188**	**1**	**27**	**4**	**0**	**11**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**3030**	**66**	**2699**	**218**	**1**	**30**	**4**	**0**	**12**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**3103**	**70**	**2763**	**221**	**1**	**32**	**4**	**0**	**12**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**3152**	**71**	**2803**	**229**	**1**	**32**	**4**	**0**	**12**	**0**	**0**	**0**	**0**	**0**

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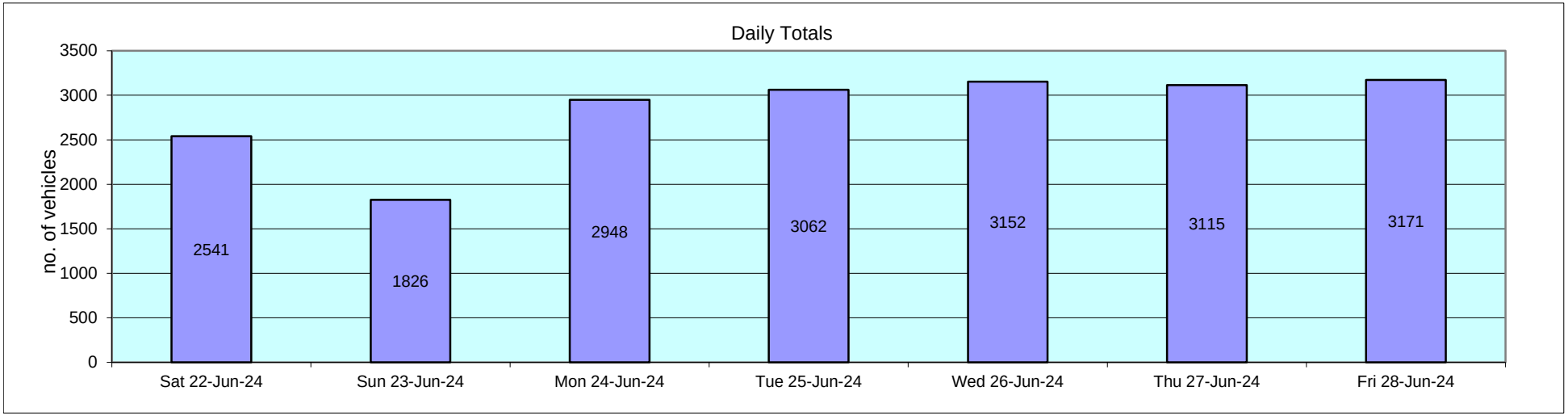
13537		CROXLEY GREEN				Site No: 13537007			Location	Site 7 - Baldwins Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 27-Jun-24															
00:00	**9**	2	6	1	0	0	0	0	0	0	0	0	0	0
01:00	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
04:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
05:00	**8**	0	6	2	0	0	0	0	0	0	0	0	0	0
06:00	**55**	1	43	8	1	2	0	0	0	0	0	0	0	0
07:00	**223**	0	204	15	1	2	1	0	0	0	0	0	0	0
08:00	**411**	3	386	20	0	0	1	0	0	0	1	0	0	0
09:00	**261**	5	242	12	0	2	0	0	0	0	0	0	0	0
10:00	**190**	3	170	12	2	1	1	0	1	0	0	0	0	0
11:00	**156**	4	141	9	0	1	0	0	1	0	0	0	0	0
12:00	**174**	6	160	7	0	0	0	0	1	0	0	0	0	0
13:00	**172**	4	153	11	1	2	0	0	0	1	0	0	0	0
14:00	**159**	4	139	14	1	1	0	0	0	0	0	0	0	0
15:00	**190**	3	165	20	0	2	0	0	0	0	0	0	0	0
16:00	**256**	3	233	12	1	1	1	1	4	0	0	0	0	0
17:00	**265**	11	231	19	0	1	1	0	2	0	0	0	0	0
18:00	**175**	4	158	11	1	1	0	0	0	0	0	0	0	0
19:00	**154**	10	135	7	0	1	0	0	1	0	0	0	0	0
20:00	**101**	7	92	1	1	0	0	0	0	0	0	0	0	0
21:00	**66**	5	60	1	0	0	0	0	0	0	0	0	0	0
22:00	**46**	1	44	0	0	1	0	0	0	0	0	0	0	0
23:00	**28**	2	26	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2632**	**50**	**2382**	**162**	**7**	**14**	**5**	**1**	**9**	**1**	**1**	**0**	**0**	**0**
16H,6-22	**3008**	**73**	**2712**	**179**	**9**	**17**	**5**	**1**	**10**	**1**	**1**	**0**	**0**	**0**
18H,6-24	**3082**	**76**	**2782**	**179**	**9**	**18**	**5**	**1**	**10**	**1**	**1**	**0**	**0**	**0**
24H,0-24	**3115**	**78**	**2808**	**184**	**9**	**18**	**5**	**1**	**10**	**1**	**1**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537007			Location	Site 7 - Baldwins Lane, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 28-Jun-24														
00:00	**20**	0	19	1	0	0	0	0	0	0	0	0	0	0
01:00	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
02:00	**9**	1	6	2	0	0	0	0	0	0	0	0	0	0
03:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
04:00	**3**	0	1	2	0	0	0	0	0	0	0	0	0	0
05:00	**16**	2	11	3	0	0	0	0	0	0	0	0	0	0
06:00	**47**	0	41	4	0	2	0	0	0	0	0	0	0	0
07:00	**168**	4	144	19	0	1	0	0	0	0	0	0	0	0
08:00	**398**	4	366	24	0	1	0	0	3	0	0	0	0	0
09:00	**224**	4	202	15	0	2	0	0	1	0	0	0	0	0
10:00	**176**	2	159	14	0	1	0	0	0	0	0	0	0	0
11:00	**157**	4	126	24	0	2	0	0	1	0	0	0	0	0
12:00	**187**	5	167	12	1	0	0	0	2	0	0	0	0	0
13:00	**205**	5	174	21	0	2	0	0	3	0	0	0	0	0
14:00	**162**	4	139	17	1	1	0	0	0	0	0	0	0	0
15:00	**240**	4	215	21	0	0	0	0	0	0	0	0	0	0
16:00	**280**	8	260	8	0	3	0	0	1	0	0	0	0	0
17:00	**230**	10	204	14	0	2	0	0	0	0	0	0	0	0
18:00	**204**	6	180	17	0	1	0	0	0	0	0	0	0	0
19:00	**177**	7	162	7	0	1	0	0	0	0	0	0	0	0
20:00	**107**	7	96	4	0	0	0	0	0	0	0	0	0	0
21:00	**69**	4	62	2	0	1	0	0	0	0	0	0	0	0
22:00	**42**	1	38	1	0	1	0	0	1	0	0	0	0	0
23:00	**39**	2	37	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2631**	**60**	**2336**	**206**	**2**	**16**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**3031**	**78**	**2697**	**223**	**2**	**20**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**3112**	**81**	**2772**	**224**	**2**	**21**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**3171**	**84**	**2820**	**232**	**2**	**21**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN				Site No: 13537007			Location	Site 7 - Baldwins Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals															
Sat 22-Jun-24	**2541**	67	2344	94	10	13	4	0	9	0	0	0	0	0
Sun 23-Jun-24	**1826**	84	1673	51	4	9	2	0	3	0	0	0	0	0
Mon 24-Jun-24	**2948**	60	2658	188	4	21	12	1	4	0	0	0	0	0
Tue 25-Jun-24	**3062**	69	2730	209	7	29	8	1	9	0	0	0	0	0
Wed 26-Jun-24	**3152**	71	2803	229	1	32	4	0	12	0	0	0	0	0
Thu 27-Jun-24	**3115**	78	2808	184	9	18	5	1	10	1	1	0	0	0
Fri 28-Jun-24	**3171**	84	2820	232	2	21	0	0	12	0	0	0	0	0
Total Vehicles															
[--]	**19815**	513	17836	1187	37	143	35	3	59	1	1	0	0	0



Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537007			Location	Site 7 - Baldwins Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Eastbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 22-Jun-24																
00:00	**23**	30	25.7	4.9	0	0	1	2	8	10	2	0	0	0	0	0
01:00	**11**	30.3	27.1	7.2	0	0	0	2	3	4	1	0	1	0	0	0
02:00	**6**	-	21	7	0	1	0	1	3	1	0	0	0	0	0	0
03:00	**2**	-	23.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
04:00	**5**	-	26.5	6.8	0	0	0	1	2	0	2	0	0	0	0	0
05:00	**6**	-	25.2	7.6	0	0	1	1	0	3	1	0	0	0	0	0
06:00	**15**	34.1	28.5	6.7	0	0	0	1	5	5	2	1	1	0	0	0
07:00	**45**	30.8	27.6	4.1	0	0	0	2	11	26	5	1	0	0	0	0
08:00	**127**	30.7	26	5.7	1	0	4	14	40	52	13	2	1	0	0	0
09:00	**141**	30.3	26.6	3.8	0	0	1	4	55	69	12	0	0	0	0	0
10:00	**192**	29.9	25.4	4.7	0	2	2	19	82	74	11	2	0	0	0	0
11:00	**240**	30.3	26.3	4	0	0	1	11	102	105	19	2	0	0	0	0
12:00	**230**	30	25.7	4.1	0	0	0	18	111	83	17	1	0	0	0	0
13:00	**194**	29.9	26.2	3.7	0	0	1	9	77	99	8	0	0	0	0	0
14:00	**182**	30.4	26	5.2	0	1	1	19	73	68	16	3	0	0	1	0
15:00	**184**	30.1	26.1	4.3	0	0	0	10	89	70	9	6	0	0	0	0
16:00	**194**	29.8	25.5	4.4	0	1	3	18	77	85	10	0	0	0	0	0
17:00	**237**	29.9	25.6	4.5	0	1	2	20	106	92	13	2	1	0	0	0
18:00	**132**	30.2	26.2	4.7	0	0	1	11	52	57	8	1	2	0	0	0
19:00	**112**	32.8	27.5	5.7	0	0	0	9	36	42	22	2	0	0	0	1
20:00	**85**	32.3	27.5	5.4	0	1	1	1	29	36	15	1	0	1	0	0
21:00	**82**	30.4	26.1	5.1	0	0	1	7	35	30	6	2	1	0	0	0
22:00	**54**	30.5	26.2	5.7	0	0	3	4	17	24	3	3	0	0	0	0
23:00	**42**	30.4	26.7	5	0	0	0	5	11	22	3	0	1	0	0	0
12H,7-19	**2098**	**30.2**	**26**	**4.5**	**1**	**5**	**16**	**155**	**875**	**880**	**141**	**20**	**4**	**0**	**1**	**0**
16H,6-22	**2392**	**30.3**	**26.1**	**4.6**	**1**	**6**	**18**	**173**	**980**	**993**	**186**	**26**	**6**	**1**	**1**	**1**
18H,6-24	**2488**	**30.3**	**26.1**	**4.6**	**1**	**6**	**21**	**182**	**1008**	**1039**	**192**	**29**	**7**	**1**	**1**	**1**
24H,0-24	**2541**	**30.3**	**26.1**	**4.7**	**1**	**7**	**23**	**190**	**1024**	**1058**	**198**	**29**	**8**	**1**	**1**	**1**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537007			Location	Site 7 - Baldwins Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Eastbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 23-Jun-24																
00:00	**28**	33.3	27.6	5.5	0	0	0	2	10	9	5	2	0	0	0	0
01:00	**9**	-	25.7	3.9	0	0	0	1	3	5	0	0	0	0	0	0
02:00	**10**	31	26	5	0	0	0	1	5	2	2	0	0	0	0	0
03:00	**6**	-	25.2	4.3	0	0	0	1	2	3	0	0	0	0	0	0
04:00	**1**	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
05:00	**5**	-	24.5	5.6	0	0	0	1	3	0	1	0	0	0	0	0
06:00	**9**	-	31.3	6.8	0	0	0	1	0	4	1	3	0	0	0	0
07:00	**29**	35	28.7	6.8	0	0	0	4	7	6	9	2	1	0	0	0
08:00	**50**	33.5	28.2	5.1	0	0	0	5	9	21	14	1	0	0	0	0
09:00	**96**	31	27.3	4.9	0	0	1	8	23	49	12	3	0	0	0	0
10:00	**155**	30.9	26.1	5.2	0	1	5	11	56	60	21	1	0	0	0	0
11:00	**160**	30.7	26.5	5.3	0	1	6	5	61	66	15	5	1	0	0	0
12:00	**187**	30.4	25.7	5.3	0	1	6	19	68	74	14	5	0	0	0	0
13:00	**166**	30.6	26.7	4.3	0	0	2	7	60	77	19	1	0	0	0	0
14:00	**127**	30.7	26.7	4.6	0	0	1	7	48	55	12	4	0	0	0	0
15:00	**143**	30.9	27.5	4.6	0	0	0	9	37	77	14	5	1	0	0	0
16:00	**135**	30.7	26.9	4.6	0	0	2	6	47	63	13	4	0	0	0	0
17:00	**96**	30.7	26.8	5.2	0	0	1	10	28	45	6	6	0	0	0	0
18:00	**123**	30.6	26.8	4.7	0	0	3	6	39	61	12	1	1	0	0	0
19:00	**111**	30.6	26.8	5.6	0	2	1	7	31	57	10	2	0	0	1	0
20:00	**75**	30.9	26	5.5	0	2	2	3	28	29	11	0	0	0	0	0
21:00	**57**	30.6	26.7	5.1	0	0	1	3	21	25	5	1	1	0	0	0
22:00	**29**	30.6	26.3	4.8	0	0	0	4	9	12	4	0	0	0	0	0
23:00	**19**	30.1	27.2	4.6	0	0	0	0	9	7	2	1	0	0	0	0
12H,7-19	**1467**	**30.9**	**26.7**	**5**	**0**	**3**	**27**	**97**	**483**	**654**	**161**	**38**	**4**	**0**	**0**	**0**
16H,6-22	**1719**	**30.9**	**26.7**	**5.1**	**0**	**7**	**31**	**111**	**563**	**769**	**188**	**44**	**5**	**0**	**1**	**0**
18H,6-24	**1767**	**30.9**	**26.7**	**5**	**0**	**7**	**31**	**115**	**581**	**788**	**194**	**45**	**5**	**0**	**1**	**0**
24H,0-24	**1826**	**30.9**	**26.7**	**5**	**0**	**7**	**31**	**122**	**604**	**807**	**202**	**47**	**5**	**0**	**1**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537007			Location	Site 7 - Baldwins Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Eastbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 24-Jun-24																
00:00	3	-	25.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
01:00	2	-	28.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0
02:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	3	-	26.8	3.1	0	0	0	0	1	2	0	0	0	0	0	0
04:00	4	-	32.3	7.6	0	0	0	0	1	1	0	2	0	0	0	0
05:00	16	34.1	29.4	6.5	0	0	1	0	2	7	5	0	1	0	0	0
06:00	43	33.7	27.9	6.1	0	1	1	2	9	16	13	1	0	0	0	0
07:00	241	32.4	28	4.2	0	0	0	6	64	123	42	6	0	0	0	0
08:00	397	29.4	24.4	4.8	0	2	16	55	176	129	19	0	0	0	0	0
09:00	239	30.3	25.2	5.7	0	0	18	31	72	94	21	2	1	0	0	0
10:00	147	29.5	24.4	4.9	0	1	4	25	64	44	8	1	0	0	0	0
11:00	168	30.3	25.3	5	0	1	7	11	79	52	17	1	0	0	0	0
12:00	183	30.4	26.2	4.8	0	0	5	15	61	84	16	2	0	0	0	0
13:00	152	30.4	26.7	4.2	0	0	2	8	49	79	13	1	0	0	0	0
14:00	162	30.6	26.2	4.6	0	0	2	13	62	66	17	2	0	0	0	0
15:00	184	30.9	26.7	5	0	3	2	7	65	80	25	2	0	0	0	0
16:00	229	30.1	26	4.3	0	0	2	22	81	109	13	2	0	0	0	0
17:00	208	30.9	27.3	4.7	0	0	2	8	67	101	22	6	2	0	0	0
18:00	187	30.9	26.7	4.9	0	0	2	14	66	78	24	2	0	1	0	0
19:00	168	30.9	26.7	4.8	0	0	3	10	60	71	21	2	1	0	0	0
20:00	96	32	27.7	5.4	0	0	1	6	26	46	11	4	2	0	0	0
21:00	72	31.7	26.2	5.1	0	0	3	3	31	22	13	0	0	0	0	0
22:00	31	32.9	27.5	5.7	0	0	1	2	8	13	5	2	0	0	0	0
23:00	12	29.7	25.6	5.2	0	0	1	0	5	5	1	0	0	0	0	0
12H,7-19	2497	30.5	26	4.9	0	7	62	215	906	1039	237	27	3	1	0	0
16H,6-22	2876	30.6	26.1	5	0	8	70	236	1032	1194	295	34	6	1	0	0
18H,6-24	2919	30.6	26.1	5	0	8	72	238	1045	1212	301	36	6	1	0	0
24H,0-24	2948	30.6	26.2	5	0	8	73	238	1051	1226	306	38	7	1	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537007				Location	Site 7 - Baldwins Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 25-Jun-24																
00:00	11	29.5	25.8	4.3	0	0	0	2	2	7	0	0	0	0	0	0
01:00	3	-	30.2	3.1	0	0	0	0	0	2	1	0	0	0	0	0
02:00	3	-	21.8	5.9	0	0	0	2	0	1	0	0	0	0	0	0
03:00	2	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
04:00	3	-	28.5	5	0	0	0	0	1	1	1	0	0	0	0	0
05:00	14	34.5	29.2	7.1	0	0	1	0	2	7	2	1	1	0	0	0
06:00	63	34.7	28.7	6.4	0	1	1	4	12	21	19	4	1	0	0	0
07:00	257	32.1	27.9	5	0	0	0	10	71	127	44	3	0	0	0	2
08:00	511	29.2	23.1	6.1	1	18	45	90	191	139	24	1	2	0	0	0
09:00	276	30.7	26.5	5	0	0	2	29	90	120	27	6	2	0	0	0
10:00	150	30.7	26.5	4.7	0	0	4	6	58	63	16	3	0	0	0	0
11:00	161	31.6	26.3	5.2	0	0	8	6	64	55	27	1	0	0	0	0
12:00	158	31.8	27.3	4.6	0	0	1	5	57	67	23	5	0	0	0	0
13:00	145	30.4	26.3	4.6	0	0	0	18	46	67	11	3	0	0	0	0
14:00	136	30.8	26.9	4.9	0	0	1	11	42	64	15	2	0	1	0	0
15:00	212	29.8	24.8	5.4	0	5	10	17	88	78	12	2	0	0	0	0
16:00	220	30.7	26.1	5	0	0	7	17	82	86	24	4	0	0	0	0
17:00	209	32	27.1	4.7	0	0	0	15	70	85	37	1	1	0	0	0
18:00	172	30.9	27.7	5.4	0	1	4	4	43	95	17	5	1	2	0	0
19:00	143	32.4	27	6	0	3	6	1	47	58	21	6	1	0	0	0
20:00	65	30.8	26.3	5.1	0	0	1	6	25	23	8	2	0	0	0	0
21:00	57	29.8	25.3	4.8	0	0	2	4	29	17	4	1	0	0	0	0
22:00	62	31.2	27	5.5	0	1	0	1	27	23	6	3	1	0	0	0
23:00	29	31.3	26.9	5.9	0	0	1	3	7	13	3	2	0	0	0	0
12H,7-19	2607	30.7	26	5.5	1	24	82	228	902	1046	277	36	6	3	0	2
16H,6-22	2935	30.8	26.1	5.5	1	28	92	243	1015	1165	329	49	8	3	0	2
18H,6-24	3026	30.8	26.1	5.5	1	29	93	247	1049	1201	338	54	9	3	0	2
24H,0-24	3062	30.8	26.1	5.5	1	29	94	251	1055	1220	342	55	10	3	0	2

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537007			Location	Site 7 - Baldwins Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Eastbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 26-Jun-24																
00:00	17	35.9	27.9	9.1	0	0	0	3	6	4	1	2	0	0	1	0
01:00	2	-	28.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0
02:00	3	-	36.8	18.9	0	0	0	0	1	1	0	0	0	0	0	1
03:00	4	-	26	9.6	0	0	0	2	0	1	0	1	0	0	0	0
04:00	8	-	31	7.2	0	0	0	0	2	3	1	1	1	0	0	0
05:00	15	34.8	29.5	6.2	0	0	1	0	1	8	3	2	0	0	0	0
06:00	47	35.5	29.4	6.1	0	1	0	1	7	25	6	6	1	0	0	0
07:00	234	33.1	28	5	0	0	5	9	55	110	47	8	0	0	0	0
08:00	492	29.3	23.2	6	0	17	38	102	165	146	22	2	0	0	0	0
09:00	283	30.3	26.1	4.4	0	0	4	12	131	108	25	2	1	0	0	0
10:00	168	31.1	26.8	4.9	0	0	2	11	60	69	21	5	0	0	0	0
11:00	146	30.6	26.1	5	0	0	5	11	52	60	16	2	0	0	0	0
12:00	163	31	26.8	4.9	0	0	2	10	59	67	23	1	0	1	0	0
13:00	146	30.5	26.4	4.5	0	0	0	13	53	64	13	3	0	0	0	0
14:00	178	30.4	26.4	4.2	0	0	2	11	62	86	17	0	0	0	0	0
15:00	204	29.9	25.6	4.7	0	0	5	14	98	71	12	3	1	0	0	0
16:00	218	31	27.1	5.3	0	0	5	13	64	103	25	5	2	1	0	0
17:00	222	33.7	28.7	5	0	0	1	9	45	110	43	12	1	1	0	0
18:00	192	32	27.1	5.7	0	3	5	6	56	87	30	4	0	0	1	0
19:00	141	30.9	26.6	5.2	0	0	6	9	42	63	18	3	0	0	0	0
20:00	108	31.1	26.6	5.4	0	0	4	10	30	47	14	3	0	0	0	0
21:00	88	30.2	26.2	5.5	0	0	1	9	34	36	6	0	0	2	0	0
22:00	41	33.8	27.3	6	0	0	0	5	14	12	6	4	0	0	0	0
23:00	32	29.9	26.5	3.4	0	0	0	0	15	15	2	0	0	0	0	0
12H,7-19	2646	30.8	26.2	5.3	0	20	74	221	900	1081	294	47	5	3	1	0
16H,6-22	3030	30.8	26.3	5.4	0	21	85	250	1013	1252	338	59	6	5	1	0
18H,6-24	3103	30.8	26.3	5.4	0	21	85	255	1042	1279	346	63	6	5	1	0
24H,0-24	3152	30.9	26.3	5.4	0	21	86	260	1052	1298	351	69	7	5	2	1

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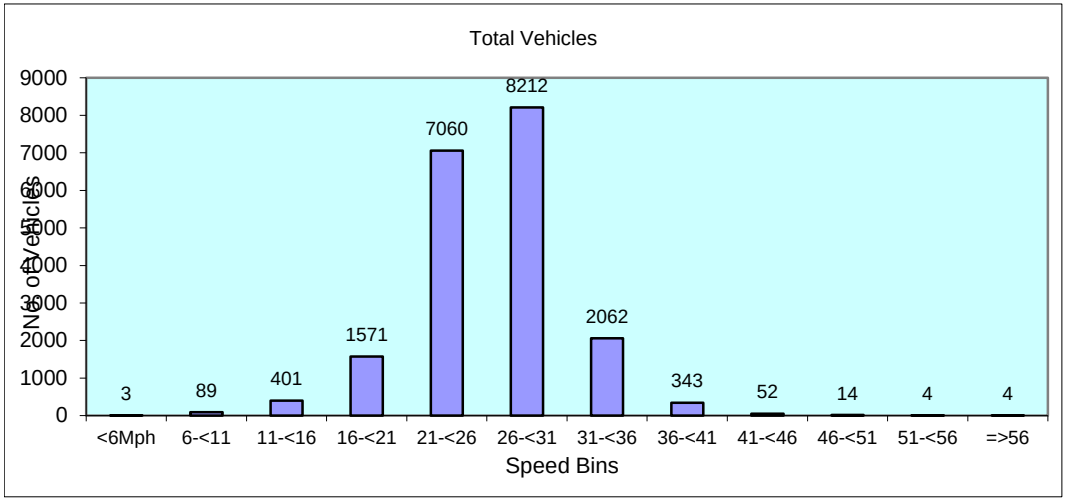
13537			CROXLEY GREEN				Site No: 13537007				Location	Site 7 - Baldwins Lane, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Eastbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 27-Jun-24																
00:00	**9**	-	31.8	8	0	0	0	1	1	2	2	2	1	0	0	0
01:00	**10**	31	28.5	4.9	0	0	0	0	3	5	1	1	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**3**	-	30.2	3.1	0	0	0	0	0	2	1	0	0	0	0	0
04:00	**3**	-	33.5	8.8	0	0	0	0	1	0	0	2	0	0	0	0
05:00	**8**	-	30.4	5.5	0	0	0	0	2	2	3	1	0	0	0	0
06:00	**55**	34	28.3	6	0	0	1	6	8	24	12	3	1	0	0	0
07:00	**223**	31.9	27	5.2	0	2	7	9	66	98	38	3	0	0	0	0
08:00	**411**	29.6	24.9	4.9	0	3	14	48	171	156	14	5	0	0	0	0
09:00	**261**	30.4	25.8	5.1	0	2	7	27	86	113	23	3	0	0	0	0
10:00	**190**	30.4	25.9	4.9	0	1	3	18	71	78	15	4	0	0	0	0
11:00	**156**	30.5	25.5	5.4	0	1	9	9	64	55	17	0	1	0	0	0
12:00	**174**	30.7	26.9	4.7	0	0	0	10	67	75	15	6	1	0	0	0
13:00	**172**	30.8	25.4	5.5	0	2	5	20	71	50	21	3	0	0	0	0
14:00	**159**	31.8	27.4	5.3	0	0	5	9	38	79	22	4	2	0	0	0
15:00	**190**	30.2	25.9	4.4	0	0	1	19	74	80	15	1	0	0	0	0
16:00	**256**	32.1	27.6	4.5	0	0	0	15	68	125	43	5	0	0	0	0
17:00	**265**	31.1	27.5	4.1	0	0	0	11	74	139	38	3	0	0	0	0
18:00	**175**	31.5	27.5	4.8	0	0	3	5	54	84	22	6	1	0	0	0
19:00	**154**	31.4	27.5	5.3	1	0	1	9	38	80	20	3	1	1	0	0
20:00	**101**	31.7	28.2	3.8	0	0	0	4	17	62	18	0	0	0	0	0
21:00	**66**	30.6	26.9	4	0	0	0	1	28	29	7	1	0	0	0	0
22:00	**46**	30.4	26.5	4.4	0	0	0	3	18	20	4	1	0	0	0	0
23:00	**28**	31.5	27.6	6.5	0	0	1	1	9	12	3	1	0	1	0	0
12H,7-19	**2632**	**30.7**	**26.4**	**5**	**0**	**11**	**54**	**200**	**904**	**1132**	**283**	**43**	**5**	**0**	**0**	**0**
16H,6-22	**3008**	**30.8**	**26.5**	**5**	**1**	**11**	**56**	**220**	**995**	**1327**	**340**	**50**	**7**	**1**	**0**	**0**
18H,6-24	**3082**	**30.8**	**26.5**	**5**	**1**	**11**	**57**	**224**	**1022**	**1359**	**347**	**52**	**7**	**2**	**0**	**0**
24H,0-24	**3115**	**30.8**	**26.6**	**5**	**1**	**11**	**57**	**225**	**1029**	**1370**	**354**	**58**	**8**	**2**	**0**	**0**

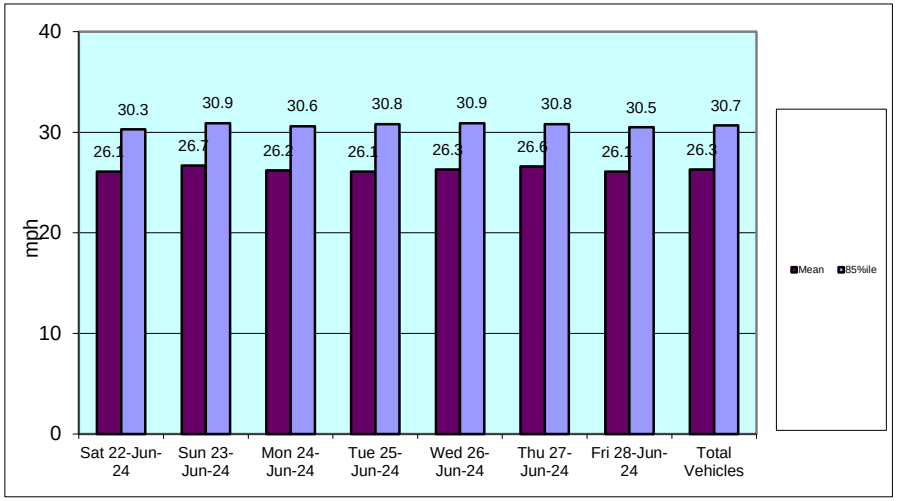
Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537007			Location	Site 7 - Baldwins Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Eastbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 28-Jun-24																
00:00	**20**	32.9	28	4.8	0	0	0	0	8	7	4	1	0	0	0	0
01:00	**9**	-	23.5	5.2	0	0	0	4	1	4	0	0	0	0	0	0
02:00	**9**	-	25.7	5.2	0	0	0	2	2	4	1	0	0	0	0	0
03:00	**2**	-	23.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
04:00	**3**	-	35.2	3.1	0	0	0	0	0	0	2	1	0	0	0	0
05:00	**16**	34.6	29.1	6.7	0	0	1	1	2	4	7	1	0	0	0	0
06:00	**47**	34.1	28.9	5.2	0	0	1	2	8	18	17	1	0	0	0	0
07:00	**168**	33.8	28.5	4.9	0	0	2	6	39	69	47	5	0	0	0	0
08:00	**398**	29.6	24.9	4.5	0	0	5	54	192	122	20	4	1	0	0	0
09:00	**224**	29.5	25	4.5	0	0	0	34	105	72	10	2	1	0	0	0
10:00	**176**	30.5	26.3	4.9	0	0	1	18	64	73	16	3	0	1	0	0
11:00	**157**	30.1	25.7	4.9	0	1	4	10	68	61	11	1	1	0	0	0
12:00	**187**	30.4	26.3	4.8	0	0	3	14	69	82	16	2	0	1	0	0
13:00	**205**	30	25.2	4.8	0	0	4	30	83	71	16	1	0	0	0	0
14:00	**162**	30.9	26.5	5.3	0	1	3	13	54	67	20	3	1	0	0	0
15:00	**240**	29.7	25.2	4.2	0	0	1	25	123	74	16	1	0	0	0	0
16:00	**280**	30.5	26.2	4.7	0	0	3	19	120	105	27	5	1	0	0	0
17:00	**230**	30.5	27	4.3	0	0	3	6	78	119	18	6	0	0	0	0
18:00	**204**	30.5	26.2	5.1	0	3	4	12	72	92	17	4	0	0	0	0
19:00	**177**	30.9	27.2	4.6	0	0	0	8	62	82	20	3	2	0	0	0
20:00	**107**	30.7	26.4	5.2	0	1	1	13	28	51	11	2	0	0	0	0
21:00	**69**	30.4	25.9	4.7	0	0	1	6	30	24	7	1	0	0	0	0
22:00	**42**	30	26.1	4	0	0	0	3	17	19	3	0	0	0	0	0
23:00	**39**	29.6	25.3	4.1	0	0	0	4	20	12	3	0	0	0	0	0
12H,7-19	**2631**	**30.4**	**26**	**4.8**	**0**	**5**	**33**	**241**	**1067**	**1007**	**234**	**37**	**5**	**2**	**0**	**0**
16H,6-22	**3031**	**30.5**	**26.1**	**4.8**	**0**	**6**	**36**	**270**	**1195**	**1182**	**289**	**44**	**7**	**2**	**0**	**0**
18H,6-24	**3112**	**30.5**	**26.1**	**4.8**	**0**	**6**	**36**	**277**	**1232**	**1213**	**295**	**44**	**7**	**2**	**0**	**0**
24H,0-24	**3171**	**30.5**	**26.1**	**4.8**	**0**	**6**	**37**	**285**	**1245**	**1233**	**309**	**47**	**7**	**2**	**0**	**0**

Data produced by
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13537			CROXLEY GREEN				Site No: 13537007			Location	Site 7 - Baldwins Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Eastbound									
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
Daily Totals																
Sat 22-Jun-24	**2541**	30.3	26.1	4.7	1	7	23	190	1024	1058	198	29	8	1	1	1
Sun 23-Jun-24	**1826**	30.9	26.7	5	0	7	31	122	604	807	202	47	5	0	1	0
Mon 24-Jun-24	**2948**	30.6	26.2	5	0	8	73	238	1051	1226	306	38	7	1	0	0
Tue 25-Jun-24	**3062**	30.8	26.1	5.5	1	29	94	251	1055	1220	342	55	10	3	0	2
Wed 26-Jun-24	**3152**	30.9	26.3	5.4	0	21	86	260	1052	1298	351	69	7	5	2	1
Thu 27-Jun-24	**3115**	30.8	26.6	5	1	11	57	225	1029	1370	354	58	8	2	0	0
Fri 28-Jun-24	**3171**	30.5	26.1	4.8	0	6	37	285	1245	1233	309	47	7	2	0	0
Total Vehicles																
[--]	**19815**	30.7	26.3	5.1	3	89	401	1571	7060	8212	2062	343	52	14	4	4





Data produced by
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13537		CROXLEY GREEN				Site No: 13537007			Location	Site 7 - Baldwins Lane, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 22-Jun-24														
00:00	**27**	2	25	0	0	0	0	0	0	0	0	0	0	0
01:00	**17**	0	16	1	0	0	0	0	0	0	0	0	0	0
02:00	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
03:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
06:00	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
07:00	**57**	2	44	9	0	2	0	0	0	0	0	0	0	0
08:00	**93**	5	80	4	1	2	0	0	0	1	0	0	0	0
09:00	**189**	1	176	10	1	0	0	0	1	0	0	0	0	0
10:00	**212**	0	189	16	3	1	1	0	2	0	0	0	0	0
11:00	**206**	6	184	13	1	1	1	0	0	0	0	0	0	0
12:00	**298**	9	271	17	0	0	0	1	0	0	0	0	0	0
13:00	**295**	8	267	18	2	0	0	0	0	0	0	0	0	0
14:00	**285**	8	265	6	2	2	0	0	2	0	0	0	0	0
15:00	**183**	0	172	9	1	1	0	0	0	0	0	0	0	0
16:00	**161**	5	152	4	0	0	0	0	0	0	0	0	0	0
17:00	**149**	3	135	8	3	0	0	0	0	0	0	0	0	0
18:00	**138**	5	128	4	1	0	0	0	0	0	0	0	0	0
19:00	**118**	7	104	6	0	0	0	0	1	0	0	0	0	0
20:00	**97**	2	92	2	1	0	0	0	0	0	0	0	0	0
21:00	**57**	4	51	1	1	0	0	0	0	0	0	0	0	0
22:00	**56**	4	51	0	1	0	0	0	0	0	0	0	0	0
23:00	**30**	2	26	1	0	1	0	0	0	0	0	0	0	0
12H,7-19	**2266**	**52**	**2063**	**118**	**15**	**9**	**2**	**1**	**5**	**1**	**0**	**0**	**0**	**0**
16H,6-22	**2549**	**65**	**2320**	**128**	**17**	**9**	**2**	**1**	**6**	**1**	**0**	**0**	**0**	**0**
18H,6-24	**2635**	**71**	**2397**	**129**	**18**	**10**	**2**	**1**	**6**	**1**	**0**	**0**	**0**	**0**
24H,0-24	**2696**	**73**	**2454**	**131**	**18**	**10**	**2**	**1**	**6**	**1**	**0**	**0**	**0**	**0**

Data produced by
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13537		CROXLEY GREEN				Site No: 13537007			Location	Site 7 - Baldwins Lane, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 23-Jun-24														
00:00	**34**	0	34	0	0	0	0	0	0	0	0	0	0	0
01:00	**12**	1	11	0	0	0	0	0	0	0	0	0	0	0
02:00	**11**	1	9	1	0	0	0	0	0	0	0	0	0	0
03:00	**14**	0	14	0	0	0	0	0	0	0	0	0	0	0
04:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
05:00	**5**	0	3	2	0	0	0	0	0	0	0	0	0	0
06:00	**14**	3	9	2	0	0	0	0	0	0	0	0	0	0
07:00	**29**	4	21	4	0	0	0	0	0	0	0	0	0	0
08:00	**60**	5	46	7	1	1	0	0	0	0	0	0	0	0
09:00	**105**	8	94	2	0	1	0	0	0	0	0	0	0	0
10:00	**150**	0	145	3	1	0	0	0	1	0	0	0	0	0
11:00	**169**	9	153	6	0	0	1	0	0	0	0	0	0	0
12:00	**182**	6	167	5	0	2	0	0	1	0	0	1	0	0
13:00	**182**	9	169	3	0	1	0	0	0	0	0	0	0	0
14:00	**190**	4	183	3	0	0	0	0	0	0	0	0	0	0
15:00	**131**	5	119	5	0	2	0	0	0	0	0	0	0	0
16:00	**128**	4	119	4	0	0	1	0	0	0	0	0	0	0
17:00	**121**	4	112	4	0	1	0	0	0	0	0	0	0	0
18:00	**114**	8	104	1	1	0	0	0	0	0	0	0	0	0
19:00	**83**	5	74	1	0	1	0	0	2	0	0	0	0	0
20:00	**77**	6	70	1	0	0	0	0	0	0	0	0	0	0
21:00	**46**	2	41	2	1	0	0	0	0	0	0	0	0	0
22:00	**28**	7	20	0	1	0	0	0	0	0	0	0	0	0
23:00	**26**	0	25	0	1	0	0	0	0	0	0	0	0	0
12H,7-19	**1561**	**66**	**1432**	**47**	**3**	**8**	**2**	**0**	**2**	**0**	**0**	**1**	**0**	**0**
16H,6-22	**1781**	**82**	**1626**	**53**	**4**	**9**	**2**	**0**	**4**	**0**	**0**	**1**	**0**	**0**
18H,6-24	**1835**	**89**	**1671**	**53**	**6**	**9**	**2**	**0**	**4**	**0**	**0**	**1**	**0**	**0**
24H,0-24	**1915**	**91**	**1746**	**56**	**6**	**9**	**2**	**0**	**4**	**0**	**0**	**1**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537007			Location	Site 7 - Baldwins Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 24-Jun-24															
00:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
01:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
02:00	**2**	1	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
05:00	**11**	0	8	1	1	0	1	0	0	0	0	0	0	0
06:00	**34**	1	27	4	1	1	0	0	0	0	0	0	0	0
07:00	**175**	2	147	22	1	2	0	0	1	0	0	0	0	0
08:00	**263**	1	244	16	0	2	0	0	0	0	0	0	0	0
09:00	**148**	1	131	13	1	2	0	0	0	0	0	0	0	0
10:00	**133**	0	116	14	2	1	0	0	0	0	0	0	0	0
11:00	**155**	2	137	13	0	3	0	0	0	0	0	0	0	0
12:00	**170**	4	146	18	0	2	0	0	0	0	0	0	0	0
13:00	**171**	2	152	15	2	0	0	0	0	0	0	0	0	0
14:00	**185**	5	161	16	2	0	1	0	0	0	0	0	0	0
15:00	**345**	1	317	21	0	5	0	0	1	0	0	0	0	0
16:00	**266**	1	243	19	2	1	0	0	0	0	0	0	0	0
17:00	**424**	3	403	13	2	1	1	0	1	0	0	0	0	0
18:00	**268**	3	256	7	1	1	0	0	0	0	0	0	0	0
19:00	**172**	2	161	7	0	2	0	0	0	0	0	0	0	0
20:00	**95**	7	84	4	0	0	0	0	0	0	0	0	0	0
21:00	**64**	5	57	1	0	1	0	0	0	0	0	0	0	0
22:00	**42**	3	35	3	0	1	0	0	0	0	0	0	0	0
23:00	**18**	0	14	4	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2703**	**25**	**2453**	**187**	**13**	**20**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**3068**	**40**	**2782**	**203**	**14**	**24**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**3128**	**43**	**2831**	**210**	**14**	**25**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**3161**	**44**	**2858**	**213**	**15**	**25**	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**0**

13537		CROXLEY GREEN				Site No: 13537007			Location	Site 7 - Baldwins Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 25-Jun-24															
00:00	**8**	1	6	1	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
04:00	**7**	1	5	1	0	0	0	0	0	0	0	0	0	0
05:00	**12**	0	10	1	0	1	0	0	0	0	0	0	0	0
06:00	**42**	1	32	7	1	1	0	0	0	0	0	0	0	0
07:00	**163**	2	141	17	0	3	0	0	0	0	0	0	0	0
08:00	**272**	1	244	24	0	2	1	0	0	0	0	0	0	0
09:00	**171**	4	144	16	2	3	1	1	0	0	0	0	0	0
10:00	**150**	5	128	13	1	3	0	0	0	0	0	0	0	0
11:00	**157**	2	136	16	1	2	0	0	0	0	0	0	0	0
12:00	**182**	2	161	16	0	2	0	0	1	0	0	0	0	0
13:00	**180**	3	152	19	2	3	0	0	1	0	0	0	0	0
14:00	**205**	2	187	12	0	3	1	0	0	0	0	0	0	0
15:00	**296**	3	269	19	2	2	1	0	0	0	0	0	0	0
16:00	**372**	1	345	23	2	1	0	0	0	0	0	0	0	0
17:00	**421**	7	395	16	0	1	1	0	1	0	0	0	0	0
18:00	**270**	12	242	12	1	2	1	0	0	0	0	0	0	0
19:00	**148**	8	130	8	0	1	1	0	0	0	0	0	0	0
20:00	**86**	7	76	2	1	0	0	0	0	0	0	0	0	0
21:00	**53**	2	46	3	0	1	0	0	1	0	0	0	0	0
22:00	**58**	2	53	2	0	1	0	0	0	0	0	0	0	0
23:00	**33**	1	30	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2839**	**44**	**2544**	**203**	**11**	**27**	**6**	**1**	**3**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**3168**	**62**	**2828**	**223**	**13**	**30**	**7**	**1**	**4**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**3259**	**65**	**2911**	**227**	**13**	**31**	**7**	**1**	**4**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**3293**	**67**	**2939**	**230**	**13**	**32**	**7**	**1**	**4**	**0**	**0**	**0**	**0**	**0**

13537			CROXLEY GREEN			Site No: 13537007			Location	Site 7 - Baldwins Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 26-Jun-24															
00:00	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
01:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
02:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
05:00	**13**	0	11	1	1	0	0	0	0	0	0	0	0	0
06:00	**43**	1	34	6	1	1	0	0	0	0	0	0	0	0
07:00	**181**	2	156	21	0	2	0	0	0	0	0	0	0	0
08:00	**240**	0	222	15	1	1	0	0	1	0	0	0	0	0
09:00	**156**	7	134	11	1	1	0	0	2	0	0	0	0	0
10:00	**144**	4	121	15	2	1	1	0	0	0	0	0	0	0
11:00	**167**	4	140	20	0	3	0	0	0	0	0	0	0	0
12:00	**169**	2	147	17	1	2	0	0	0	0	0	0	0	0
13:00	**185**	7	159	15	0	3	0	0	1	0	0	0	0	0
14:00	**164**	4	145	13	0	2	0	0	0	0	0	0	0	0
15:00	**270**	5	243	19	2	1	0	0	0	0	0	0	0	0
16:00	**357**	2	328	24	1	2	0	0	0	0	0	0	0	0
17:00	**406**	9	375	17	1	1	1	0	2	0	0	0	0	0
18:00	**241**	6	227	8	0	0	0	0	0	0	0	0	0	0
19:00	**144**	3	131	8	1	1	0	0	0	0	0	0	0	0
20:00	**99**	3	91	4	0	1	0	0	0	0	0	0	0	0
21:00	**85**	7	72	5	0	1	0	0	0	0	0	0	0	0
22:00	**41**	2	35	3	0	1	0	0	0	0	0	0	0	0
23:00	**19**	2	16	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2680**	**52**	**2397**	**195**	**9**	**19**	**2**	**0**	**6**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**3051**	**66**	**2725**	**218**	**11**	**23**	**2**	**0**	**6**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**3111**	**70**	**2776**	**222**	**11**	**24**	**2**	**0**	**6**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**3145**	**70**	**2806**	**225**	**12**	**24**	**2**	**0**	**6**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537007			Location	Site 7 - Baldwins Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 27-Jun-24															
00:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
01:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
04:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
05:00	**9**	0	6	2	1	0	0	0	0	0	0	0	0	0
06:00	**40**	0	33	5	0	1	1	0	0	0	0	0	0	0
07:00	**181**	1	155	22	2	0	0	0	1	0	0	0	0	0
08:00	**251**	2	228	16	1	0	1	0	2	0	0	1	0	0
09:00	**165**	6	149	9	0	0	1	0	0	0	0	0	0	0
10:00	**178**	2	154	18	1	2	0	0	1	0	0	0	0	0
11:00	**150**	1	137	10	1	0	0	0	1	0	0	0	0	0
12:00	**215**	2	191	17	1	2	1	0	1	0	0	0	0	0
13:00	**187**	2	164	17	2	1	1	0	0	0	0	0	0	0
14:00	**216**	4	196	14	0	2	0	0	0	0	0	0	0	0
15:00	**326**	4	289	25	2	1	0	0	5	0	0	0	0	0
16:00	**363**	4	330	22	1	2	0	1	3	0	0	0	0	0
17:00	**487**	5	464	13	1	1	2	0	1	0	0	0	0	0
18:00	**266**	5	245	13	1	1	0	0	1	0	0	0	0	0
19:00	**186**	6	166	11	1	1	1	0	0	0	0	0	0	0
20:00	**99**	10	84	5	0	0	0	0	0	0	0	0	0	0
21:00	**68**	6	58	4	0	0	0	0	0	0	0	0	0	0
22:00	**34**	2	31	0	1	0	0	0	0	0	0	0	0	0
23:00	**23**	2	18	2	0	0	0	0	1	0	0	0	0	0
12H,7-19	**2985**	**38**	**2702**	**196**	**13**	**12**	**6**	**1**	**16**	**0**	**0**	**1**	**0**	**0**
16H,6-22	**3378**	**60**	**3043**	**221**	**14**	**14**	**8**	**1**	**16**	**0**	**0**	**1**	**0**	**0**
18H,6-24	**3435**	**64**	**3092**	**223**	**15**	**14**	**8**	**1**	**17**	**0**	**0**	**1**	**0**	**0**
24H,0-24	**3474**	**64**	**3127**	**226**	**16**	**14**	**8**	**1**	**17**	**0**	**0**	**1**	**0**	**0**

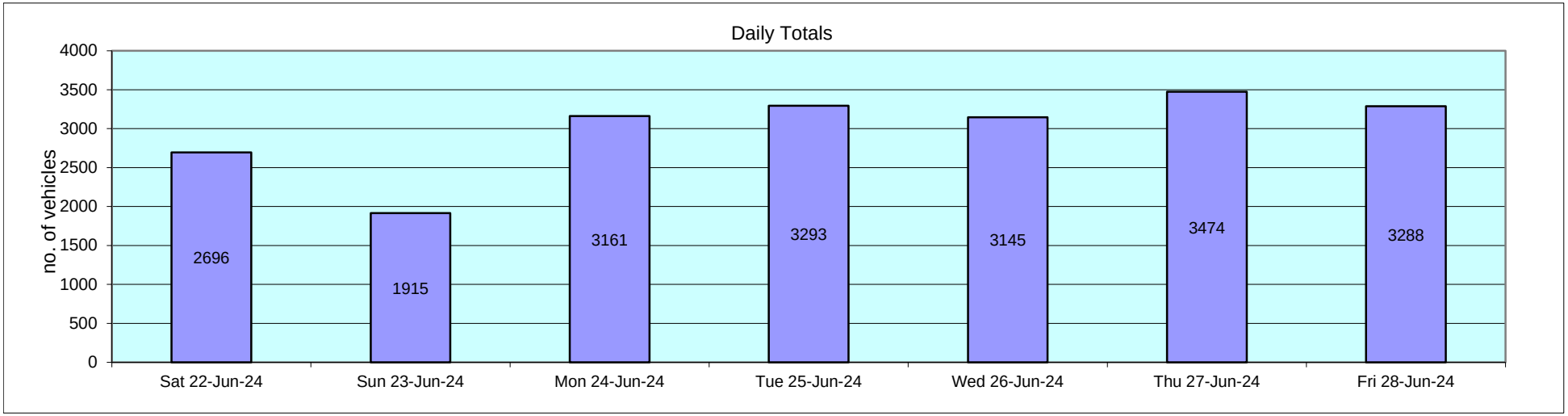
Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537007			Location	Site 7 - Baldwins Lane, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 28-Jun-24														
00:00	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
01:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
02:00	**6**	1	3	2	0	0	0	0	0	0	0	0	0	0
03:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
04:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
05:00	**13**	1	9	2	1	0	0	0	0	0	0	0	0	0
06:00	**37**	1	29	5	2	0	0	0	0	0	0	0	0	0
07:00	**158**	2	130	24	0	2	0	0	0	0	0	0	0	0
08:00	**235**	2	215	15	0	2	0	1	0	0	0	0	0	0
09:00	**198**	5	170	18	2	2	0	0	1	0	0	0	0	0
10:00	**186**	2	155	20	1	7	0	0	1	0	0	0	0	0
11:00	**160**	1	141	16	1	1	0	0	0	0	0	0	0	0
12:00	**220**	10	186	18	2	2	1	1	0	0	0	0	0	0
13:00	**196**	2	177	14	0	2	0	0	1	0	0	0	0	0
14:00	**185**	1	166	16	0	2	0	0	0	0	0	0	0	0
15:00	**329**	4	302	19	1	1	1	0	1	0	0	0	0	0
16:00	**310**	5	279	23	0	1	0	1	1	0	0	0	0	0
17:00	**327**	7	302	15	0	1	1	1	0	0	0	0	0	0
18:00	**249**	4	227	14	3	1	0	0	0	0	0	0	0	0
19:00	**167**	6	152	6	0	2	1	0	0	0	0	0	0	0
20:00	**109**	3	99	4	0	0	0	0	2	0	1	0	0	0
21:00	**99**	5	90	2	1	0	0	1	0	0	0	0	0	0
22:00	**53**	4	48	0	0	1	0	0	0	0	0	0	0	0
23:00	**25**	2	22	0	0	1	0	0	0	0	0	0	0	0
12H,7-19	**2753**	**45**	**2450**	**212**	**10**	**24**	**3**	**4**	**5**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**3165**	**60**	**2820**	**229**	**13**	**26**	**4**	**5**	**7**	**0**	**1**	**0**	**0**	**0**
18H,6-24	**3243**	**66**	**2890**	**229**	**13**	**28**	**4**	**5**	**7**	**0**	**1**	**0**	**0**	**0**
24H,0-24	**3288**	**68**	**2925**	**236**	**14**	**28**	**4**	**5**	**7**	**0**	**1**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537	CROXLEY GREEN	Site No: 13537007	Location	Site 7 - Baldwins Lane, Croxley Green
Sat 22-Jun-24 to Fri 28-Jun-24		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Sat 22-Jun-24	**2696**	73	2454	131	18	10	2	1	6	1	0	0	0	0
Sun 23-Jun-24	**1915**	91	1746	56	6	9	2	0	4	0	0	1	0	0
Mon 24-Jun-24	**3161**	44	2858	213	15	25	3	0	3	0	0	0	0	0
Tue 25-Jun-24	**3293**	67	2939	230	13	32	7	1	4	0	0	0	0	0
Wed 26-Jun-24	**3145**	70	2806	225	12	24	2	0	6	0	0	0	0	0
Thu 27-Jun-24	**3474**	64	3127	226	16	14	8	1	17	0	0	1	0	0
Fri 28-Jun-24	**3288**	68	2925	236	14	28	4	5	7	0	1	0	0	0
Total Vehicles														
[--]	**20972**	477	18855	1317	94	142	28	8	47	1	1	2	0	0



13537			CROXLEY GREEN				Site No: 13537007			Location	Site 7 - Baldwins Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Westbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 22-Jun-24																
00:00	**27**	32.5	28.3	7.8	0	0	1	1	7	12	5	0	0	0	0	1
01:00	**17**	30.1	26.7	5.5	0	0	0	1	8	6	0	2	0	0	0	0
02:00	**9**	-	25.7	3.9	0	0	0	0	6	2	1	0	0	0	0	0
03:00	**3**	-	26.8	3.1	0	0	0	0	1	2	0	0	0	0	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**5**	-	28.5	3.7	0	0	0	0	1	3	1	0	0	0	0	0
06:00	**11**	30.6	27.6	4.6	0	0	0	1	2	6	2	0	0	0	0	0
07:00	**57**	32.2	28.7	5	0	0	1	0	11	34	8	2	0	1	0	0
08:00	**93**	31.6	26.9	5.5	0	1	2	6	27	41	12	4	0	0	0	0
09:00	**189**	30.7	26.8	4.6	0	0	0	8	80	76	20	3	2	0	0	0
10:00	**212**	29.8	25.4	4.3	0	0	4	18	96	81	13	0	0	0	0	0
11:00	**206**	30.3	26.1	5	0	2	4	12	80	89	12	7	0	0	0	0
12:00	**298**	29.5	24.9	4.6	0	5	5	21	150	102	15	0	0	0	0	0
13:00	**295**	30.3	26	4.3	0	2	0	16	140	108	28	1	0	0	0	0
14:00	**285**	30.5	25.8	5.3	0	3	5	36	89	122	25	4	1	0	0	0
15:00	**183**	31.2	27.4	4.5	0	0	0	9	58	87	22	7	0	0	0	0
16:00	**161**	30.4	27	4.1	0	0	2	3	53	90	11	1	1	0	0	0
17:00	**149**	30.3	26.3	4.5	0	1	0	9	60	65	11	3	0	0	0	0
18:00	**138**	30.4	26.9	4.9	0	0	3	5	45	72	7	4	2	0	0	0
19:00	**118**	32.5	28.4	4.3	0	0	0	2	27	65	20	3	1	0	0	0
20:00	**97**	30.9	27.2	5.3	0	1	1	2	34	45	10	3	0	1	0	0
21:00	**57**	32.8	27.3	6.6	0	0	1	6	18	20	8	3	0	0	1	0
22:00	**56**	30.6	27	4.7	0	0	0	3	21	25	4	3	0	0	0	0
23:00	**30**	34	29	4.8	0	0	0	0	8	14	5	3	0	0	0	0
12H,7-19	**2266**	**30.4**	**26.2**	**4.7**	**0**	**14**	**26**	**143**	**889**	**967**	**184**	**36**	**6**	**1**	**0**	**0**
16H,6-22	**2549**	**30.5**	**26.4**	**4.8**	**0**	**15**	**28**	**154**	**970**	**1103**	**224**	**45**	**7**	**2**	**1**	**0**
18H,6-24	**2635**	**30.6**	**26.4**	**4.8**	**0**	**15**	**28**	**157**	**999**	**1142**	**233**	**51**	**7**	**2**	**1**	**0**
24H,0-24	**2696**	**30.6**	**26.5**	**4.9**	**0**	**15**	**29**	**159**	**1022**	**1167**	**240**	**53**	**7**	**2**	**1**	**1**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537007			Location	Site 7 - Baldwins Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Westbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 23-Jun-24																
00:00	**34**	33.4	29.5	5.1	0	0	0	0	6	20	5	1	2	0	0	0
01:00	**12**	33.1	27.3	5.5	0	0	0	1	5	2	4	0	0	0	0	0
02:00	**11**	30.6	27.1	4.2	0	0	0	0	5	4	2	0	0	0	0	0
03:00	**14**	33	29.6	9.9	0	0	0	2	2	7	1	1	0	0	0	1
04:00	**4**	-	29.8	7.6	0	0	0	0	2	0	1	1	0	0	0	0
05:00	**5**	-	35.5	3.1	0	0	0	0	0	0	3	2	0	0	0	0
06:00	**14**	35	26	9.2	0	0	3	2	1	3	3	2	0	0	0	0
07:00	**29**	33.2	26.4	7.5	0	0	5	1	4	12	5	2	0	0	0	0
08:00	**60**	33	27.4	6	0	0	5	0	15	26	11	3	0	0	0	0
09:00	**105**	30.9	26.5	5.7	0	1	7	4	28	49	14	2	0	0	0	0
10:00	**150**	31.6	26.7	5	0	0	3	13	47	61	24	2	0	0	0	0
11:00	**169**	32.7	27.4	5.5	0	3	3	7	43	76	33	4	0	0	0	0
12:00	**182**	31	26.9	5.3	0	3	2	10	53	87	24	2	0	1	0	0
13:00	**182**	30.6	26.5	4.9	0	1	4	5	73	77	17	4	1	0	0	0
14:00	**190**	30.6	27	4.2	0	0	0	2	81	84	20	2	0	1	0	0
15:00	**131**	31.2	27	4.9	0	0	4	2	47	57	18	2	1	0	0	0
16:00	**128**	33.1	28.1	5	0	1	1	4	30	62	25	5	0	0	0	0
17:00	**121**	32	27.5	4.9	0	1	1	3	37	57	17	5	0	0	0	0
18:00	**114**	31	27.4	4.5	0	0	1	7	27	62	15	2	0	0	0	0
19:00	**83**	33.2	28.4	4.9	0	0	1	2	19	41	16	3	1	0	0	0
20:00	**77**	33.1	28.2	5.2	0	1	0	2	19	38	12	5	0	0	0	0
21:00	**46**	30.7	26.3	5	0	0	1	5	14	19	7	0	0	0	0	0
22:00	**28**	34.3	29	6.4	0	0	0	2	5	15	2	3	0	1	0	0
23:00	**26**	33	28.3	5.4	0	0	0	0	10	10	4	1	1	0	0	0
12H,7-19	**1561**	**31.6**	**27.1**	**5.1**	**0**	**10**	**36**	**58**	**485**	**710**	**223**	**35**	**2**	**2**	**0**	**0**
16H,6-22	**1781**	**31.8**	**27.2**	**5.1**	**0**	**11**	**41**	**69**	**538**	**811**	**261**	**45**	**3**	**2**	**0**	**0**
18H,6-24	**1835**	**31.9**	**27.2**	**5.2**	**0**	**11**	**41**	**71**	**553**	**836**	**267**	**49**	**4**	**3**	**0**	**0**
24H,0-24	**1915**	**32**	**27.3**	**5.2**	**0**	**11**	**41**	**74**	**573**	**869**	**283**	**54**	**6**	**3**	**0**	**1**

Data produced by
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13537			CROXLEY GREEN				Site No: 13537007			Location	Site 7 - Baldwins Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Westbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 24-Jun-24																
00:00	5	-	32.5	9.7	0	0	0	0	1	2	1	0	0	1	0	0
01:00	3	-	25.2	5.9	0	0	0	1	0	2	0	0	0	0	0	0
02:00	2	-	21	17.7	0	1	0	0	0	0	1	0	0	0	0	0
03:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	11	34.1	29.9	4.7	0	0	0	0	2	5	3	1	0	0	0	0
05:00	11	30.3	27.6	5.1	0	0	0	0	5	4	1	1	0	0	0	0
06:00	34	31.4	27.8	5	0	0	1	2	5	20	5	1	0	0	0	0
07:00	175	33.7	28.6	5.1	0	1	1	7	32	87	37	9	1	0	0	0
08:00	263	30.5	26.7	4.1	0	0	3	14	82	138	26	0	0	0	0	0
09:00	148	30.5	25.6	5.7	0	2	9	11	48	62	13	3	0	0	0	0
10:00	133	29.9	25.8	4.3	0	0	3	8	56	58	7	1	0	0	0	0
11:00	155	30.8	25.9	5.8	2	0	4	18	49	61	19	1	0	1	0	0
12:00	170	32.1	27.3	4.8	0	0	2	9	54	72	31	1	1	0	0	0
13:00	171	30.6	26.9	4.1	0	0	0	9	58	85	17	2	0	0	0	0
14:00	185	31.5	26.3	5.1	0	0	3	21	63	67	28	3	0	0	0	0
15:00	345	29.6	25.2	4.3	0	0	5	29	179	110	18	4	0	0	0	0
16:00	266	30.6	26.8	4.4	0	0	1	18	84	132	27	4	0	0	0	0
17:00	424	30	25.9	3.9	0	0	0	27	194	175	25	3	0	0	0	0
18:00	268	30.7	27.5	4	0	0	0	5	83	147	27	5	1	0	0	0
19:00	172	31.6	27	5.1	0	0	1	15	54	73	22	6	1	0	0	0
20:00	95	31.6	27.2	5.6	0	1	2	4	29	43	11	4	1	0	0	0
21:00	64	30.5	25.8	5.3	0	0	2	7	24	23	6	2	0	0	0	0
22:00	42	31.3	27	6.4	0	0	0	7	11	17	4	2	0	1	0	0
23:00	18	30.5	27.9	4.4	0	0	0	0	6	9	2	1	0	0	0	0
12H,7-19	2703	30.6	26.5	4.6	2	3	31	176	982	1194	275	36	3	1	0	0
16H,6-22	3068	30.7	26.5	4.7	2	4	37	204	1094	1353	319	49	5	1	0	0
18H,6-24	3128	30.7	26.6	4.7	2	4	37	211	1111	1379	325	52	5	2	0	0
24H,0-24	3161	30.7	26.6	4.8	2	5	37	212	1119	1393	331	54	5	3	0	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537007				Location	Site 7 - Baldwins Lane, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Westbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 25-Jun-24																
00:00	8	-	26.6	3	0	0	0	0	3	5	0	0	0	0	0	0
01:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	5	-	29.5	4.4	0	0	0	0	1	2	2	0	0	0	0	0
04:00	7	-	34.9	7.6	0	0	0	0	0	3	1	2	0	1	0	0
05:00	12	32.8	28.9	4.7	0	0	0	0	3	6	2	1	0	0	0	0
06:00	42	35.5	29.6	5.5	0	0	0	3	5	20	8	6	0	0	0	0
07:00	163	32.6	28.2	4.7	0	0	2	8	28	91	28	6	0	0	0	0
08:00	272	30.6	26.4	4.5	0	1	3	16	103	116	33	0	0	0	0	0
09:00	171	31.4	26.7	5.7	0	2	8	7	49	77	22	6	0	0	0	0
10:00	150	32.3	27.1	5.3	0	0	6	6	45	63	27	2	1	0	0	0
11:00	157	31.2	26.5	5.3	0	1	1	20	45	65	22	2	1	0	0	0
12:00	182	30.5	26.8	4.4	0	1	2	6	61	94	15	3	0	0	0	0
13:00	180	31.9	27.5	4.7	0	1	0	7	56	83	29	3	1	0	0	0
14:00	205	30.5	26.4	4.3	0	0	0	19	69	96	20	1	0	0	0	0
15:00	296	30.4	26.5	4.1	0	1	1	11	123	130	29	1	0	0	0	0
16:00	372	30.6	26.8	4.2	0	0	1	21	125	184	35	6	0	0	0	0
17:00	421	30.6	26.9	3.9	0	1	0	12	154	207	46	1	0	0	0	0
18:00	270	31.3	27.1	5.3	0	2	6	12	83	124	35	5	2	1	0	0
19:00	148	30.8	26.9	4.8	0	2	2	5	45	74	18	2	0	0	0	0
20:00	86	32.9	28.4	5.7	0	0	1	0	27	40	12	3	2	0	1	0
21:00	53	30.7	26	5.3	0	0	2	4	22	17	7	1	0	0	0	0
22:00	58	30.3	25.9	4.8	0	0	2	3	25	22	5	1	0	0	0	0
23:00	33	35.6	27.9	6	0	0	0	4	7	16	1	5	0	0	0	0
12H,7-19	2839	30.8	26.9	4.6	0	10	30	145	941	1330	341	36	5	1	0	0
16H,6-22	3168	30.9	26.9	4.7	0	12	35	157	1040	1481	386	48	7	1	1	0
18H,6-24	3259	30.9	26.9	4.7	0	12	37	164	1072	1519	392	54	7	1	1	0
24H,0-24	3293	30.9	26.9	4.7	0	12	37	164	1081	1535	397	57	7	2	1	0

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537007			Location	Site 7 - Baldwins Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Westbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 26-Jun-24																
00:00	**10**	30.2	27	4.3	0	0	0	1	2	6	1	0	0	0	0	0
01:00	**2**	-	28.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0
02:00	**3**	-	30.2	3.1	0	0	0	0	0	2	1	0	0	0	0	0
03:00	**1**	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	**5**	-	29.5	5.6	0	0	0	0	1	3	0	1	0	0	0	0
05:00	**13**	32.9	29.3	3.7	0	0	0	0	2	7	4	0	0	0	0	0
06:00	**43**	34.5	29.4	5	0	0	0	2	8	15	16	2	0	0	0	0
07:00	**181**	32.6	28.7	4.1	0	0	0	4	30	109	32	5	1	0	0	0
08:00	**240**	30.9	27.1	4.4	0	0	0	17	74	113	33	3	0	0	0	0
09:00	**156**	30.7	26.5	5.1	0	0	8	5	50	74	16	3	0	0	0	0
10:00	**144**	30.9	26.7	4.8	0	1	2	8	48	64	20	1	0	0	0	0
11:00	**167**	31.5	27.2	4.8	0	0	2	7	57	73	25	1	2	0	0	0
12:00	**169**	32.2	27.3	4.4	0	0	1	6	60	68	34	0	0	0	0	0
13:00	**185**	30.9	26.8	5	0	2	1	11	63	80	23	5	0	0	0	0
14:00	**164**	31	26.5	5.4	0	1	5	13	48	72	22	2	1	0	0	0
15:00	**270**	29.9	25.9	3.9	0	0	0	16	125	112	16	1	0	0	0	0
16:00	**357**	30.5	27	4	0	0	0	9	133	177	31	7	0	0	0	0
17:00	**406**	31	27.2	4.5	0	0	3	16	135	191	52	8	1	0	0	0
18:00	**241**	30.7	26.7	4.8	0	0	7	15	66	124	26	3	0	0	0	0
19:00	**144**	32.2	27.4	5	0	0	3	10	34	69	25	3	0	0	0	0
20:00	**99**	31.7	27.4	4.4	0	1	0	2	31	47	18	0	0	0	0	0
21:00	**85**	31.3	27.1	5.1	0	0	0	5	32	34	11	2	0	1	0	0
22:00	**41**	30.2	26.4	4.3	0	0	1	2	13	22	3	0	0	0	0	0
23:00	**19**	33.8	27.7	6.2	0	0	0	3	4	7	3	2	0	0	0	0
12H,7-19	**2680**	**30.9**	**27**	**4.6**	**0**	**4**	**29**	**127**	**889**	**1257**	**330**	**39**	**5**	**0**	**0**	**0**
16H,6-22	**3051**	**31**	**27**	**4.6**	**0**	**5**	**32**	**146**	**994**	**1422**	**400**	**46**	**5**	**1**	**0**	**0**
18H,6-24	**3111**	**31**	**27**	**4.6**	**0**	**5**	**33**	**151**	**1011**	**1451**	**406**	**48**	**5**	**1**	**0**	**0**
24H,0-24	**3145**	**31**	**27.1**	**4.6**	**0**	**5**	**33**	**152**	**1016**	**1472**	**412**	**49**	**5**	**1**	**0**	**0**

Data produced by
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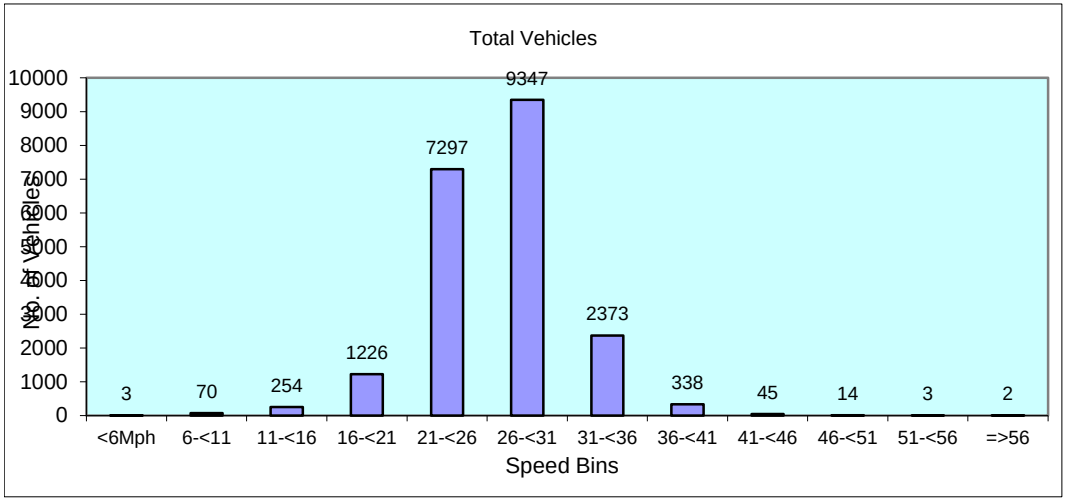
13537			CROXLEY GREEN				Site No: 13537007			Location	Site 7 - Baldwins Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Westbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 27-Jun-24																
00:00	7	-	29.9	4	0	0	0	0	1	3	3	0	0	0	0	0
01:00	8	-	27.3	6.5	0	0	1	0	1	4	2	0	0	0	0	0
02:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	10	34.3	30	4.9	0	0	0	0	2	4	3	1	0	0	0	0
04:00	4	-	28.5	4.2	0	0	0	0	1	2	1	0	0	0	0	0
05:00	9	-	30.7	4.6	0	0	0	0	2	1	6	0	0	0	0	0
06:00	40	33.7	28.8	4.9	0	0	0	3	6	18	12	1	0	0	0	0
07:00	181	31.7	26.9	5.4	1	1	6	10	45	86	30	2	0	0	0	0
08:00	251	29.7	25	4.7	0	2	6	26	112	90	14	1	0	0	0	0
09:00	165	30.7	26.2	4.9	0	1	4	7	69	63	18	3	0	0	0	0
10:00	178	30.6	25.6	5.8	0	1	14	10	64	67	18	3	1	0	0	0
11:00	150	30.3	26	4.8	0	0	2	14	61	58	13	0	2	0	0	0
12:00	215	30.9	26.7	5	0	0	5	12	73	95	26	3	0	1	0	0
13:00	187	30.6	26.5	4.4	0	0	0	16	65	85	19	2	0	0	0	0
14:00	216	31.2	27.4	4.6	0	2	0	4	74	102	28	5	1	0	0	0
15:00	326	30.1	25.4	4.5	0	0	3	44	133	118	28	0	0	0	0	0
16:00	363	30.6	27.2	4	0	1	0	14	109	198	39	2	0	0	0	0
17:00	487	30.2	26.4	4	0	0	1	25	195	229	32	5	0	0	0	0
18:00	266	30.5	26.5	4.2	0	1	2	11	101	123	28	0	0	0	0	0
19:00	186	30.9	26.8	4.7	0	1	2	11	58	87	26	1	0	0	0	0
20:00	99	32.8	27.7	5.4	0	0	3	6	20	48	19	2	1	0	0	0
21:00	68	30.7	26.7	4.7	0	0	0	6	24	29	7	2	0	0	0	0
22:00	34	31.4	27.9	5.4	0	0	0	1	11	16	5	0	0	1	0	0
23:00	23	33.1	27.8	5	0	0	0	1	8	8	5	1	0	0	0	0
12H,7-19	2985	30.5	26.3	4.6	1	9	43	193	1101	1314	293	26	4	1	0	0
16H,6-22	3378	30.6	26.4	4.7	1	10	48	219	1209	1496	357	32	5	1	0	0
18H,6-24	3435	30.6	26.5	4.7	1	10	48	221	1228	1520	367	33	5	2	0	0
24H,0-24	3474	30.7	26.5	4.7	1	10	49	222	1235	1534	382	34	5	2	0	0

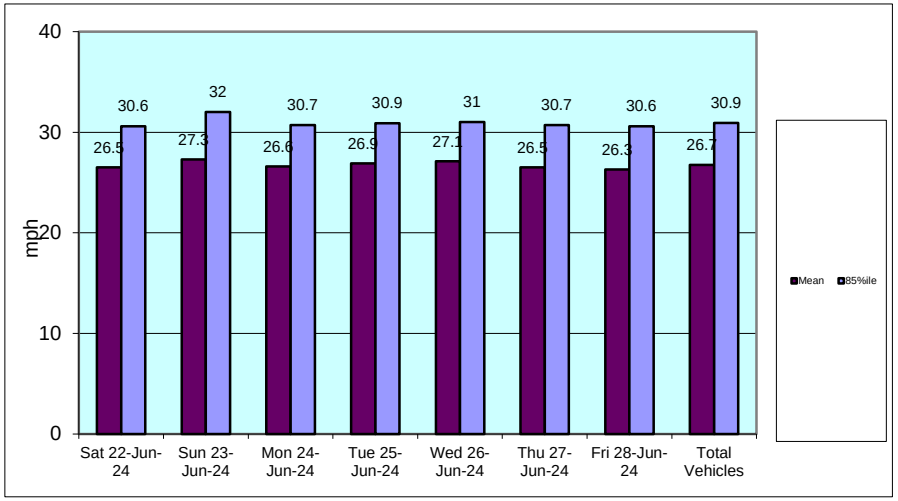
Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537007				Location	Site 7 - Baldwins Lane, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Westbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 28-Jun-24																
00:00	**11**	30.3	29	6.2	0	0	0	1	1	7	1	0	1	0	0	0
01:00	**8**	-	23.5	3	0	0	0	1	6	1	0	0	0	0	0	0
02:00	**6**	-	29.3	6.7	0	0	0	1	0	3	1	1	0	0	0	0
03:00	**4**	-	29.8	8.5	0	0	0	1	0	1	1	1	0	0	0	0
04:00	**3**	-	31.8	7.6	0	0	0	0	1	0	1	1	0	0	0	0
05:00	**13**	31.9	27.7	5.5	0	0	1	0	2	7	3	0	0	0	0	0
06:00	**37**	34.2	29.4	4.5	0	0	0	0	8	16	11	2	0	0	0	0
07:00	**158**	34.7	29.1	5.6	0	0	5	3	30	65	42	12	1	0	0	0
08:00	**235**	30.3	26.4	4	0	0	1	10	96	107	20	1	0	0	0	0
09:00	**198**	29.4	24.6	4.9	0	2	4	30	82	74	5	0	0	1	0	0
10:00	**186**	30	25.5	4.6	0	1	5	11	85	70	13	1	0	0	0	0
11:00	**160**	30.5	26.9	4.2	0	0	0	11	47	86	14	2	0	0	0	0
12:00	**220**	30.4	26.4	4.6	0	2	0	11	89	97	18	1	2	0	0	0
13:00	**196**	30.3	25.6	5.2	0	1	6	21	73	76	16	2	1	0	0	0
14:00	**185**	30.8	27.2	4.3	0	0	0	8	60	92	23	0	2	0	0	0
15:00	**329**	28.9	24.5	4.1	0	2	1	38	187	88	12	1	0	0	0	0
16:00	**310**	30.5	26	4.6	0	1	1	31	122	119	33	3	0	0	0	0
17:00	**327**	30.7	26.6	4.5	0	1	1	21	121	141	38	3	1	0	0	0
18:00	**249**	30.3	26.1	4.5	0	0	2	25	92	106	22	2	0	0	0	0
19:00	**167**	30.8	27.1	4.2	0	1	0	3	60	81	20	2	0	0	0	0
20:00	**109**	30.7	27	4.3	0	0	1	3	39	52	13	0	1	0	0	0
21:00	**99**	30.5	26.5	4.5	0	1	0	8	30	50	10	0	0	0	0	0
22:00	**53**	33.5	28.8	6.2	0	0	0	4	10	25	11	1	1	0	1	0
23:00	**25**	29.8	26.5	4.1	0	0	0	1	10	13	0	1	0	0	0	0
12H,7-19	**2753**	**30.5**	**26.1**	**4.7**	**0**	**10**	**26**	**220**	**1084**	**1121**	**256**	**28**	**7**	**1**	**0**	**0**
16H,6-22	**3165**	**30.5**	**26.3**	**4.7**	**0**	**12**	**27**	**234**	**1221**	**1320**	**310**	**32**	**8**	**1**	**0**	**0**
18H,6-24	**3243**	**30.6**	**26.3**	**4.7**	**0**	**12**	**27**	**239**	**1241**	**1358**	**321**	**34**	**9**	**1**	**1**	**0**
24H,0-24	**3288**	**30.6**	**26.3**	**4.7**	**0**	**12**	**28**	**243**	**1251**	**1377**	**328**	**37**	**10**	**1**	**1**	**0**

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13537			CROXLEY GREEN				Site No: 13537007			Location	Site 7 - Baldwins Lane, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Westbound									
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
Daily Totals																
Sat 22-Jun-24	**2696**	30.6	26.5	4.9	0	15	29	159	1022	1167	240	53	7	2	1	1
Sun 23-Jun-24	**1915**	32	27.3	5.2	0	11	41	74	573	869	283	54	6	3	0	1
Mon 24-Jun-24	**3161**	30.7	26.6	4.8	2	5	37	212	1119	1393	331	54	5	3	0	0
Tue 25-Jun-24	**3293**	30.9	26.9	4.7	0	12	37	164	1081	1535	397	57	7	2	1	0
Wed 26-Jun-24	**3145**	31	27.1	4.6	0	5	33	152	1016	1472	412	49	5	1	0	0
Thu 27-Jun-24	**3474**	30.7	26.5	4.7	1	10	49	222	1235	1534	382	34	5	2	0	0
Fri 28-Jun-24	**3288**	30.6	26.3	4.7	0	12	28	243	1251	1377	328	37	10	1	1	0
Total Vehicles																
[--]	**20972**	30.9	26.7	4.8	3	70	254	1226	7297	9347	2373	338	45	14	3	2





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13537		CROXLEY GREEN JUNE 2024								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**Average 85%ile Speed**	**Average Mean Speed**
Site No: 13537008	Site 8 - The Green, Croxley Green 51.651435, -0.454774	Channel: Northbound	Sat 22-Jun-24	Fri 28-Jun-24	30	26344	3938	3763	36.1	30.7
		Channel: Southbound	Sat 22-Jun-24	Fri 28-Jun-24		27537	4173	3934	35.6	30.0

13537			CROXLEY GREEN			Site No: 13537008			Location	Site 8 - The Green, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 22-Jun-24														
00:00	**42**	0	39	3	0	0	0	0	0	0	0	0	0	0
01:00	**15**	0	15	0	0	0	0	0	0	0	0	0	0	0
02:00	**15**	1	13	1	0	0	0	0	0	0	0	0	0	0
03:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
04:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
05:00	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
06:00	**23**	0	21	2	0	0	0	0	0	0	0	0	0	0
07:00	**52**	1	42	8	0	0	1	0	0	0	0	0	0	0
08:00	**105**	4	87	13	0	1	0	0	0	0	0	0	0	0
09:00	**225**	6	195	21	0	0	0	0	1	0	1	1	0	0
10:00	**308**	4	290	12	0	0	1	0	1	0	0	0	0	0
11:00	**361**	5	332	19	0	0	1	0	4	0	0	0	0	0
12:00	**403**	2	365	27	0	1	3	1	4	0	0	0	0	0
13:00	**385**	10	357	11	0	0	2	0	4	0	0	1	0	0
14:00	**314**	4	296	9	0	1	1	1	1	0	0	1	0	0
15:00	**310**	3	294	8	1	0	0	2	2	0	0	0	0	0
16:00	**249**	7	229	11	0	0	0	0	2	0	0	0	0	0
17:00	**268**	3	256	6	0	0	0	1	2	0	0	0	0	0
18:00	**209**	3	195	11	0	0	0	0	0	0	0	0	0	0
19:00	**204**	9	189	6	0	0	0	0	0	0	0	0	0	0
20:00	**128**	3	118	7	0	0	0	0	0	0	0	0	0	0
21:00	**102**	3	97	2	0	0	0	0	0	0	0	0	0	0
22:00	**102**	2	99	1	0	0	0	0	0	0	0	0	0	0
23:00	**68**	0	66	1	0	0	0	0	1	0	0	0	0	0
12H,7-19	**3189**	**52**	**2938**	**156**	**1**	**3**	**9**	**5**	**21**	**0**	**1**	**3**	**0**	**0**
16H,6-22	**3646**	**67**	**3363**	**173**	**1**	**3**	**9**	**5**	**21**	**0**	**1**	**3**	**0**	**0**
18H,6-24	**3816**	**69**	**3528**	**175**	**1**	**3**	**9**	**5**	**22**	**0**	**1**	**3**	**0**	**0**
24H,0-24	**3899**	**70**	**3604**	**181**	**1**	**3**	**9**	**5**	**22**	**0**	**1**	**3**	**0**	**0**

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13537			CROXLEY GREEN			Site No: 13537008			Location	Site 8 - The Green, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 23-Jun-24														
00:00	**42**	0	42	0	0	0	0	0	0	0	0	0	0	0
01:00	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
02:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
03:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
04:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
05:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
06:00	**17**	2	13	2	0	0	0	0	0	0	0	0	0	0
07:00	**37**	5	30	2	0	0	0	0	0	0	0	0	0	0
08:00	**61**	6	49	5	0	0	0	0	1	0	0	0	0	0
09:00	**131**	10	114	7	0	0	0	0	0	0	0	0	0	0
10:00	**192**	5	179	8	0	0	0	0	0	0	0	0	0	0
11:00	**233**	5	215	12	0	0	1	0	0	0	0	0	0	0
12:00	**312**	9	297	6	0	0	0	0	0	0	0	0	0	0
13:00	**301**	10	282	8	0	0	1	0	0	0	0	0	0	0
14:00	**219**	6	198	11	0	0	2	0	1	0	1	0	0	0
15:00	**205**	5	193	6	0	0	0	0	1	0	0	0	0	0
16:00	**234**	2	227	3	0	0	1	0	1	0	0	0	0	0
17:00	**173**	5	160	8	0	0	0	0	0	0	0	0	0	0
18:00	**179**	7	165	7	0	0	0	0	0	0	0	0	0	0
19:00	**134**	7	123	3	0	0	0	0	1	0	0	0	0	0
20:00	**101**	4	93	3	0	0	0	0	1	0	0	0	0	0
21:00	**76**	4	69	2	0	0	0	0	1	0	0	0	0	0
22:00	**54**	1	53	0	0	0	0	0	0	0	0	0	0	0
23:00	**19**	0	19	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2277**	**75**	**2109**	**83**	**0**	**0**	**5**	**0**	**4**	**0**	**1**	**0**	**0**	**0**
16H,6-22	**2605**	**92**	**2407**	**93**	**0**	**0**	**5**	**0**	**7**	**0**	**1**	**0**	**0**	**0**
18H,6-24	**2678**	**93**	**2479**	**93**	**0**	**0**	**5**	**0**	**7**	**0**	**1**	**0**	**0**	**0**
24H,0-24	**2753**	**93**	**2554**	**93**	**0**	**0**	**5**	**0**	**7**	**0**	**1**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537008			Location	Site 8 - The Green, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 24-Jun-24														
00:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
01:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
02:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
03:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
04:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
05:00	**20**	0	17	2	1	0	0	0	0	0	0	0	0	0
06:00	**51**	2	46	2	0	0	1	0	0	0	0	0	0	0
07:00	**183**	1	164	16	0	0	1	0	1	0	0	0	0	0
08:00	**253**	0	231	18	0	2	0	0	2	0	0	0	0	0
09:00	**139**	5	118	13	0	0	2	0	1	0	0	0	0	0
10:00	**205**	2	185	13	0	3	0	0	2	0	0	0	0	0
11:00	**204**	6	174	22	0	0	1	0	1	0	0	0	0	0
12:00	**238**	5	218	13	0	0	1	0	1	0	0	0	0	0
13:00	**195**	3	178	12	1	0	0	0	0	0	1	0	0	0
14:00	**204**	7	181	14	0	1	0	0	1	0	0	0	0	0
15:00	**309**	3	283	18	0	0	1	0	3	0	1	0	0	0
16:00	**378**	5	338	34	0	0	0	0	1	0	0	0	0	0
17:00	**410**	5	384	20	0	1	0	0	0	0	0	0	0	0
18:00	**418**	1	398	18	0	1	0	0	0	0	0	0	0	0
19:00	**258**	10	235	12	0	0	0	0	1	0	0	0	0	0
20:00	**151**	4	139	8	0	0	0	0	0	0	0	0	0	0
21:00	**99**	4	94	1	0	0	0	0	0	0	0	0	0	0
22:00	**63**	1	61	1	0	0	0	0	0	0	0	0	0	0
23:00	**27**	1	24	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3136**	**43**	**2852**	**211**	**1**	**8**	**6**	**0**	**13**	**0**	**2**	**0**	**0**	**0**
16H,6-22	**3695**	**63**	**3366**	**234**	**1**	**8**	**7**	**0**	**14**	**0**	**2**	**0**	**0**	**0**
18H,6-24	**3785**	**65**	**3451**	**237**	**1**	**8**	**7**	**0**	**14**	**0**	**2**	**0**	**0**	**0**
24H,0-24	**3829**	**65**	**3491**	**240**	**2**	**8**	**7**	**0**	**14**	**0**	**2**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537008			Location	Site 8 - The Green, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 25-Jun-24														
00:00	**25**	0	25	0	0	0	0	0	0	0	0	0	0	0
01:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
02:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
03:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
04:00	**4**	0	2	2	0	0	0	0	0	0	0	0	0	0
05:00	**26**	0	25	1	0	0	0	0	0	0	0	0	0	0
06:00	**61**	2	49	7	0	1	1	0	1	0	0	0	0	0
07:00	**206**	3	183	17	0	1	0	0	2	0	0	0	0	0
08:00	**275**	2	252	20	0	0	1	0	0	0	0	0	0	0
09:00	**193**	5	160	24	0	1	1	0	1	0	1	0	0	0
10:00	**188**	4	152	28	0	3	1	0	0	0	0	0	0	0
11:00	**236**	4	207	24	0	0	0	0	0	0	1	0	0	0
12:00	**206**	2	183	20	0	0	0	0	1	0	0	0	0	0
13:00	**204**	5	180	14	0	1	1	0	3	0	0	0	0	0
14:00	**214**	7	186	18	1	1	0	0	1	0	0	0	0	0
15:00	**320**	3	293	21	0	2	0	0	1	0	0	0	0	0
16:00	**425**	2	387	34	0	1	1	0	0	0	0	0	0	0
17:00	**380**	6	351	21	0	0	0	0	2	0	0	0	0	0
18:00	**306**	6	286	12	0	1	0	0	1	0	0	0	0	0
19:00	**187**	6	170	10	0	0	0	0	1	0	0	0	0	0
20:00	**131**	5	119	6	0	0	1	0	0	0	0	0	0	0
21:00	**88**	2	83	1	0	0	0	0	1	1	0	0	0	0
22:00	**95**	3	89	3	0	0	0	0	0	0	0	0	0	0
23:00	**41**	0	40	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3153**	**49**	**2820**	**253**	**1**	**11**	**5**	**0**	**12**	**0**	**2**	**0**	**0**	**0**
16H,6-22	**3620**	**64**	**3241**	**277**	**1**	**12**	**7**	**0**	**15**	**1**	**2**	**0**	**0**	**0**
18H,6-24	**3756**	**67**	**3370**	**281**	**1**	**12**	**7**	**0**	**15**	**1**	**2**	**0**	**0**	**0**
24H,0-24	**3828**	**67**	**3437**	**286**	**1**	**12**	**7**	**0**	**15**	**1**	**2**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537008			Location	Site 8 - The Green, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 26-Jun-24														
00:00	**17**	0	17	0	0	0	0	0	0	0	0	0	0	0
01:00	**4**	1	2	1	0	0	0	0	0	0	0	0	0	0
02:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**4**	0	1	3	0	0	0	0	0	0	0	0	0	0
05:00	**17**	1	14	1	0	0	0	0	1	0	0	0	0	0
06:00	**63**	2	54	6	0	0	1	0	0	0	0	0	0	0
07:00	**209**	5	184	15	0	0	0	0	3	1	1	0	0	0
08:00	**292**	4	265	21	0	1	0	0	0	0	1	0	0	0
09:00	**194**	5	171	14	0	3	1	0	0	0	0	0	0	0
10:00	**191**	4	163	22	0	1	0	0	1	0	0	0	0	0
11:00	**184**	3	158	21	0	0	0	0	1	0	0	1	0	0
12:00	**236**	4	212	18	0	0	0	0	2	0	0	0	0	0
13:00	**223**	8	190	24	0	0	1	0	0	0	0	0	0	0
14:00	**256**	5	226	22	0	1	0	0	1	1	0	0	0	0
15:00	**293**	6	260	23	0	1	2	0	0	1	0	0	0	0
16:00	**352**	7	317	25	0	1	1	0	1	0	0	0	0	0
17:00	**377**	4	348	23	0	0	1	0	1	0	0	0	0	0
18:00	**314**	8	293	11	0	1	1	0	0	0	0	0	0	0
19:00	**203**	3	192	8	0	0	0	0	0	0	0	0	0	0
20:00	**194**	9	177	7	0	0	0	0	1	0	0	0	0	0
21:00	**131**	4	122	3	0	0	0	0	2	0	0	0	0	0
22:00	**76**	4	72	0	0	0	0	0	0	0	0	0	0	0
23:00	**41**	0	40	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3121**	**63**	**2787**	**239**	**0**	**9**	**7**	**0**	**10**	**3**	**2**	**1**	**0**	**0**
16H,6-22	**3712**	**81**	**3332**	**263**	**0**	**9**	**8**	**0**	**13**	**3**	**2**	**1**	**0**	**0**
18H,6-24	**3829**	**85**	**3444**	**264**	**0**	**9**	**8**	**0**	**13**	**3**	**2**	**1**	**0**	**0**
24H,0-24	**3876**	**87**	**3483**	**269**	**0**	**9**	**8**	**0**	**14**	**3**	**2**	**1**	**0**	**0**

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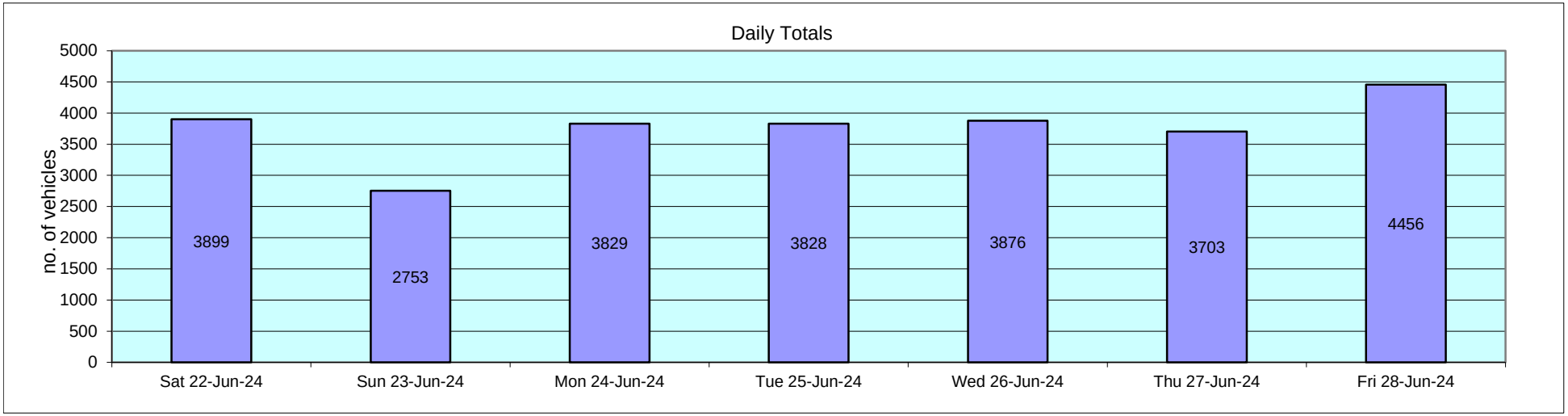
13537			CROXLEY GREEN			Site No: 13537008			Location	Site 8 - The Green, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 27-Jun-24														
00:00	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0
01:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
02:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
05:00	**13**	1	11	0	0	0	0	1	0	0	0	0	0	0
06:00	**47**	2	36	7	0	0	2	0	0	0	0	0	0	0
07:00	**200**	1	181	14	2	1	1	0	0	0	0	0	0	0
08:00	**287**	2	267	16	0	0	2	0	0	0	0	0	0	0
09:00	**164**	7	131	22	0	0	3	0	1	0	0	0	0	0
10:00	**178**	3	153	17	0	1	1	0	2	0	0	1	0	0
11:00	**196**	3	174	18	0	0	1	0	0	0	0	0	0	0
12:00	**225**	7	189	29	0	0	0	0	0	0	0	0	0	0
13:00	**200**	3	182	15	0	0	0	0	0	0	0	0	0	0
14:00	**256**	2	229	22	1	1	1	0	0	0	0	0	0	0
15:00	**277**	6	255	13	0	2	0	0	1	0	0	0	0	0
16:00	**280**	7	258	15	0	0	0	0	0	0	0	0	0	0
17:00	**397**	9	366	21	0	0	1	0	0	0	0	0	0	0
18:00	**323**	7	295	17	0	1	0	0	3	0	0	0	0	0
19:00	**222**	6	208	7	0	0	0	0	0	0	1	0	0	0
20:00	**160**	5	150	5	0	0	0	0	0	0	0	0	0	0
21:00	**119**	3	113	3	0	0	0	0	0	0	0	0	0	0
22:00	**90**	1	88	1	0	0	0	0	0	0	0	0	0	0
23:00	**45**	1	43	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2983**	**57**	**2680**	**219**	**3**	**6**	**10**	**0**	**7**	**0**	**0**	**1**	**0**	**0**
16H,6-22	**3531**	**73**	**3187**	**241**	**3**	**6**	**12**	**0**	**7**	**0**	**1**	**1**	**0**	**0**
18H,6-24	**3666**	**75**	**3318**	**243**	**3**	**6**	**12**	**0**	**7**	**0**	**1**	**1**	**0**	**0**
24H,0-24	**3703**	**76**	**3351**	**245**	**3**	**6**	**12**	**1**	**7**	**0**	**1**	**1**	**0**	**0**

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13537			CROXLEY GREEN			Site No: 13537008			Location	Site 8 - The Green, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 28-Jun-24														
00:00	**23**	0	23	0	0	0	0	0	0	0	0	0	0	0
01:00	**15**	0	13	1	0	0	1	0	0	0	0	0	0	0
02:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
03:00	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
04:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
05:00	**7**	0	5	2	0	0	0	0	0	0	0	0	0	0
06:00	**54**	3	41	8	0	0	1	0	0	1	0	0	0	0
07:00	**191**	3	166	17	2	0	0	0	2	0	1	0	0	0
08:00	**271**	4	245	20	0	0	1	0	1	0	0	0	0	0
09:00	**195**	7	166	19	1	2	0	0	0	0	0	0	0	0
10:00	**212**	2	178	27	1	3	1	0	0	0	0	0	0	0
11:00	**242**	2	211	22	0	4	2	0	0	1	0	0	0	0
12:00	**277**	5	256	11	1	1	1	0	2	0	0	0	0	0
13:00	**267**	4	239	15	0	4	0	0	4	0	1	0	0	0
14:00	**352**	5	317	28	0	2	0	0	0	0	0	0	0	0
15:00	**489**	2	424	58	0	0	1	0	4	0	0	0	0	0
16:00	**429**	4	394	24	0	1	2	0	3	0	0	1	0	0
17:00	**381**	8	352	17	0	0	0	0	3	1	0	0	0	0
18:00	**329**	4	308	12	0	1	1	0	2	1	0	0	0	0
19:00	**259**	7	237	13	0	0	0	0	1	0	0	1	0	0
20:00	**162**	6	150	4	0	0	1	0	1	0	0	0	0	0
21:00	**118**	3	111	4	0	0	0	0	0	0	0	0	0	0
22:00	**87**	3	80	4	0	0	0	0	0	0	0	0	0	0
23:00	**84**	2	82	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3635**	**50**	**3256**	**270**	**5**	**18**	**9**	**0**	**21**	**3**	**2**	**1**	**0**	**0**
16H,6-22	**4228**	**69**	**3795**	**299**	**5**	**18**	**11**	**0**	**23**	**4**	**2**	**2**	**0**	**0**
18H,6-24	**4399**	**74**	**3957**	**303**	**5**	**18**	**11**	**0**	**23**	**4**	**2**	**2**	**0**	**0**
24H,0-24	**4456**	**74**	**4007**	**309**	**5**	**18**	**12**	**0**	**23**	**4**	**2**	**2**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN				Site No: 13537008			Location	Site 8 - The Green, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals															
Sat 22-Jun-24	**3899**	70	3604	181	1	3	9	5	22	0	1	3	0	0
Sun 23-Jun-24	**2753**	93	2554	93	0	0	5	0	7	0	1	0	0	0
Mon 24-Jun-24	**3829**	65	3491	240	2	8	7	0	14	0	2	0	0	0
Tue 25-Jun-24	**3828**	67	3437	286	1	12	7	0	15	1	2	0	0	0
Wed 26-Jun-24	**3876**	87	3483	269	0	9	8	0	14	3	2	1	0	0
Thu 27-Jun-24	**3703**	76	3351	245	3	6	12	1	7	0	1	1	0	0
Fri 28-Jun-24	**4456**	74	4007	309	5	18	12	0	23	4	2	2	0	0
Total Vehicles															
[--]	**26344**	532	23927	1623	12	56	60	6	102	8	11	7	0	0



13537			CROXLEY GREEN				Site No: 13537008			Location	Site 8 - The Green, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 22-Jun-24																
00:00	**42**	35.6	31	6.7	0	0	0	0	8	17	11	3	1	1	1	0
01:00	**15**	49.1	37.8	9.1	0	0	0	0	0	4	4	3	0	2	2	0
02:00	**15**	42.6	36.8	5.7	0	0	0	0	0	3	3	5	4	0	0	0
03:00	**3**	-	48.5	10	0	0	0	0	0	0	0	1	0	1	0	1
04:00	**3**	-	35.2	11.6	0	0	0	0	0	2	0	0	0	1	0	0
05:00	**5**	-	36.5	4.6	0	0	0	0	0	0	3	1	1	0	0	0
06:00	**23**	43.1	36.5	6.7	0	0	0	0	1	5	3	8	5	1	0	0
07:00	**52**	39.8	34.2	5.9	0	0	0	1	2	11	19	14	4	1	0	0
08:00	**105**	37.9	30.6	7.2	0	0	2	11	9	31	29	18	4	1	0	0
09:00	**225**	34.2	28.9	5.4	0	0	3	9	38	113	44	13	5	0	0	0
10:00	**308**	32.2	27.6	4.6	0	0	0	18	87	143	54	4	2	0	0	0
11:00	**361**	31	24.7	6.8	0	7	32	61	97	109	48	4	2	1	0	0
12:00	**403**	26.9	20.5	6.3	2	29	60	109	131	63	8	1	0	0	0	0
13:00	**385**	24.2	18.8	5	0	24	73	163	103	22	0	0	0	0	0	0
14:00	**314**	23.6	17.8	5.3	0	30	83	117	71	12	1	0	0	0	0	0
15:00	**310**	23.7	18.2	5.2	0	32	56	136	72	14	0	0	0	0	0	0
16:00	**249**	26.6	21.5	4.9	0	1	25	94	87	37	5	0	0	0	0	0
17:00	**268**	29.3	24	5	0	0	14	52	107	83	11	1	0	0	0	0
18:00	**209**	33.2	28.6	4.6	0	0	2	5	40	112	41	8	1	0	0	0
19:00	**204**	35.9	31.6	5.5	0	0	1	4	13	76	81	22	4	2	0	1
20:00	**128**	37.5	32.2	6.2	0	0	0	2	9	49	43	18	4	1	0	2
21:00	**102**	35.6	31.9	5.3	0	0	1	0	8	31	50	6	5	1	0	0
22:00	**102**	36.7	32.5	6	0	0	0	1	5	39	40	9	4	2	2	0
23:00	**68**	38.4	32.2	5.9	0	0	0	0	8	24	21	9	5	1	0	0
12H,7-19	**3189**	**30.1**	**23**	**7**	**2**	**123**	**350**	**776**	**844**	**750**	**260**	**63**	**18**	**3**	**0**	**0**
16H,6-22	**3646**	**31.6**	**24.2**	**7.5**	**2**	**123**	**352**	**782**	**875**	**911**	**437**	**117**	**36**	**8**	**0**	**3**
18H,6-24	**3816**	**32.2**	**24.5**	**7.6**	**2**	**123**	**352**	**783**	**888**	**974**	**498**	**135**	**45**	**11**	**2**	**3**
24H,0-24	**3899**	**32.5**	**24.7**	**7.8**	**2**	**123**	**352**	**783**	**896**	**1000**	**519**	**148**	**51**	**16**	**5**	**4**

Data produced by
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13537			CROXLEY GREEN				Site No: 13537008			Location	Site 8 - The Green, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 23-Jun-24																
00:00	**42**	38	32.3	5.7	0	0	0	1	4	11	16	8	2	0	0	0
01:00	**13**	37.4	33.9	7	0	0	0	0	0	5	5	2	0	0	1	0
02:00	**7**	-	36.4	6.5	0	0	0	0	0	2	1	2	2	0	0	0
03:00	**5**	-	38.5	5.2	0	0	0	0	0	0	2	1	2	0	0	0
04:00	**3**	-	35.2	7.6	0	0	0	0	0	1	1	0	1	0	0	0
05:00	**5**	-	33.5	3.7	0	0	0	0	0	1	3	1	0	0	0	0
06:00	**17**	40.1	34.1	8.2	0	0	0	2	1	1	5	6	1	1	0	0
07:00	**37**	39.3	33.1	7.4	0	0	2	1	1	7	12	12	1	1	0	0
08:00	**61**	39.3	33.6	6.6	0	0	1	4	1	8	24	20	2	1	0	0
09:00	**131**	37.8	31.9	6.8	0	0	4	5	4	43	48	19	5	2	1	0
10:00	**192**	35.8	30.9	5.8	0	0	4	5	15	73	68	20	6	1	0	0
11:00	**233**	35.4	30.7	5.3	0	0	0	8	28	83	89	18	6	1	0	0
12:00	**312**	35.5	30.9	4.9	0	0	2	3	32	121	118	31	5	0	0	0
13:00	**301**	35.5	30.6	5.4	0	0	2	6	37	124	97	23	12	0	0	0
14:00	**219**	36.4	31.6	4.8	0	0	0	0	20	85	78	34	1	0	1	0
15:00	**205**	36.9	31.6	5.5	0	0	0	5	25	57	81	32	4	1	0	0
16:00	**234**	36.6	32.3	5.3	0	0	0	2	15	78	100	27	6	6	0	0
17:00	**173**	35.7	31.2	5.2	0	0	0	3	18	62	68	18	1	3	0	0
18:00	**179**	37	31.7	5.5	0	0	1	2	17	63	64	24	7	1	0	0
19:00	**134**	38.1	33	5.1	0	0	0	0	4	45	57	18	8	2	0	0
20:00	**101**	38.6	33.4	6.1	0	0	0	2	3	28	44	16	4	3	0	1
21:00	**76**	39	32.2	6.8	0	0	0	0	10	30	17	12	5	1	0	1
22:00	**54**	38	32.9	5.4	0	0	0	0	2	20	21	6	4	1	0	0
23:00	**19**	40.1	34	7	0	0	0	0	2	5	5	4	2	1	0	0
12H,7-19	**2277**	**36.2**	**31.4**	**5.5**	**0**	**0**	**16**	**44**	**213**	**804**	**847**	**278**	**56**	**17**	**2**	**0**
16H,6-22	**2605**	**36.6**	**31.6**	**5.6**	**0**	**0**	**16**	**48**	**231**	**908**	**970**	**330**	**74**	**24**	**2**	**2**
18H,6-24	**2678**	**36.7**	**31.6**	**5.6**	**0**	**0**	**16**	**48**	**235**	**933**	**996**	**340**	**80**	**26**	**2**	**2**
24H,0-24	**2753**	**36.8**	**31.7**	**5.6**	**0**	**0**	**16**	**49**	**239**	**953**	**1024**	**354**	**87**	**26**	**3**	**2**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537008			Location	Site 8 - The Green, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 24-Jun-24																
00:00	4	-	32.3	7.6	0	0	0	0	0	3	0	0	1	0	0	0
01:00	5	-	43.5	10	0	0	0	0	0	0	1	2	0	1	0	1
02:00	4	-	33.5	8.2	0	0	0	0	1	0	2	0	1	0	0	0
03:00	4	-	31	3.2	0	0	0	0	0	2	2	0	0	0	0	0
04:00	7	-	34.2	5.5	0	0	0	0	0	2	3	1	1	0	0	0
05:00	20	44.8	40	5.1	0	0	0	0	0	1	2	9	6	2	0	0
06:00	51	41.7	34.3	7.3	0	0	1	0	4	11	16	10	6	3	0	0
07:00	183	39.5	34.5	4.6	0	0	0	0	3	33	85	49	13	0	0	0
08:00	253	38.3	33.1	4.9	0	0	0	0	14	66	111	51	10	1	0	0
09:00	139	35.9	31.8	5.5	0	0	1	2	10	46	60	16	1	2	1	0
10:00	205	35.4	30.6	5.2	0	0	0	3	24	92	62	18	4	2	0	0
11:00	204	35	30.5	5	0	0	0	5	23	85	75	11	4	1	0	0
12:00	238	34.6	29.9	4.5	0	0	1	2	27	126	64	15	3	0	0	0
13:00	195	37	32.3	4.7	0	0	1	0	7	69	82	32	3	1	0	0
14:00	204	36.9	31	5.7	0	0	2	6	25	64	70	34	3	0	0	0
15:00	309	35.7	31.1	5.1	0	1	0	6	20	132	110	34	3	3	0	0
16:00	378	35.6	31.1	4.9	0	1	2	3	29	153	145	40	5	0	0	0
17:00	410	35.8	31.6	4.8	0	0	0	3	28	158	167	45	7	1	0	1
18:00	418	35.9	31.8	4.8	0	0	1	2	22	168	165	45	14	0	1	0
19:00	258	37.8	32.3	5.9	0	0	1	3	16	95	92	33	13	3	1	1
20:00	151	37.1	31.7	5.9	0	0	1	1	16	53	53	18	7	1	1	0
21:00	99	37	31.6	6.6	0	0	0	3	8	42	28	13	1	2	1	1
22:00	63	38.3	32.2	5.5	0	0	0	1	3	26	18	11	4	0	0	0
23:00	27	39.6	34.1	7	0	0	0	0	4	4	8	9	1	0	1	0
12H,7-19	3136	36	31.6	5.1	0	2	8	32	232	1192	1196	390	70	11	2	1
16H,6-22	3695	36.4	31.7	5.2	0	2	11	39	276	1393	1385	464	97	20	5	3
18H,6-24	3785	36.5	31.7	5.3	0	2	11	40	283	1423	1411	484	102	20	6	3
24H,0-24	3829	36.7	31.7	5.3	0	2	11	40	284	1431	1421	496	111	23	6	4

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13537			CROXLEY GREEN				Site No: 13537008				Location	Site 8 - The Green, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 25-Jun-24																
00:00	25	40.6	35.3	5.6	0	0	0	0	0	5	11	5	3	1	0	0
01:00	7	-	32.8	4.7	0	0	0	0	0	3	2	2	0	0	0	0
02:00	7	-	31.4	5.8	0	0	0	0	1	3	1	2	0	0	0	0
03:00	3	-	38.5	10	0	0	0	0	0	1	0	1	0	1	0	0
04:00	4	-	44.8	13.8	0	0	0	0	0	1	0	1	0	0	1	1
05:00	26	40.2	35.2	5.3	0	0	0	0	1	4	9	9	3	0	0	0
06:00	61	43.6	36.2	7.4	0	0	1	1	1	9	19	14	12	3	1	0
07:00	206	38.9	33.6	5.2	0	0	2	1	3	51	91	46	10	2	0	0
08:00	275	38.4	33	5	0	0	1	0	16	71	117	60	10	0	0	0
09:00	193	35.8	31.7	5.2	0	0	0	6	8	72	81	18	6	2	0	0
10:00	188	35.8	30.5	5.9	0	0	2	7	23	71	59	18	7	1	0	0
11:00	236	35.6	31.6	4.6	0	0	1	1	11	98	96	23	6	0	0	0
12:00	206	37	31.9	4.7	0	0	0	0	8	95	65	32	6	0	0	0
13:00	204	35.5	30.5	5.6	0	0	4	6	18	83	69	19	5	0	0	0
14:00	214	37	31.8	5.5	0	0	0	5	15	76	79	33	3	1	2	0
15:00	320	35.6	31.2	4.9	0	0	0	9	20	125	128	32	5	1	0	0
16:00	425	35.3	30.6	4.9	0	0	0	7	49	182	143	34	10	0	0	0
17:00	380	36.1	31.7	4.9	0	0	0	0	27	159	136	44	11	2	1	0
18:00	306	35.8	31.1	5.6	0	0	2	4	31	119	108	33	7	0	0	2
19:00	187	37.6	32.5	5.8	0	0	0	5	12	53	79	29	5	2	2	0
20:00	131	38.7	32.4	6.9	0	0	2	0	11	48	40	18	8	2	0	2
21:00	88	37.5	32.4	6.6	0	0	0	1	8	31	31	11	2	2	1	1
22:00	95	38.8	32.8	7.5	0	0	0	1	9	35	27	15	3	0	3	2
23:00	41	38.4	32.6	6.8	0	0	0	0	4	15	12	7	2	0	0	1
12H,7-19	3153	36.2	31.5	5.2	0	0	12	46	229	1202	1172	392	86	9	3	2
16H,6-22	3620	36.7	31.7	5.4	0	0	15	53	261	1343	1341	464	113	18	7	5
18H,6-24	3756	36.8	31.8	5.5	0	0	15	54	274	1393	1380	486	118	18	10	8
24H,0-24	3828	36.9	31.8	5.5	0	0	15	54	276	1410	1403	506	124	20	11	9

Data produced by
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13537			CROXLEY GREEN				Site No: 13537008			Location	Site 8 - The Green, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 26-Jun-24																
00:00	**17**	35.8	33.5	4.9	0	0	0	0	0	5	9	1	2	0	0	0
01:00	**4**	-	32.3	4.9	0	0	0	0	0	2	1	1	0	0	0	0
02:00	**5**	-	44.5	9.6	0	0	0	0	0	0	1	1	1	1	0	1
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**4**	-	38.5	12.3	0	0	0	0	0	2	0	0	1	0	1	0
05:00	**17**	39.3	33.5	8.4	0	0	1	0	0	5	6	3	1	0	1	0
06:00	**63**	42.9	35.2	6.9	0	0	1	0	2	14	19	12	13	2	0	0
07:00	**209**	38.4	33.3	5	0	0	1	1	11	43	98	49	5	1	0	0
08:00	**292**	36.9	32.1	4.9	0	0	0	3	13	109	115	42	9	1	0	0
09:00	**194**	35.4	30.9	5.6	0	0	4	5	10	78	77	14	4	2	0	0
10:00	**191**	35	30.1	5.3	0	1	1	5	22	80	66	12	4	0	0	0
11:00	**184**	36	31.1	5.4	0	0	1	5	15	72	63	23	4	1	0	0
12:00	**236**	35.6	31.2	4.8	0	0	0	2	21	93	91	26	1	2	0	0
13:00	**223**	35.8	31.1	5.2	0	0	2	1	23	88	78	25	5	1	0	0
14:00	**256**	36.5	31.8	5.4	0	0	2	4	17	84	107	33	7	2	0	0
15:00	**293**	36.2	31	5.1	0	0	1	4	25	133	84	40	6	0	0	0
16:00	**352**	37.6	32.3	5.3	0	0	0	8	21	110	141	57	13	2	0	0
17:00	**377**	37.4	32.4	5.1	0	0	4	1	17	119	161	63	10	2	0	0
18:00	**314**	36.2	32.3	5.2	0	0	0	4	22	85	154	36	9	3	0	1
19:00	**203**	36.4	32	5.3	0	0	0	1	17	70	82	25	6	1	0	1
20:00	**194**	37.1	31.8	5.8	0	0	1	2	16	73	66	29	2	4	0	1
21:00	**131**	37.3	31.7	6	0	0	1	3	11	47	44	19	4	1	1	0
22:00	**76**	39.2	32.4	7.5	0	0	0	3	11	19	24	11	4	2	2	0
23:00	**41**	37	32.5	5.9	0	0	0	0	1	18	14	7	0	0	0	1
12H,7-19	**3121**	**36.6**	**31.7**	**5.2**	**0**	**1**	**16**	**43**	**217**	**1094**	**1235**	**420**	**77**	**17**	**0**	**1**
16H,6-22	**3712**	**36.8**	**31.8**	**5.3**	**0**	**1**	**19**	**49**	**263**	**1298**	**1446**	**505**	**102**	**25**	**1**	**3**
18H,6-24	**3829**	**36.8**	**31.8**	**5.4**	**0**	**1**	**19**	**52**	**275**	**1335**	**1484**	**523**	**106**	**27**	**3**	**4**
24H,0-24	**3876**	**36.9**	**31.9**	**5.5**	**0**	**1**	**20**	**52**	**275**	**1349**	**1501**	**529**	**111**	**28**	**5**	**5**

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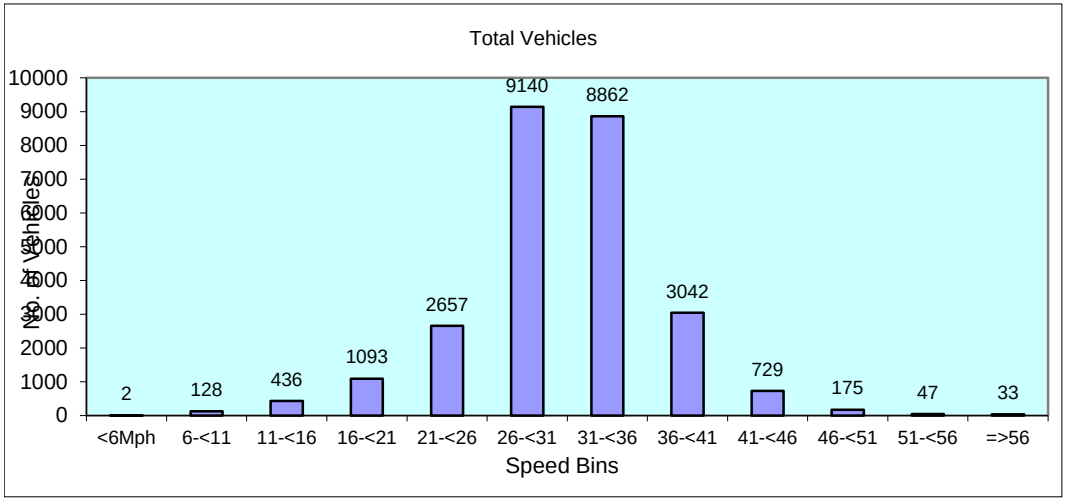
13537			CROXLEY GREEN				Site No: 13537008			Location	Site 8 - The Green, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 27-Jun-24																
00:00	**11**	40.6	33.5	6.8	0	0	0	0	1	4	2	2	2	0	0	0
01:00	**6**	-	37.7	11.6	0	0	0	1	0	0	1	2	1	0	1	0
02:00	**3**	-	35.2	11.6	0	0	0	0	0	2	0	0	0	1	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**4**	-	39.8	9.5	0	0	0	0	0	0	2	1	0	0	1	0
05:00	**13**	44.9	35.4	10	0	0	0	2	0	2	2	3	2	2	0	0
06:00	**47**	41.3	34.5	6.4	0	0	0	1	3	9	15	11	8	0	0	0
07:00	**200**	39	32.8	6.2	0	0	1	1	23	51	66	46	8	3	0	1
08:00	**287**	36.1	32	4.7	0	0	0	0	18	104	121	36	7	0	1	0
09:00	**164**	37.9	31.9	5.9	0	0	2	2	16	50	59	26	8	1	0	0
10:00	**178**	36.5	31.6	5.1	0	0	0	5	13	57	73	29	0	1	0	0
11:00	**196**	36.6	31	5.5	0	0	1	1	29	72	60	27	5	1	0	0
12:00	**225**	35.9	31.6	5.4	0	0	1	2	22	79	87	24	8	2	0	0
13:00	**200**	35.7	31.3	5.3	0	0	0	6	13	78	77	19	5	2	0	0
14:00	**256**	36.8	31.6	5.8	0	1	0	3	28	86	94	34	6	3	0	1
15:00	**277**	37.1	32.3	5.2	0	0	0	4	14	93	116	37	10	2	1	0
16:00	**280**	37.9	32.3	5.4	0	0	0	1	21	101	97	45	12	2	1	0
17:00	**397**	35.7	31.2	5.3	0	0	8	3	32	135	168	41	10	0	0	0
18:00	**323**	38.3	33.2	5.6	0	1	0	0	18	81	148	57	9	7	1	1
19:00	**222**	38.3	32.8	5.8	0	0	0	1	19	62	88	39	8	3	1	1
20:00	**160**	35.9	31.3	5.4	0	0	2	1	11	69	54	15	8	0	0	0
21:00	**119**	35.8	30.6	5.2	0	0	0	2	13	57	30	13	4	0	0	0
22:00	**90**	37.8	31.8	6.4	0	0	0	1	13	30	27	14	2	2	1	0
23:00	**45**	37.8	32.9	7.8	0	0	0	0	5	15	16	5	1	1	0	2
12H,7-19	**2983**	**37.1**	**31.9**	**5.5**	**0**	**2**	**13**	**28**	**247**	**987**	**1166**	**421**	**88**	**24**	**4**	**3**
16H,6-22	**3531**	**37.2**	**32**	**5.5**	**0**	**2**	**15**	**33**	**293**	**1184**	**1353**	**499**	**116**	**27**	**5**	**4**
18H,6-24	**3666**	**37.2**	**32**	**5.6**	**0**	**2**	**15**	**34**	**311**	**1229**	**1396**	**518**	**119**	**30**	**6**	**6**
24H,0-24	**3703**	**37.3**	**32**	**5.6**	**0**	**2**	**15**	**37**	**312**	**1237**	**1403**	**526**	**124**	**33**	**8**	**6**

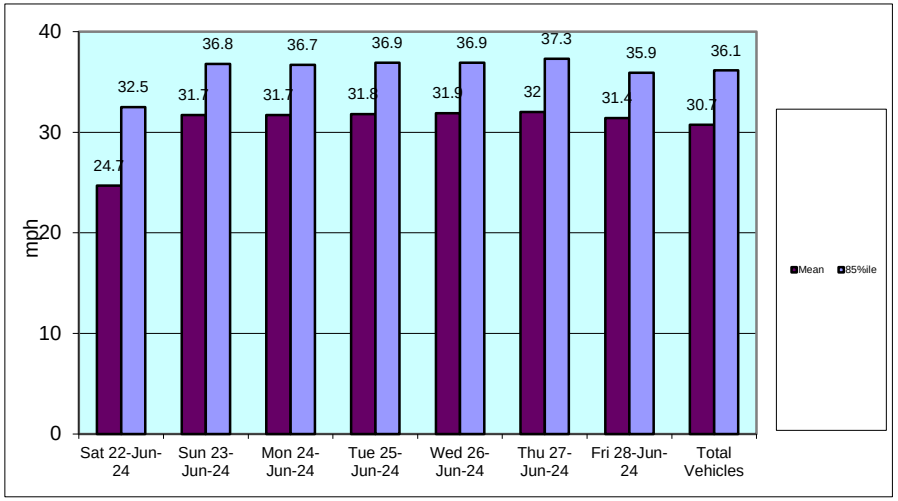
Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537008			Location	Site 8 - The Green, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 28-Jun-24																
00:00	**23**	40.3	35.5	4.9	0	0	0	0	0	4	9	7	3	0	0	0
01:00	**15**	41.6	34.2	7.9	0	0	0	0	0	8	2	2	2	0	1	0
02:00	**3**	-	36.8	14.5	0	0	0	0	0	2	0	0	0	0	1	0
03:00	**5**	-	33.5	10	0	0	0	0	1	2	0	1	0	1	0	0
04:00	**4**	-	38.5	10.1	0	0	0	0	0	0	3	0	0	0	1	0
05:00	**7**	-	36.4	3.1	0	0	0	0	0	0	3	4	0	0	0	0
06:00	**54**	40.3	34.5	6	0	0	0	1	2	9	24	11	5	2	0	0
07:00	**191**	37.5	32.8	5.6	0	0	2	0	9	53	91	23	10	1	2	0
08:00	**271**	37	32.4	4.8	0	0	0	2	11	94	115	39	9	1	0	0
09:00	**195**	36.5	31.4	5.9	0	0	0	6	18	74	65	21	8	2	1	0
10:00	**212**	35.4	30.8	5.2	0	0	0	6	18	94	70	16	7	1	0	0
11:00	**242**	35.2	31	4.4	0	0	0	2	16	111	91	17	5	0	0	0
12:00	**277**	34.8	30	4.6	0	0	1	5	28	141	79	22	1	0	0	0
13:00	**267**	35.3	30.7	5	0	0	0	6	24	121	87	23	4	2	0	0
14:00	**352**	37	32.2	5.6	0	0	0	6	18	132	134	42	14	4	1	1
15:00	**489**	35.1	30.7	4.6	0	0	0	5	45	229	165	36	8	0	1	0
16:00	**429**	35.4	30.4	5.1	0	0	1	12	47	188	131	43	6	1	0	0
17:00	**381**	36	31.4	5.3	0	0	1	4	43	130	146	45	10	2	0	0
18:00	**329**	36.4	31.7	5.2	0	0	0	9	26	103	137	51	1	1	0	1
19:00	**259**	36.3	31.4	5.7	0	0	1	5	22	105	85	29	10	1	0	1
20:00	**162**	37.6	32.3	5.6	0	0	0	0	16	52	63	20	7	4	0	0
21:00	**118**	38.1	31.7	6.2	0	0	0	3	13	43	35	14	8	2	0	0
22:00	**87**	35.3	30.6	5.7	0	0	1	1	10	39	26	7	2	0	1	0
23:00	**84**	37	31.5	6.7	0	0	0	5	8	26	30	10	1	4	0	0
12H,7-19	**3635**	**35.8**	**31.2**	**5.1**	**0**	**0**	**5**	**63**	**303**	**1470**	**1311**	**378**	**83**	**15**	**5**	**2**
16H,6-22	**4228**	**35.9**	**31.3**	**5.3**	**0**	**0**	**6**	**72**	**356**	**1679**	**1518**	**452**	**113**	**24**	**5**	**3**
18H,6-24	**4399**	**35.9**	**31.3**	**5.3**	**0**	**0**	**7**	**78**	**374**	**1744**	**1574**	**469**	**116**	**28**	**6**	**3**
24H,0-24	**4456**	**35.9**	**31.4**	**5.3**	**0**	**0**	**7**	**78**	**375**	**1760**	**1591**	**483**	**121**	**29**	**9**	**3**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537008			Location	Site 8 - The Green, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
Daily Totals																
Sat 22-Jun-24	**3899**	32.5	24.7	7.8	2	123	352	783	896	1000	519	148	51	16	5	4
Sun 23-Jun-24	**2753**	36.8	31.7	5.6	0	0	16	49	239	953	1024	354	87	26	3	2
Mon 24-Jun-24	**3829**	36.7	31.7	5.3	0	2	11	40	284	1431	1421	496	111	23	6	4
Tue 25-Jun-24	**3828**	36.9	31.8	5.5	0	0	15	54	276	1410	1403	506	124	20	11	9
Wed 26-Jun-24	**3876**	36.9	31.9	5.5	0	1	20	52	275	1349	1501	529	111	28	5	5
Thu 27-Jun-24	**3703**	37.3	32	5.6	0	2	15	37	312	1237	1403	526	124	33	8	6
Fri 28-Jun-24	**4456**	35.9	31.4	5.3	0	0	7	78	375	1760	1591	483	121	29	9	3
Total Vehicles																
[--]	**26344**	36.1	30.7	5.8	2	128	436	1093	2657	9140	8862	3042	729	175	47	33





Data produced by
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13537			CROXLEY GREEN			Site No: 13537008			Location	Site 8 - The Green, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 22-Jun-24														
00:00	**32**	2	28	2	0	0	0	0	0	0	0	0	0	0
01:00	**16**	0	16	0	0	0	0	0	0	0	0	0	0	0
02:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
03:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
04:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
05:00	**8**	0	6	2	0	0	0	0	0	0	0	0	0	0
06:00	**25**	0	21	4	0	0	0	0	0	0	0	0	0	0
07:00	**85**	3	76	6	0	0	0	0	0	0	0	0	0	0
08:00	**148**	2	136	10	0	0	0	0	0	0	0	0	0	0
09:00	**277**	4	256	16	0	0	1	0	0	0	0	0	0	0
10:00	**358**	7	325	24	0	0	0	0	2	0	0	0	0	0
11:00	**336**	4	309	20	0	1	1	0	1	0	0	0	0	0
12:00	**377**	7	348	20	0	0	0	0	0	0	0	2	0	0
13:00	**316**	8	293	14	0	0	0	0	1	0	0	0	0	0
14:00	**321**	9	303	7	0	0	1	0	1	0	0	0	0	0
15:00	**255**	7	235	9	0	0	4	0	0	0	0	0	0	0
16:00	**271**	8	251	9	0	0	0	1	2	0	0	0	0	0
17:00	**310**	2	285	17	1	0	3	1	1	0	0	0	0	0
18:00	**224**	6	203	13	0	0	2	0	0	0	0	0	0	0
19:00	**188**	8	175	5	0	0	0	0	0	0	0	0	0	0
20:00	**139**	9	123	6	0	0	0	0	1	0	0	0	0	0
21:00	**74**	2	72	0	0	0	0	0	0	0	0	0	0	0
22:00	**62**	0	62	0	0	0	0	0	0	0	0	0	0	0
23:00	**38**	1	37	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3278**	**67**	**3020**	**165**	**1**	**1**	**12**	**2**	**8**	**0**	**0**	**2**	**0**	**0**
16H,6-22	**3704**	**86**	**3411**	**180**	**1**	**1**	**12**	**2**	**9**	**0**	**0**	**2**	**0**	**0**
18H,6-24	**3804**	**87**	**3510**	**180**	**1**	**1**	**12**	**2**	**9**	**0**	**0**	**2**	**0**	**0**
24H,0-24	**3871**	**89**	**3570**	**185**	**1**	**1**	**12**	**2**	**9**	**0**	**0**	**2**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537008			Location	Site 8 - The Green, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 23-Jun-24														
00:00	**30**	0	30	0	0	0	0	0	0	0	0	0	0	0
01:00	**15**	0	15	0	0	0	0	0	0	0	0	0	0	0
02:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
03:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
04:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
05:00	**9**	0	6	3	0	0	0	0	0	0	0	0	0	0
06:00	**16**	1	12	3	0	0	0	0	0	0	0	0	0	0
07:00	**47**	6	33	8	0	0	0	0	0	0	0	0	0	0
08:00	**89**	9	78	2	0	0	0	0	0	0	0	0	0	0
09:00	**156**	7	140	7	0	0	1	0	1	0	0	0	0	0
10:00	**247**	9	229	8	0	0	0	0	1	0	0	0	0	0
11:00	**280**	14	257	8	0	0	0	0	1	0	0	0	0	0
12:00	**291**	10	272	5	3	1	0	0	0	0	0	0	0	0
13:00	**263**	10	241	10	0	0	1	0	1	0	0	0	0	0
14:00	**249**	9	221	15	0	0	0	0	4	0	0	0	0	0
15:00	**202**	6	188	8	0	0	0	0	0	0	0	0	0	0
16:00	**204**	10	189	5	0	0	0	0	0	0	0	0	0	0
17:00	**193**	2	182	9	0	0	0	0	0	0	0	0	0	0
18:00	**154**	6	142	5	0	0	0	0	1	0	0	0	0	0
19:00	**114**	1	113	0	0	0	0	0	0	0	0	0	0	0
20:00	**89**	2	83	3	0	0	0	1	0	0	0	0	0	0
21:00	**72**	2	69	1	0	0	0	0	0	0	0	0	0	0
22:00	**49**	1	48	0	0	0	0	0	0	0	0	0	0	0
23:00	**16**	0	16	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2375**	**98**	**2172**	**90**	**3**	**1**	**2**	**0**	**9**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**2666**	**104**	**2449**	**97**	**3**	**1**	**2**	**1**	**9**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**2731**	**105**	**2513**	**97**	**3**	**1**	**2**	**1**	**9**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**2802**	**105**	**2581**	**100**	**3**	**1**	**2**	**1**	**9**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537008			Location	Site 8 - The Green, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 24-Jun-24														
00:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
01:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
02:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
03:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
04:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
05:00	**26**	1	21	2	1	0	1	0	0	0	0	0	0	0
06:00	**105**	2	88	15	0	0	0	0	0	0	0	0	0	0
07:00	**332**	5	299	24	0	1	1	1	1	0	0	0	0	0
08:00	**379**	2	349	26	0	0	0	0	2	0	0	0	0	0
09:00	**254**	4	222	21	1	1	2	1	1	1	0	0	0	0
10:00	**219**	2	192	23	0	0	1	0	1	0	0	0	0	0
11:00	**208**	5	177	22	0	1	2	0	1	0	0	0	0	0
12:00	**195**	6	165	22	0	1	1	0	0	0	0	0	0	0
13:00	**197**	3	180	12	0	0	0	0	2	0	0	0	0	0
14:00	**194**	9	170	13	1	0	0	0	1	0	0	0	0	0
15:00	**237**	4	212	19	0	0	1	1	0	0	0	0	0	0
16:00	**340**	1	317	19	0	0	0	0	2	1	0	0	0	0
17:00	**530**	5	472	50	0	0	2	0	1	0	0	0	0	0
18:00	**329**	5	299	18	0	2	1	1	2	0	0	1	0	0
19:00	**203**	1	193	9	0	0	0	0	0	0	0	0	0	0
20:00	**109**	5	99	4	0	0	1	0	0	0	0	0	0	0
21:00	**61**	2	54	4	0	0	0	1	0	0	0	0	0	0
22:00	**46**	1	41	4	0	0	0	0	0	0	0	0	0	0
23:00	**18**	0	18	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3414**	**51**	**3054**	**269**	**2**	**6**	**11**	**4**	**14**	**2**	**0**	**1**	**0**	**0**
16H,6-22	**3892**	**61**	**3488**	**301**	**2**	**6**	**12**	**5**	**14**	**2**	**0**	**1**	**0**	**0**
18H,6-24	**3956**	**62**	**3547**	**305**	**2**	**6**	**12**	**5**	**14**	**2**	**0**	**1**	**0**	**0**
24H,0-24	**4002**	**63**	**3586**	**309**	**3**	**6**	**13**	**5**	**14**	**2**	**0**	**1**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537008			Location	Site 8 - The Green, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 25-Jun-24														
00:00	**12**	0	12	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
03:00	**4**	1	2	1	0	0	0	0	0	0	0	0	0	0
04:00	**5**	1	4	0	0	0	0	0	0	0	0	0	0	0
05:00	**38**	0	33	5	0	0	0	0	0	0	0	0	0	0
06:00	**121**	6	104	10	0	1	0	0	0	0	0	0	0	0
07:00	**437**	8	381	47	0	0	0	0	1	0	0	0	0	0
08:00	**338**	4	318	13	0	1	2	0	0	0	0	0	0	0
09:00	**269**	7	237	21	0	2	0	0	0	0	1	1	0	0
10:00	**193**	2	171	16	1	2	0	0	0	0	1	0	0	0
11:00	**204**	5	178	20	0	0	1	0	0	0	0	0	0	0
12:00	**230**	4	201	24	0	0	0	0	1	0	0	0	0	0
13:00	**224**	4	200	17	0	1	0	0	2	0	0	0	0	0
14:00	**237**	7	211	17	0	0	1	1	0	0	0	0	0	0
15:00	**268**	4	248	16	0	0	0	0	0	0	0	0	0	0
16:00	**296**	2	278	16	0	0	0	0	0	0	0	0	0	0
17:00	**311**	12	281	14	0	0	2	0	2	0	0	0	0	0
18:00	**285**	7	264	10	0	1	0	1	1	0	0	1	0	0
19:00	**210**	10	189	9	0	0	0	0	1	0	1	0	0	0
20:00	**107**	8	94	5	0	0	0	0	0	0	0	0	0	0
21:00	**72**	0	68	4	0	0	0	0	0	0	0	0	0	0
22:00	**69**	1	67	1	0	0	0	0	0	0	0	0	0	0
23:00	**27**	3	22	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3292**	**66**	**2968**	**231**	**1**	**7**	**6**	**2**	**7**	**0**	**2**	**2**	**0**	**0**
16H,6-22	**3802**	**90**	**3423**	**259**	**1**	**8**	**6**	**2**	**8**	**0**	**3**	**2**	**0**	**0**
18H,6-24	**3898**	**94**	**3512**	**262**	**1**	**8**	**6**	**2**	**8**	**0**	**3**	**2**	**0**	**0**
24H,0-24	**3961**	**96**	**3567**	**268**	**1**	**8**	**6**	**2**	**8**	**0**	**3**	**2**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537008			Location	Site 8 - The Green, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 26-Jun-24														
00:00	**15**	0	15	0	0	0	0	0	0	0	0	0	0	0
01:00	**6**	1	4	1	0	0	0	0	0	0	0	0	0	0
02:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
03:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
04:00	**6**	0	5	0	0	0	1	0	0	0	0	0	0	0
05:00	**23**	3	17	3	0	0	0	0	0	0	0	0	0	0
06:00	**112**	3	94	15	0	0	0	0	0	0	0	0	0	0
07:00	**406**	10	360	35	0	1	0	0	0	0	0	0	0	0
08:00	**395**	2	366	21	0	1	1	1	2	1	0	0	0	0
09:00	**272**	6	233	28	0	1	1	0	1	1	1	0	0	0
10:00	**204**	3	179	21	0	1	0	0	0	0	0	0	0	0
11:00	**214**	7	185	20	1	0	1	0	0	0	0	0	0	0
12:00	**205**	4	187	12	0	0	0	0	2	0	0	0	0	0
13:00	**208**	7	184	17	0	0	0	0	0	0	0	0	0	0
14:00	**195**	3	167	23	0	0	1	0	1	0	0	0	0	0
15:00	**283**	5	259	15	0	0	2	0	2	0	0	0	0	0
16:00	**350**	0	331	17	0	0	0	0	1	0	1	0	0	0
17:00	**398**	9	363	24	0	0	0	0	2	0	0	0	0	0
18:00	**289**	11	268	8	0	0	0	0	2	0	0	0	0	0
19:00	**194**	6	177	11	0	0	0	0	0	0	0	0	0	0
20:00	**126**	13	108	4	0	0	0	0	1	0	0	0	0	0
21:00	**102**	8	89	5	0	0	0	0	0	0	0	0	0	0
22:00	**49**	2	47	0	0	0	0	0	0	0	0	0	0	0
23:00	**19**	0	19	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3419**	**67**	**3082**	**241**	**1**	**4**	**6**	**1**	**13**	**2**	**2**	**0**	**0**	**0**
16H,6-22	**3953**	**97**	**3550**	**276**	**1**	**4**	**6**	**1**	**14**	**2**	**2**	**0**	**0**	**0**
18H,6-24	**4021**	**99**	**3616**	**276**	**1**	**4**	**6**	**1**	**14**	**2**	**2**	**0**	**0**	**0**
24H,0-24	**4078**	**103**	**3664**	**280**	**1**	**4**	**7**	**1**	**14**	**2**	**2**	**0**	**0**	**0**

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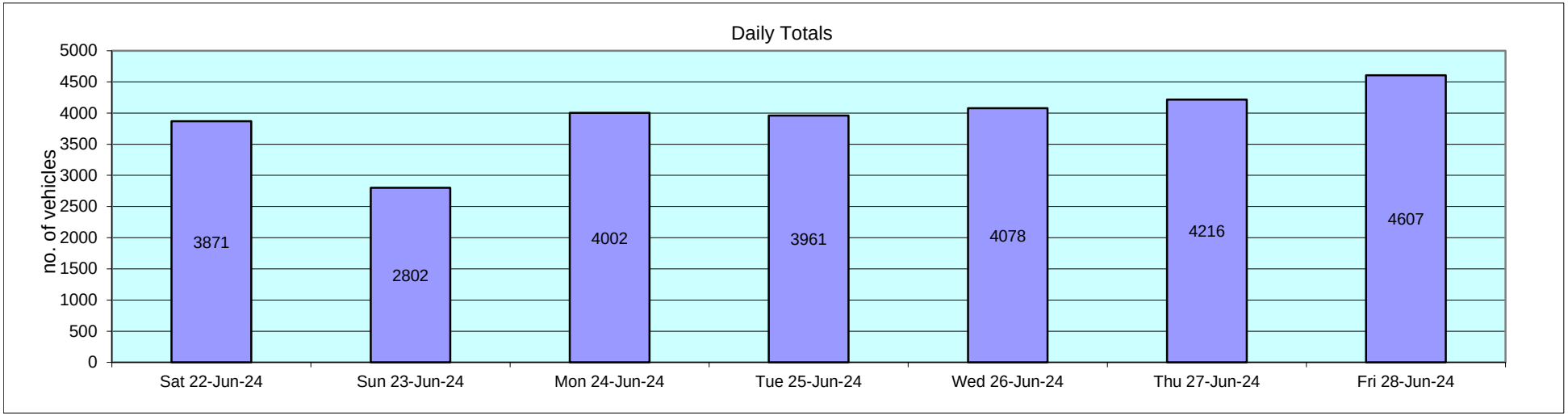
13537			CROXLEY GREEN			Site No: 13537008			Location	Site 8 - The Green, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 27-Jun-24														
00:00	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
01:00	**2**	0	1	0	0	1	0	0	0	0	0	0	0	0
02:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
03:00	**5**	0	4	0	0	0	1	0	0	0	0	0	0	0
04:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
05:00	**22**	2	18	1	0	0	1	0	0	0	0	0	0	0
06:00	**112**	4	96	12	0	0	0	0	0	0	0	0	0	0
07:00	**384**	5	345	31	0	0	1	0	1	0	1	0	0	0
08:00	**384**	3	351	29	0	1	0	0	0	0	0	0	0	0
09:00	**256**	9	226	17	0	2	2	0	0	0	0	0	0	0
10:00	**252**	1	228	18	0	1	2	0	2	0	0	0	0	0
11:00	**201**	7	173	20	0	1	0	0	0	0	0	0	0	0
12:00	**218**	6	192	18	0	0	1	0	1	0	0	0	0	0
13:00	**217**	7	187	19	0	2	0	0	2	0	0	0	0	0
14:00	**203**	3	177	22	0	0	1	0	0	0	0	0	0	0
15:00	**329**	3	309	17	0	0	0	0	0	0	0	0	0	0
16:00	**361**	4	337	17	1	0	0	2	0	0	0	0	0	0
17:00	**444**	10	408	21	0	2	0	0	2	0	1	0	0	0
18:00	**314**	7	289	11	0	1	0	1	5	0	0	0	0	0
19:00	**203**	6	187	10	0	0	0	0	0	0	0	0	0	0
20:00	**130**	10	113	7	0	0	0	0	0	0	0	0	0	0
21:00	**81**	5	71	5	0	0	0	0	0	0	0	0	0	0
22:00	**53**	0	47	2	0	0	0	0	2	1	0	1	0	0
23:00	**28**	3	25	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3563**	**65**	**3222**	**240**	**1**	**10**	**7**	**3**	**13**	**0**	**2**	**0**	**0**	**0**
16H,6-22	**4089**	**90**	**3689**	**274**	**1**	**10**	**7**	**3**	**13**	**0**	**2**	**0**	**0**	**0**
18H,6-24	**4170**	**93**	**3761**	**276**	**1**	**10**	**7**	**3**	**15**	**1**	**2**	**1**	**0**	**0**
24H,0-24	**4216**	**95**	**3799**	**279**	**1**	**11**	**9**	**3**	**15**	**1**	**2**	**1**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537008			Location	Site 8 - The Green, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 28-Jun-24														
00:00	**14**	0	14	0	0	0	0	0	0	0	0	0	0	0
01:00	**18**	0	15	3	0	0	0	0	0	0	0	0	0	0
02:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
03:00	**6**	0	4	2	0	0	0	0	0	0	0	0	0	0
04:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
05:00	**21**	1	16	4	0	0	0	0	0	0	0	0	0	0
06:00	**103**	2	89	12	0	0	0	0	0	0	0	0	0	0
07:00	**292**	5	255	29	0	1	0	0	2	0	0	0	0	0
08:00	**359**	8	330	20	0	0	0	0	1	0	0	0	0	0
09:00	**298**	10	258	25	1	1	1	0	1	1	0	0	0	0
10:00	**256**	6	223	21	0	4	1	0	0	0	1	0	0	0
11:00	**254**	3	222	28	0	0	1	0	0	0	0	0	0	0
12:00	**274**	1	245	20	0	5	1	0	1	0	1	0	0	0
13:00	**249**	3	227	14	0	2	0	0	3	0	0	0	0	0
14:00	**203**	5	181	15	0	0	1	0	1	0	0	0	0	0
15:00	**339**	0	315	20	0	0	2	1	1	0	0	0	0	0
16:00	**400**	3	367	26	0	2	0	0	2	0	0	0	0	0
17:00	**351**	9	316	16	1	1	0	0	6	2	0	0	0	0
18:00	**500**	10	462	23	1	0	0	1	2	0	1	0	0	0
19:00	**288**	5	275	4	0	2	1	0	1	0	0	0	0	0
20:00	**154**	7	141	5	0	0	0	1	0	0	0	0	0	0
21:00	**105**	3	95	6	0	0	0	0	1	0	0	0	0	0
22:00	**69**	1	67	1	0	0	0	0	0	0	0	0	0	0
23:00	**43**	3	39	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3775**	**63**	**3401**	**257**	**3**	**16**	**7**	**2**	**20**	**3**	**3**	**0**	**0**	**0**
16H,6-22	**4425**	**80**	**4001**	**284**	**3**	**18**	**8**	**3**	**22**	**3**	**3**	**0**	**0**	**0**
18H,6-24	**4537**	**84**	**4107**	**286**	**3**	**18**	**8**	**3**	**22**	**3**	**3**	**0**	**0**	**0**
24H,0-24	**4607**	**85**	**4166**	**296**	**3**	**18**	**8**	**3**	**22**	**3**	**3**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN				Site No: 13537008			Location	Site 8 - The Green, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals															
Sat 22-Jun-24	**3871**	89	3570	185	1	1	12	2	9	0	0	2	0	0
Sun 23-Jun-24	**2802**	105	2581	100	3	1	2	1	9	0	0	0	0	0
Mon 24-Jun-24	**4002**	63	3586	309	3	6	13	5	14	2	0	1	0	0
Tue 25-Jun-24	**3961**	96	3567	268	1	8	6	2	8	0	3	2	0	0
Wed 26-Jun-24	**4078**	103	3664	280	1	4	7	1	14	2	2	0	0	0
Thu 27-Jun-24	**4216**	95	3799	279	1	11	9	3	15	1	2	1	0	0
Fri 28-Jun-24	**4607**	85	4166	296	3	18	8	3	22	3	3	0	0	0
Total Vehicles															
[--]	**27537**	636	24933	1717	13	49	57	17	91	8	10	6	0	0



13537			CROXLEY GREEN				Site No: 13537008			Location	Site 8 - The Green, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 22-Jun-24																
00:00	**32**	35	29.8	8.4	0	1	1	0	7	8	12	2	0	0	0	1
01:00	**16**	36.5	31.6	8	0	0	0	1	1	8	3	1	0	2	0	0
02:00	**5**	-	38.5	1.6	0	0	0	0	0	0	0	5	0	0	0	0
03:00	**4**	-	29.8	7.6	0	0	0	1	0	0	3	0	0	0	0	0
04:00	**2**	-	31	10.6	0	0	0	0	1	0	0	1	0	0	0	0
05:00	**8**	-	33.5	10.4	0	0	0	0	3	0	3	0	0	2	0	0
06:00	**25**	40.7	33.3	6.5	0	0	0	1	1	7	9	3	4	0	0	0
07:00	**85**	38.4	32	6.1	0	0	2	1	3	35	22	18	3	1	0	0
08:00	**148**	37.4	31.1	6.1	0	0	2	2	19	57	39	22	5	2	0	0
09:00	**277**	35.1	30	5.2	0	0	0	8	42	124	75	20	8	0	0	0
10:00	**358**	34.2	28.4	5.5	0	0	2	14	102	147	60	28	4	1	0	0
11:00	**336**	32.7	27.4	5.1	0	0	2	26	102	134	62	8	2	0	0	0
12:00	**377**	28	22.8	5.7	0	2	25	112	150	76	8	0	2	0	0	2
13:00	**316**	25	20.2	4.4	1	0	43	149	95	28	0	0	0	0	0	0
14:00	**321**	23.5	18.4	4.7	1	16	72	142	82	8	0	0	0	0	0	0
15:00	**255**	25	20.1	4.9	0	4	41	109	78	18	5	0	0	0	0	0
16:00	**271**	27.7	22.4	4.9	0	3	18	77	114	53	6	0	0	0	0	0
17:00	**310**	29	23.1	5.5	0	3	22	80	114	74	14	3	0	0	0	0
18:00	**224**	32.7	27.5	5.4	0	2	2	11	66	97	36	9	0	1	0	0
19:00	**188**	35.3	30.4	6.3	0	1	3	4	22	79	58	12	5	3	1	0
20:00	**139**	37.8	31.1	7.1	0	0	3	5	14	56	32	21	4	2	1	1
21:00	**74**	35.6	29.9	5.6	0	0	1	4	7	33	19	10	0	0	0	0
22:00	**62**	38.6	32.1	6.4	0	0	0	0	9	21	17	10	4	0	1	0
23:00	**38**	38.8	32.8	6.6	0	0	0	0	6	8	15	5	2	2	0	0
12H,7-19	**3278**	**30.8**	**24.5**	**6.7**	**2**	**30**	**231**	**731**	**967**	**851**	**327**	**108**	**24**	**5**	**0**	**2**
16H,6-22	**3704**	**32.1**	**25.2**	**6.9**	**2**	**31**	**238**	**745**	**1011**	**1026**	**445**	**154**	**37**	**10**	**2**	**3**
18H,6-24	**3804**	**32.4**	**25.4**	**7**	**2**	**31**	**238**	**745**	**1026**	**1055**	**477**	**169**	**43**	**12**	**3**	**3**
24H,0-24	**3871**	**32.6**	**25.5**	**7.1**	**2**	**32**	**239**	**747**	**1038**	**1071**	**498**	**178**	**43**	**16**	**3**	**4**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537008			Location	Site 8 - The Green, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 23-Jun-24																
00:00	**30**	38	32.5	5.2	0	0	0	0	1	13	9	5	2	0	0	0
01:00	**15**	41.6	35.5	6.6	0	0	0	0	0	5	3	4	2	1	0	0
02:00	**7**	-	29.9	7	0	0	0	1	0	4	0	2	0	0	0	0
03:00	**5**	-	27.5	6.6	0	0	0	1	1	1	2	0	0	0	0	0
04:00	**5**	-	36.5	3.1	0	0	0	0	0	0	2	3	0	0	0	0
05:00	**9**	-	36.3	6.8	0	0	0	0	0	3	1	2	3	0	0	0
06:00	**16**	39.5	32.6	8.3	0	0	1	0	1	5	4	3	1	1	0	0
07:00	**47**	39.3	32.2	8.2	0	1	3	1	2	7	17	13	3	0	0	0
08:00	**89**	38.1	31.4	7	0	0	2	4	7	31	25	15	3	1	1	0
09:00	**156**	36.3	30.9	6.4	0	0	2	6	20	50	53	19	2	3	1	0
10:00	**247**	35.3	30.3	5.7	0	0	1	14	29	88	90	20	3	1	1	0
11:00	**280**	35.5	30.3	5.2	0	0	0	13	32	114	88	31	2	0	0	0
12:00	**291**	34.8	29.5	5.3	0	0	2	9	42	147	62	24	3	2	0	0
13:00	**263**	35.5	30.1	5.7	0	1	3	4	36	119	66	26	7	1	0	0
14:00	**249**	35.5	30.2	5.8	0	0	2	5	38	109	63	22	7	3	0	0
15:00	**202**	35.3	30.4	5.3	0	0	1	8	23	75	75	17	3	0	0	0
16:00	**204**	35.9	31.7	5.3	0	0	1	3	17	64	89	23	6	0	1	0
17:00	**193**	35.6	31	5.5	0	0	1	2	19	84	63	16	6	1	0	1
18:00	**154**	36.9	31.5	5.6	0	0	1	6	11	49	59	25	2	1	0	0
19:00	**114**	38.7	33.7	5.2	0	0	0	1	2	30	48	29	1	2	1	0
20:00	**89**	37	31.4	6.8	0	0	1	6	5	30	31	11	1	4	0	0
21:00	**72**	38.1	32.7	6.9	0	0	1	1	5	21	28	11	1	2	2	0
22:00	**49**	39.2	32.9	7.3	0	0	0	0	5	19	12	8	3	0	1	1
23:00	**16**	43.8	36	8.1	0	0	0	0	1	3	6	2	2	1	1	0
12H,7-19	**2375**	**35.7**	**30.6**	**5.7**	**0**	**2**	**19**	**75**	**276**	**937**	**750**	**251**	**47**	**13**	**4**	**1**
16H,6-22	**2666**	**35.9**	**30.8**	**5.8**	**0**	**2**	**22**	**83**	**289**	**1023**	**861**	**305**	**51**	**22**	**7**	**1**
18H,6-24	**2731**	**36**	**30.9**	**5.9**	**0**	**2**	**22**	**83**	**295**	**1045**	**879**	**315**	**56**	**23**	**9**	**2**
24H,0-24	**2802**	**36.1**	**30.9**	**5.9**	**0**	**2**	**22**	**85**	**297**	**1071**	**896**	**331**	**63**	**24**	**9**	**2**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537008			Location	Site 8 - The Green, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 24-Jun-24																
00:00	**6**	-	41.8	9.3	0	0	0	0	0	1	1	0	2	1	1	0
01:00	**4**	-	36	9.6	0	0	0	0	0	2	0	1	0	1	0	0
02:00	**3**	-	33.5	8.8	0	0	0	0	0	2	0	0	1	0	0	0
03:00	**2**	-	28.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
04:00	**5**	-	34.5	4.4	0	0	0	0	0	1	2	2	0	0	0	0
05:00	**26**	47	35.8	9.2	0	0	0	0	2	6	10	2	1	3	1	1
06:00	**105**	40.8	34.4	6.7	0	0	0	2	9	20	31	28	11	4	0	0
07:00	**332**	38.2	32.2	6.4	0	0	1	14	31	83	131	50	15	6	0	1
08:00	**379**	36.3	31.4	5.2	0	1	0	5	32	148	133	47	13	0	0	0
09:00	**254**	37.2	31.7	6	0	0	0	8	22	90	87	36	4	6	0	1
10:00	**219**	34.7	29.7	4.7	0	0	0	2	37	110	49	19	2	0	0	0
11:00	**208**	34.7	29.6	5.3	0	0	1	6	36	93	55	12	4	1	0	0
12:00	**195**	34.9	30	5.8	0	1	1	4	27	89	55	13	2	2	0	1
13:00	**197**	35.2	29.9	6	1	0	1	5	31	89	48	16	4	1	0	1
14:00	**194**	35.3	29.7	6	0	1	2	5	34	84	45	18	4	0	0	1
15:00	**237**	34.6	30	5.2	0	0	1	8	26	111	76	10	4	0	0	1
16:00	**340**	35.7	30.6	5.2	0	0	0	6	46	144	98	38	7	1	0	0
17:00	**530**	35	30.5	4.6	0	0	0	2	52	272	154	42	6	1	1	0
18:00	**329**	35.4	30.2	5.5	0	0	1	5	56	136	92	28	8	3	0	0
19:00	**203**	35.9	31.9	5.8	0	0	0	2	15	82	74	16	8	4	2	0
20:00	**109**	38.7	32.3	6.8	0	0	1	3	7	39	34	15	8	0	1	1
21:00	**61**	39.5	32.4	7.2	0	0	0	1	7	24	13	9	5	1	0	1
22:00	**46**	37.9	32.3	7.1	0	0	0	1	7	11	17	7	0	2	1	0
23:00	**18**	39.5	33.2	6	0	0	0	0	1	7	4	4	2	0	0	0
12H,7-19	**3414**	**35.6**	**30.6**	**5.5**	**1**	**3**	**8**	**70**	**430**	**1449**	**1023**	**329**	**73**	**21**	**1**	**6**
16H,6-22	**3892**	**35.8**	**30.8**	**5.7**	**1**	**3**	**9**	**78**	**468**	**1614**	**1175**	**397**	**105**	**30**	**4**	**8**
18H,6-24	**3956**	**35.9**	**30.8**	**5.7**	**1**	**3**	**9**	**79**	**476**	**1632**	**1196**	**408**	**107**	**32**	**5**	**8**
24H,0-24	**4002**	**35.9**	**30.9**	**5.8**	**1**	**3**	**9**	**79**	**479**	**1644**	**1210**	**413**	**111**	**37**	**7**	**9**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537008				Location	Site 8 - The Green, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 25-Jun-24																
00:00	**12**	38.8	33.1	6	0	0	0	0	1	4	3	3	1	0	0	0
01:00	**1**	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
02:00	**3**	-	36.8	14.5	0	0	0	0	0	2	0	0	0	0	1	0
03:00	**4**	-	29.8	13.1	0	0	0	1	1	1	0	0	0	1	0	0
04:00	**5**	-	38.5	6.3	0	0	0	0	0	0	2	2	0	1	0	0
05:00	**38**	40.5	34.4	7.1	0	0	0	0	3	12	6	12	3	1	1	0
06:00	**121**	40.4	34.4	6.5	0	0	1	1	8	27	30	40	11	3	0	0
07:00	**437**	37.7	31.7	5.9	0	0	1	11	32	176	128	66	16	6	0	1
08:00	**338**	37.9	31.6	5.7	0	0	1	4	31	144	87	53	16	2	0	0
09:00	**269**	36.6	31.2	5.9	0	0	3	6	25	103	87	33	9	3	0	0
10:00	**193**	35.8	30.5	5.6	0	0	1	3	27	83	52	20	5	2	0	0
11:00	**204**	35.7	31.5	5.5	0	0	1	2	14	88	72	14	9	4	0	0
12:00	**230**	35.5	30.8	5.2	0	0	2	2	31	82	87	20	6	0	0	0
13:00	**224**	34.7	29.5	5.7	0	0	3	8	34	103	56	13	4	3	0	0
14:00	**237**	35.3	30.1	5.8	0	1	2	7	32	99	69	22	2	2	1	0
15:00	**268**	35.7	30.8	5.4	0	0	3	3	28	111	88	30	3	1	1	0
16:00	**296**	35.8	30.6	6	0	0	1	6	40	131	76	28	9	3	1	1
17:00	**311**	35.1	29.6	5.6	0	0	1	12	56	133	75	25	7	2	0	0
18:00	**285**	35.7	30.9	5.5	0	0	2	3	42	94	108	30	5	0	0	1
19:00	**210**	35.7	30.7	5.5	0	0	0	3	37	69	73	22	5	0	1	0
20:00	**107**	39.8	32.8	6.8	0	0	0	2	11	36	27	19	8	3	1	0
21:00	**72**	37.8	31.7	5.9	0	0	0	0	10	27	19	13	2	0	1	0
22:00	**69**	36.1	31	7.3	0	1	0	1	9	29	18	6	2	2	0	1
23:00	**27**	41.6	32.6	9.6	0	0	2	0	3	7	7	3	4	0	0	1
12H,7-19	**3292**	**35.9**	**30.8**	**5.7**	**0**	**1**	**21**	**67**	**392**	**1347**	**985**	**354**	**91**	**28**	**3**	**3**
16H,6-22	**3802**	**36.4**	**31**	**5.8**	**0**	**1**	**22**	**73**	**458**	**1506**	**1134**	**448**	**117**	**34**	**6**	**3**
18H,6-24	**3898**	**36.5**	**31**	**5.9**	**0**	**2**	**24**	**74**	**470**	**1542**	**1159**	**457**	**123**	**36**	**6**	**5**
24H,0-24	**3961**	**36.6**	**31.1**	**5.9**	**0**	**2**	**24**	**75**	**475**	**1561**	**1170**	**475**	**127**	**39**	**8**	**5**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537008			Location	Site 8 - The Green, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 26-Jun-24																
00:00	**15**	47.3	35.2	11.2	0	0	0	0	1	7	3	1	0	1	0	2
01:00	**6**	-	31.8	6.2	0	0	0	0	1	2	1	2	0	0	0	0
02:00	**5**	-	31.5	4.6	0	0	0	0	0	3	1	1	0	0	0	0
03:00	**2**	-	28.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
04:00	**6**	-	37.7	5.1	0	0	0	0	0	1	0	4	1	0	0	0
05:00	**23**	46.1	35.7	9.5	0	0	1	0	2	4	6	2	4	4	0	0
06:00	**112**	39.1	33.5	5.9	0	0	0	3	5	26	43	29	5	0	0	1
07:00	**406**	37.5	31.8	5.6	0	1	1	8	28	153	133	67	11	4	0	0
08:00	**395**	35.8	31	5.1	0	0	0	6	43	158	134	44	8	2	0	0
09:00	**272**	35.5	30.1	5.5	0	0	0	11	46	99	83	29	3	1	0	0
10:00	**204**	35	30.2	5.3	0	1	2	4	22	89	68	14	4	0	0	0
11:00	**214**	35.9	30.3	6	0	0	1	9	31	83	59	25	4	0	2	0
12:00	**205**	35.7	30.7	5.7	0	0	2	3	23	89	61	19	5	2	1	0
13:00	**208**	35.6	30.7	5.9	0	0	0	5	25	94	57	18	5	1	3	0
14:00	**195**	35.1	29.9	5.4	0	0	0	9	30	78	59	14	5	0	0	0
15:00	**283**	35.5	30.2	5.7	0	0	7	5	37	109	92	26	7	0	0	0
16:00	**350**	35.7	31.6	4.8	0	0	0	3	22	139	141	36	5	4	0	0
17:00	**398**	36.8	31.4	6	0	0	2	8	47	143	130	46	15	5	2	0
18:00	**289**	37.9	31.7	6.1	0	0	1	7	26	108	85	47	12	1	1	1
19:00	**194**	36.9	32	5.5	0	0	0	0	15	77	68	25	5	2	2	0
20:00	**126**	39.6	32.6	6.8	0	0	0	3	14	39	34	23	8	5	0	0
21:00	**102**	36.7	31	6.5	0	0	1	1	17	39	27	9	6	1	1	0
22:00	**49**	35.7	31.3	5.1	0	0	0	1	3	22	16	5	2	0	0	0
23:00	**19**	39.3	33	6.4	0	0	0	0	3	5	3	7	1	0	0	0
12H,7-19	**3419**	**35.9**	**30.9**	**5.6**	**0**	**2**	**16**	**78**	**380**	**1342**	**1102**	**385**	**84**	**20**	**9**	**1**
16H,6-22	**3953**	**36.3**	**31.1**	**5.7**	**0**	**2**	**17**	**85**	**431**	**1523**	**1274**	**471**	**108**	**28**	**12**	**2**
18H,6-24	**4021**	**36.3**	**31.1**	**5.7**	**0**	**2**	**17**	**86**	**437**	**1550**	**1293**	**483**	**111**	**28**	**12**	**2**
24H,0-24	**4078**	**36.5**	**31.2**	**5.8**	**0**	**2**	**18**	**86**	**442**	**1567**	**1305**	**493**	**116**	**33**	**12**	**4**

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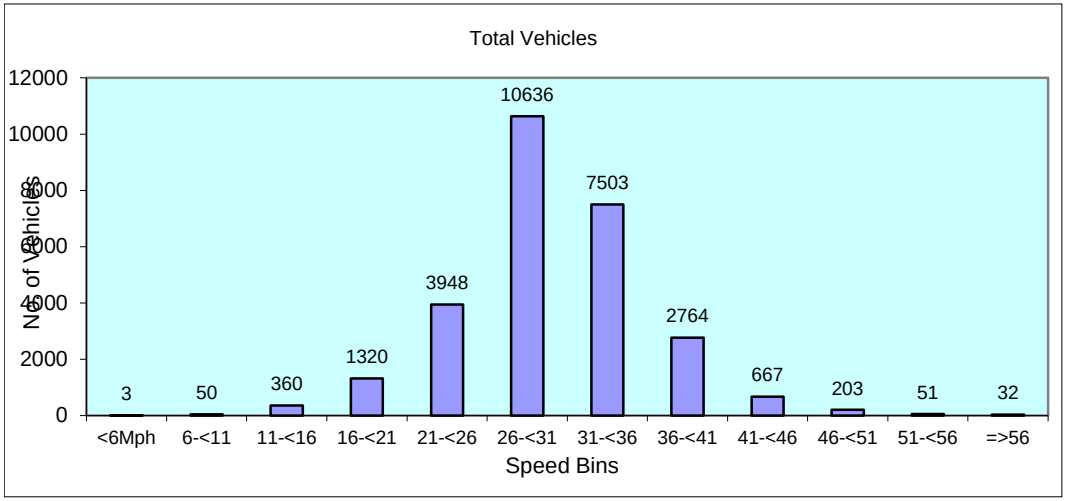
13537			CROXLEY GREEN				Site No: 13537008			Location	Site 8 - The Green, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 27-Jun-24																
00:00	**9**	-	32.4	8.7	0	0	0	1	2	0	2	3	1	0	0	0
01:00	**2**	-	36	3.5	0	0	0	0	0	0	1	1	0	0	0	0
02:00	**2**	-	31	3.5	0	0	0	0	0	1	1	0	0	0	0	0
03:00	**5**	-	38.5	5.2	0	0	0	0	0	0	2	1	2	0	0	0
04:00	**6**	-	32.7	4	0	0	0	0	0	2	3	1	0	0	0	0
05:00	**22**	44	35.8	8.2	0	0	0	0	2	5	5	5	2	2	1	0
06:00	**112**	40.3	34.7	7.5	0	0	1	4	3	24	31	37	7	1	2	2
07:00	**384**	36.9	31.3	5.8	0	0	1	13	31	152	119	53	12	2	0	1
08:00	**384**	35.7	30.7	4.9	0	0	0	3	44	180	105	46	5	1	0	0
09:00	**256**	35.8	31.1	5.9	0	1	3	4	22	101	89	24	8	3	1	0
10:00	**252**	35.1	29.7	5.5	0	0	6	7	36	98	81	23	1	0	0	0
11:00	**201**	35	30.3	5.3	0	0	2	1	22	106	49	12	7	2	0	0
12:00	**218**	34.8	29.7	5.3	0	0	1	6	32	105	53	17	2	2	0	0
13:00	**217**	35	30	5.3	0	0	3	7	21	103	62	16	5	0	0	0
14:00	**203**	35.4	30.4	5.2	0	0	1	2	28	89	59	17	7	0	0	0
15:00	**329**	35.9	30.9	5.3	0	0	0	10	25	150	97	34	12	1	0	0
16:00	**361**	35.9	30.7	5.5	0	1	1	5	43	160	99	39	11	2	0	0
17:00	**444**	35.3	29.9	5.5	0	1	2	9	79	182	121	41	7	2	0	0
18:00	**314**	35.8	30.8	5.6	0	0	1	9	44	105	113	31	9	2	0	0
19:00	**203**	35.7	30.5	5.7	0	0	1	0	41	73	61	19	5	3	0	0
20:00	**130**	37.6	31.2	6.4	0	0	1	4	18	44	36	22	3	1	1	0
21:00	**81**	35.9	30.6	5.9	0	0	0	1	16	29	23	8	3	1	0	0
22:00	**53**	37	31	6.8	0	0	0	3	5	22	13	8	1	0	0	1
23:00	**28**	39.3	33.5	6.7	0	0	1	0	0	8	11	5	2	1	0	0
12H,7-19	**3563**	**35.6**	**30.5**	**5.5**	**0**	**3**	**21**	**76**	**427**	**1531**	**1047**	**353**	**86**	**17**	**1**	**1**
16H,6-22	**4089**	**35.8**	**30.7**	**5.6**	**0**	**3**	**24**	**85**	**505**	**1701**	**1198**	**439**	**104**	**23**	**4**	**3**
18H,6-24	**4170**	**35.9**	**30.7**	**5.6**	**0**	**3**	**25**	**88**	**510**	**1731**	**1222**	**452**	**107**	**24**	**4**	**4**
24H,0-24	**4216**	**35.9**	**30.7**	**5.7**	**0**	**3**	**25**	**89**	**514**	**1739**	**1236**	**463**	**112**	**26**	**5**	**4**

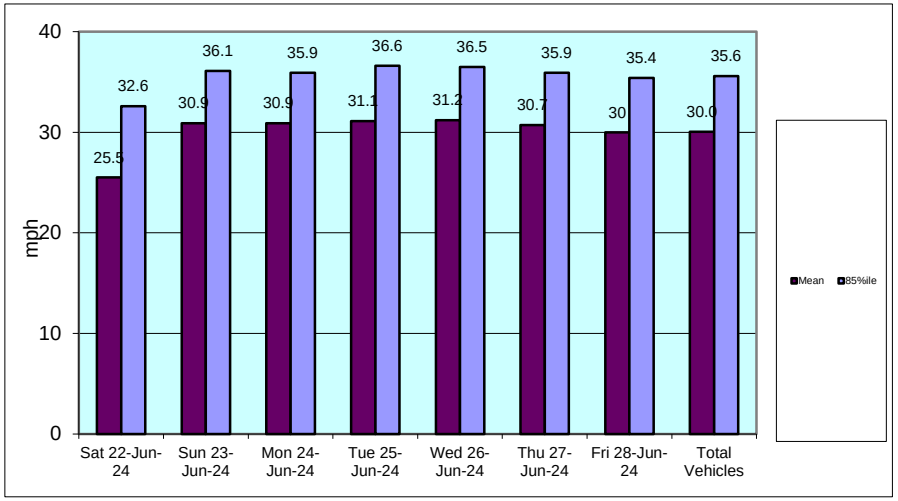
Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537008			Location	Site 8 - The Green, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 28-Jun-24																
00:00	**14**	40.4	36	7.1	0	0	0	0	1	2	4	5	0	2	0	0
01:00	**18**	35.5	32.7	7.6	0	0	0	0	1	8	6	2	0	0	0	1
02:00	**5**	-	35.5	8.4	0	0	0	0	0	2	1	1	0	1	0	0
03:00	**6**	-	33.5	6.4	0	0	0	0	1	1	1	3	0	0	0	0
04:00	**6**	-	29.3	4	0	0	0	0	1	3	2	0	0	0	0	0
05:00	**21**	41.9	34.5	7.1	0	0	0	0	1	7	6	3	2	2	0	0
06:00	**103**	39.6	34.2	6.5	0	0	0	1	3	29	36	25	2	4	3	0
07:00	**292**	38.6	32.3	6.4	0	0	3	10	19	88	96	60	12	3	0	1
08:00	**359**	35.9	31	5.4	0	0	3	5	40	140	118	44	7	2	0	0
09:00	**298**	34.3	29.2	5.8	0	3	0	5	62	136	70	16	3	1	0	2
10:00	**256**	35	29.3	5.7	0	1	1	6	58	105	58	21	4	2	0	0
11:00	**254**	34.2	28.9	5.8	0	0	3	13	47	120	51	11	7	1	1	0
12:00	**274**	34.8	30	4.7	0	0	0	4	43	119	87	18	3	0	0	0
13:00	**249**	35	29.9	5.2	0	0	1	3	42	116	61	21	3	2	0	0
14:00	**203**	34.7	30.1	5.3	0	1	1	2	22	106	54	10	4	3	0	0
15:00	**339**	34.2	29.1	4.9	0	0	1	14	54	167	80	20	3	0	0	0
16:00	**400**	35	29.8	5.6	0	0	4	12	52	196	94	30	9	1	2	0
17:00	**351**	35	29	6	0	0	5	27	54	150	77	31	7	0	0	0
18:00	**500**	33.4	28.3	5.2	0	1	0	34	107	239	91	20	7	1	0	0
19:00	**288**	35.6	30.3	5.7	0	0	0	10	42	121	78	24	12	0	1	0
20:00	**154**	35.5	30.5	5.9	0	0	1	5	25	49	56	13	3	2	0	0
21:00	**105**	36.3	30.5	6	0	0	0	5	14	43	26	13	3	1	0	0
22:00	**69**	36.5	30.8	5.6	0	0	0	3	9	23	22	11	1	0	0	0
23:00	**43**	38.8	32.6	5.8	0	0	0	0	5	13	13	9	3	0	0	0
12H,7-19	**3775**	**35.1**	**29.7**	**5.6**	**0**	**6**	**22**	**135**	**600**	**1682**	**937**	**302**	**69**	**16**	**3**	**3**
16H,6-22	**4425**	**35.3**	**29.9**	**5.7**	**0**	**6**	**23**	**156**	**684**	**1924**	**1133**	**377**	**89**	**23**	**7**	**3**
18H,6-24	**4537**	**35.3**	**29.9**	**5.7**	**0**	**6**	**23**	**159**	**698**	**1960**	**1168**	**397**	**93**	**23**	**7**	**3**
24H,0-24	**4607**	**35.4**	**30**	**5.7**	**0**	**6**	**23**	**159**	**703**	**1983**	**1188**	**411**	**95**	**28**	**7**	**4**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537008			Location	Site 8 - The Green, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
Daily Totals																
Sat 22-Jun-24	**3871**	32.6	25.5	7.1	2	32	239	747	1038	1071	498	178	43	16	3	4
Sun 23-Jun-24	**2802**	36.1	30.9	5.9	0	2	22	85	297	1071	896	331	63	24	9	2
Mon 24-Jun-24	**4002**	35.9	30.9	5.8	1	3	9	79	479	1644	1210	413	111	37	7	9
Tue 25-Jun-24	**3961**	36.6	31.1	5.9	0	2	24	75	475	1561	1170	475	127	39	8	5
Wed 26-Jun-24	**4078**	36.5	31.2	5.8	0	2	18	86	442	1567	1305	493	116	33	12	4
Thu 27-Jun-24	**4216**	35.9	30.7	5.7	0	3	25	89	514	1739	1236	463	112	26	5	4
Fri 28-Jun-24	**4607**	35.4	30	5.7	0	6	23	159	703	1983	1188	411	95	28	7	4
Total Vehicles																
[--]	**27537**	35.6	30.0	6.0	3	50	360	1320	3948	10636	7503	2764	667	203	51	32





Data produced by
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13537		CROXLEY GREEN JUNE 2024								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**Average 85%ile Speed**	**Average Mean Speed**
Site No: 13537009	Site 9 - Aldenham Road, Croxley Green 51.647127, -0.381724	Channel: Northbound	Sat 22-Jun-24	Fri 28-Jun-24	30	33914	5033	4845	25.5	21.8
		Channel: Southbound	Sat 22-Jun-24	Fri 28-Jun-24		38721	5821	5532	22.3	16.9

Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN				Site No: 13537009			Location	Site 9 - Aldenham Road, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 22-Jun-24															
00:00	**71**	0	67	3	0	0	1	0	0	0	0	0	0	0
01:00	**53**	0	51	2	0	0	0	0	0	0	0	0	0	0
02:00	**28**	0	27	1	0	0	0	0	0	0	0	0	0	0
03:00	**18**	0	18	0	0	0	0	0	0	0	0	0	0	0
04:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
05:00	**23**	0	20	3	0	0	0	0	0	0	0	0	0	0
06:00	**83**	2	74	7	0	0	0	0	0	0	0	0	0	0
07:00	**156**	1	142	12	0	1	0	0	0	0	0	0	0	0
08:00	**255**	0	225	29	0	1	0	0	0	0	0	0	0	0
09:00	**386**	0	364	19	1	1	0	0	1	0	0	0	0	0
10:00	**336**	3	314	17	0	2	0	0	0	0	0	0	0	0
11:00	**293**	2	269	17	0	4	0	0	1	0	0	0	0	0
12:00	**308**	6	279	19	0	1	0	0	2	0	0	1	0	0
13:00	**337**	6	307	21	0	2	1	0	0	0	0	0	0	0
14:00	**303**	8	280	11	0	3	0	0	1	0	0	0	0	0
15:00	**294**	1	263	23	0	2	0	0	5	0	0	0	0	0
16:00	**272**	10	239	19	1	1	1	0	1	0	0	0	0	0
17:00	**273**	3	254	14	0	1	0	0	1	0	0	0	0	0
18:00	**299**	8	278	12	0	1	0	0	0	0	0	0	0	0
19:00	**196**	11	180	3	0	1	1	0	0	0	0	0	0	0
20:00	**182**	13	154	11	0	2	1	0	1	0	0	0	0	0
21:00	**129**	4	118	5	1	0	0	0	1	0	0	0	0	0
22:00	**153**	4	143	6	0	0	0	0	0	0	0	0	0	0
23:00	**115**	5	108	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3512**	**48**	**3214**	**213**	**2**	**20**	**2**	**0**	**12**	**0**	**0**	**1**	**0**	**0**
16H,6-22	**4102**	**78**	**3740**	**239**	**3**	**23**	**4**	**0**	**14**	**0**	**0**	**1**	**0**	**0**
18H,6-24	**4370**	**87**	**3991**	**247**	**3**	**23**	**4**	**0**	**14**	**0**	**0**	**1**	**0**	**0**
24H,0-24	**4570**	**87**	**4180**	**257**	**3**	**23**	**5**	**0**	**14**	**0**	**0**	**1**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537009			Location	Site 9 - Aldenham Road, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 23-Jun-24														
00:00	**75**	2	68	3	0	1	0	0	1	0	0	0	0	0
01:00	**57**	3	53	1	0	0	0	0	0	0	0	0	0	0
02:00	**24**	0	23	1	0	0	0	0	0	0	0	0	0	0
03:00	**18**	0	17	1	0	0	0	0	0	0	0	0	0	0
04:00	**16**	0	15	1	0	0	0	0	0	0	0	0	0	0
05:00	**20**	0	19	1	0	0	0	0	0	0	0	0	0	0
06:00	**52**	0	50	2	0	0	0	0	0	0	0	0	0	0
07:00	**95**	3	88	4	0	0	0	0	0	0	0	0	0	0
08:00	**159**	0	151	8	0	0	0	0	0	0	0	0	0	0
09:00	**241**	3	226	11	0	1	0	0	0	0	0	0	0	0
10:00	**299**	1	283	13	0	2	0	0	0	0	0	0	0	0
11:00	**300**	5	288	5	0	1	0	0	1	0	0	0	0	0
12:00	**275**	2	257	12	0	2	1	0	1	0	0	0	0	0
13:00	**335**	3	318	13	0	0	0	0	1	0	0	0	0	0
14:00	**358**	7	337	11	1	1	0	0	1	0	0	0	0	0
15:00	**339**	4	323	11	0	1	0	0	0	0	0	0	0	0
16:00	**358**	5	331	19	0	1	0	0	2	0	0	0	0	0
17:00	**275**	9	250	11	0	1	1	0	3	0	0	0	0	0
18:00	**257**	6	242	7	0	2	0	0	0	0	0	0	0	0
19:00	**192**	8	178	5	0	0	1	0	0	0	0	0	0	0
20:00	**142**	1	134	7	0	0	0	0	0	0	0	0	0	0
21:00	**120**	8	104	8	0	0	0	0	0	0	0	0	0	0
22:00	**107**	4	99	3	0	1	0	0	0	0	0	0	0	0
23:00	**63**	2	60	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3291**	**48**	**3094**	**125**	**1**	**12**	**2**	**0**	**9**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**3797**	**65**	**3560**	**147**	**1**	**12**	**3**	**0**	**9**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**3967**	**71**	**3719**	**151**	**1**	**13**	**3**	**0**	**9**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**4177**	**76**	**3914**	**159**	**1**	**14**	**3**	**0**	**10**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN				Site No: 13537009			Location	Site 9 - Aldenham Road, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 24-Jun-24														
00:00	**41**	2	38	1	0	0	0	0	0	0	0	0	0	0
01:00	**11**	1	10	0	0	0	0	0	0	0	0	0	0	0
02:00	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
03:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
04:00	**11**	1	9	1	0	0	0	0	0	0	0	0	0	0
05:00	**54**	0	51	2	0	1	0	0	0	0	0	0	0	0
06:00	**157**	3	135	16	0	2	1	0	0	0	0	0	0	0
07:00	**287**	4	244	29	3	2	0	0	5	0	0	0	0	0
08:00	**298**	3	261	29	0	3	1	0	1	0	0	0	0	0
09:00	**323**	1	291	22	0	5	2	0	2	0	0	0	0	0
10:00	**296**	2	256	31	0	3	1	0	3	0	0	0	0	0
11:00	**303**	1	263	30	1	5	2	0	0	0	1	0	0	0
12:00	**311**	8	274	24	0	2	0	0	3	0	0	0	0	0
13:00	**300**	4	265	25	0	1	2	0	3	0	0	0	0	0
14:00	**330**	4	286	35	0	4	0	0	1	0	0	0	0	0
15:00	**286**	7	245	22	1	4	1	0	6	0	0	0	0	0
16:00	**298**	1	270	25	0	2	0	0	0	0	0	0	0	0
17:00	**352**	5	312	27	1	3	1	0	3	0	0	0	0	0
18:00	**272**	7	249	11	1	2	0	0	2	0	0	0	0	0
19:00	**314**	5	292	12	0	3	1	0	1	0	0	0	0	0
20:00	**263**	3	246	13	0	0	0	0	1	0	0	0	0	0
21:00	**140**	4	131	5	0	0	0	0	0	0	0	0	0	0
22:00	**100**	3	91	5	0	0	0	0	1	0	0	0	0	0
23:00	**52**	2	49	0	0	0	0	0	1	0	0	0	0	0
12H,7-19	**3656**	**47**	**3216**	**310**	**7**	**36**	**10**	**0**	**29**	**0**	**1**	**0**	**0**	**0**
16H,6-22	**4530**	**62**	**4020**	**356**	**7**	**41**	**12**	**0**	**31**	**0**	**1**	**0**	**0**	**0**
18H,6-24	**4682**	**67**	**4160**	**361**	**7**	**41**	**12**	**0**	**33**	**0**	**1**	**0**	**0**	**0**
24H,0-24	**4814**	**71**	**4283**	**365**	**7**	**42**	**12**	**0**	**33**	**0**	**1**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN				Site No: 13537009			Location	Site 9 - Aldenham Road, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 25-Jun-24														
00:00	**36**	0	33	3	0	0	0	0	0	0	0	0	0	0
01:00	**14**	0	13	1	0	0	0	0	0	0	0	0	0	0
02:00	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
03:00	**11**	0	8	3	0	0	0	0	0	0	0	0	0	0
04:00	**15**	1	12	2	0	0	0	0	0	0	0	0	0	0
05:00	**45**	0	39	4	0	1	1	0	0	0	0	0	0	0
06:00	**179**	8	144	24	1	1	1	0	0	0	0	0	0	0
07:00	**318**	5	270	38	2	0	1	0	2	0	0	0	0	0
08:00	**299**	3	272	17	2	3	0	0	2	0	0	0	0	0
09:00	**299**	2	268	24	0	3	0	0	2	0	0	0	0	0
10:00	**271**	0	243	20	1	3	1	1	2	0	0	0	0	0
11:00	**280**	2	251	22	2	1	1	1	0	0	0	0	0	0
12:00	**294**	9	247	34	0	1	2	0	1	0	0	0	0	0
13:00	**249**	7	211	25	0	3	0	0	3	0	0	0	0	0
14:00	**297**	3	258	32	0	3	1	0	0	0	0	0	0	0
15:00	**335**	3	301	25	2	2	0	1	1	0	0	0	0	0
16:00	**316**	3	279	29	1	2	1	0	1	0	0	0	0	0
17:00	**342**	7	300	31	1	2	1	0	0	0	0	0	0	0
18:00	**295**	7	262	19	1	3	0	0	3	0	0	0	0	0
19:00	**371**	12	337	17	0	0	1	0	3	0	1	0	0	0
20:00	**232**	8	213	10	1	0	0	0	0	0	0	0	0	0
21:00	**125**	4	113	4	0	2	1	0	1	0	0	0	0	0
22:00	**146**	2	134	9	0	0	0	0	1	0	0	0	0	0
23:00	**84**	1	79	4	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3595**	**51**	**3162**	**316**	**12**	**26**	**8**	**3**	**17**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**4502**	**83**	**3969**	**371**	**14**	**29**	**11**	**3**	**21**	**0**	**1**	**0**	**0**	**0**
18H,6-24	**4732**	**86**	**4182**	**384**	**14**	**29**	**11**	**3**	**22**	**0**	**1**	**0**	**0**	**0**
24H,0-24	**4863**	**87**	**4297**	**397**	**14**	**30**	**12**	**3**	**22**	**0**	**1**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN				Site No: 13537009			Location	Site 9 - Aldenham Road, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 26-Jun-24														
00:00	**44**	3	40	1	0	0	0	0	0	0	0	0	0	0
01:00	**18**	0	16	2	0	0	0	0	0	0	0	0	0	0
02:00	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
03:00	**14**	0	10	3	1	0	0	0	0	0	0	0	0	0
04:00	**15**	1	12	2	0	0	0	0	0	0	0	0	0	0
05:00	**45**	0	42	2	0	1	0	0	0	0	0	0	0	0
06:00	**165**	3	134	24	0	1	1	0	2	0	0	0	0	0
07:00	**336**	6	297	29	2	1	1	0	0	0	0	0	0	0
08:00	**306**	3	279	21	0	2	0	0	1	0	0	0	0	0
09:00	**325**	4	286	28	0	5	1	0	1	0	0	0	0	0
10:00	**282**	6	245	24	1	4	0	0	2	0	0	0	0	0
11:00	**329**	4	287	29	3	2	0	0	4	0	0	0	0	0
12:00	**308**	3	281	21	1	2	0	0	0	0	0	0	0	0
13:00	**328**	11	289	23	0	2	0	0	1	0	1	1	0	0
14:00	**365**	5	318	34	0	5	0	0	2	0	0	1	0	0
15:00	**273**	6	233	26	1	3	0	0	4	0	0	0	0	0
16:00	**295**	8	261	22	0	4	0	0	0	0	0	0	0	0
17:00	**307**	3	278	19	1	3	0	0	3	0	0	0	0	0
18:00	**294**	4	258	24	0	4	0	0	4	0	0	0	0	0
19:00	**366**	11	330	18	1	1	0	0	5	0	0	0	0	0
20:00	**271**	10	243	15	0	0	0	0	3	0	0	0	0	0
21:00	**166**	6	149	8	0	2	0	0	1	0	0	0	0	0
22:00	**124**	1	116	5	0	0	0	0	2	0	0	0	0	0
23:00	**88**	3	82	3	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3748**	**63**	**3312**	**300**	**9**	**37**	**2**	**0**	**22**	**0**	**1**	**2**	**0**	**0**
16H,6-22	**4716**	**93**	**4168**	**365**	**10**	**41**	**3**	**0**	**33**	**0**	**1**	**2**	**0**	**0**
18H,6-24	**4928**	**97**	**4366**	**373**	**10**	**41**	**3**	**0**	**35**	**0**	**1**	**2**	**0**	**0**
24H,0-24	**5073**	**101**	**4494**	**384**	**11**	**42**	**3**	**0**	**35**	**0**	**1**	**2**	**0**	**0**

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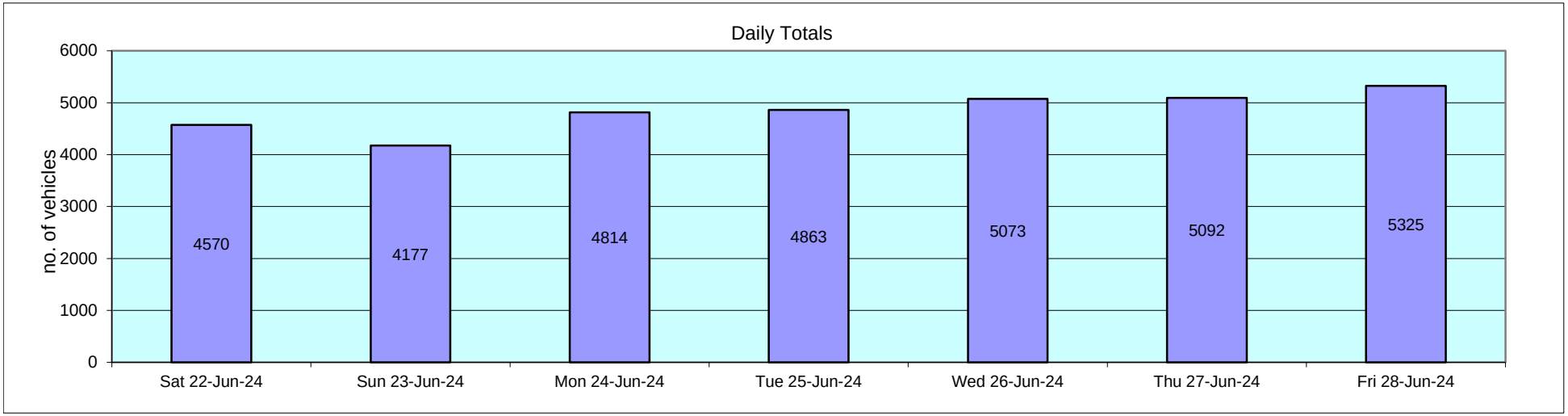
13537		CROXLEY GREEN				Site No: 13537009			Location	Site 9 - Aldenham Road, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 27-Jun-24															
00:00	**34**	2	31	1	0	0	0	0	0	0	0	0	0	0
01:00	**16**	0	15	1	0	0	0	0	0	0	0	0	0	0
02:00	**18**	0	18	0	0	0	0	0	0	0	0	0	0	0
03:00	**11**	0	9	2	0	0	0	0	0	0	0	0	0	0
04:00	**14**	0	12	2	0	0	0	0	0	0	0	0	0	0
05:00	**58**	0	50	7	0	1	0	0	0	0	0	0	0	0
06:00	**161**	5	126	25	1	2	1	0	1	0	0	0	0	0
07:00	**290**	4	250	29	3	2	0	0	2	0	0	0	0	0
08:00	**292**	1	253	32	1	3	0	1	1	0	0	0	0	0
09:00	**327**	3	286	30	0	3	1	1	3	0	0	0	0	0
10:00	**320**	4	276	36	0	3	0	0	1	0	0	0	0	0
11:00	**315**	1	274	33	0	3	1	0	3	0	0	0	0	0
12:00	**322**	1	291	26	0	4	0	0	0	0	0	0	0	0
13:00	**304**	5	249	40	3	3	3	0	1	0	0	0	0	0
14:00	**368**	5	313	43	0	2	1	0	4	0	0	0	0	0
15:00	**285**	3	249	28	0	4	0	0	1	0	0	0	0	0
16:00	**287**	2	235	40	1	6	0	0	3	0	0	0	0	0
17:00	**344**	1	316	23	0	3	0	0	1	0	0	0	0	0
18:00	**364**	4	333	22	2	1	0	0	2	0	0	0	0	0
19:00	**306**	5	280	18	0	1	1	0	1	0	0	0	0	0
20:00	**272**	10	246	13	1	1	1	0	0	0	0	0	0	0
21:00	**181**	5	163	10	0	2	1	0	0	0	0	0	0	0
22:00	**114**	5	97	9	0	1	1	0	1	0	0	0	0	0
23:00	**89**	3	84	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3818**	**34**	**3325**	**382**	**10**	**37**	**6**	**2**	**22**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**4738**	**59**	**4140**	**448**	**12**	**43**	**10**	**2**	**24**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**4941**	**67**	**4321**	**459**	**12**	**44**	**11**	**2**	**25**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**5092**	**69**	**4456**	**472**	**12**	**45**	**11**	**2**	**25**	**0**	**0**	**0**	**0**	**0**

Data produced by
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13537			CROXLEY GREEN			Site No: 13537009			Location	Site 9 - Aldenham Road, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 28-Jun-24														
00:00	**34**	0	34	0	0	0	0	0	0	0	0	0	0	0
01:00	**20**	0	20	0	0	0	0	0	0	0	0	0	0	0
02:00	**15**	0	13	1	1	0	0	0	0	0	0	0	0	0
03:00	**15**	0	13	2	0	0	0	0	0	0	0	0	0	0
04:00	**16**	1	14	1	0	0	0	0	0	0	0	0	0	0
05:00	**58**	0	51	7	0	0	0	0	0	0	0	0	0	0
06:00	**135**	4	107	19	0	4	0	0	1	0	0	0	0	0
07:00	**335**	1	298	30	3	0	2	0	1	0	0	0	0	0
08:00	**292**	4	252	30	0	4	1	0	1	0	0	0	0	0
09:00	**318**	4	285	24	0	4	1	0	0	0	0	0	0	0
10:00	**311**	3	273	29	0	3	0	1	2	0	0	0	0	0
11:00	**317**	1	287	22	0	3	3	0	1	0	0	0	0	0
12:00	**375**	9	328	32	0	3	1	0	2	0	0	0	0	0
13:00	**324**	2	285	28	0	3	0	0	6	0	0	0	0	0
14:00	**348**	2	311	28	1	1	0	0	4	1	0	0	0	0
15:00	**342**	6	286	42	0	5	1	0	1	0	0	1	0	0
16:00	**341**	6	298	26	1	6	0	1	3	0	0	0	0	0
17:00	**351**	4	317	21	1	2	0	0	6	0	0	0	0	0
18:00	**326**	7	287	24	1	1	1	0	5	0	0	0	0	0
19:00	**367**	8	333	21	1	1	0	1	1	0	1	0	0	0
20:00	**300**	6	279	12	0	1	1	0	1	0	0	0	0	0
21:00	**172**	4	157	7	1	0	0	0	3	0	0	0	0	0
22:00	**118**	4	110	4	0	0	0	0	0	0	0	0	0	0
23:00	**95**	5	83	7	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3980**	**49**	**3507**	**336**	**7**	**35**	**10**	**2**	**32**	**1**	**0**	**1**	**0**	**0**
16H,6-22	**4954**	**71**	**4383**	**395**	**9**	**41**	**11**	**3**	**38**	**1**	**1**	**1**	**0**	**0**
18H,6-24	**5167**	**80**	**4576**	**406**	**9**	**41**	**11**	**3**	**38**	**1**	**1**	**1**	**0**	**0**
24H,0-24	**5325**	**81**	**4721**	**417**	**10**	**41**	**11**	**3**	**38**	**1**	**1**	**1**	**0**	**0**

Data produced by
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13537		CROXLEY GREEN				Site No: 13537009			Location	Site 9 - Aldenham Road, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals															
Sat 22-Jun-24	**4570**	87	4180	257	3	23	5	0	14	0	0	1	0	0
Sun 23-Jun-24	**4177**	76	3914	159	1	14	3	0	10	0	0	0	0	0
Mon 24-Jun-24	**4814**	71	4283	365	7	42	12	0	33	0	1	0	0	0
Tue 25-Jun-24	**4863**	87	4297	397	14	30	12	3	22	0	1	0	0	0
Wed 26-Jun-24	**5073**	101	4494	384	11	42	3	0	35	0	1	2	0	0
Thu 27-Jun-24	**5092**	69	4456	472	12	45	11	2	25	0	0	0	0	0
Fri 28-Jun-24	**5325**	81	4721	417	10	41	11	3	38	1	1	1	0	0
Total Vehicles															
[--]	**33914**	572	30345	2451	58	237	57	8	177	1	4	4	0	0



Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537009			Location	Site 9 - Aldenham Road, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 22-Jun-24																
00:00	**71**	27.7	23.4	4	0	0	1	17	36	17	0	0	0	0	0	0
01:00	**53**	28	24.2	3.6	0	0	1	5	33	14	0	0	0	0	0	0
02:00	**28**	25.8	24.2	4.7	0	0	0	3	21	3	0	0	1	0	0	0
03:00	**18**	27.8	24.3	3.4	0	0	0	2	11	5	0	0	0	0	0	0
04:00	**7**	-	23.5	4.3	0	0	0	2	3	2	0	0	0	0	0	0
05:00	**23**	28.6	24.6	4.2	0	0	0	3	14	4	2	0	0	0	0	0
06:00	**83**	28.1	24.2	3.8	0	0	0	12	51	17	3	0	0	0	0	0
07:00	**156**	27.4	23.7	3.6	0	0	0	28	96	30	2	0	0	0	0	0
08:00	**255**	25.7	22.8	3.4	0	0	2	62	161	30	0	0	0	0	0	0
09:00	**386**	25.6	22.7	3.5	0	0	2	104	241	35	4	0	0	0	0	0
10:00	**336**	24.9	21	3.7	0	0	17	151	149	18	1	0	0	0	0	0
11:00	**293**	24.9	21.2	3.8	0	1	19	105	157	9	2	0	0	0	0	0
12:00	**308**	25	20.9	4.1	0	4	17	137	128	21	1	0	0	0	0	0
13:00	**337**	25.2	21.5	3.6	0	0	11	136	167	23	0	0	0	0	0	0
14:00	**303**	25.3	21.2	4.2	0	0	25	119	132	24	3	0	0	0	0	0
15:00	**294**	25.1	21.4	3.6	0	0	9	124	143	17	1	0	0	0	0	0
16:00	**272**	25.4	21.5	4.1	0	0	19	100	128	23	2	0	0	0	0	0
17:00	**273**	25.3	21.4	3.9	0	0	7	126	115	22	3	0	0	0	0	0
18:00	**299**	25.3	21.7	4.1	0	2	7	116	149	23	1	0	0	1	0	0
19:00	**196**	25.6	21.9	4.2	1	1	7	64	101	21	1	0	0	0	0	0
20:00	**182**	25.8	22.4	4.5	0	1	6	54	98	19	3	0	0	1	0	0
21:00	**129**	25.6	22.1	3.6	0	0	2	45	68	14	0	0	0	0	0	0
22:00	**153**	25.6	22.5	5	2	1	4	39	90	12	2	2	1	0	0	0
23:00	**115**	26.8	23.6	3.7	0	0	2	16	76	20	0	1	0	0	0	0
12H,7-19	**3512**	**25.3**	**21.7**	**3.9**	**0**	**7**	**135**	**1308**	**1766**	**275**	**20**	**0**	**0**	**1**	**0**	**0**
16H,6-22	**4102**	**25.4**	**21.8**	**3.9**	**1**	**9**	**150**	**1483**	**2084**	**346**	**27**	**0**	**0**	**2**	**0**	**0**
18H,6-24	**4370**	**25.5**	**21.9**	**4**	**3**	**10**	**156**	**1538**	**2250**	**378**	**29**	**3**	**1**	**2**	**0**	**0**
24H,0-24	**4570**	**25.5**	**22**	**4**	**3**	**10**	**158**	**1570**	**2368**	**423**	**31**	**3**	**2**	**2**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537009			Location	Site 9 - Aldenham Road, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 23-Jun-24																
00:00	**75**	27.3	23.6	3.6	0	0	1	13	45	16	0	0	0	0	0	0
01:00	**57**	27.6	24.2	4.9	0	0	1	8	36	9	1	1	1	0	0	0
02:00	**24**	27.1	23.9	3.9	0	0	0	4	15	4	1	0	0	0	0	0
03:00	**18**	28.3	23.8	4.3	0	0	0	5	7	6	0	0	0	0	0	0
04:00	**16**	29.4	23.8	5.8	0	0	1	5	3	6	1	0	0	0	0	0
05:00	**20**	29.4	25.8	3.7	0	0	0	1	10	8	1	0	0	0	0	0
06:00	**52**	29	24.8	4.2	0	0	0	7	27	16	1	1	0	0	0	0
07:00	**95**	28.5	24.1	4	0	0	2	14	50	28	1	0	0	0	0	0
08:00	**159**	28.4	23.9	4.4	0	0	2	32	85	32	7	1	0	0	0	0
09:00	**241**	28.7	24.2	4.2	0	1	2	37	134	57	10	0	0	0	0	0
10:00	**299**	26.5	22.6	4.5	0	1	17	73	158	45	3	2	0	0	0	0
11:00	**300**	25.5	22	3.9	0	1	9	101	160	27	2	0	0	0	0	0
12:00	**275**	25.4	21.3	4.3	1	0	16	116	115	24	2	1	0	0	0	0
13:00	**335**	24.3	19.9	4.1	0	8	34	161	124	7	1	0	0	0	0	0
14:00	**358**	24.7	20.9	3.6	0	1	14	171	158	14	0	0	0	0	0	0
15:00	**339**	25.6	22.2	3.7	0	0	4	118	181	34	2	0	0	0	0	0
16:00	**358**	24.8	20.9	3.7	0	1	16	168	155	17	1	0	0	0	0	0
17:00	**275**	25.8	22.7	4.1	1	0	10	61	168	31	2	2	0	0	0	0
18:00	**257**	25.8	22.5	3.9	0	0	6	76	141	31	3	0	0	0	0	0
19:00	**192**	26.9	22.2	4.6	0	0	14	60	83	32	3	0	0	0	0	0
20:00	**142**	26.5	23.5	3.5	0	0	1	24	93	22	2	0	0	0	0	0
21:00	**120**	26.4	23	4.2	0	0	5	24	71	18	1	1	0	0	0	0
22:00	**107**	28	24	4.3	0	0	0	21	62	19	4	0	1	0	0	0
23:00	**63**	27.6	23.3	4.2	0	0	2	13	34	13	1	0	0	0	0	0
12H,7-19	**3291**	**25.7**	**22**	**4.2**	**2**	**13**	**132**	**1128**	**1629**	**347**	**34**	**6**	**0**	**0**	**0**	**0**
16H,6-22	**3797**	**25.8**	**22.1**	**4.2**	**2**	**13**	**152**	**1243**	**1903**	**435**	**41**	**8**	**0**	**0**	**0**	**0**
18H,6-24	**3967**	**25.8**	**22.2**	**4.2**	**2**	**13**	**154**	**1277**	**1999**	**467**	**46**	**8**	**1**	**0**	**0**	**0**
24H,0-24	**4177**	**25.9**	**22.3**	**4.2**	**2**	**13**	**157**	**1313**	**2115**	**516**	**50**	**9**	**2**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537009			Location	Site 9 - Aldenham Road, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 24-Jun-24																
00:00	**41**	29.1	24.5	5.1	0	1	0	6	20	12	1	1	0	0	0	0
01:00	**11**	28.9	24.9	4.2	0	0	0	2	4	5	0	0	0	0	0	0
02:00	**9**	-	24.1	4.2	0	0	0	2	4	3	0	0	0	0	0	0
03:00	**6**	-	26.8	3	0	0	0	0	2	4	0	0	0	0	0	0
04:00	**11**	28.1	24	5.4	0	0	1	1	6	2	1	0	0	0	0	0
05:00	**54**	29.9	25.9	3.8	0	0	0	2	28	20	4	0	0	0	0	0
06:00	**157**	27.8	24.3	3.4	0	1	0	11	109	34	2	0	0	0	0	0
07:00	**287**	25.8	22.5	3.8	0	1	6	81	162	35	2	0	0	0	0	0
08:00	**298**	25	21.2	4.1	2	1	11	129	137	14	4	0	0	0	0	0
09:00	**323**	25.5	22	3.8	0	0	13	103	176	31	0	0	0	0	0	0
10:00	**296**	25.6	22.3	3.8	0	0	7	94	163	29	3	0	0	0	0	0
11:00	**303**	25.1	21.5	3.8	1	1	10	115	157	19	0	0	0	0	0	0
12:00	**311**	25.1	20.9	4.2	0	1	28	126	133	21	2	0	0	0	0	0
13:00	**300**	25.3	21.4	4	0	2	15	114	145	22	2	0	0	0	0	0
14:00	**330**	25.4	21.6	3.9	2	0	4	140	152	31	1	0	0	0	0	0
15:00	**286**	24.9	20.9	4	0	1	23	116	130	16	0	0	0	0	0	0
16:00	**298**	25	21	3.9	0	0	22	126	132	17	1	0	0	0	0	0
17:00	**352**	24.9	20.7	4.1	0	5	24	151	153	19	0	0	0	0	0	0
18:00	**272**	24.5	20.1	4.2	0	4	25	143	83	16	1	0	0	0	0	0
19:00	**314**	25.4	21.4	4.1	1	1	14	129	138	30	1	0	0	0	0	0
20:00	**263**	27.4	23.3	4	0	0	5	56	149	48	5	0	0	0	0	0
21:00	**140**	26.1	23.5	4.3	0	1	0	27	90	19	1	1	0	1	0	0
22:00	**100**	27	23.2	4.4	0	2	2	18	59	17	2	0	0	0	0	0
23:00	**52**	27.7	23.7	5.7	0	1	0	12	28	8	2	0	0	1	0	0
12H,7-19	**3656**	**25.2**	**21.3**	**4**	**5**	**16**	**188**	**1438**	**1723**	**270**	**16**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**4530**	**25.4**	**21.6**	**4.1**	**6**	**19**	**207**	**1661**	**2209**	**401**	**25**	**1**	**0**	**1**	**0**	**0**
18H,6-24	**4682**	**25.5**	**21.7**	**4.1**	**6**	**22**	**209**	**1691**	**2296**	**426**	**29**	**1**	**0**	**2**	**0**	**0**
24H,0-24	**4814**	**25.6**	**21.8**	**4.2**	**6**	**23**	**210**	**1704**	**2360**	**472**	**35**	**2**	**0**	**2**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537009				Location	Site 9 - Aldenham Road, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 25-Jun-24																	
00:00	**36**	28.3	23.9	4.1	0	0	0	8	18	9	1	0	0	0	0	0
01:00	**14**	25.6	22.8	3.6	0	0	0	4	8	2	0	0	0	0	0	0
02:00	**10**	26	23.5	3.6	0	0	0	2	6	2	0	0	0	0	0	0
03:00	**11**	30	25.8	5.3	0	0	0	3	1	6	1	0	0	0	0	0
04:00	**15**	28.8	24.5	4.9	0	0	1	1	8	4	1	0	0	0	0	0
05:00	**45**	30.3	25.4	4.9	0	0	1	6	18	15	5	0	0	0	0	0
06:00	**179**	28.6	24.1	4.5	1	2	2	22	101	45	6	0	0	0	0	0
07:00	**318**	25	20.3	5	0	20	26	109	143	20	0	0	0	0	0	0
08:00	**299**	24.9	20.6	4.2	0	3	26	131	120	18	1	0	0	0	0	0
09:00	**299**	25.1	21.1	4	0	1	18	124	136	18	2	0	0	0	0	0
10:00	**271**	25.7	22.4	3.7	0	0	1	91	148	28	2	1	0	0	0	0
11:00	**280**	24.9	20.2	4.8	0	5	45	104	106	18	1	1	0	0	0	0
12:00	**294**	25.3	21.6	4	0	3	12	104	153	20	2	0	0	0	0	0
13:00	**249**	25.4	21.7	3.9	0	0	11	91	123	23	1	0	0	0	0	0
14:00	**297**	25.3	21.8	3.7	0	0	7	112	154	21	3	0	0	0	0	0
15:00	**335**	24.8	20.6	4	0	1	33	139	148	12	2	0	0	0	0	0
16:00	**316**	24.8	20.7	4	1	0	19	156	122	17	0	1	0	0	0	0
17:00	**342**	24.5	20.2	4	0	5	27	175	120	14	1	0	0	0	0	0
18:00	**295**	25.1	21.2	4.1	0	0	18	126	129	18	3	1	0	0	0	0
19:00	**371**	25.1	21.4	3.7	1	0	8	160	179	20	3	0	0	0	0	0
20:00	**232**	25.5	22	4.1	0	1	4	88	114	20	4	1	0	0	0	0
21:00	**125**	25.8	23.1	3.6	0	1	1	23	84	15	1	0	0	0	0	0
22:00	**146**	26.5	23.3	3.5	0	0	0	31	90	24	1	0	0	0	0	0
23:00	**84**	28.3	23.9	4.8	0	0	1	18	46	13	5	0	1	0	0	0
12H,7-19	**3595**	**25.1**	**21**	**4.2**	**1**	**38**	**243**	**1462**	**1602**	**227**	**18**	**4**	**0**	**0**	**0**	**0**
16H,6-22	**4502**	**25.3**	**21.3**	**4.2**	**3**	**42**	**258**	**1755**	**2080**	**327**	**32**	**5**	**0**	**0**	**0**	**0**
18H,6-24	**4732**	**25.3**	**21.4**	**4.2**	**3**	**42**	**259**	**1804**	**2216**	**364**	**38**	**5**	**1**	**0**	**0**	**0**
24H,0-24	**4863**	**25.4**	**21.5**	**4.3**	**3**	**42**	**261**	**1828**	**2275**	**402**	**46**	**5**	**1**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537009				Location	Site 9 - Aldenham Road, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 26-Jun-24																
00:00	**44**	29.5	24.8	5.4	0	0	1	6	25	7	4	0	1	0	0	0
01:00	**18**	25.5	22.9	5	0	0	1	4	11	0	2	0	0	0	0	0
02:00	**9**	-	24.1	4.1	0	0	0	1	7	0	1	0	0	0	0	0
03:00	**14**	28.4	24.6	4.3	0	0	1	0	8	5	0	0	0	0	0	0
04:00	**15**	30.4	25.8	5.5	0	0	1	1	5	6	2	0	0	0	0	0
05:00	**45**	28.8	24.9	3.4	0	0	0	3	27	14	1	0	0	0	0	0
06:00	**165**	28.1	24.3	4	0	1	0	16	110	31	5	2	0	0	0	0
07:00	**336**	25.2	21.7	3.7	1	0	8	122	185	18	2	0	0	0	0	0
08:00	**306**	24.9	21	3.9	0	4	13	133	139	16	1	0	0	0	0	0
09:00	**325**	25.3	21.6	4.1	0	1	21	107	172	20	4	0	0	0	0	0
10:00	**282**	25.5	22.3	3.7	0	0	6	85	165	23	3	0	0	0	0	0
11:00	**329**	25.7	21.9	4.1	0	0	19	107	164	37	2	0	0	0	0	0
12:00	**308**	25.6	21.8	4.8	0	8	14	95	156	31	2	0	2	0	0	0
13:00	**328**	25.6	22.1	4.2	0	1	14	104	174	29	4	2	0	0	0	0
14:00	**365**	25.3	21.5	4.3	0	2	17	151	161	27	6	1	0	0	0	0
15:00	**273**	24.4	20.1	4.2	0	7	21	137	97	9	2	0	0	0	0	0
16:00	**295**	25	20.8	4.1	0	2	19	136	117	20	0	1	0	0	0	0
17:00	**307**	24.7	20.5	4.1	0	2	23	151	113	16	2	0	0	0	0	0
18:00	**294**	24.7	20.8	3.7	1	1	12	142	126	12	0	0	0	0	0	0
19:00	**366**	24.9	21.1	3.9	0	0	16	167	162	18	1	2	0	0	0	0
20:00	**271**	25.3	21.6	4.2	0	0	15	105	127	20	3	0	1	0	0	0
21:00	**166**	25.4	21.2	4.4	0	2	13	61	74	15	1	0	0	0	0	0
22:00	**124**	26.5	23.5	3.5	0	0	0	22	81	19	2	0	0	0	0	0
23:00	**88**	26.5	23.5	3.7	0	0	1	15	57	13	2	0	0	0	0	0
12H,7-19	**3748**	**25.2**	**21.4**	**4.1**	**2**	**28**	**187**	**1470**	**1769**	**258**	**28**	**4**	**2**	**0**	**0**	**0**
16H,6-22	**4716**	**25.3**	**21.5**	**4.2**	**2**	**31**	**231**	**1819**	**2242**	**342**	**38**	**8**	**3**	**0**	**0**	**0**
18H,6-24	**4928**	**25.3**	**21.5**	**4.2**	**2**	**31**	**232**	**1856**	**2380**	**374**	**42**	**8**	**3**	**0**	**0**	**0**
24H,0-24	**5073**	**25.4**	**21.6**	**4.2**	**2**	**31**	**236**	**1871**	**2463**	**406**	**52**	**8**	**4**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

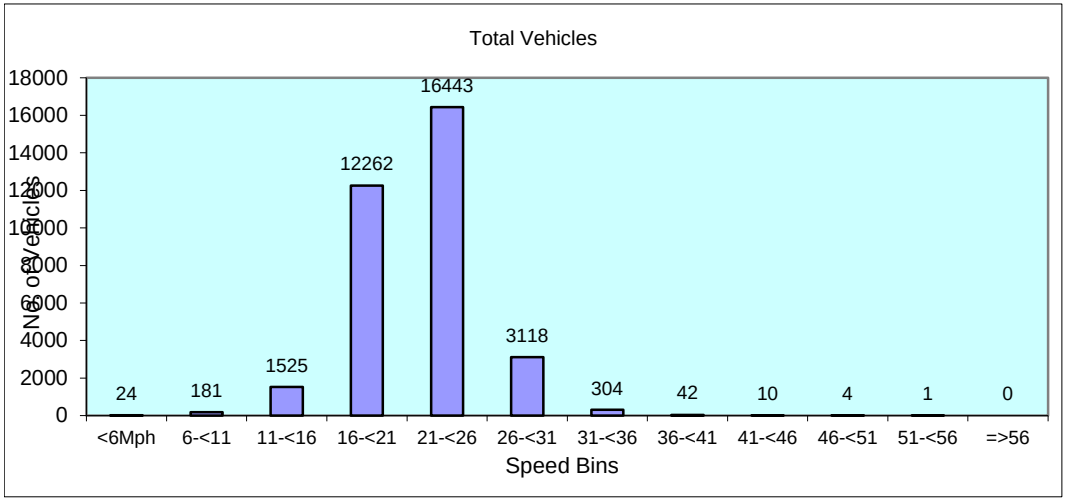
13537			CROXLEY GREEN				Site No: 13537009			Location	Site 9 - Aldenham Road, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 27-Jun-24																
00:00	**34**	28.7	25.3	3.7	0	0	0	1	22	10	0	1	0	0	0	0
01:00	**16**	29.4	25.1	5.6	0	0	0	4	5	6	0	1	0	0	0	0
02:00	**18**	28.3	23.5	5	0	0	1	4	8	4	1	0	0	0	0	0
03:00	**11**	30.3	26.2	6.6	0	0	0	3	2	4	1	1	0	0	0	0
04:00	**14**	30.4	26.7	4	0	0	0	0	7	5	2	0	0	0	0	0
05:00	**58**	29.9	26.1	4.1	0	0	0	5	22	28	2	1	0	0	0	0
06:00	**161**	28.3	24.2	4.7	0	2	1	20	98	34	5	0	0	0	1	0
07:00	**290**	25.9	22.3	4.4	0	2	12	86	149	36	4	0	1	0	0	0
08:00	**292**	24.6	20.6	3.7	0	2	16	140	126	8	0	0	0	0	0	0
09:00	**327**	25.4	21.9	3.7	1	0	7	111	182	26	0	0	0	0	0	0
10:00	**320**	25.8	22.5	3.9	0	0	4	103	171	39	1	2	0	0	0	0
11:00	**315**	25.2	21.5	3.7	0	0	11	128	152	23	1	0	0	0	0	0
12:00	**322**	24.5	20.1	4	0	3	32	156	118	13	0	0	0	0	0	0
13:00	**304**	25.3	21.9	3.7	1	0	8	103	170	20	2	0	0	0	0	0
14:00	**368**	24.9	20.9	3.9	1	0	30	145	175	17	0	0	0	0	0	0
15:00	**285**	25.1	21.1	4.3	0	3	21	112	128	18	3	0	0	0	0	0
16:00	**287**	24.6	20.3	4	0	2	22	147	100	16	0	0	0	0	0	0
17:00	**344**	24.9	21.3	3.6	0	0	15	135	180	13	1	0	0	0	0	0
18:00	**364**	24.8	20.7	4.2	0	2	24	179	135	19	4	1	0	0	0	0
19:00	**306**	25	20.8	4.3	0	2	24	138	119	19	4	0	0	0	0	0
20:00	**272**	25.8	22.1	4.4	0	2	8	96	131	29	5	1	0	0	0	0
21:00	**181**	26.1	22.3	4.6	1	0	6	61	85	23	4	1	0	0	0	0
22:00	**114**	27.8	23.7	4.6	1	0	2	18	68	21	2	2	0	0	0	0
23:00	**89**	29.1	24.7	4	0	0	0	11	50	23	5	0	0	0	0	0
12H,7-19	**3818**	**25.1**	**21.3**	**4**	**3**	**14**	**202**	**1545**	**1786**	**248**	**16**	**3**	**1**	**0**	**0**	**0**
16H,6-22	**4738**	**25.3**	**21.4**	**4.1**	**4**	**20**	**241**	**1860**	**2219**	**353**	**34**	**5**	**1**	**0**	**1**	**0**
18H,6-24	**4941**	**25.4**	**21.5**	**4.2**	**5**	**20**	**243**	**1889**	**2337**	**397**	**41**	**7**	**1**	**0**	**1**	**0**
24H,0-24	**5092**	**25.5**	**21.7**	**4.2**	**5**	**20**	**244**	**1906**	**2403**	**454**	**47**	**11**	**1**	**0**	**1**	**0**

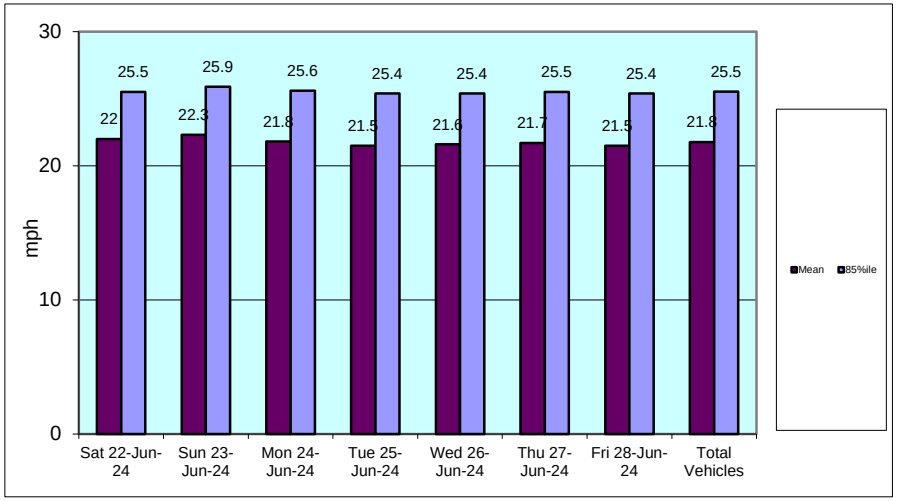
Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537009			Location	Site 9 - Aldenham Road, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 28-Jun-24																
00:00	**34**	29.4	25.1	4.6	0	0	0	4	19	8	2	1	0	0	0	0
01:00	**20**	27.9	24.8	3.5	0	0	0	1	14	4	1	0	0	0	0	0
02:00	**15**	27.6	23.8	4.2	0	0	1	1	9	4	0	0	0	0	0	0
03:00	**15**	31.6	26.2	6.9	0	0	1	3	2	6	2	1	0	0	0	0
04:00	**16**	30.4	26.3	5	0	0	1	0	6	7	2	0	0	0	0	0
05:00	**58**	29.8	25.9	3.6	0	0	0	0	35	18	5	0	0	0	0	0
06:00	**135**	29	24.6	4	0	0	1	14	82	29	9	0	0	0	0	0
07:00	**335**	25.8	22.8	3.9	2	0	6	72	211	41	3	0	0	0	0	0
08:00	**292**	25.4	22.1	3.7	0	2	8	84	174	23	1	0	0	0	0	0
09:00	**318**	25.3	21.5	4.1	0	1	20	110	163	22	1	1	0	0	0	0
10:00	**311**	25.1	21.5	3.7	0	1	6	136	147	18	3	0	0	0	0	0
11:00	**317**	25.2	21.4	4	0	2	10	134	146	23	1	1	0	0	0	0
12:00	**375**	25.2	21.5	3.9	0	4	11	146	187	24	3	0	0	0	0	0
13:00	**324**	25.6	21.8	4.1	0	2	12	120	152	37	1	0	0	0	0	0
14:00	**348**	24.9	21	3.6	0	0	14	165	149	20	0	0	0	0	0	0
15:00	**342**	24.4	20	4.1	0	4	34	177	111	15	1	0	0	0	0	0
16:00	**341**	24.7	20.6	4	0	3	23	160	138	16	1	0	0	0	0	0
17:00	**351**	24.6	20.5	4	0	8	16	169	146	11	1	0	0	0	0	0
18:00	**326**	24.8	19.9	4.7	1	5	45	155	92	27	1	0	0	0	0	0
19:00	**367**	24.5	20.3	3.9	0	2	30	188	129	17	1	0	0	0	0	0
20:00	**300**	25	21	4.2	0	7	12	127	135	18	1	0	0	0	0	0
21:00	**172**	25.6	22.2	3.7	0	0	3	59	91	18	1	0	0	0	0	0
22:00	**118**	25.7	22.3	3.9	0	0	3	38	62	14	1	0	0	0	0	0
23:00	**95**	28.3	24.2	4	0	1	2	7	59	25	1	0	0	0	0	0
12H,7-19	**3980**	**25.2**	**21.2**	**4.1**	**3**	**32**	**205**	**1628**	**1816**	**277**	**17**	**2**	**0**	**0**	**0**	**0**
16H,6-22	**4954**	**25.2**	**21.3**	**4.1**	**3**	**41**	**251**	**2016**	**2253**	**359**	**29**	**2**	**0**	**0**	**0**	**0**
18H,6-24	**5167**	**25.3**	**21.3**	**4.1**	**3**	**42**	**256**	**2061**	**2374**	**398**	**31**	**2**	**0**	**0**	**0**	**0**
24H,0-24	**5325**	**25.4**	**21.5**	**4.2**	**3**	**42**	**259**	**2070**	**2459**	**445**	**43**	**4**	**0**	**0**	**0**	**0**

Data produced by
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13537			CROXLEY GREEN				Site No: 13537009			Location	Site 9 - Aldenham Road, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
Daily Totals																
Sat 22-Jun-24	**4570**	25.5	22	4	3	10	158	1570	2368	423	31	3	2	2	0	0
Sun 23-Jun-24	**4177**	25.9	22.3	4.2	2	13	157	1313	2115	516	50	9	2	0	0	0
Mon 24-Jun-24	**4814**	25.6	21.8	4.2	6	23	210	1704	2360	472	35	2	0	2	0	0
Tue 25-Jun-24	**4863**	25.4	21.5	4.3	3	42	261	1828	2275	402	46	5	1	0	0	0
Wed 26-Jun-24	**5073**	25.4	21.6	4.2	2	31	236	1871	2463	406	52	8	4	0	0	0
Thu 27-Jun-24	**5092**	25.5	21.7	4.2	5	20	244	1906	2403	454	47	11	1	0	1	0
Fri 28-Jun-24	**5325**	25.4	21.5	4.2	3	42	259	2070	2459	445	43	4	0	0	0	0
Total Vehicles																
[--]	**33914**	25.5	21.8	4.2	24	181	1525	12262	16443	3118	304	42	10	4	1	0





13537			CROXLEY GREEN			Site No: 13537009			Location	Site 9 - Aldenham Road, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 22-Jun-24														
00:00	**66**	2	63	1	0	0	0	0	0	0	0	0	0	0
01:00	**40**	2	37	1	0	0	0	0	0	0	0	0	0	0
02:00	**22**	0	21	1	0	0	0	0	0	0	0	0	0	0
03:00	**18**	0	15	3	0	0	0	0	0	0	0	0	0	0
04:00	**12**	1	10	1	0	0	0	0	0	0	0	0	0	0
05:00	**24**	0	21	3	0	0	0	0	0	0	0	0	0	0
06:00	**57**	2	46	8	0	0	1	0	0	0	0	0	0	0
07:00	**119**	1	92	24	1	1	0	0	0	0	0	0	0	0
08:00	**223**	0	196	23	1	1	1	0	0	0	1	0	0	0
09:00	**326**	3	290	26	2	1	0	1	3	0	0	0	0	0
10:00	**360**	4	335	18	1	2	0	0	0	0	0	0	0	0
11:00	**363**	1	333	26	1	0	1	0	1	0	0	0	0	0
12:00	**327**	5	300	19	0	1	0	0	2	0	0	0	0	0
13:00	**379**	6	351	16	4	2	0	0	0	0	0	0	0	0
14:00	**370**	6	343	16	2	1	0	0	2	0	0	0	0	0
15:00	**375**	6	344	18	2	2	1	0	2	0	0	0	0	0
16:00	**389**	8	359	16	3	1	1	0	1	0	0	0	0	0
17:00	**385**	8	350	20	1	3	2	1	0	0	0	0	0	0
18:00	**403**	8	359	30	0	1	1	0	4	0	0	0	0	0
19:00	**342**	6	308	23	2	0	1	1	1	0	0	0	0	0
20:00	**220**	7	194	16	2	0	0	1	0	0	0	0	0	0
21:00	**136**	3	122	9	0	1	1	0	0	0	0	0	0	0
22:00	**137**	5	117	14	1	0	0	0	0	0	0	0	0	0
23:00	**109**	4	97	6	0	0	0	1	1	0	0	0	0	0
12H,7-19	**4019**	**56**	**3652**	**252**	**18**	**16**	**7**	**2**	**15**	**0**	**1**	**0**	**0**	**0**
16H,6-22	**4774**	**74**	**4322**	**308**	**22**	**17**	**10**	**4**	**16**	**0**	**1**	**0**	**0**	**0**
18H,6-24	**5020**	**83**	**4536**	**328**	**23**	**17**	**10**	**5**	**17**	**0**	**1**	**0**	**0**	**0**
24H,0-24	**5202**	**88**	**4703**	**338**	**23**	**17**	**10**	**5**	**17**	**0**	**1**	**0**	**0**	**0**

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13537		CROXLEY GREEN				Site No: 13537009			Location	Site 9 - Aldenham Road, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 23-Jun-24														
00:00	**74**	1	70	2	0	0	1	0	0	0	0	0	0	0
01:00	**54**	2	52	0	0	0	0	0	0	0	0	0	0	0
02:00	**29**	0	29	0	0	0	0	0	0	0	0	0	0	0
03:00	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
04:00	**8**	0	5	3	0	0	0	0	0	0	0	0	0	0
05:00	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
06:00	**22**	1	19	2	0	0	0	0	0	0	0	0	0	0
07:00	**79**	3	70	6	0	0	0	0	0	0	0	0	0	0
08:00	**99**	4	85	10	0	0	0	0	0	0	0	0	0	0
09:00	**206**	5	182	15	0	2	0	0	2	0	0	0	0	0
10:00	**249**	3	229	16	0	0	0	1	0	0	0	0	0	0
11:00	**288**	5	269	10	0	2	2	0	0	0	0	0	0	0
12:00	**328**	6	301	14	7	0	0	0	0	0	0	0	0	0
13:00	**408**	2	382	21	1	1	1	0	0	0	0	0	0	0
14:00	**379**	5	352	18	1	1	1	1	0	0	0	0	0	0
15:00	**380**	3	353	19	1	1	2	0	1	0	0	0	0	0
16:00	**428**	4	399	22	1	0	1	1	0	0	0	0	0	0
17:00	**341**	5	321	12	0	2	0	0	1	0	0	0	0	0
18:00	**278**	7	248	15	2	0	1	3	1	0	0	1	0	0
19:00	**236**	6	209	16	1	1	0	1	2	0	0	0	0	0
20:00	**197**	3	177	15	0	1	0	0	1	0	0	0	0	0
21:00	**160**	9	137	14	0	0	0	0	0	0	0	0	0	0
22:00	**98**	5	90	3	0	0	0	0	0	0	0	0	0	0
23:00	**47**	5	40	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3463**	**52**	**3191**	**178**	**13**	**9**	**8**	**6**	**5**	**0**	**0**	**1**	**0**	**0**
16H,6-22	**4078**	**71**	**3733**	**225**	**14**	**11**	**8**	**7**	**8**	**0**	**0**	**1**	**0**	**0**
18H,6-24	**4223**	**81**	**3863**	**230**	**14**	**11**	**8**	**7**	**8**	**0**	**0**	**1**	**0**	**0**
24H,0-24	**4412**	**84**	**4042**	**236**	**14**	**11**	**9**	**7**	**8**	**0**	**0**	**1**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537009			Location	Site 9 - Aldenham Road, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 24-Jun-24															
00:00	**33**	1	28	4	0	0	0	0	0	0	0	0	0	0
01:00	**12**	1	8	3	0	0	0	0	0	0	0	0	0	0
02:00	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
03:00	**13**	0	11	1	1	0	0	0	0	0	0	0	0	0
04:00	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
05:00	**35**	1	28	5	0	1	0	0	0	0	0	0	0	0
06:00	**117**	2	97	13	2	2	0	0	1	0	0	0	0	0
07:00	**319**	4	268	36	0	2	3	2	4	0	0	0	0	0
08:00	**350**	9	299	31	3	3	3	0	2	0	0	0	0	0
09:00	**298**	3	252	35	1	3	3	0	1	0	0	0	0	0
10:00	**257**	2	227	24	2	0	1	1	0	0	0	0	0	0
11:00	**317**	6	283	22	0	3	0	0	2	0	0	1	0	0
12:00	**346**	6	302	26	3	6	1	0	2	0	0	0	0	0
13:00	**307**	3	274	23	3	2	0	0	2	0	0	0	0	0
14:00	**375**	7	337	27	0	1	3	0	0	0	0	0	0	0
15:00	**394**	9	362	18	0	1	2	0	2	0	0	0	0	0
16:00	**408**	9	361	31	1	1	1	0	3	0	0	1	0	0
17:00	**353**	6	307	29	5	3	1	0	1	0	1	0	0	0
18:00	**475**	6	425	39	1	2	0	0	1	0	1	0	0	0
19:00	**350**	2	320	24	1	2	1	0	0	0	0	0	0	0
20:00	**293**	5	265	17	0	1	4	0	1	0	0	0	0	0
21:00	**210**	6	183	17	1	0	2	0	1	0	0	0	0	0
22:00	**133**	5	120	8	0	0	0	0	0	0	0	0	0	0
23:00	**50**	3	39	8	0	0	0	0	0	0	0	0	0	0
12H,7-19	**4199**	**70**	**3697**	**341**	**19**	**27**	**18**	**3**	**20**	**0**	**2**	**2**	**0**	**0**
16H,6-22	**5169**	**85**	**4562**	**412**	**23**	**32**	**25**	**3**	**23**	**0**	**2**	**2**	**0**	**0**
18H,6-24	**5352**	**93**	**4721**	**428**	**23**	**32**	**25**	**3**	**23**	**0**	**2**	**2**	**0**	**0**
24H,0-24	**5466**	**96**	**4815**	**443**	**24**	**33**	**25**	**3**	**23**	**0**	**2**	**2**	**0**	**0**

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Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537009			Location	Site 9 - Aldenham Road, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 25-Jun-24														
00:00	**21**	0	20	1	0	0	0	0	0	0	0	0	0	0
01:00	**11**	1	9	1	0	0	0	0	0	0	0	0	0	0
02:00	**9**	0	7	1	0	0	0	0	0	0	1	0	0	0
03:00	**11**	1	9	1	0	0	0	0	0	0	0	0	0	0
04:00	**11**	1	6	4	0	0	0	0	0	0	0	0	0	0
05:00	**38**	0	30	8	0	0	0	0	0	0	0	0	0	0
06:00	**128**	3	100	18	1	2	0	1	3	0	0	0	0	0
07:00	**340**	7	294	34	0	3	1	0	1	0	0	0	0	0
08:00	**409**	4	364	34	0	2	2	1	2	0	0	0	0	0
09:00	**305**	3	262	36	2	0	2	0	0	0	0	0	0	0
10:00	**318**	3	273	36	1	4	0	0	1	0	0	0	0	0
11:00	**356**	5	303	44	2	0	1	0	1	0	0	0	0	0
12:00	**352**	5	316	22	3	1	2	0	3	0	0	0	0	0
13:00	**313**	4	274	28	0	5	1	0	1	0	0	0	0	0
14:00	**332**	10	287	26	2	2	2	2	1	0	0	0	0	0
15:00	**391**	5	355	28	0	3	0	0	0	0	0	0	0	0
16:00	**376**	6	347	19	1	2	1	0	0	0	0	0	0	0
17:00	**429**	8	383	30	1	3	0	2	2	0	0	0	0	0
18:00	**476**	4	440	24	3	2	1	1	1	0	0	0	0	0
19:00	**379**	10	346	18	2	0	1	0	1	0	0	1	0	0
20:00	**273**	7	244	16	1	1	1	1	1	0	0	1	0	0
21:00	**184**	6	165	11	0	0	0	1	1	0	0	0	0	0
22:00	**153**	7	135	8	0	0	1	0	2	0	0	0	0	0
23:00	**92**	0	87	4	0	0	0	0	1	0	0	0	0	0
12H,7-19	**4397**	**64**	**3898**	**361**	**15**	**27**	**13**	**6**	**13**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**5361**	**90**	**4753**	**424**	**19**	**30**	**15**	**9**	**19**	**0**	**0**	**2**	**0**	**0**
18H,6-24	**5606**	**97**	**4975**	**436**	**19**	**30**	**16**	**9**	**22**	**0**	**0**	**2**	**0**	**0**
24H,0-24	**5707**	**100**	**5056**	**452**	**19**	**30**	**16**	**9**	**22**	**0**	**1**	**2**	**0**	**0**

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Auto Surveys Ltd

13537		CROXLEY GREEN				Site No: 13537009			Location	Site 9 - Aldenham Road, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 26-Jun-24														
00:00	**40**	1	38	1	0	0	0	0	0	0	0	0	0	0
01:00	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
02:00	**9**	0	5	4	0	0	0	0	0	0	0	0	0	0
03:00	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
04:00	**12**	0	9	3	0	0	0	0	0	0	0	0	0	0
05:00	**40**	0	35	5	0	0	0	0	0	0	0	0	0	0
06:00	**128**	3	110	12	1	1	1	0	0	0	0	0	0	0
07:00	**352**	6	304	38	1	2	0	0	1	0	0	0	0	0
08:00	**375**	4	327	35	3	4	0	1	1	0	0	0	0	0
09:00	**328**	4	283	35	0	2	0	0	4	0	0	0	0	0
10:00	**302**	1	260	30	4	2	2	0	3	0	0	0	0	0
11:00	**322**	5	278	28	2	1	2	1	5	0	0	0	0	0
12:00	**337**	3	297	32	1	2	1	0	1	0	0	0	0	0
13:00	**316**	6	281	20	0	3	4	0	2	0	0	0	0	0
14:00	**364**	5	322	26	1	4	2	1	3	0	0	0	0	0
15:00	**424**	8	378	34	0	1	1	0	2	0	0	0	0	0
16:00	**440**	11	389	37	0	1	0	0	2	0	0	0	0	0
17:00	**419**	7	383	22	4	1	2	0	0	0	0	0	0	0
18:00	**455**	10	414	21	1	5	1	2	1	0	0	0	0	0
19:00	**401**	5	369	21	2	1	0	2	1	0	0	0	0	0
20:00	**331**	10	308	10	1	0	1	0	1	0	0	0	0	0
21:00	**244**	3	220	17	1	0	2	0	1	0	0	0	0	0
22:00	**152**	7	134	9	0	0	0	0	2	0	0	0	0	0
23:00	**74**	3	62	9	0	0	0	0	0	0	0	0	0	0
12H,7-19	**4434**	**70**	**3916**	**358**	**17**	**28**	**15**	**5**	**25**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**5538**	**91**	**4923**	**418**	**22**	**30**	**19**	**7**	**28**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**5764**	**101**	**5119**	**436**	**22**	**30**	**19**	**7**	**30**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**5886**	**102**	**5225**	**451**	**22**	**30**	**19**	**7**	**30**	**0**	**0**	**0**	**0**	**0**

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13537			CROXLEY GREEN			Site No: 13537009			Location	Site 9 - Aldenham Road, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 27-Jun-24														
00:00	**39**	1	35	3	0	0	0	0	0	0	0	0	0	0
01:00	**12**	0	11	1	0	0	0	0	0	0	0	0	0	0
02:00	**17**	0	15	2	0	0	0	0	0	0	0	0	0	0
03:00	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
04:00	**7**	1	5	1	0	0	0	0	0	0	0	0	0	0
05:00	**37**	0	25	12	0	0	0	0	0	0	0	0	0	0
06:00	**125**	5	100	13	3	2	1	0	1	0	0	0	0	0
07:00	**383**	4	331	40	1	4	0	1	2	0	0	0	0	0
08:00	**355**	4	321	22	0	6	0	0	1	0	1	0	0	0
09:00	**298**	3	256	33	0	4	2	0	0	0	0	0	0	0
10:00	**288**	5	251	20	6	2	2	0	2	0	0	0	0	0
11:00	**344**	6	307	26	1	2	2	0	0	0	0	0	0	0
12:00	**339**	6	307	18	3	3	0	0	2	0	0	0	0	0
13:00	**374**	5	327	35	2	2	0	0	3	0	0	0	0	0
14:00	**343**	9	308	17	2	2	2	1	2	0	0	0	0	0
15:00	**427**	6	389	28	0	2	0	2	0	0	0	0	0	0
16:00	**360**	5	315	31	1	6	0	0	2	0	0	0	0	0
17:00	**435**	5	393	33	3	1	0	0	0	0	0	0	0	0
18:00	**438**	5	404	25	2	2	0	0	0	0	0	0	0	0
19:00	**410**	7	372	26	2	1	0	0	2	0	0	0	0	0
20:00	**346**	4	314	21	1	2	1	1	2	0	0	0	0	0
21:00	**239**	8	212	14	1	0	1	1	2	0	0	0	0	0
22:00	**136**	7	120	8	0	0	1	0	0	0	0	0	0	0
23:00	**87**	3	72	10	0	0	0	0	2	0	0	0	0	0
12H,7-19	**4384**	**63**	**3909**	**328**	**21**	**36**	**8**	**4**	**14**	**0**	**1**	**0**	**0**	**0**
16H,6-22	**5504**	**87**	**4907**	**402**	**28**	**41**	**11**	**6**	**21**	**0**	**1**	**0**	**0**	**0**
18H,6-24	**5727**	**97**	**5099**	**420**	**28**	**41**	**12**	**6**	**23**	**0**	**1**	**0**	**0**	**0**
24H,0-24	**5849**	**99**	**5200**	**439**	**28**	**41**	**12**	**6**	**23**	**0**	**1**	**0**	**0**	**0**

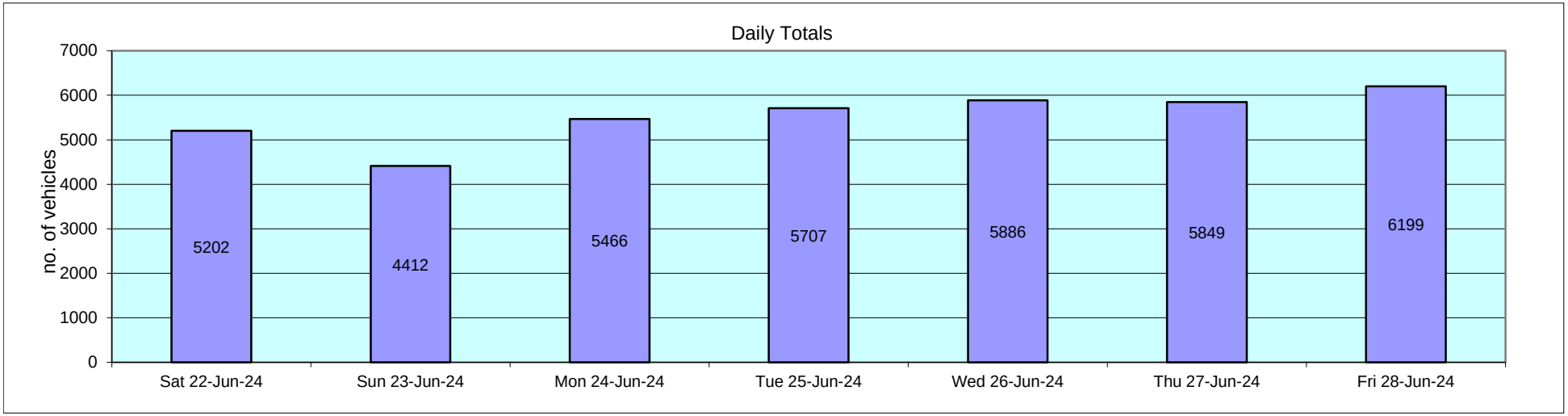
Data produced by
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13537		CROXLEY GREEN				Site No: 13537009			Location	Site 9 - Aldenham Road, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 28-Jun-24														
00:00	**43**	0	36	5	1	0	0	0	1	0	0	0	0	0
01:00	**18**	0	18	0	0	0	0	0	0	0	0	0	0	0
02:00	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
03:00	**13**	0	11	2	0	0	0	0	0	0	0	0	0	0
04:00	**7**	1	5	1	0	0	0	0	0	0	0	0	0	0
05:00	**26**	0	22	4	0	0	0	0	0	0	0	0	0	0
06:00	**127**	0	103	18	0	3	1	0	2	0	0	0	0	0
07:00	**307**	3	262	37	2	3	0	0	0	0	0	0	0	0
08:00	**315**	4	276	24	1	4	2	3	0	0	1	0	0	0
09:00	**328**	3	289	31	2	1	0	1	0	0	0	1	0	0
10:00	**341**	6	298	32	1	4	0	0	0	0	0	0	0	0
11:00	**319**	6	287	20	0	2	2	1	1	0	0	0	0	0
12:00	**399**	5	367	21	1	3	1	0	1	0	0	0	0	0
13:00	**374**	4	341	22	2	3	1	1	0	0	0	0	0	0
14:00	**393**	10	346	32	0	3	1	0	1	0	0	0	0	0
15:00	**491**	5	446	35	1	0	1	0	3	0	0	0	0	0
16:00	**447**	4	402	32	0	7	1	0	1	0	0	0	0	0
17:00	**478**	7	434	30	2	2	2	1	0	0	0	0	0	0
18:00	**423**	11	385	23	2	1	0	0	1	0	0	0	0	0
19:00	**448**	8	409	29	0	2	0	0	0	0	0	0	0	0
20:00	**382**	10	351	19	0	1	0	0	1	0	0	0	0	0
21:00	**262**	8	230	21	0	0	1	0	2	0	0	0	0	0
22:00	**131**	5	117	9	0	0	0	0	0	0	0	0	0	0
23:00	**118**	5	103	8	0	0	1	0	0	0	1	0	0	0
12H,7-19	**4615**	**68**	**4133**	**339**	**14**	**33**	**11**	**7**	**8**	**0**	**1**	**1**	**0**	**0**
16H,6-22	**5834**	**94**	**5226**	**426**	**14**	**39**	**13**	**7**	**13**	**0**	**1**	**1**	**0**	**0**
18H,6-24	**6083**	**104**	**5446**	**443**	**14**	**39**	**14**	**7**	**13**	**0**	**2**	**1**	**0**	**0**
24H,0-24	**6199**	**105**	**5545**	**457**	**15**	**39**	**14**	**7**	**14**	**0**	**2**	**1**	**0**	**0**

Data produced by
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13537	CROXLEY GREEN	Site No: 13537009	Location	Site 9 - Aldenham Road, Croxley Green
Sat 22-Jun-24 to Fri 28-Jun-24		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Sat 22-Jun-24	**5202**	88	4703	338	23	17	10	5	17	0	1	0	0	0
Sun 23-Jun-24	**4412**	84	4042	236	14	11	9	7	8	0	0	1	0	0
Mon 24-Jun-24	**5466**	96	4815	443	24	33	25	3	23	0	2	2	0	0
Tue 25-Jun-24	**5707**	100	5056	452	19	30	16	9	22	0	1	2	0	0
Wed 26-Jun-24	**5886**	102	5225	451	22	30	19	7	30	0	0	0	0	0
Thu 27-Jun-24	**5849**	99	5200	439	28	41	12	6	23	0	1	0	0	0
Fri 28-Jun-24	**6199**	105	5545	457	15	39	14	7	14	0	2	1	0	0
Total Vehicles														
[--]	**38721**	674	34586	2816	145	201	105	44	137	0	7	6	0	0



13537			CROXLEY GREEN				Site No: 13537009				Location	Site 9 - Aldenham Road, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 22-Jun-24																
00:00	**66**	24.9	20.8	4	0	0	6	28	28	4	0	0	0	0	0	0
01:00	**40**	23.8	19.8	3.8	0	0	4	24	10	2	0	0	0	0	0	0
02:00	**22**	28.2	22.1	5.6	0	0	2	9	5	5	1	0	0	0	0	0
03:00	**18**	25.3	21.8	5	0	0	2	5	9	1	1	0	0	0	0	0
04:00	**12**	28.7	24.8	4	0	0	0	2	5	5	0	0	0	0	0	0
05:00	**24**	24.6	21	3.6	0	0	1	11	11	1	0	0	0	0	0	0
06:00	**57**	27.1	22.5	4.7	0	0	3	18	25	9	2	0	0	0	0	0
07:00	**119**	25	20	4.8	0	1	20	52	35	10	1	0	0	0	0	0
08:00	**223**	24.3	19	5.2	1	10	44	96	58	11	3	0	0	0	0	0
09:00	**326**	23.1	17.6	5	1	24	96	128	65	12	0	0	0	0	0	0
10:00	**360**	20.3	15.2	5.2	7	69	126	120	32	6	0	0	0	0	0	0
11:00	**363**	20	15.1	4.7	8	51	158	114	30	2	0	0	0	0	0	0
12:00	**327**	18.4	13.2	5	10	105	139	48	21	4	0	0	0	0	0	0
13:00	**379**	20	15.1	5	4	74	140	128	26	7	0	0	0	0	0	0
14:00	**370**	20.5	15.4	5.3	6	68	134	117	36	7	2	0	0	0	0	0
15:00	**375**	20.7	16.4	4.7	5	30	136	156	42	6	0	0	0	0	0	0
16:00	**389**	20.6	16.2	4.5	2	36	152	151	45	3	0	0	0	0	0	0
17:00	**385**	21.3	16.4	4.8	2	35	154	132	59	2	1	0	0	0	0	0
18:00	**403**	20.3	16	4.2	0	34	175	154	38	2	0	0	0	0	0	0
19:00	**342**	20.8	16.7	4.6	1	30	114	150	42	5	0	0	0	0	0	0
20:00	**220**	23.2	18.2	4.6	1	7	58	100	46	8	0	0	0	0	0	0
21:00	**136**	24.2	19.2	4.7	0	5	26	57	42	6	0	0	0	0	0	0
22:00	**137**	23.1	17.9	5	1	7	38	60	24	7	0	0	0	0	0	0
23:00	**109**	25.2	19.6	5.9	0	9	17	39	32	11	0	1	0	0	0	0
12H,7-19	**4019**	**20.9**	**16**	**5.1**	**46**	**537**	**1474**	**1396**	**487**	**72**	**7**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**4774**	**21.3**	**16.3**	**5.1**	**48**	**579**	**1675**	**1721**	**642**	**100**	**9**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**5020**	**21.5**	**16.4**	**5.1**	**49**	**595**	**1730**	**1820**	**698**	**118**	**9**	**1**	**0**	**0**	**0**	**0**
24H,0-24	**5202**	**21.9**	**16.6**	**5.2**	**49**	**595**	**1745**	**1899**	**766**	**136**	**11**	**1**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537009			Location	Site 9 - Aldenham Road, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 23-Jun-24																
00:00	74	24.7	20.5	4.7	0	0	7	39	22	4	1	1	0	0	0	0
01:00	54	25.7	21.6	4.3	0	0	4	20	23	7	0	0	0	0	0	0
02:00	29	27.4	22.3	5.3	0	0	2	11	10	4	2	0	0	0	0	0
03:00	13	25.2	22	4.5	0	0	2	1	9	1	0	0	0	0	0	0
04:00	8	-	21	4	0	0	1	2	5	0	0	0	0	0	0	0
05:00	11	25.3	22.6	5.5	0	0	1	3	5	1	1	0	0	0	0	0
06:00	22	27.5	23.3	5.4	0	1	1	2	13	4	1	0	0	0	0	0
07:00	79	27.2	21.9	6	0	1	13	18	32	11	2	2	0	0	0	0
08:00	99	25.4	20.5	5	0	2	16	33	37	11	0	0	0	0	0	0
09:00	206	24.7	19.1	5.4	1	6	51	80	49	16	2	1	0	0	0	0
10:00	249	23.2	18	5	0	16	65	109	48	10	1	0	0	0	0	0
11:00	288	20.8	15.8	5.6	9	43	96	100	28	11	1	0	0	0	0	0
12:00	328	19.6	14.1	5.3	8	91	122	80	21	5	1	0	0	0	0	0
13:00	408	19.8	15.2	4.3	6	49	182	143	28	0	0	0	0	0	0	0
14:00	379	19.9	15.1	4.6	4	55	166	125	25	4	0	0	0	0	0	0
15:00	380	20.6	16.7	4.4	0	23	145	167	38	6	1	0	0	0	0	0
16:00	428	22.1	17	4.9	1	40	134	173	71	8	1	0	0	0	0	0
17:00	341	21.4	17.3	4.5	1	15	111	159	47	7	1	0	0	0	0	0
18:00	278	23.3	17.9	6.1	0	18	90	103	54	10	1	0	0	0	0	2
19:00	236	23.1	18.2	4.8	3	11	47	120	46	9	0	0	0	0	0	0
20:00	197	24.8	19.4	5	0	4	43	83	49	16	2	0	0	0	0	0
21:00	160	24.9	19.4	5.1	0	2	43	52	50	12	1	0	0	0	0	0
22:00	98	24.1	19.7	4.3	0	0	15	50	29	2	2	0	0	0	0	0
23:00	47	27.7	22.3	5.1	0	0	2	20	14	10	0	1	0	0	0	0
12H,7-19	3463	21.8	16.7	5.3	30	359	1191	1290	478	99	11	3	0	0	0	2
16H,6-22	4078	22.4	17.1	5.3	33	377	1325	1547	636	140	15	3	0	0	0	2
18H,6-24	4223	22.6	17.2	5.3	33	377	1342	1617	679	152	17	4	0	0	0	2
24H,0-24	4412	22.9	17.4	5.4	33	377	1359	1693	753	169	21	5	0	0	0	2

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537009			Location	Site 9 - Aldenham Road, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 24-Jun-24																
00:00	33	25.6	21.2	4.4	0	0	2	16	10	5	0	0	0	0	0	0
01:00	12	24.5	21.8	5.5	0	0	1	5	4	1	1	0	0	0	0	0
02:00	11	25.2	22.6	3.3	0	0	0	3	7	1	0	0	0	0	0	0
03:00	13	24.9	22.7	4.2	0	0	1	2	8	2	0	0	0	0	0	0
04:00	10	26	22	4.9	0	0	1	3	4	2	0	0	0	0	0	0
05:00	35	25.8	22.4	4.8	0	0	1	13	16	4	0	1	0	0	0	0
06:00	117	25.3	19.9	5.2	0	2	25	43	34	12	1	0	0	0	0	0
07:00	319	22.2	16.5	5.4	3	45	102	108	55	4	1	1	0	0	0	0
08:00	350	20.2	15.9	4.4	2	35	146	135	28	4	0	0	0	0	0	0
09:00	298	20.9	16.6	4.7	1	19	122	113	37	4	2	0	0	0	0	0
10:00	257	22.5	16.7	5.3	4	31	78	90	49	5	0	0	0	0	0	0
11:00	317	21	16.8	4.9	3	26	106	134	40	5	3	0	0	0	0	0
12:00	346	22.6	17.3	5.2	4	26	105	138	63	8	1	1	0	0	0	0
13:00	307	22.2	16.7	5.2	4	31	104	109	51	7	1	0	0	0	0	0
14:00	375	22.8	17.7	4.8	2	15	120	157	68	12	1	0	0	0	0	0
15:00	394	22.9	17.6	5.3	4	33	104	165	73	12	2	1	0	0	0	0
16:00	408	22.7	17.4	5.1	2	34	120	166	71	13	2	0	0	0	0	0
17:00	353	19.7	14.6	4.9	9	70	137	112	22	3	0	0	0	0	0	0
18:00	475	22.2	16.4	5.5	3	60	184	140	68	15	5	0	0	0	0	0
19:00	350	20.8	16.4	4.8	3	34	128	138	41	4	2	0	0	0	0	0
20:00	293	23.6	18.1	5	0	13	86	124	50	20	0	0	0	0	0	0
21:00	210	23.2	18.1	4.9	1	6	61	92	41	8	0	1	0	0	0	0
22:00	133	24.6	19.2	5.2	1	5	28	48	43	7	1	0	0	0	0	0
23:00	50	25	21.2	4.8	0	1	2	22	21	3	0	1	0	0	0	0
12H,7-19	4199	21.9	16.7	5.1	41	425	1428	1567	625	92	18	3	0	0	0	0
16H,6-22	5169	22.1	16.9	5.1	45	480	1728	1964	791	136	21	4	0	0	0	0
18H,6-24	5352	22.3	17	5.2	46	486	1758	2034	855	146	22	5	0	0	0	0
24H,0-24	5466	22.5	17.1	5.2	46	486	1764	2076	904	161	23	6	0	0	0	0

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Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537009			Location	Site 9 - Aldenham Road, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 25-Jun-24																
00:00	**21**	25.5	21.6	4	0	0	0	11	7	3	0	0	0	0	0	0
01:00	**11**	25	21.7	4.3	0	0	1	3	6	1	0	0	0	0	0	0
02:00	**9**	-	20.2	5.2	0	0	0	8	0	0	1	0	0	0	0	0
03:00	**11**	24.2	21.2	3	0	0	0	5	6	0	0	0	0	0	0	0
04:00	**11**	24.7	21.7	3.6	0	0	1	2	8	0	0	0	0	0	0	0
05:00	**38**	29.5	24.4	5	0	0	1	8	15	11	3	0	0	0	0	0
06:00	**128**	25.6	19.7	5.5	0	4	28	49	30	15	2	0	0	0	0	0
07:00	**340**	20.2	14.8	5.3	8	72	130	94	29	7	0	0	0	0	0	0
08:00	**409**	21.4	16.3	5.1	4	43	161	134	59	7	0	1	0	0	0	0
09:00	**305**	20.7	15.9	5	2	43	115	104	35	6	0	0	0	0	0	0
10:00	**318**	20.6	16.5	4.4	0	22	128	130	33	4	1	0	0	0	0	0
11:00	**356**	20.7	16	4.8	6	38	139	127	42	4	0	0	0	0	0	0
12:00	**352**	22.2	17.2	5	1	32	105	147	56	10	1	0	0	0	0	0
13:00	**313**	20.3	15.2	5	4	53	125	97	30	4	0	0	0	0	0	0
14:00	**332**	20.4	16.1	4.7	2	34	126	136	26	7	1	0	0	0	0	0
15:00	**391**	21	16.8	4.8	0	41	121	171	50	6	2	0	0	0	0	0
16:00	**376**	20.3	14.9	5.3	6	85	130	114	34	7	0	0	0	0	0	0
17:00	**429**	22.1	17.1	5.1	4	41	122	183	67	11	0	1	0	0	0	0
18:00	**476**	21.7	16.5	4.9	1	48	181	164	76	5	1	0	0	0	0	0
19:00	**379**	21.4	16.2	5.1	2	51	140	124	53	9	0	0	0	0	0	0
20:00	**273**	23.8	18.5	5.1	0	16	59	124	58	14	1	1	0	0	0	0
21:00	**184**	23.8	18.2	5.3	0	13	48	71	42	8	2	0	0	0	0	0
22:00	**153**	23.4	18.3	4.9	0	7	39	67	35	3	2	0	0	0	0	0
23:00	**92**	25.1	20.4	4.7	0	2	12	35	35	8	0	0	0	0	0	0
12H,7-19	**4397**	**20.9**	**16.1**	**5**	**38**	**552**	**1583**	**1601**	**537**	**78**	**6**	**2**	**0**	**0**	**0**	**0**
16H,6-22	**5361**	**21.4**	**16.4**	**5.1**	**40**	**636**	**1858**	**1969**	**720**	**124**	**11**	**3**	**0**	**0**	**0**	**0**
18H,6-24	**5606**	**21.6**	**16.5**	**5.1**	**40**	**645**	**1909**	**2071**	**790**	**135**	**13**	**3**	**0**	**0**	**0**	**0**
24H,0-24	**5707**	**21.9**	**16.6**	**5.2**	**40**	**645**	**1912**	**2108**	**832**	**150**	**17**	**3**	**0**	**0**	**0**	**0**

Data produced by
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13537			CROXLEY GREEN				Site No: 13537009			Location	Site 9 - Aldenham Road, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 26-Jun-24																
00:00	**40**	25	21.1	4.3	0	0	3	17	17	2	1	0	0	0	0	0
01:00	**11**	25.4	23.5	2.6	0	0	0	1	9	1	0	0	0	0	0	0
02:00	**9**	-	19.1	4.2	0	0	2	4	3	0	0	0	0	0	0	0
03:00	**10**	25.3	22.5	4.1	0	0	1	1	7	1	0	0	0	0	0	0
04:00	**12**	24.4	21	3.7	0	0	0	7	4	1	0	0	0	0	0	0
05:00	**40**	28.5	23.4	4.9	0	0	1	12	17	7	3	0	0	0	0	0
06:00	**128**	25.1	20.3	5	0	2	21	47	47	10	0	1	0	0	0	0
07:00	**352**	22	16.8	5.1	3	32	124	129	56	7	0	1	0	0	0	0
08:00	**375**	20.6	16.1	4.8	4	34	157	134	37	9	0	0	0	0	0	0
09:00	**328**	21.8	17.1	5	1	21	122	127	44	10	3	0	0	0	0	0
10:00	**302**	22.4	17.3	5	1	18	108	117	44	13	1	0	0	0	0	0
11:00	**322**	22.1	17.2	4.8	1	18	119	125	47	12	0	0	0	0	0	0
12:00	**337**	22.4	17.5	4.7	2	18	105	145	57	10	0	0	0	0	0	0
13:00	**316**	20.8	16.5	4.5	2	24	121	126	41	2	0	0	0	0	0	0
14:00	**364**	20.6	16.5	4.4	1	22	150	148	36	7	0	0	0	0	0	0
15:00	**424**	20.9	16.2	5	4	48	162	148	53	9	0	0	0	0	0	0
16:00	**440**	22.1	16.9	5	2	41	143	171	74	7	2	0	0	0	0	0
17:00	**419**	22.2	16.3	5.5	3	65	139	134	63	15	0	0	0	0	0	0
18:00	**455**	23	16.7	5.6	6	55	157	133	86	18	0	0	0	0	0	0
19:00	**401**	21.9	16.6	5.1	3	42	143	141	64	7	0	1	0	0	0	0
20:00	**331**	22.5	17.1	5	1	29	111	123	57	10	0	0	0	0	0	0
21:00	**244**	23.5	17.8	5.3	2	16	74	90	49	13	0	0	0	0	0	0
22:00	**152**	24.4	19.3	4.9	0	6	27	66	44	8	1	0	0	0	0	0
23:00	**74**	23.5	19.2	4	0	1	11	41	19	2	0	0	0	0	0	0
12H,7-19	**4434**	**21.8**	**16.7**	**5**	**30**	**396**	**1607**	**1637**	**638**	**119**	**6**	**1**	**0**	**0**	**0**	**0**
16H,6-22	**5538**	**22.1**	**16.9**	**5**	**36**	**485**	**1956**	**2038**	**855**	**159**	**6**	**3**	**0**	**0**	**0**	**0**
18H,6-24	**5764**	**22.3**	**16.9**	**5**	**36**	**492**	**1994**	**2145**	**918**	**169**	**7**	**3**	**0**	**0**	**0**	**0**
24H,0-24	**5886**	**22.5**	**17.1**	**5.1**	**36**	**492**	**2001**	**2187**	**975**	**181**	**11**	**3**	**0**	**0**	**0**	**0**

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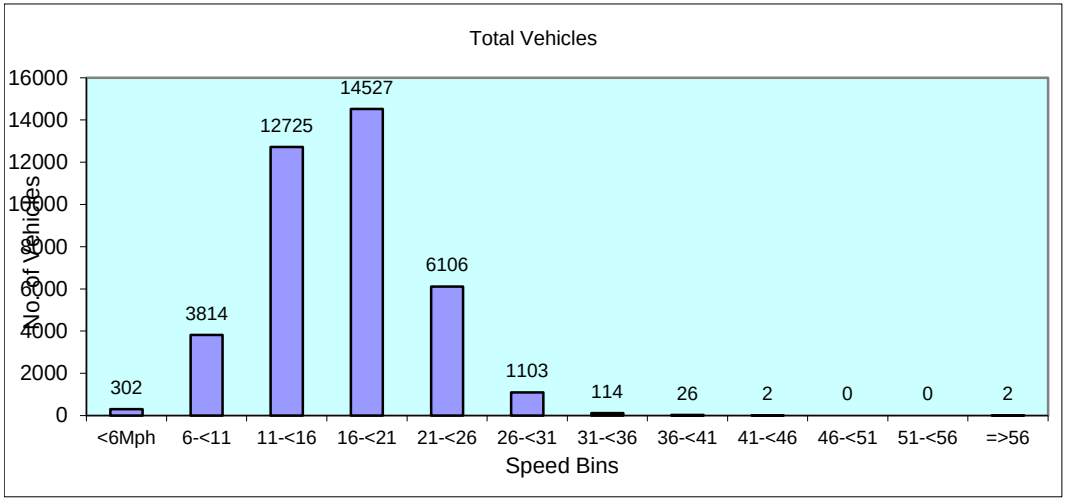
13537			CROXLEY GREEN				Site No: 13537009			Location	Site 9 - Aldenham Road, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 27-Jun-24																
00:00	**39**	25.7	22.3	4.4	0	0	2	12	19	5	1	0	0	0	0	0
01:00	**12**	24.1	20.6	3.6	0	0	1	5	6	0	0	0	0	0	0	0
02:00	**17**	25.4	21.7	5.7	0	1	1	4	9	1	1	0	0	0	0	0
03:00	**10**	26	23	5.6	0	0	1	2	5	1	1	0	0	0	0	0
04:00	**7**	-	25.6	4.2	0	0	0	1	2	4	0	0	0	0	0	0
05:00	**37**	25.8	22.4	4.2	0	0	3	7	22	5	0	0	0	0	0	0
06:00	**125**	25.9	21.1	5	0	3	13	45	45	19	0	0	0	0	0	0
07:00	**383**	21	16.4	4.9	2	34	157	133	50	4	2	1	0	0	0	0
08:00	**355**	19.7	14.8	4.7	4	68	145	114	20	4	0	0	0	0	0	0
09:00	**298**	22.2	16.7	5.3	0	35	108	100	42	12	0	1	0	0	0	0
10:00	**288**	21.8	16.4	5.3	4	35	100	99	42	7	1	0	0	0	0	0
11:00	**344**	21.8	17.2	4.8	3	26	99	155	53	8	0	0	0	0	0	0
12:00	**339**	21.4	16.5	5.1	4	33	126	121	48	6	0	1	0	0	0	0
13:00	**374**	21.2	17	4.6	1	20	143	151	49	9	1	0	0	0	0	0
14:00	**343**	20.6	16.6	4.4	3	19	129	153	33	6	0	0	0	0	0	0
15:00	**427**	21.1	16.5	4.8	1	40	163	157	57	9	0	0	0	0	0	0
16:00	**360**	20.7	15.2	5.4	5	77	126	104	41	7	0	0	0	0	0	0
17:00	**435**	22.7	16.7	5.5	4	54	144	140	80	11	1	1	0	0	0	0
18:00	**438**	21	15.4	5.4	3	102	129	139	58	7	0	0	0	0	0	0
19:00	**410**	20.9	15.9	5.2	7	62	141	140	53	7	0	0	0	0	0	0
20:00	**346**	22.6	17.3	4.9	0	26	115	133	63	7	2	0	0	0	0	0
21:00	**239**	22.4	17	5.2	4	22	72	93	42	5	1	0	0	0	0	0
22:00	**136**	23.6	19.1	4.1	0	1	25	71	35	4	0	0	0	0	0	0
23:00	**87**	24.9	20.7	4.5	0	1	10	31	40	4	1	0	0	0	0	0
12H,7-19	**4384**	**21.1**	**16.3**	**5.1**	**34**	**543**	**1569**	**1566**	**573**	**90**	**5**	**4**	**0**	**0**	**0**	**0**
16H,6-22	**5504**	**21.6**	**16.4**	**5.1**	**45**	**656**	**1910**	**1977**	**776**	**128**	**8**	**4**	**0**	**0**	**0**	**0**
18H,6-24	**5727**	**21.8**	**16.6**	**5.1**	**45**	**658**	**1945**	**2079**	**851**	**136**	**9**	**4**	**0**	**0**	**0**	**0**
24H,0-24	**5849**	**22.1**	**16.7**	**5.2**	**45**	**659**	**1953**	**2110**	**914**	**152**	**12**	**4**	**0**	**0**	**0**	**0**

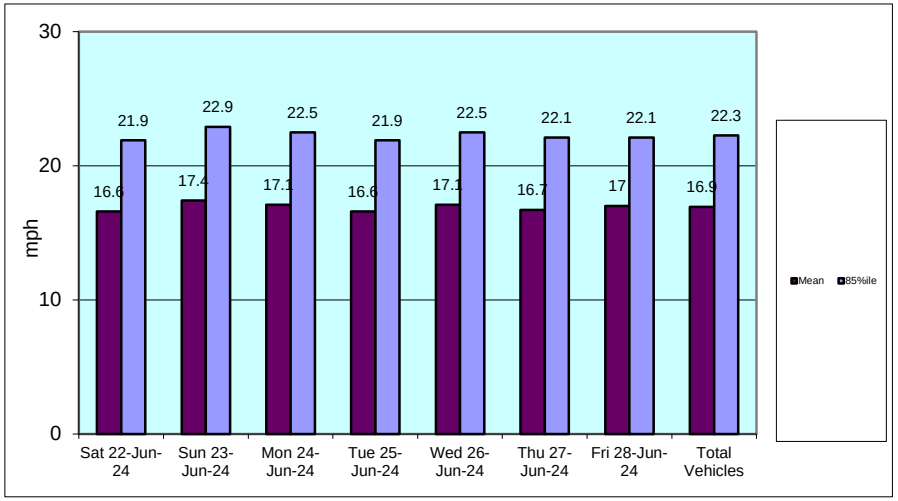
Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537009			Location	Site 9 - Aldenham Road, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 28-Jun-24																
00:00	43	25.7	21.2	5.2	0	0	5	18	14	5	0	1	0	0	0	0
01:00	18	28.3	23.5	4.8	0	0	0	6	7	4	1	0	0	0	0	0
02:00	9	-	21.3	3.9	0	0	0	5	3	1	0	0	0	0	0	0
03:00	13	27.4	22	5.7	0	0	1	6	3	2	1	0	0	0	0	0
04:00	7	-	22.1	4.9	0	0	1	1	4	1	0	0	0	0	0	0
05:00	26	25.5	22.7	5.2	0	0	2	6	15	0	3	0	0	0	0	0
06:00	127	26.6	21.4	5.4	0	2	14	46	43	19	1	2	0	0	0	0
07:00	307	21.9	18	4.5	0	10	80	163	41	11	2	0	0	0	0	0
08:00	315	21.7	17	4.7	3	21	105	131	50	5	0	0	0	0	0	0
09:00	328	20.6	16.1	4.9	2	37	125	123	32	9	0	0	0	0	0	0
10:00	341	20.7	15.8	4.8	5	40	136	115	43	2	0	0	0	0	0	0
11:00	319	21.4	17	4.5	0	23	104	140	48	4	0	0	0	0	0	0
12:00	399	20.4	16.2	4.5	6	40	129	184	38	2	0	0	0	0	0	0
13:00	374	21.8	16.4	5.3	6	48	117	138	55	10	0	0	0	0	0	0
14:00	393	21.6	16.3	5.1	6	49	129	142	63	3	1	0	0	0	0	0
15:00	491	22.6	17.8	4.5	2	22	135	228	96	8	0	0	0	0	0	0
16:00	447	20.5	15.4	5	8	71	173	141	52	2	0	0	0	0	0	0
17:00	478	22.5	17	5.1	2	47	157	174	84	13	1	0	0	0	0	0
18:00	423	21	16	5.2	5	60	155	140	51	12	0	0	0	0	0	0
19:00	448	20.7	16.1	4.6	4	39	187	159	55	4	0	0	0	0	0	0
20:00	382	21.9	17.2	5.2	1	36	114	164	49	15	3	0	0	0	0	0
21:00	262	23.3	18	5.7	2	13	82	103	48	9	2	1	2	0	0	0
22:00	131	23.2	18.7	4.4	1	1	27	69	29	3	1	0	0	0	0	0
23:00	118	25.3	20.7	4.8	0	1	13	52	39	10	3	0	0	0	0	0
12H,7-19	4615	21.3	16.6	4.9	45	468	1545	1819	653	81	4	0	0	0	0	0
16H,6-22	5834	21.7	16.7	5	52	558	1942	2291	848	128	10	3	2	0	0	0
18H,6-24	6083	21.9	16.9	5	53	560	1982	2412	916	141	14	3	2	0	0	0
24H,0-24	6199	22.1	17	5.1	53	560	1991	2454	962	154	19	4	2	0	0	0

Data produced by
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13537			CROXLEY GREEN				Site No: 13537009			Location	Site 9 - Aldenham Road, Croxley Green						
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound										
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
Daily Totals																	
Sat 22-Jun-24	**5202**	21.9	16.6	5.2	49	595	1745	1899	766	136	11	1	0	0	0	0
Sun 23-Jun-24	**4412**	22.9	17.4	5.4	33	377	1359	1693	753	169	21	5	0	0	0	2
Mon 24-Jun-24	**5466**	22.5	17.1	5.2	46	486	1764	2076	904	161	23	6	0	0	0	0
Tue 25-Jun-24	**5707**	21.9	16.6	5.2	40	645	1912	2108	832	150	17	3	0	0	0	0
Wed 26-Jun-24	**5886**	22.5	17.1	5.1	36	492	2001	2187	975	181	11	3	0	0	0	0
Thu 27-Jun-24	**5849**	22.1	16.7	5.2	45	659	1953	2110	914	152	12	4	0	0	0	0
Fri 28-Jun-24	**6199**	22.1	17	5.1	53	560	1991	2454	962	154	19	4	2	0	0	0
Total Vehicles																	
[--]	**38721**	22.3	16.9	5.2	302	3814	12725	14527	6106	1103	114	26	2	0	0	2





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13537		CROXLEY GREEN JUNE 2024								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**Average 85%ile Speed**	**Average Mean Speed**
Site No: 13537010	Site 10 - Lower High Street, Croxley Green 51.647520, -0.384987	Channel: Northbound	Sat 22-Jun-24	Fri 28-Jun-24	30	90367	13044	12910	26.0	19.8
		Channel: Southbound	Sat 22-Jun-24	Fri 28-Jun-24		106410	15461	15201	26.1	19.0

13537		CROXLEY GREEN				Site No: 13537010			Location	Site 10 - Lower High Street, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 22-Jun-24														
00:00	**178**	1	165	8	0	4	0	0	0	0	0	0	0	0
01:00	**100**	2	93	4	0	0	0	0	1	0	0	0	0	0
02:00	**66**	0	59	7	0	0	0	0	0	0	0	0	0	0
03:00	**70**	0	65	5	0	0	0	0	0	0	0	0	0	0
04:00	**89**	1	74	13	0	0	1	0	0	0	0	0	0	0
05:00	**134**	5	106	20	1	0	1	0	0	0	0	1	0	0
06:00	**268**	4	220	38	0	5	0	0	1	0	0	0	0	0
07:00	**471**	3	382	73	1	5	0	0	5	0	0	2	0	0
08:00	**804**	7	712	61	2	6	4	2	8	0	1	1	0	0
09:00	**1034**	7	931	45	1	5	13	2	23	0	0	6	1	0
10:00	**997**	5	918	24	4	3	14	1	24	0	1	2	1	0
11:00	**986**	6	924	23	5	5	5	2	11	0	3	2	0	0
12:00	**950**	10	885	21	3	2	11	0	16	0	1	1	0	0
13:00	**927**	13	858	27	2	4	11	2	9	0	0	1	0	0
14:00	**864**	4	806	16	4	1	11	3	16	0	3	0	0	0
15:00	**944**	8	863	25	4	2	8	1	28	1	2	1	1	0
16:00	**918**	13	852	17	2	5	10	0	16	0	1	1	1	0
17:00	**755**	7	696	21	1	1	16	2	7	0	3	0	1	0
18:00	**760**	12	693	25	0	4	10	0	15	0	1	0	0	0
19:00	**730**	16	663	30	0	4	3	0	13	0	1	0	0	0
20:00	**533**	12	489	19	1	3	5	0	2	0	1	0	1	0
21:00	**454**	17	409	16	2	2	2	0	3	0	1	2	0	0
22:00	**462**	12	428	17	0	2	1	0	1	0	0	1	0	0
23:00	**347**	8	318	13	0	2	2	0	2	0	1	1	0	0
12H,7-19	**10410**	**95**	**9520**	**378**	**29**	**43**	**113**	**15**	**178**	**1**	**16**	**17**	**5**	**0**
16H,6-22	**12395**	**144**	**11301**	**481**	**32**	**57**	**123**	**15**	**197**	**1**	**19**	**19**	**6**	**0**
18H,6-24	**13204**	**164**	**12047**	**511**	**32**	**61**	**126**	**15**	**200**	**1**	**20**	**21**	**6**	**0**
24H,0-24	**13841**	**173**	**12609**	**568**	**33**	**65**	**128**	**15**	**201**	**1**	**20**	**22**	**6**	**0**

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Auto Surveys Ltd

13537		CROXLEY GREEN				Site No: 13537010			Location	Site 10 - Lower High Street, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 23-Jun-24														
00:00	**261**	1	241	15	2	0	0	0	2	0	0	0	0	0
01:00	**166**	1	148	12	2	1	1	0	1	0	0	0	0	0
02:00	**113**	1	106	6	0	0	0	0	0	0	0	0	0	0
03:00	**98**	0	86	10	1	1	0	0	0	0	0	0	0	0
04:00	**79**	0	72	6	1	0	0	0	0	0	0	0	0	0
05:00	**90**	2	78	9	0	0	0	0	0	0	0	1	0	0
06:00	**123**	8	98	16	0	1	0	0	0	0	0	0	0	0
07:00	**209**	6	180	21	0	0	1	0	1	0	0	0	0	0
08:00	**377**	9	336	30	0	0	1	0	0	0	1	0	0	0
09:00	**664**	15	599	38	0	4	3	0	4	0	1	0	0	0
10:00	**1068**	8	978	34	2	1	9	2	27	0	3	3	1	0
11:00	**955**	8	891	17	4	1	7	4	19	0	3	1	0	0
12:00	**1030**	6	961	10	7	0	7	2	31	0	2	3	1	0
13:00	**871**	4	819	14	2	2	11	0	15	1	0	2	1	0
14:00	**894**	13	833	14	1	0	12	0	13	0	3	5	0	0
15:00	**832**	10	776	17	1	1	9	2	13	0	2	1	0	0
16:00	**492**	9	460	11	1	3	5	1	1	0	1	0	0	0
17:00	**501**	8	459	25	2	3	2	1	1	0	0	0	0	0
18:00	**561**	17	522	10	2	3	1	0	6	0	0	0	0	0
19:00	**550**	13	502	22	0	2	2	0	6	0	1	0	2	0
20:00	**494**	14	446	27	0	2	3	0	2	0	0	0	0	0
21:00	**352**	16	313	16	0	4	1	0	1	0	1	0	0	0
22:00	**329**	5	297	22	0	4	1	0	0	0	0	0	0	0
23:00	**196**	6	172	12	0	4	0	0	1	0	1	0	0	0
12H,7-19	**8454**	**113**	**7814**	**241**	**22**	**18**	**68**	**12**	**131**	**1**	**16**	**15**	**3**	**0**
16H,6-22	**9973**	**164**	**9173**	**322**	**22**	**27**	**74**	**12**	**140**	**1**	**18**	**15**	**5**	**0**
18H,6-24	**10498**	**175**	**9642**	**356**	**22**	**35**	**75**	**12**	**141**	**1**	**19**	**15**	**5**	**0**
24H,0-24	**11305**	**180**	**10373**	**414**	**28**	**37**	**76**	**12**	**144**	**1**	**19**	**16**	**5**	**0**

Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN				Site No: 13537010			Location	Site 10 - Lower High Street, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 24-Jun-24														
00:00	**99**	3	82	10	0	3	0	0	0	0	0	1	0	0
01:00	**59**	0	54	3	1	0	0	0	1	0	0	0	0	0
02:00	**43**	1	34	8	0	0	0	0	0	0	0	0	0	0
03:00	**56**	0	50	6	0	0	0	0	0	0	0	0	0	0
04:00	**99**	0	83	16	0	0	0	0	0	0	0	0	0	0
05:00	**198**	6	152	37	0	2	0	0	1	0	0	0	0	0
06:00	**493**	6	408	70	1	5	1	0	2	0	0	0	0	0
07:00	**821**	8	746	49	3	3	4	1	5	0	0	2	0	0
08:00	**893**	6	829	33	2	3	9	2	7	0	1	0	1	0
09:00	**937**	8	835	58	4	6	10	1	10	0	2	2	1	0
10:00	**911**	5	813	53	2	5	5	2	17	1	3	5	0	0
11:00	**866**	6	781	44	4	6	7	0	12	1	2	3	0	0
12:00	**902**	11	817	39	3	5	4	0	19	0	0	3	1	0
13:00	**850**	7	767	44	2	2	5	2	14	2	1	3	1	0
14:00	**750**	5	685	41	0	1	4	2	8	0	0	4	0	0
15:00	**753**	8	685	36	1	4	7	3	4	0	4	1	0	0
16:00	**771**	7	717	28	1	5	5	1	5	0	0	1	1	0
17:00	**710**	5	680	13	3	1	5	0	3	0	0	0	0	0
18:00	**739**	9	685	19	1	2	10	1	6	0	4	2	0	0
19:00	**765**	19	700	24	1	2	10	0	8	0	1	0	0	0
20:00	**506**	7	472	16	0	7	1	0	3	0	0	0	0	0
21:00	**390**	13	339	27	0	4	3	0	3	0	1	0	0	0
22:00	**276**	8	244	19	0	4	0	0	1	0	0	0	0	0
23:00	**186**	5	163	12	0	4	0	0	1	0	0	1	0	0
12H,7-19	**9903**	**85**	**9040**	**457**	**26**	**43**	**75**	**15**	**110**	**4**	**17**	**26**	**5**	**0**
16H,6-22	**12057**	**130**	**10959**	**594**	**28**	**61**	**90**	**15**	**126**	**4**	**19**	**26**	**5**	**0**
18H,6-24	**12519**	**143**	**11366**	**625**	**28**	**69**	**90**	**15**	**128**	**4**	**19**	**27**	**5**	**0**
24H,0-24	**13073**	**153**	**11821**	**705**	**29**	**74**	**90**	**15**	**130**	**4**	**19**	**28**	**5**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537010			Location	Site 10 - Lower High Street, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 25-Jun-24														
00:00	**86**	1	74	6	2	3	0	0	0	0	0	0	0	0
01:00	**61**	1	51	5	0	2	1	0	1	0	0	0	0	0
02:00	**43**	0	40	3	0	0	0	0	0	0	0	0	0	0
03:00	**61**	0	47	13	0	0	0	0	0	0	0	1	0	0
04:00	**96**	0	79	14	1	0	1	0	0	0	1	0	0	0
05:00	**216**	5	168	38	0	3	1	0	1	0	0	0	0	0
06:00	**533**	9	449	62	2	3	3	1	2	1	0	1	0	0
07:00	**732**	10	641	59	5	3	7	0	4	0	1	2	0	0
08:00	**820**	6	763	31	3	3	7	0	4	1	0	2	0	0
09:00	**920**	5	829	39	5	4	15	1	13	1	1	7	0	0
10:00	**813**	6	735	45	0	3	10	0	9	0	1	4	0	0
11:00	**775**	7	693	43	5	3	5	1	12	1	3	2	0	0
12:00	**753**	8	657	55	5	3	6	1	14	0	1	3	0	0
13:00	**743**	6	661	52	0	8	5	1	7	0	2	1	0	0
14:00	**677**	8	604	40	2	6	4	0	11	1	0	1	0	0
15:00	**690**	10	611	50	2	4	7	0	2	0	1	3	0	0
16:00	**708**	11	647	29	2	3	7	0	4	0	2	3	0	0
17:00	**681**	17	624	22	4	2	5	0	6	0	1	0	0	0
18:00	**766**	5	715	30	0	0	6	0	7	1	1	1	0	0
19:00	**625**	16	556	26	2	3	11	0	8	0	0	3	0	0
20:00	**461**	9	410	27	0	7	3	0	5	0	0	0	0	0
21:00	**385**	11	347	21	0	3	1	0	2	0	0	0	0	0
22:00	**387**	5	359	14	1	3	1	0	3	0	0	0	1	0
23:00	**231**	4	208	12	0	3	1	0	3	0	0	0	0	0
12H,7-19	**9078**	**99**	**8180**	**495**	**33**	**42**	**84**	**4**	**93**	**5**	**14**	**29**	**0**	**0**
16H,6-22	**11082**	**144**	**9942**	**631**	**37**	**58**	**102**	**5**	**110**	**6**	**14**	**33**	**0**	**0**
18H,6-24	**11700**	**153**	**10509**	**657**	**38**	**64**	**104**	**5**	**116**	**6**	**14**	**33**	**1**	**0**
24H,0-24	**12263**	**160**	**10968**	**736**	**41**	**72**	**107**	**5**	**118**	**6**	**15**	**34**	**1**	**0**

Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN				Site No: 13537010			Location	Site 10 - Lower High Street, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 26-Jun-24														
00:00	**109**	3	96	6	1	2	0	0	1	0	0	0	0	0
01:00	**45**	0	43	2	0	0	0	0	0	0	0	0	0	0
02:00	**50**	0	44	6	0	0	0	0	0	0	0	0	0	0
03:00	**69**	0	52	14	0	1	2	0	0	0	0	0	0	0
04:00	**102**	2	88	11	0	1	0	0	0	0	0	0	0	0
05:00	**208**	5	166	32	1	3	0	0	1	0	0	0	0	0
06:00	**503**	9	411	71	0	5	2	0	4	0	0	1	0	0
07:00	**779**	6	704	52	2	3	4	1	6	0	1	0	0	0
08:00	**876**	7	816	26	4	3	6	2	7	1	0	4	0	0
09:00	**953**	11	847	46	5	3	11	0	18	1	0	9	2	0
10:00	**885**	4	801	50	1	7	11	1	7	0	1	2	0	0
11:00	**863**	5	761	52	2	5	9	2	22	0	2	2	1	0
12:00	**882**	14	773	49	7	8	10	2	13	0	2	4	0	0
13:00	**756**	8	675	44	2	7	5	0	11	0	3	1	0	0
14:00	**727**	16	649	38	0	7	12	1	3	0	0	1	0	0
15:00	**810**	9	729	48	3	1	7	0	8	0	3	2	0	0
16:00	**802**	8	735	30	3	5	7	0	9	0	1	3	1	0
17:00	**656**	11	613	17	1	2	6	0	3	0	2	1	0	0
18:00	**647**	6	609	18	0	2	5	0	4	0	1	1	1	0
19:00	**699**	14	641	22	0	3	2	2	13	0	1	1	0	0
20:00	**520**	16	473	23	0	3	1	1	3	0	0	0	0	0
21:00	**410**	12	367	25	1	2	1	0	1	0	0	1	0	0
22:00	**345**	11	311	18	0	4	0	0	1	0	0	0	0	0
23:00	**200**	7	175	11	0	5	1	0	1	0	0	0	0	0
12H,7-19	**9636**	**105**	**8712**	**470**	**30**	**53**	**93**	**9**	**111**	**2**	**16**	**30**	**5**	**0**
16H,6-22	**11768**	**156**	**10604**	**611**	**31**	**66**	**99**	**12**	**132**	**2**	**17**	**33**	**5**	**0**
18H,6-24	**12313**	**174**	**11090**	**640**	**31**	**75**	**100**	**12**	**134**	**2**	**17**	**33**	**5**	**0**
24H,0-24	**12896**	**184**	**11579**	**711**	**33**	**82**	**102**	**12**	**136**	**2**	**17**	**33**	**5**	**0**

Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN				Site No: 13537010			Location	Site 10 - Lower High Street, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 27-Jun-24														
00:00	**104**	2	89	9	0	4	0	0	0	0	0	0	0	0
01:00	**63**	1	58	2	0	2	0	0	0	0	0	0	0	0
02:00	**38**	0	30	7	1	0	0	0	0	0	0	0	0	0
03:00	**76**	0	64	11	0	1	0	0	0	0	0	0	0	0
04:00	**94**	0	85	9	0	0	0	0	0	0	0	0	0	0
05:00	**193**	4	147	39	0	2	0	0	1	0	0	0	0	0
06:00	**497**	8	393	81	1	5	6	0	3	0	0	0	0	0
07:00	**811**	7	715	63	1	8	4	0	11	1	1	0	0	0
08:00	**855**	7	790	36	5	4	3	0	8	0	2	0	0	0
09:00	**1010**	3	904	55	3	5	14	0	19	0	3	2	2	0
10:00	**851**	6	745	52	6	7	11	2	19	0	0	3	0	0
11:00	**850**	6	745	49	3	6	10	2	22	0	3	3	1	0
12:00	**880**	11	779	42	10	5	13	3	10	0	3	4	0	0
13:00	**729**	11	647	48	2	4	4	0	9	0	3	1	0	0
14:00	**713**	12	635	40	0	6	14	1	4	0	0	1	0	0
15:00	**793**	8	710	46	2	1	9	0	12	0	3	2	0	0
16:00	**776**	6	708	36	3	5	8	0	5	0	1	3	1	0
17:00	**680**	9	643	13	1	2	4	0	4	0	3	1	0	0
18:00	**679**	8	635	19	0	3	6	0	5	0	1	1	1	0
19:00	**707**	10	658	20	0	3	3	1	10	0	1	1	0	0
20:00	**545**	12	497	28	0	4	1	1	2	0	0	0	0	0
21:00	**431**	11	384	30	1	2	1	0	1	0	0	1	0	0
22:00	**354**	9	321	20	0	3	0	0	1	0	0	0	0	0
23:00	**187**	8	165	8	0	4	1	0	1	0	0	0	0	0
12H,7-19	**9627**	**94**	**8656**	**499**	**36**	**56**	**100**	**8**	**128**	**1**	**23**	**21**	**5**	**0**
16H,6-22	**11807**	**135**	**10588**	**658**	**38**	**70**	**111**	**10**	**144**	**1**	**24**	**23**	**5**	**0**
18H,6-24	**12348**	**152**	**11074**	**686**	**38**	**77**	**112**	**10**	**146**	**1**	**24**	**23**	**5**	**0**
24H,0-24	**12916**	**159**	**11547**	**763**	**39**	**86**	**112**	**10**	**147**	**1**	**24**	**23**	**5**	**0**

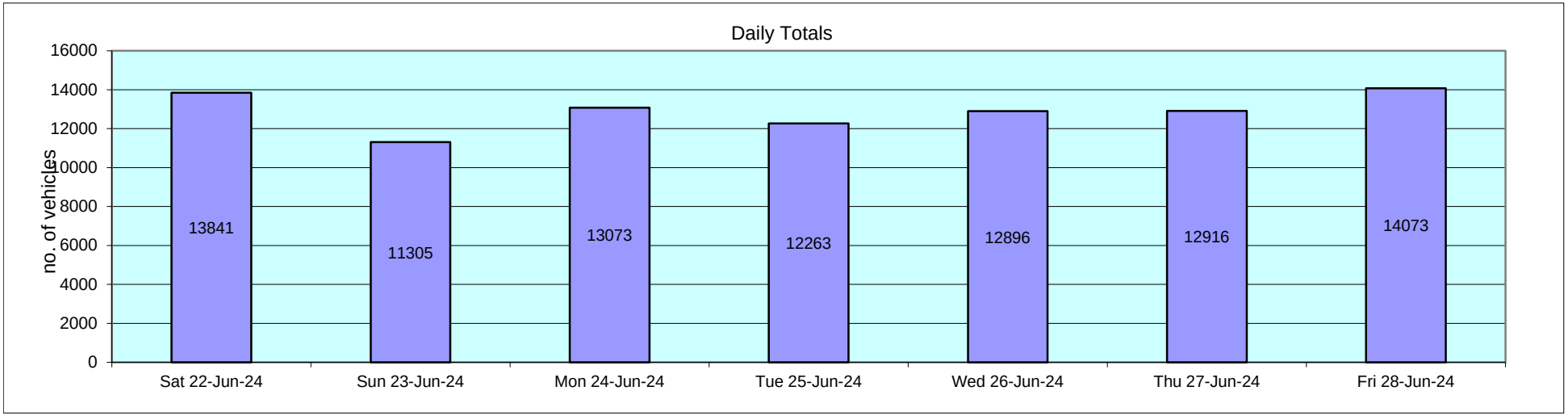
Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN				Site No: 13537010			Location	Site 10 - Lower High Street, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 28-Jun-24														
00:00	**114**	1	98	11	0	4	0	0	0	0	0	0	0	0
01:00	**55**	1	50	2	0	2	0	0	0	0	0	0	0	0
02:00	**40**	0	28	11	1	0	0	0	0	0	0	0	0	0
03:00	**69**	0	57	11	0	1	0	0	0	0	0	0	0	0
04:00	**101**	0	87	14	0	0	0	0	0	0	0	0	0	0
05:00	**191**	4	138	47	0	1	0	0	1	0	0	0	0	0
06:00	**508**	13	393	90	1	3	5	0	3	0	0	0	0	0
07:00	**806**	4	711	70	1	3	4	0	11	1	1	0	0	0
08:00	**859**	5	794	38	4	4	3	0	8	0	3	0	0	0
09:00	**991**	2	873	58	4	7	15	0	23	0	4	3	2	0
10:00	**887**	7	776	55	6	9	13	1	17	0	0	3	0	0
11:00	**855**	3	759	47	2	8	6	3	20	0	3	3	1	0
12:00	**851**	9	744	50	7	7	12	4	9	0	3	6	0	0
13:00	**809**	12	723	39	5	2	15	0	10	1	1	1	0	0
14:00	**807**	11	732	48	1	3	5	0	3	0	3	0	1	0
15:00	**950**	15	855	43	1	2	10	0	16	0	4	0	4	0
16:00	**911**	13	835	33	5	2	11	0	10	0	1	1	0	0
17:00	**841**	6	776	21	5	6	8	3	14	0	0	2	0	0
18:00	**813**	15	753	26	3	2	6	0	7	0	0	0	1	0
19:00	**768**	12	723	12	1	3	10	0	6	0	0	1	0	0
20:00	**701**	22	639	21	1	1	3	2	11	0	1	0	0	0
21:00	**458**	17	398	26	0	5	3	0	7	0	2	0	0	0
22:00	**396**	14	359	15	0	3	1	0	4	0	0	0	0	0
23:00	**292**	3	276	12	0	1	0	0	0	0	0	0	0	0
12H,7-19	**10380**	**102**	**9331**	**528**	**44**	**55**	**108**	**11**	**148**	**2**	**23**	**19**	**9**	**0**
16H,6-22	**12815**	**166**	**11484**	**677**	**47**	**67**	**129**	**13**	**175**	**2**	**26**	**20**	**9**	**0**
18H,6-24	**13503**	**183**	**12119**	**704**	**47**	**71**	**130**	**13**	**179**	**2**	**26**	**20**	**9**	**0**
24H,0-24	**14073**	**189**	**12577**	**800**	**48**	**79**	**130**	**13**	**180**	**2**	**26**	**20**	**9**	**0**

Data produced by
Auto Surveys Ltd

13537	CROXLEY GREEN	Site No: 13537010	Location	Site 10 - Lower High Street, Croxley Green
Sat 22-Jun-24 to Fri 28-Jun-24		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Sat 22-Jun-24	**13841**	173	12609	568	33	65	128	15	201	1	20	22	6	0
Sun 23-Jun-24	**11305**	180	10373	414	28	37	76	12	144	1	19	16	5	0
Mon 24-Jun-24	**13073**	153	11821	705	29	74	90	15	130	4	19	28	5	0
Tue 25-Jun-24	**12263**	160	10968	736	41	72	107	5	118	6	15	34	1	0
Wed 26-Jun-24	**12896**	184	11579	711	33	82	102	12	136	2	17	33	5	0
Thu 27-Jun-24	**12916**	159	11547	763	39	86	112	10	147	1	24	23	5	0
Fri 28-Jun-24	**14073**	189	12577	800	48	79	130	13	180	2	26	20	9	0
Total Vehicles														
[--]	**90367**	1198	81474	4697	251	495	745	82	1056	17	140	176	36	0



Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537010			Location	Site 10 - Lower High Street, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 22-Jun-24																
00:00	178	30.1	25.6	4.6	0	0	1	17	88	54	14	4	0	0	0	0
01:00	100	30.6	26.4	4.4	0	0	0	8	39	41	11	1	0	0	0	0
02:00	66	30.6	26.8	4.6	0	0	0	5	22	31	6	2	0	0	0	0
03:00	70	32.5	27.4	5.2	0	0	0	3	28	25	10	3	1	0	0	0
04:00	89	32.6	27.5	4.8	0	0	0	7	25	37	19	1	0	0	0	0
05:00	134	30.5	26.9	4.2	0	0	0	4	53	62	12	2	1	0	0	0
06:00	268	30.7	27	4.1	0	0	0	13	88	135	28	4	0	0	0	0
07:00	471	29.4	24.7	4.4	0	0	8	73	216	150	23	1	0	0	0	0
08:00	804	28	22.6	5.4	2	16	70	168	358	174	12	2	2	0	0	0
09:00	1034	22.9	17.1	5.6	4	74	414	317	186	28	5	0	3	0	3	0
10:00	997	19.8	15.5	4	3	74	520	327	72	1	0	0	0	0	0	0
11:00	986	20.3	15.6	5.4	5	105	509	255	86	10	13	0	0	0	1	2
12:00	950	21	16.2	5.7	7	89	457	256	108	17	1	12	0	2	0	1
13:00	927	20	15.5	4.8	4	106	456	275	63	18	4	0	1	0	0	0
14:00	864	21	16.6	4.5	1	56	356	324	115	12	0	0	0	0	0	0
15:00	944	19.8	15	4.5	0	128	493	240	70	12	1	0	0	0	0	0
16:00	918	20.9	16.3	4.6	3	64	415	306	114	14	2	0	0	0	0	0
17:00	755	23.1	17.6	5.3	6	47	246	287	130	30	7	2	0	0	0	0
18:00	760	25.3	20	5.6	1	21	164	243	254	63	7	5	2	0	0	0
19:00	730	27.2	21.6	5.9	1	24	108	154	305	116	16	5	0	1	0	0
20:00	533	28.8	23.7	5	0	11	18	87	262	135	17	3	0	0	0	0
21:00	454	29.1	24.4	4.4	1	1	5	66	238	121	20	2	0	0	0	0
22:00	462	28.9	24.6	4.1	0	0	3	56	261	124	14	2	2	0	0	0
23:00	347	28.5	23.9	4.2	0	1	5	64	182	85	9	1	0	0	0	0
12H,7-19	10410	23.4	17.3	5.7	36	780	4108	3071	1772	529	75	22	8	2	4	3
16H,6-22	12395	24.8	18.3	6.1	38	816	4239	3391	2665	1036	156	36	8	3	4	3
18H,6-24	13204	25.2	18.7	6.1	38	817	4247	3511	3108	1245	179	39	10	3	4	3
24H,0-24	13841	25.6	19	6.3	38	817	4248	3555	3363	1495	251	52	12	3	4	3

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537010			Location	Site 10 - Lower High Street, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 23-Jun-24																
00:00	**261**	29	24.3	4.6	0	1	2	49	129	67	10	3	0	0	0	0
01:00	**166**	29.9	25.8	4.1	0	0	0	12	79	63	10	2	0	0	0	0
02:00	**113**	30	26.3	4	0	0	0	6	47	53	6	0	1	0	0	0
03:00	**98**	29.8	25.3	4.8	0	0	1	12	47	30	6	1	1	0	0	0
04:00	**79**	30.1	25.8	4.7	0	0	1	7	35	29	5	2	0	0	0	0
05:00	**90**	30.3	26.6	4.2	0	0	0	5	34	43	6	2	0	0	0	0
06:00	**123**	32.7	28	4.6	0	0	0	5	34	58	21	5	0	0	0	0
07:00	**209**	31	26.6	4.7	0	0	1	20	70	87	29	2	0	0	0	0
08:00	**377**	29.6	25.1	4.5	0	2	4	40	177	134	18	1	0	1	0	0
09:00	**664**	27.6	22.8	4.9	0	7	47	140	331	122	15	2	0	0	0	0
10:00	**1068**	23	16.8	5.4	2	103	433	294	190	42	4	0	0	0	0	0
11:00	**955**	18.8	14.7	4.2	2	102	591	211	36	11	1	0	0	0	0	1
12:00	**1030**	19.3	14.6	4.2	0	153	561	247	65	4	0	0	0	0	0	0
13:00	**871**	21.5	16	5.1	3	118	353	254	131	9	1	2	0	0	0	0
14:00	**894**	20.7	15.9	4.8	6	67	460	243	94	19	3	2	0	0	0	0
15:00	**832**	25.2	19.2	5.8	1	43	230	209	265	79	4	0	1	0	0	0
16:00	**492**	27.8	22.8	4.9	1	14	14	113	238	104	8	0	0	0	0	0
17:00	**501**	28.3	23.8	4.3	0	4	9	85	272	119	10	2	0	0	0	0
18:00	**561**	28.8	23.7	5	1	7	33	75	276	149	19	1	0	0	0	0
19:00	**550**	29.1	24.8	4.1	0	1	7	50	311	157	20	3	1	0	0	0
20:00	**494**	29	24.6	4.4	0	0	5	64	274	126	21	1	2	1	0	0
21:00	**352**	29.3	24.9	4.2	0	1	0	42	183	109	14	2	1	0	0	0
22:00	**329**	28.9	24.4	4.3	0	0	4	51	173	88	10	2	1	0	0	0
23:00	**196**	29.6	25.2	4.3	0	0	2	16	111	52	12	3	0	0	0	0
12H,7-19	**8454**	**25.4**	**18.7**	**6.2**	**16**	**620**	**2736**	**1931**	**2145**	**879**	**112**	**12**	**1**	**1**	**0**	**1**
16H,6-22	**9973**	**26.2**	**19.6**	**6.4**	**16**	**622**	**2748**	**2092**	**2947**	**1329**	**188**	**23**	**5**	**2**	**0**	**1**
18H,6-24	**10498**	**26.5**	**19.9**	**6.4**	**16**	**622**	**2754**	**2159**	**3231**	**1469**	**210**	**28**	**6**	**2**	**0**	**1**
24H,0-24	**11305**	**27**	**20.3**	**6.4**	**16**	**623**	**2758**	**2250**	**3602**	**1754**	**253**	**38**	**8**	**2**	**0**	**1**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537010			Location	Site 10 - Lower High Street, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 24-Jun-24																
00:00	**99**	30.1	26.1	4.5	0	0	1	7	41	42	5	3	0	0	0	0
01:00	**59**	30	26	4.3	0	0	0	6	23	26	3	1	0	0	0	0
02:00	**43**	32.7	27.9	6.2	0	0	0	3	14	17	6	1	1	1	0	0
03:00	**56**	32.2	28.3	4.2	0	0	0	1	13	31	9	2	0	0	0	0
04:00	**99**	32.2	27.5	4.3	0	0	0	2	36	41	19	1	0	0	0	0
05:00	**198**	30.8	26.8	4.5	0	1	1	7	77	85	24	3	0	0	0	0
06:00	**493**	30.4	26.2	4.6	0	1	7	38	181	216	43	7	0	0	0	0
07:00	**821**	25.3	19.7	5.8	0	45	162	277	247	81	5	0	3	0	0	1
08:00	**893**	20.7	16.4	5	4	73	361	340	98	11	3	0	0	3	0	0
09:00	**937**	24.1	18.5	5	4	38	259	340	254	40	2	0	0	0	0	0
10:00	**911**	24.3	18.3	5.8	2	59	282	277	235	49	4	0	0	0	3	0
11:00	**866**	24.5	18.5	5.8	1	48	284	239	231	53	7	0	0	3	0	0
12:00	**902**	23.9	17.7	5.6	1	54	356	247	189	42	8	5	0	0	0	0
13:00	**850**	24.6	19	5.8	5	39	224	266	260	46	6	1	0	0	3	0
14:00	**750**	25.7	20.4	5.5	1	28	134	206	285	90	6	0	0	0	0	0
15:00	**753**	24.9	18.7	5.7	3	37	239	200	207	64	2	1	0	0	0	0
16:00	**771**	25.2	19.7	5.7	2	27	191	199	280	62	4	6	0	0	0	0
17:00	**710**	24.8	19	5.4	1	26	190	247	181	61	3	1	0	0	0	0
18:00	**739**	24.6	18.5	5.6	4	48	198	244	188	54	2	1	0	0	0	0
19:00	**765**	25.9	21	6.3	6	45	83	201	320	96	8	2	1	0	0	3
20:00	**506**	28.4	23.4	4.9	0	9	22	92	248	121	13	0	1	0	0	0
21:00	**390**	29.2	24.2	4.8	0	6	6	66	179	117	14	2	0	0	0	0
22:00	**276**	29.3	25	4.4	0	0	0	31	158	69	11	6	1	0	0	0
23:00	**186**	29.4	25.2	3.9	0	0	1	15	100	62	7	1	0	0	0	0
12H,7-19	**9903**	**24.6**	**18.6**	**5.6**	**28**	**522**	**2880**	**3082**	**2655**	**653**	**52**	**15**	**3**	**6**	**6**	**1**
16H,6-22	**12057**	**25.4**	**19.5**	**5.9**	**34**	**583**	**2998**	**3479**	**3583**	**1203**	**130**	**26**	**5**	**6**	**6**	**4**
18H,6-24	**12519**	**25.6**	**19.7**	**6**	**34**	**583**	**2999**	**3525**	**3841**	**1334**	**148**	**33**	**6**	**6**	**6**	**4**
24H,0-24	**13073**	**25.9**	**20**	**6.1**	**34**	**584**	**3001**	**3551**	**4045**	**1576**	**214**	**44**	**7**	**7**	**6**	**4**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537010			Location	Site 10 - Lower High Street, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 25-Jun-24																
00:00	**86**	30	25.5	4.7	0	0	1	9	41	27	6	2	0	0	0	0
01:00	**61**	29.7	25.1	4.5	0	0	0	7	34	14	5	1	0	0	0	0
02:00	**43**	31.7	27.2	4.1	0	0	0	0	19	16	8	0	0	0	0	0
03:00	**61**	30.5	26.4	4.4	0	0	1	3	24	26	7	0	0	0	0	0
04:00	**96**	30.8	27.5	4.1	0	0	0	3	29	51	11	2	0	0	0	0
05:00	**216**	31	27.8	4	0	0	0	3	63	118	28	3	1	0	0	0
06:00	**533**	29.8	24.7	5.3	0	5	25	79	187	205	28	3	0	1	0	0
07:00	**732**	25.4	20.6	5.1	1	16	109	237	291	69	9	0	0	0	0	0
08:00	**820**	23.2	17.5	5.1	2	27	340	261	148	39	2	1	0	0	0	0
09:00	**920**	18.8	14.7	4.1	5	93	577	187	46	11	1	0	0	0	0	0
10:00	**813**	25.4	20	5.6	2	31	176	216	303	76	9	0	0	0	0	0
11:00	**775**	25.4	20.1	5.6	2	46	121	228	300	68	10	0	0	0	0	0
12:00	**753**	25.7	20.2	6.2	0	29	183	163	284	86	4	0	0	0	3	1
13:00	**743**	25.7	20.5	5.6	0	20	155	193	277	87	10	1	0	0	0	0
14:00	**677**	25.8	20.2	5.7	3	30	121	197	235	85	6	0	0	0	0	0
15:00	**690**	25.2	20.5	4.9	3	20	87	221	303	53	3	0	0	0	0	0
16:00	**708**	25.5	20.2	5.5	4	13	142	225	243	70	7	4	0	0	0	0
17:00	**681**	24.5	18.8	5.5	1	42	164	234	194	38	8	0	0	0	0	0
18:00	**766**	24.5	18.1	5.8	4	59	250	195	201	52	4	1	0	0	0	0
19:00	**625**	25.2	19.1	6	2	49	147	172	193	49	12	1	0	0	0	0
20:00	**461**	29	24	5.3	0	5	25	62	224	124	13	6	1	1	0	0
21:00	**385**	28.9	23.9	4.7	1	2	6	82	175	105	12	2	0	0	0	0
22:00	**387**	28.9	24.7	4	0	1	0	40	231	99	12	4	0	0	0	0
23:00	**231**	30.2	25.8	5	0	1	0	28	97	84	15	3	3	0	0	0
12H,7-19	**9078**	**25**	**19.2**	**5.7**	**27**	**426**	**2425**	**2557**	**2825**	**734**	**73**	**7**	**0**	**0**	**3**	**1**
16H,6-22	**11082**	**25.6**	**19.8**	**5.9**	**30**	**487**	**2628**	**2952**	**3604**	**1217**	**138**	**19**	**1**	**2**	**3**	**1**
18H,6-24	**11700**	**25.8**	**20.1**	**5.9**	**30**	**489**	**2628**	**3020**	**3932**	**1400**	**165**	**26**	**4**	**2**	**3**	**1**
24H,0-24	**12263**	**26.3**	**20.4**	**6**	**30**	**489**	**2630**	**3045**	**4142**	**1652**	**230**	**34**	**5**	**2**	**3**	**1**

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Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537010			Location	Site 10 - Lower High Street, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 26-Jun-24																
00:00	**109**	30.1	25.3	5.1	0	0	2	15	47	34	9	1	1	0	0	0
01:00	**45**	29.9	26.5	3.7	0	0	0	0	22	20	2	1	0	0	0	0
02:00	**50**	30.2	26.3	4.6	0	0	2	1	19	24	3	1	0	0	0	0
03:00	**69**	30.6	27.3	3.9	0	0	0	2	21	38	7	1	0	0	0	0
04:00	**102**	31.7	28.2	4.6	0	0	0	1	28	55	15	1	1	1	0	0
05:00	**208**	30.6	27.2	3.9	0	0	0	8	60	119	19	2	0	0	0	0
06:00	**503**	29.9	25.4	4.9	0	2	14	44	217	193	23	8	2	0	0	0
07:00	**779**	25.2	19.8	5.5	0	54	113	279	256	69	8	0	0	0	0	0
08:00	**876**	21.7	17	4.7	3	66	289	368	134	16	0	0	0	0	0	0
09:00	**953**	20.8	16.2	4.8	3	60	478	278	102	29	2	0	1	0	0	0
10:00	**885**	24.1	18.8	5.1	3	34	205	356	248	35	1	0	3	0	0	0
11:00	**863**	24.1	18.4	5.1	1	22	292	290	205	51	2	0	0	0	0	0
12:00	**882**	24.9	19.3	5.7	2	39	224	237	318	57	3	0	0	0	0	2
13:00	**756**	25.5	20.1	5.5	1	32	149	202	287	82	3	0	0	0	0	0
14:00	**727**	25.4	19.7	5.6	4	32	148	238	224	75	6	0	0	0	0	0
15:00	**810**	25.2	19.6	5.5	2	42	172	241	275	76	2	0	0	0	0	0
16:00	**802**	24.8	18.8	6	3	52	214	244	224	57	6	0	0	0	0	2
17:00	**656**	25.2	19.2	5.6	1	21	191	188	187	60	7	1	0	0	0	0
18:00	**647**	25.5	20.4	5.3	1	18	118	189	249	67	4	1	0	0	0	0
19:00	**699**	25.6	20	5.5	1	13	179	178	240	82	5	1	0	0	0	0
20:00	**520**	27.2	22.7	4.9	0	12	25	113	272	82	14	2	0	0	0	0
21:00	**410**	27.7	22.9	4.8	0	10	8	101	199	86	4	2	0	0	0	0
22:00	**345**	29.3	24.8	4.4	0	0	5	45	175	102	14	4	0	0	0	0
23:00	**200**	29.5	25.2	4.4	0	0	0	23	103	62	9	2	0	1	0	0
12H,7-19	**9636**	**24.7**	**18.8**	**5.5**	**24**	**472**	**2593**	**3110**	**2709**	**674**	**44**	**2**	**4**	**0**	**0**	**4**
16H,6-22	**11768**	**25.3**	**19.5**	**5.7**	**25**	**509**	**2819**	**3546**	**3637**	**1117**	**90**	**15**	**6**	**0**	**0**	**4**
18H,6-24	**12313**	**25.5**	**19.7**	**5.7**	**25**	**509**	**2824**	**3614**	**3915**	**1281**	**113**	**21**	**6**	**1**	**0**	**4**
24H,0-24	**12896**	**25.8**	**20.1**	**5.9**	**25**	**509**	**2828**	**3641**	**4112**	**1571**	**168**	**28**	**8**	**2**	**0**	**4**

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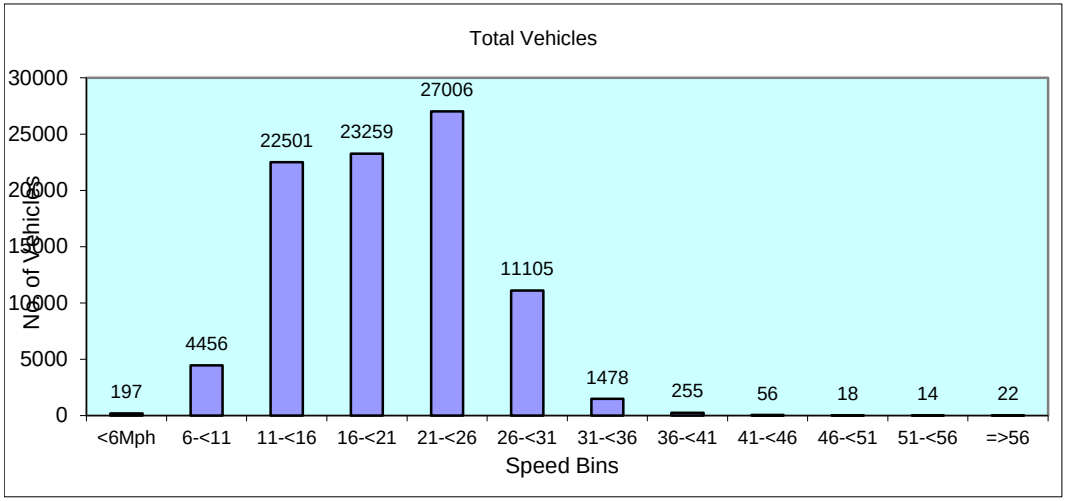
13537			CROXLEY GREEN				Site No: 13537010			Location	Site 10 - Lower High Street, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 27-Jun-24																
00:00	**104**	30	26	4.8	0	0	0	10	46	40	3	4	1	0	0	0
01:00	**63**	30.1	26.3	4.5	0	0	1	6	18	34	3	1	0	0	0	0
02:00	**38**	32.3	26.9	5.5	0	0	0	4	14	12	7	0	1	0	0	0
03:00	**76**	30.5	27.3	4.2	0	0	0	3	23	42	5	3	0	0	0	0
04:00	**94**	30.9	27.6	3.6	0	0	0	0	30	50	14	0	0	0	0	0
05:00	**193**	30.6	27.4	4	0	0	1	8	47	116	20	0	1	0	0	0
06:00	**497**	30.2	25.7	4.6	0	4	5	41	213	190	40	4	0	0	0	0
07:00	**811**	25.3	19.6	5.4	1	30	186	265	241	84	4	0	0	0	0	0
08:00	**855**	20.4	15.5	4.7	2	103	415	234	87	12	2	0	0	0	0	0
09:00	**1010**	19.7	15.4	4.1	1	83	542	316	62	4	0	2	0	0	0	0
10:00	**851**	20.9	16	4.9	5	93	379	249	106	18	1	0	0	0	0	0
11:00	**850**	24	18.3	5	0	26	285	287	207	44	1	0	0	0	0	0
12:00	**880**	24.8	19.3	5.6	2	32	231	242	314	55	2	0	0	0	0	2
13:00	**729**	25.5	20.2	5.4	1	24	148	189	284	81	2	0	0	0	0	0
14:00	**713**	25.3	19.6	5.5	5	34	139	243	216	73	3	0	0	0	0	0
15:00	**793**	25.2	19.4	5.6	2	46	172	240	252	80	1	0	0	0	0	0
16:00	**776**	24.5	18.6	5.9	2	57	209	238	217	48	3	0	0	0	0	2
17:00	**680**	25.4	19.2	5.8	1	23	206	184	187	69	9	1	0	0	0	0
18:00	**679**	25.4	20.2	5.4	1	24	127	205	247	69	5	1	0	0	0	0
19:00	**707**	25.5	20.1	5.4	1	13	172	183	260	73	4	1	0	0	0	0
20:00	**545**	27.7	22.9	5	0	13	22	113	284	92	19	2	0	0	0	0
21:00	**431**	27.3	22.6	4.8	0	15	10	101	218	84	2	1	0	0	0	0
22:00	**354**	29.5	24.9	4.5	0	0	4	48	177	103	17	5	0	0	0	0
23:00	**187**	29.7	25.4	4.2	0	0	0	17	96	62	9	3	0	0	0	0
12H,7-19	**9627**	**24.4**	**18.3**	**5.6**	**23**	**575**	**3039**	**2892**	**2420**	**637**	**33**	**4**	**0**	**0**	**0**	**4**
16H,6-22	**11807**	**25.1**	**19.1**	**5.8**	**24**	**620**	**3248**	**3330**	**3395**	**1076**	**98**	**12**	**0**	**0**	**0**	**4**
18H,6-24	**12348**	**25.4**	**19.3**	**5.9**	**24**	**620**	**3252**	**3395**	**3668**	**1241**	**124**	**20**	**0**	**0**	**0**	**4**
24H,0-24	**12916**	**25.8**	**19.7**	**6**	**24**	**620**	**3254**	**3426**	**3846**	**1535**	**176**	**28**	**3**	**0**	**0**	**4**

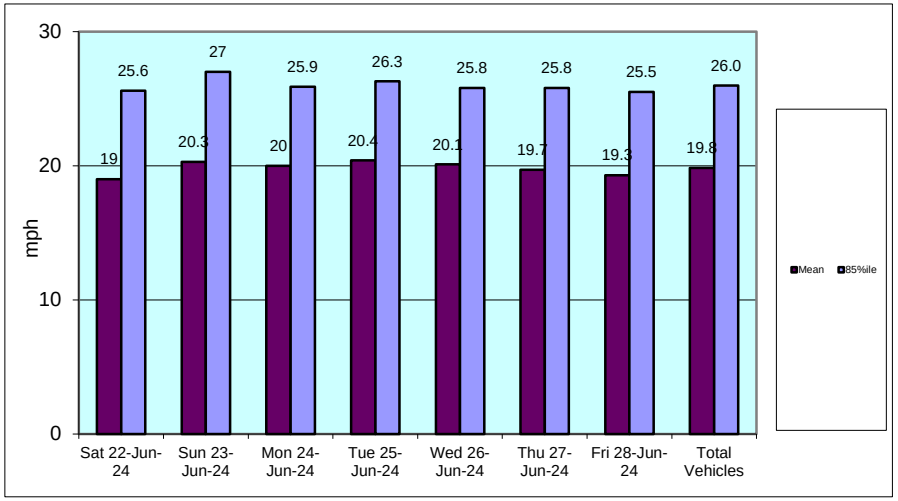
Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537010			Location	Site 10 - Lower High Street, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 28-Jun-24																
00:00	**114**	29.6	25.4	4.9	0	0	0	15	53	39	2	4	1	0	0	0
01:00	**55**	30.2	26.8	4.3	0	0	1	4	12	35	2	1	0	0	0	0
02:00	**40**	32.8	26.9	5.1	0	0	0	4	15	11	10	0	0	0	0	0
03:00	**69**	30.4	27.1	4	0	0	0	4	19	40	5	1	0	0	0	0
04:00	**101**	30.9	27.8	3.5	0	0	0	0	29	58	14	0	0	0	0	0
05:00	**191**	30.8	27.6	4.1	0	0	1	11	36	119	23	0	1	0	0	0
06:00	**508**	29.9	25.4	4.6	0	5	3	49	227	188	32	4	0	0	0	0
07:00	**806**	25.5	19.8	5.4	1	22	189	252	247	92	3	0	0	0	0	0
08:00	**859**	20.2	15.4	4.6	1	104	426	237	79	9	3	0	0	0	0	0
09:00	**991**	19.6	15.3	4.1	1	84	530	311	60	3	0	2	0	0	0	0
10:00	**887**	20.9	15.8	4.9	7	100	407	246	109	17	1	0	0	0	0	0
11:00	**855**	24.3	18.5	5.1	0	26	276	278	224	50	1	0	0	0	0	0
12:00	**851**	24.8	19.3	5.8	3	35	221	231	309	46	3	0	0	0	0	3
13:00	**809**	24	18.2	5.7	1	57	231	267	218	29	2	1	1	0	0	2
14:00	**807**	25.3	20.3	5.1	1	22	129	275	299	77	4	0	0	0	0	0
15:00	**950**	24.1	18.1	5.5	2	64	297	305	225	52	1	4	0	0	0	0
16:00	**911**	24.2	18.2	5.4	1	50	293	276	240	47	2	0	2	0	0	0
17:00	**841**	22.7	16.8	5.3	7	88	300	266	154	25	1	0	0	0	0	0
18:00	**813**	23.5	17.4	5.5	5	77	264	266	156	40	5	0	0	0	0	0
19:00	**768**	26.6	20.8	6.3	0	53	117	177	293	110	12	1	4	0	1	0
20:00	**701**	27.4	21.9	5.6	0	23	83	148	306	124	12	5	0	0	0	0
21:00	**458**	28.7	23.8	5.1	0	3	12	99	224	95	19	4	0	2	0	0
22:00	**396**	28.8	24.4	4.2	0	1	1	59	217	102	13	2	1	0	0	0
23:00	**292**	30	26.1	4.2	0	0	1	11	145	114	16	2	3	0	0	0
12H,7-19	**10380**	**23.8**	**17.7**	**5.4**	**30**	**729**	**3563**	**3210**	**2320**	**487**	**26**	**7**	**3**	**0**	**0**	**5**
16H,6-22	**12815**	**24.8**	**18.6**	**5.9**	**30**	**813**	**3778**	**3683**	**3370**	**1004**	**101**	**21**	**7**	**2**	**1**	**5**
18H,6-24	**13503**	**25.2**	**19**	**6**	**30**	**814**	**3780**	**3753**	**3732**	**1220**	**130**	**25**	**11**	**2**	**1**	**5**
24H,0-24	**14073**	**25.5**	**19.3**	**6.1**	**30**	**814**	**3782**	**3791**	**3896**	**1522**	**186**	**31**	**13**	**2**	**1**	**5**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537010			Location	Site 10 - Lower High Street, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Northbound									
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
Daily Totals																
Sat 22-Jun-24	**13841**	25.6	19	6.3	38	817	4248	3555	3363	1495	251	52	12	3	4	3
Sun 23-Jun-24	**11305**	27	20.3	6.4	16	623	2758	2250	3602	1754	253	38	8	2	0	1
Mon 24-Jun-24	**13073**	25.9	20	6.1	34	584	3001	3551	4045	1576	214	44	7	7	6	4
Tue 25-Jun-24	**12263**	26.3	20.4	6	30	489	2630	3045	4142	1652	230	34	5	2	3	1
Wed 26-Jun-24	**12896**	25.8	20.1	5.9	25	509	2828	3641	4112	1571	168	28	8	2	0	4
Thu 27-Jun-24	**12916**	25.8	19.7	6	24	620	3254	3426	3846	1535	176	28	3	0	0	4
Fri 28-Jun-24	**14073**	25.5	19.3	6.1	30	814	3782	3791	3896	1522	186	31	13	2	1	5
Total Vehicles																
[--]	**90367**	26.0	19.8	6.1	197	4456	22501	23259	27006	11105	1478	255	56	18	14	22





Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN				Site No: 13537010			Location	Site 10 - Lower High Street, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 22-Jun-24														
00:00	**242**	4	214	15	0	0	8	0	1	0	0	0	0	0
01:00	**148**	2	132	9	0	1	3	0	1	0	0	0	0	0
02:00	**107**	4	92	9	0	0	1	0	0	0	1	0	0	0
03:00	**64**	0	56	5	0	0	2	0	0	0	0	1	0	0
04:00	**76**	2	61	11	0	0	1	0	1	0	0	0	0	0
05:00	**94**	1	79	9	0	0	5	0	0	0	0	0	0	0
06:00	**181**	2	154	21	0	0	3	0	1	0	0	0	0	0
07:00	**381**	3	319	42	0	3	8	0	3	0	1	2	0	0
08:00	**604**	5	527	57	0	2	6	1	3	0	0	3	0	0
09:00	**817**	12	732	52	0	1	8	2	1	2	3	3	1	0
10:00	**988**	8	918	45	0	4	6	3	1	0	2	1	0	0
11:00	**1101**	14	1005	52	2	2	13	5	7	0	0	1	0	0
12:00	**1083**	9	996	47	1	2	9	7	6	0	4	2	0	0
13:00	**1134**	13	1055	41	1	1	11	3	5	0	2	2	0	0
14:00	**1095**	6	1012	35	2	2	17	7	8	0	2	4	0	0
15:00	**1005**	9	940	38	1	3	5	3	3	0	0	3	0	0
16:00	**1075**	15	980	48	3	3	9	5	3	0	3	5	1	0
17:00	**1096**	18	995	41	5	2	19	5	5	1	1	4	0	0
18:00	**1040**	16	942	54	3	3	7	1	10	0	1	3	0	0
19:00	**953**	11	865	46	0	0	7	2	18	0	3	1	0	0
20:00	**772**	26	690	38	2	3	4	1	6	0	2	0	0	0
21:00	**603**	21	541	28	1	1	6	0	1	0	2	2	0	0
22:00	**576**	20	526	11	1	0	12	2	2	0	1	1	0	0
23:00	**453**	8	406	23	0	1	13	0	1	0	0	1	0	0
12H,7-19	**11419**	**128**	**10421**	**552**	**18**	**28**	**118**	**42**	**55**	**3**	**19**	**33**	**2**	**0**
16H,6-22	**13928**	**188**	**12671**	**685**	**21**	**32**	**138**	**45**	**81**	**3**	**26**	**36**	**2**	**0**
18H,6-24	**14957**	**216**	**13603**	**719**	**22**	**33**	**163**	**47**	**84**	**3**	**27**	**38**	**2**	**0**
24H,0-24	**15688**	**229**	**14237**	**777**	**22**	**34**	**183**	**47**	**87**	**3**	**28**	**39**	**2**	**0**

Data produced by
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13537			CROXLEY GREEN			Site No: 13537010			Location	Site 10 - Lower High Street, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 23-Jun-24															
00:00	**360**	10	322	13	0	1	9	0	3	0	0	2	0	0
01:00	**198**	1	184	8	0	0	5	0	0	0	0	0	0	0
02:00	**141**	3	129	4	0	0	4	0	0	0	1	0	0	0
03:00	**87**	0	83	3	0	0	1	0	0	0	0	0	0	0
04:00	**88**	1	74	10	1	0	2	0	0	0	0	0	0	0
05:00	**87**	1	75	8	0	0	3	0	0	0	0	0	0	0
06:00	**130**	1	112	10	0	0	6	0	1	0	0	0	0	0
07:00	**188**	0	165	17	1	1	3	0	1	0	0	0	0	0
08:00	**276**	4	242	28	0	1	0	0	1	0	0	0	0	0
09:00	**520**	7	476	31	0	3	0	1	1	0	0	1	0	0
10:00	**634**	10	586	25	0	1	5	2	3	0	1	1	0	0
11:00	**951**	15	875	37	2	1	11	5	1	0	2	2	0	0
12:00	**1014**	16	928	37	5	0	13	9	2	1	0	3	0	0
13:00	**1065**	11	976	46	4	1	12	5	6	0	3	0	1	0
14:00	**1057**	13	972	35	2	1	19	5	7	0	0	3	0	0
15:00	**1121**	14	1017	50	3	2	18	4	10	0	1	2	0	0
16:00	**1081**	7	979	64	2	4	8	7	7	1	0	2	0	0
17:00	**1049**	14	950	61	2	1	6	6	8	0	0	1	0	0
18:00	**871**	17	759	73	5	2	3	3	8	0	0	1	0	0
19:00	**737**	17	666	46	0	4	1	0	2	0	1	0	0	0
20:00	**627**	27	569	27	0	1	0	0	3	0	0	0	0	0
21:00	**521**	29	468	19	0	1	2	0	2	0	0	0	0	0
22:00	**372**	11	339	17	1	1	2	0	1	0	0	0	0	0
23:00	**242**	6	217	19	0	0	0	0	0	0	0	0	0	0
12H,7-19	**9827**	**128**	**8925**	**504**	**26**	**18**	**98**	**47**	**55**	**2**	**7**	**16**	**1**	**0**
16H,6-22	**11842**	**202**	**10740**	**606**	**26**	**24**	**107**	**47**	**63**	**2**	**8**	**16**	**1**	**0**
18H,6-24	**12456**	**219**	**11296**	**642**	**27**	**25**	**109**	**47**	**64**	**2**	**8**	**16**	**1**	**0**
24H,0-24	**13417**	**235**	**12163**	**688**	**28**	**26**	**133**	**47**	**67**	**2**	**9**	**18**	**1**	**0**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN			Site No: 13537010			Location	Site 10 - Lower High Street, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 24-Jun-24														
00:00	**153**	4	133	12	2	1	1	0	0	0	0	0	0	0
01:00	**79**	2	71	5	0	0	0	0	1	0	0	0	0	0
02:00	**40**	2	29	7	0	0	2	0	0	0	0	0	0	0
03:00	**39**	0	35	4	0	0	0	0	0	0	0	0	0	0
04:00	**60**	1	46	12	0	0	1	0	0	0	0	0	0	0
05:00	**124**	4	102	10	0	1	5	0	2	0	0	0	0	0
06:00	**461**	7	378	56	1	2	7	1	4	1	2	2	0	0
07:00	**953**	5	845	67	3	0	8	8	12	2	1	1	1	0
08:00	**895**	22	786	54	5	4	12	6	2	0	1	2	1	0
09:00	**837**	11	724	88	2	1	6	0	3	0	1	1	0	0
10:00	**813**	11	677	96	5	4	5	3	7	0	2	3	0	0
11:00	**904**	8	813	58	2	5	6	3	4	0	2	3	0	0
12:00	**950**	13	839	78	1	7	5	2	2	0	0	3	0	0
13:00	**947**	10	848	49	1	4	12	6	14	0	1	2	0	0
14:00	**1097**	14	980	57	1	5	16	9	10	0	3	1	1	0
15:00	**998**	16	869	66	3	5	15	7	10	2	1	4	0	0
16:00	**1081**	5	976	62	3	2	16	3	10	0	2	1	1	0
17:00	**1040**	16	928	59	6	3	12	5	8	0	1	2	0	0
18:00	**1058**	18	933	75	0	2	11	5	10	0	1	3	0	0
19:00	**938**	22	827	60	0	3	10	3	8	1	1	3	0	0
20:00	**698**	18	617	45	1	2	4	3	4	0	2	2	0	0
21:00	**564**	19	505	35	0	0	2	0	3	0	0	0	0	0
22:00	**413**	13	382	16	0	1	1	0	0	0	0	0	0	0
23:00	**258**	8	233	13	0	1	2	0	0	0	0	1	0	0
12H,7-19	**11573**	**149**	**10218**	**809**	**32**	**42**	**124**	**57**	**92**	**4**	**16**	**26**	**4**	**0**
16H,6-22	**14234**	**215**	**12545**	**1005**	**34**	**49**	**147**	**64**	**111**	**6**	**21**	**33**	**4**	**0**
18H,6-24	**14905**	**236**	**13160**	**1034**	**34**	**51**	**150**	**64**	**111**	**6**	**21**	**34**	**4**	**0**
24H,0-24	**15400**	**249**	**13576**	**1084**	**36**	**53**	**159**	**64**	**114**	**6**	**21**	**34**	**4**	**0**

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13537		CROXLEY GREEN				Site No: 13537010			Location	Site 10 - Lower High Street, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 25-Jun-24														
00:00	**126**	2	116	8	0	0	0	0	0	0	0	0	0	0
01:00	**82**	3	69	7	1	0	1	0	0	0	0	1	0	0
02:00	**45**	1	38	5	0	0	1	0	0	0	0	0	0	0
03:00	**51**	1	39	9	0	0	2	0	0	0	0	0	0	0
04:00	**58**	0	45	12	0	0	1	0	0	0	0	0	0	0
05:00	**130**	7	103	13	2	0	5	0	0	0	0	0	0	0
06:00	**520**	4	445	49	1	4	9	0	2	1	1	4	0	0
07:00	**884**	11	767	72	4	3	20	1	3	2	1	0	0	0
08:00	**747**	12	672	33	5	3	14	3	4	1	0	0	0	0
09:00	**813**	13	716	54	3	5	13	5	1	1	1	1	0	0
10:00	**860**	8	729	79	3	7	12	6	12	1	1	2	0	0
11:00	**1006**	4	886	78	4	10	9	5	6	0	3	1	0	0
12:00	**985**	10	857	77	3	12	8	4	11	0	0	2	1	0
13:00	**1009**	18	881	76	4	7	8	5	6	0	2	2	0	0
14:00	**1012**	14	871	81	5	12	9	4	7	2	3	4	0	0
15:00	**990**	12	879	60	6	9	11	6	6	0	0	1	0	0
16:00	**1063**	8	942	64	8	2	14	4	14	0	6	1	0	0
17:00	**1094**	20	981	54	1	6	18	6	4	0	0	4	0	0
18:00	**1051**	13	946	64	5	3	10	6	3	0	1	0	0	0
19:00	**1034**	30	899	65	4	0	11	10	6	1	5	3	0	0
20:00	**681**	14	616	40	0	0	2	4	4	0	1	0	0	0
21:00	**471**	16	416	29	0	3	2	1	4	0	0	0	0	0
22:00	**498**	11	459	25	0	0	2	0	0	0	0	1	0	0
23:00	**281**	4	255	18	0	1	0	0	1	0	1	1	0	0
12H,7-19	**11514**	**143**	**10127**	**792**	**51**	**79**	**146**	**55**	**77**	**7**	**18**	**18**	**1**	**0**
16H,6-22	**14220**	**207**	**12503**	**975**	**56**	**86**	**170**	**70**	**93**	**9**	**25**	**25**	**1**	**0**
18H,6-24	**14999**	**222**	**13217**	**1018**	**56**	**87**	**172**	**70**	**94**	**9**	**26**	**27**	**1**	**0**
24H,0-24	**15491**	**236**	**13627**	**1072**	**59**	**87**	**182**	**70**	**94**	**9**	**26**	**28**	**1**	**0**

Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN				Site No: 13537010			Location	Site 10 - Lower High Street, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 26-Jun-24															
00:00	**173**	2	154	14	0	1	1	0	0	0	0	1	0	0
01:00	**77**	0	70	6	0	1	0	0	0	0	0	0	0	0
02:00	**43**	0	39	4	0	0	0	0	0	0	0	0	0	0
03:00	**48**	1	44	2	0	0	1	0	0	0	0	0	0	0
04:00	**69**	2	59	8	0	0	0	0	0	0	0	0	0	0
05:00	**149**	7	118	18	0	1	4	0	1	0	0	0	0	0
06:00	**425**	4	363	39	1	3	11	0	2	0	0	2	0	0
07:00	**916**	19	773	91	3	4	14	5	1	1	0	5	0	0
08:00	**919**	12	820	49	6	3	18	7	4	0	0	0	0	0
09:00	**838**	10	744	66	2	6	4	3	2	0	0	1	0	0
10:00	**881**	11	756	70	4	12	15	5	5	0	1	2	0	0
11:00	**950**	13	834	76	4	2	7	6	3	0	1	4	0	0
12:00	**891**	7	774	72	2	14	9	3	3	2	2	3	0	0
13:00	**959**	13	832	78	1	6	9	4	10	0	0	4	2	0
14:00	**1041**	9	904	90	2	6	11	3	10	0	3	2	1	0
15:00	**1004**	14	889	70	3	5	10	3	5	1	2	2	0	0
16:00	**1029**	17	909	62	5	5	12	3	8	0	3	5	0	0
17:00	**994**	18	886	53	4	3	11	9	4	0	4	2	0	0
18:00	**1093**	17	973	52	4	1	15	12	11	2	1	5	0	0
19:00	**1031**	21	909	70	1	4	14	4	5	0	1	2	0	0
20:00	**700**	29	611	44	0	3	2	0	9	0	0	1	1	0
21:00	**593**	23	535	30	1	2	0	1	1	0	0	0	0	0
22:00	**469**	17	416	32	0	1	0	1	2	0	0	0	0	0
23:00	**253**	8	228	15	0	1	0	0	1	0	0	0	0	0
12H,7-19	**11515**	**160**	**10094**	**829**	**40**	**67**	**135**	**63**	**66**	**6**	**17**	**35**	**3**	**0**
16H,6-22	**14264**	**237**	**12512**	**1012**	**43**	**79**	**162**	**68**	**83**	**6**	**18**	**40**	**4**	**0**
18H,6-24	**14986**	**262**	**13156**	**1059**	**43**	**81**	**162**	**69**	**86**	**6**	**18**	**40**	**4**	**0**
24H,0-24	**15545**	**274**	**13640**	**1111**	**43**	**84**	**168**	**69**	**87**	**6**	**18**	**41**	**4**	**0**

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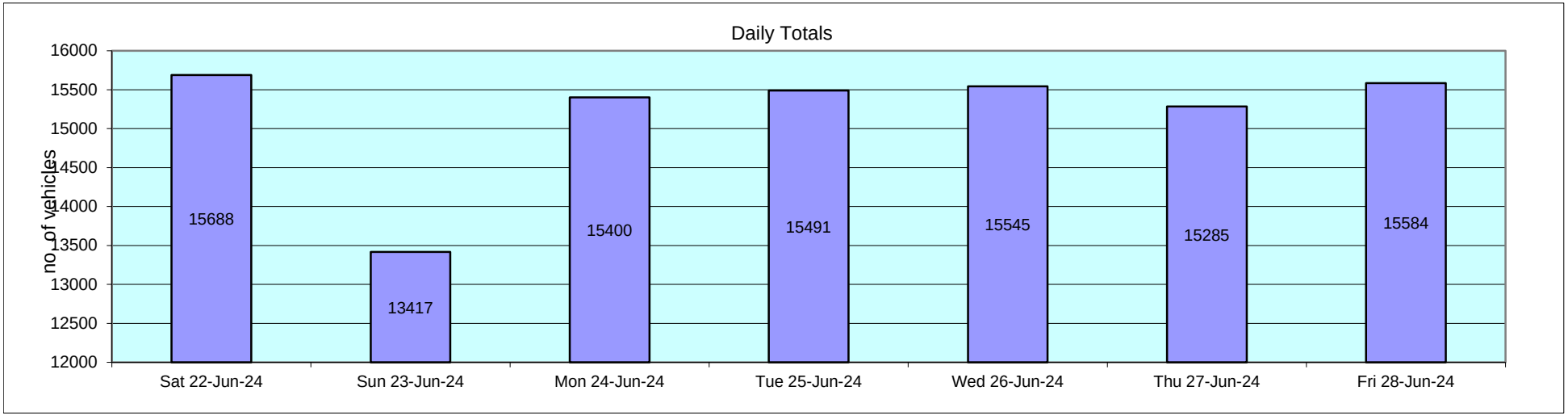
13537			CROXLEY GREEN			Site No: 13537010			Location	Site 10 - Lower High Street, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 27-Jun-24															
00:00	**162**	5	135	17	0	2	3	0	0	0	0	0	0	0
01:00	**93**	1	82	8	2	0	0	0	0	0	0	0	0	0
02:00	**54**	1	48	2	0	1	1	0	1	0	0	0	0	0
03:00	**45**	2	39	3	0	1	0	0	0	0	0	0	0	0
04:00	**68**	2	53	12	0	0	1	0	0	0	0	0	0	0
05:00	**151**	6	124	18	0	0	2	0	1	0	0	0	0	0
06:00	**471**	5	401	56	0	2	3	1	2	0	1	0	0	0
07:00	**961**	18	823	81	1	6	15	8	5	1	1	2	0	0
08:00	**798**	15	712	53	1	3	8	2	2	0	0	2	0	0
09:00	**763**	10	674	57	2	2	4	5	6	0	1	2	0	0
10:00	**758**	12	670	52	2	9	9	1	1	0	1	1	0	0
11:00	**933**	14	824	68	3	2	10	5	3	0	1	3	0	0
12:00	**853**	11	750	62	1	10	4	3	4	2	3	3	0	0
13:00	**978**	16	835	86	1	9	11	4	8	0	0	6	2	0
14:00	**1074**	11	945	80	2	6	14	4	7	0	3	1	1	0
15:00	**1000**	17	885	68	2	6	7	4	6	1	2	2	0	0
16:00	**1057**	22	917	71	6	5	13	4	10	0	4	5	0	0
17:00	**960**	19	853	48	4	3	13	12	3	0	4	1	0	0
18:00	**1072**	15	956	49	4	1	19	13	9	2	1	3	0	0
19:00	**1039**	22	910	77	1	4	10	6	6	0	1	2	0	0
20:00	**688**	30	589	51	0	3	2	0	11	0	0	1	1	0
21:00	**577**	27	510	36	1	1	0	1	1	0	0	0	0	0
22:00	**457**	22	395	36	0	1	0	1	2	0	0	0	0	0
23:00	**273**	10	245	16	0	1	0	0	1	0	0	0	0	0
12H,7-19	**11207**	**180**	**9844**	**775**	**29**	**62**	**127**	**65**	**64**	**6**	**21**	**31**	**3**	**0**
16H,6-22	**13982**	**264**	**12254**	**995**	**31**	**72**	**142**	**73**	**84**	**6**	**23**	**34**	**4**	**0**
18H,6-24	**14712**	**296**	**12894**	**1047**	**31**	**74**	**142**	**74**	**87**	**6**	**23**	**34**	**4**	**0**
24H,0-24	**15285**	**313**	**13375**	**1107**	**33**	**78**	**149**	**74**	**89**	**6**	**23**	**34**	**4**	**0**

Data produced by
Auto Surveys Ltd

13537		CROXLEY GREEN				Site No: 13537010			Location	Site 10 - Lower High Street, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 28-Jun-24														
00:00	**157**	3	128	20	0	3	3	0	0	0	0	0	0	0
01:00	**100**	1	89	8	2	0	0	0	0	0	0	0	0	0
02:00	**63**	1	56	2	0	1	1	0	1	0	0	0	1	0
03:00	**52**	1	48	2	0	1	0	0	0	0	0	0	0	0
04:00	**77**	2	59	15	0	0	1	0	0	0	0	0	0	0
05:00	**144**	8	120	13	0	0	2	0	1	0	0	0	0	0
06:00	**466**	7	385	63	0	3	4	1	2	0	1	0	0	0
07:00	**975**	23	843	69	1	7	16	4	7	1	1	3	0	0
08:00	**768**	12	686	52	1	3	8	1	3	0	0	2	0	0
09:00	**774**	14	685	57	2	1	3	3	6	0	1	2	0	0
10:00	**756**	15	665	52	2	6	12	1	1	0	1	1	0	0
11:00	**931**	13	810	75	3	3	16	5	3	0	1	2	0	0
12:00	**853**	8	747	64	0	11	4	4	5	3	4	3	0	0
13:00	**1122**	9	1009	63	4	7	13	10	5	0	0	2	0	0
14:00	**1055**	6	941	62	4	3	15	12	7	1	1	1	2	0
15:00	**989**	8	909	40	1	2	18	2	7	0	1	1	0	0
16:00	**1048**	18	962	34	1	2	12	6	5	0	3	5	0	0
17:00	**987**	14	895	45	3	4	9	6	5	2	3	1	0	0
18:00	**970**	22	876	35	1	2	18	4	5	1	2	3	1	0
19:00	**997**	16	901	56	0	4	10	1	6	0	2	1	0	0
20:00	**798**	19	706	42	4	2	6	6	7	0	0	6	0	0
21:00	**635**	22	579	18	0	0	12	0	3	0	0	1	0	0
22:00	**490**	15	434	24	0	0	12	0	5	0	0	0	0	0
23:00	**377**	4	354	5	0	1	11	0	0	0	0	2	0	0
12H,7-19	**11228**	**162**	**10028**	**648**	**23**	**51**	**144**	**58**	**59**	**8**	**18**	**26**	**3**	**0**
16H,6-22	**14124**	**226**	**12599**	**827**	**27**	**60**	**176**	**66**	**77**	**8**	**21**	**34**	**3**	**0**
18H,6-24	**14991**	**245**	**13387**	**856**	**27**	**61**	**199**	**66**	**82**	**8**	**21**	**36**	**3**	**0**
24H,0-24	**15584**	**261**	**13887**	**916**	**29**	**66**	**206**	**66**	**84**	**8**	**21**	**36**	**4**	**0**

Data produced by
Auto Surveys Ltd

13537	CROXLEY GREEN					Site No: 13537010			Location	Site 10 - Lower High Street, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Sat 22-Jun-24	**15688**	229	14237	777	22	34	183	47	87	3	28	39	2	0
Sun 23-Jun-24	**13417**	235	12163	688	28	26	133	47	67	2	9	18	1	0
Mon 24-Jun-24	**15400**	249	13576	1084	36	53	159	64	114	6	21	34	4	0
Tue 25-Jun-24	**15491**	236	13627	1072	59	87	182	70	94	9	26	28	1	0
Wed 26-Jun-24	**15545**	274	13640	1111	43	84	168	69	87	6	18	41	4	0
Thu 27-Jun-24	**15285**	313	13375	1107	33	78	149	74	89	6	23	34	4	0
Fri 28-Jun-24	**15584**	261	13887	916	29	66	206	66	84	8	21	36	4	0
Total Vehicles														
[--]	**106410**	1797	94505	6755	250	428	1180	437	622	40	146	230	20	0



Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537010			Location	Site 10 - Lower High Street, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 22-Jun-24																
00:00	**242**	31.6	28.6	4.5	0	0	0	0	53	149	27	10	0	2	1	0
01:00	**148**	33	28.5	4.8	0	0	0	3	37	76	23	7	1	1	0	0
02:00	**107**	33.1	29.3	4.3	0	0	0	0	16	66	20	2	3	0	0	0
03:00	**64**	32.2	28.7	4.5	0	0	0	1	12	39	8	3	1	0	0	0
04:00	**76**	35.5	30.9	4.9	0	0	0	0	8	37	21	7	3	0	0	0
05:00	**94**	34.3	29.7	4.4	0	0	0	0	14	51	22	6	1	0	0	0
06:00	**181**	33.9	29.4	4.1	0	0	1	0	28	92	56	3	1	0	0	0
07:00	**381**	30.3	26.4	4.6	0	1	6	23	135	183	26	5	2	0	0	0
08:00	**604**	29.1	24.3	4.7	0	6	21	77	299	177	22	1	1	0	0	0
09:00	**817**	26.3	20.2	6.7	2	74	159	156	297	105	22	0	0	0	2	0
10:00	**988**	21.8	16.6	5	12	84	372	347	144	28	1	0	0	0	0	0
11:00	**1101**	20.9	16.2	5	9	103	460	374	138	12	0	2	3	0	0	0
12:00	**1083**	20.4	15.5	5.6	7	209	384	361	102	9	2	3	2	4	0	0
13:00	**1134**	20.7	16.5	4.5	9	87	407	489	132	9	1	0	0	0	0	0
14:00	**1095**	21.3	16.2	5.1	10	128	429	355	149	21	0	3	0	0	0	0
15:00	**1005**	20.5	15.8	4.7	16	124	368	383	110	4	0	0	0	0	0	0
16:00	**1075**	22.1	17	5	6	97	351	418	183	16	3	0	1	0	0	0
17:00	**1096**	20	15.2	4.6	9	162	477	351	92	5	0	0	0	0	0	0
18:00	**1040**	23.6	17.5	5.8	4	119	297	340	234	42	2	0	0	0	0	2
19:00	**953**	25.8	20.9	5.5	3	28	154	243	394	120	9	2	0	0	0	0
20:00	**772**	28.8	23.7	4.9	0	2	49	129	353	218	17	3	1	0	0	0
21:00	**603**	29.4	25	4.4	0	4	16	43	307	206	25	2	0	0	0	0
22:00	**576**	29.6	24.9	4.8	0	2	23	57	258	205	24	7	0	0	0	0
23:00	**453**	30.1	26.5	4	0	0	0	24	168	237	17	4	3	0	0	0
12H,7-19	**11419**	**23.5**	**17.3**	**5.8**	**84**	**1194**	**3731**	**3674**	**2015**	**611**	**79**	**14**	**9**	**4**	**2**	**2**
16H,6-22	**13928**	**25**	**18.4**	**6.2**	**87**	**1228**	**3951**	**4089**	**3097**	**1247**	**186**	**24**	**11**	**4**	**2**	**2**
18H,6-24	**14957**	**25.6**	**18.9**	**6.4**	**87**	**1230**	**3974**	**4170**	**3523**	**1689**	**227**	**35**	**14**	**4**	**2**	**2**
24H,0-24	**15688**	**26.5**	**19.4**	**6.7**	**87**	**1230**	**3974**	**4174**	**3663**	**2107**	**348**	**70**	**23**	**7**	**3**	**2**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537010				Location	Site 10 - Lower High Street, Croxley Green				
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 23-Jun-24																
00:00	**360**	30.2	26.7	3.9	0	0	0	7	152	173	25	1	1	1	0	0
01:00	**198**	33.1	29.1	4	0	0	0	1	31	120	38	7	1	0	0	0
02:00	**141**	32	28.4	4.3	0	0	0	3	30	82	22	2	2	0	0	0
03:00	**87**	32.8	28.5	4.4	0	0	0	3	17	47	18	1	1	0	0	0
04:00	**88**	33.7	29.4	4.9	0	0	0	3	11	48	23	2	0	0	1	0
05:00	**87**	34.3	29.7	4.7	0	0	0	2	11	46	22	4	2	0	0	0
06:00	**130**	33.8	29	4.2	0	0	0	0	31	59	36	4	0	0	0	0
07:00	**188**	32.1	27.8	4.4	0	0	0	5	57	91	29	5	1	0	0	0
08:00	**276**	30.9	27.9	4.3	0	0	4	5	61	166	33	6	1	0	0	0
09:00	**520**	29.9	25.3	4.9	2	2	16	52	200	217	28	3	0	0	0	0
10:00	**634**	27.6	22.1	5.3	5	6	56	179	254	121	11	2	0	0	0	0
11:00	**951**	22.9	16.9	5.6	12	129	264	334	178	31	3	0	0	0	0	0
12:00	**1014**	23.4	18	5.4	10	60	274	399	244	24	0	0	0	0	0	3
13:00	**1065**	21.6	16	5.4	6	202	310	368	164	12	0	3	0	0	0	0
14:00	**1057**	20.2	15.2	4.8	11	170	431	340	96	9	0	0	0	0	0	0
15:00	**1121**	21.9	16.8	5	8	98	400	414	176	22	3	0	0	0	0	0
16:00	**1081**	22.3	16.2	5.6	25	170	321	358	176	29	2	0	0	0	0	0
17:00	**1049**	24.1	18.1	5.6	2	99	265	358	268	49	8	0	0	0	0	0
18:00	**871**	28.8	22.8	6.3	1	28	106	131	359	203	34	4	2	1	2	0
19:00	**737**	29.9	24.7	5.5	2	16	31	73	310	250	50	5	0	0	0	0
20:00	**627**	29.8	25.9	3.8	0	1	2	20	308	263	31	1	0	1	0	0
21:00	**521**	30.1	26.4	4.1	0	1	4	19	208	255	27	4	3	0	0	0
22:00	**372**	30.3	26.7	4.2	0	0	1	10	156	172	24	8	0	1	0	0
23:00	**242**	30.7	27.6	4	0	0	0	2	77	134	22	6	1	0	0	0
12H,7-19	**9827**	**25.3**	**18.6**	**6.4**	**82**	**964**	**2447**	**2943**	**2233**	**974**	**151**	**23**	**4**	**1**	**2**	**3**
16H,6-22	**11842**	**27**	**19.8**	**6.7**	**84**	**982**	**2484**	**3055**	**3090**	**1801**	**295**	**37**	**7**	**2**	**2**	**3**
18H,6-24	**12456**	**27.5**	**20.2**	**6.8**	**84**	**982**	**2485**	**3067**	**3323**	**2107**	**341**	**51**	**8**	**3**	**2**	**3**
24H,0-24	**13417**	**28.3**	**20.7**	**6.9**	**84**	**982**	**2485**	**3086**	**3575**	**2623**	**489**	**68**	**15**	**4**	**3**	**3**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537010				Location	Site 10 - Lower High Street, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 24-Jun-24																
00:00	**153**	31.1	27.5	4	0	0	0	3	51	75	22	2	0	0	0	0
01:00	**79**	33.9	30	4.4	0	0	0	0	8	44	25	1	0	0	1	0
02:00	**40**	34.1	29.4	5.5	0	0	0	0	9	22	4	4	0	1	0	0
03:00	**39**	33.2	29.5	3.9	0	0	0	0	4	26	6	3	0	0	0	0
04:00	**60**	34	29.6	4.8	0	0	0	0	10	34	11	4	0	1	0	0
05:00	**124**	34.9	30.2	5.1	0	0	1	1	16	58	37	8	2	1	0	0
06:00	**461**	30.7	26.2	5.6	1	3	26	23	144	206	44	13	1	0	0	0
07:00	**953**	22.4	15.6	6	6	184	411	170	139	35	1	3	4	0	0	0
08:00	**895**	18.4	13.7	4.3	12	207	455	183	35	2	1	0	0	0	0	0
09:00	**837**	25.2	19.4	5.9	5	59	188	204	304	71	6	0	0	0	0	0
10:00	**813**	25.1	19.6	5.9	1	49	164	236	296	60	3	0	2	0	0	2
11:00	**904**	24.6	19.4	5.4	3	35	183	348	273	52	4	4	0	0	2	0
12:00	**950**	24.4	19.2	5.2	6	48	177	361	314	39	2	0	3	0	0	0
13:00	**947**	24.6	19.4	5.1	6	35	193	324	341	47	0	0	0	1	0	0
14:00	**1097**	20.8	15.7	5.7	5	194	410	338	126	17	2	2	0	0	0	3
15:00	**998**	20	14.8	5.4	28	193	388	296	84	6	0	0	0	0	3	0
16:00	**1081**	19.8	15.3	5.2	6	173	446	382	64	2	1	3	0	2	0	2
17:00	**1040**	19.9	14.9	4.9	10	198	422	329	70	8	0	3	0	0	0	0
18:00	**1058**	21.6	16.3	5.1	12	121	385	363	154	20	3	0	0	0	0	0
19:00	**938**	25	18.6	6.3	8	83	277	182	306	71	8	2	1	0	0	0
20:00	**698**	29	24	5	0	4	42	99	323	205	21	3	0	1	0	0
21:00	**564**	29.6	25.4	4.2	0	0	0	51	285	201	19	6	1	1	0	0
22:00	**413**	30.1	26.4	4.9	1	0	0	19	181	183	21	2	2	0	3	1
23:00	**258**	30.4	26.6	4.3	0	1	1	10	100	122	21	2	0	1	0	0
12H,7-19	**11573**	**23**	**16.8**	**5.7**	**100**	**1496**	**3822**	**3534**	**2200**	**359**	**23**	**15**	**9**	**3**	**5**	**7**
16H,6-22	**14234**	**24.6**	**17.9**	**6.3**	**109**	**1586**	**4167**	**3889**	**3258**	**1042**	**115**	**39**	**12**	**5**	**5**	**7**
18H,6-24	**14905**	**25.1**	**18.3**	**6.5**	**110**	**1587**	**4168**	**3918**	**3539**	**1347**	**157**	**43**	**14**	**6**	**8**	**8**
24H,0-24	**15400**	**25.5**	**18.7**	**6.7**	**110**	**1587**	**4169**	**3922**	**3637**	**1606**	**262**	**65**	**16**	**9**	**9**	**8**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537010				Location	Site 10 - Lower High Street, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 25-Jun-24																
00:00	**126**	31.9	27.9	4.2	0	0	0	3	34	66	21	1	1	0	0	0
01:00	**82**	33.1	28.9	4.2	0	0	0	1	15	47	15	4	0	0	0	0
02:00	**45**	34.1	29.6	4.2	0	0	0	0	8	21	14	2	0	0	0	0
03:00	**51**	34.6	30.2	4.3	0	0	0	1	4	27	15	4	0	0	0	0
04:00	**58**	34.6	29.9	4.7	0	0	0	0	10	28	15	4	1	0	0	0
05:00	**130**	34	29.4	4.3	0	0	0	1	25	59	41	3	1	0	0	0
06:00	**520**	30.4	25.7	5.4	0	2	18	73	151	222	44	9	1	0	0	0
07:00	**884**	23.3	15.8	6.7	13	229	253	198	125	56	6	0	4	0	0	0
08:00	**747**	17.8	13	4.5	14	238	338	126	30	0	1	0	0	0	0	0
09:00	**813**	22.7	16.3	5.9	13	129	282	219	138	21	9	2	0	0	0	0
10:00	**860**	25.1	19.9	5.3	3	40	150	259	343	64	1	0	0	0	0	0
11:00	**1006**	23.7	18.1	5.1	5	57	283	379	241	36	4	1	0	0	0	0
12:00	**985**	24.5	18.3	5.6	1	67	307	280	260	65	5	0	0	0	0	0
13:00	**1009**	24.9	18.5	6.2	5	132	201	295	290	73	11	2	0	0	0	0
14:00	**1012**	19.7	14.3	5.1	13	263	405	240	76	14	1	0	0	0	0	0
15:00	**990**	21.3	15.1	6.1	8	266	330	228	132	22	0	0	0	3	0	1
16:00	**1063**	20.8	15.2	6.6	23	258	349	287	112	21	1	1	0	9	0	2
17:00	**1094**	19.5	14.3	4.9	14	258	475	259	79	7	0	2	0	0	0	0
18:00	**1051**	20.9	15.7	5.3	10	158	410	322	140	8	1	0	0	0	0	2
19:00	**1034**	22	16.4	5.7	18	128	361	339	158	24	3	1	0	0	0	2
20:00	**681**	29.3	24.4	4.8	1	8	20	83	331	206	30	1	1	0	0	0
21:00	**471**	30.2	26	4.5	0	0	1	38	212	176	35	6	2	1	0	0
22:00	**498**	30.2	26	4.4	0	1	3	33	223	194	39	3	2	0	0	0
23:00	**281**	30.7	27.3	4.2	0	0	0	10	86	152	28	2	3	0	0	0
12H,7-19	**11514**	**22.8**	**16.2**	**6**	**122**	**2095**	**3783**	**3092**	**1966**	**387**	**40**	**8**	**4**	**12**	**0**	**5**
16H,6-22	**14220**	**24.4**	**17.3**	**6.5**	**141**	**2233**	**4183**	**3625**	**2818**	**1015**	**152**	**25**	**8**	**13**	**0**	**7**
18H,6-24	**14999**	**25**	**17.8**	**6.7**	**141**	**2234**	**4186**	**3668**	**3127**	**1361**	**219**	**30**	**13**	**13**	**0**	**7**
24H,0-24	**15491**	**25.5**	**18.1**	**7**	**141**	**2234**	**4186**	**3674**	**3223**	**1609**	**340**	**48**	**16**	**13**	**0**	**7**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537010			Location	Site 10 - Lower High Street, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 26-Jun-24																
00:00	**173**	32.6	28.2	4.7	0	0	1	1	51	85	26	7	2	0	0	0
01:00	**77**	35.3	29.7	6.4	0	0	0	4	15	34	14	5	3	2	0	0
02:00	**43**	33.7	29.7	3.9	0	0	0	1	3	25	13	1	0	0	0	0
03:00	**48**	31.3	28.3	4	0	0	0	0	12	28	6	2	0	0	0	0
04:00	**69**	34.9	30.7	4.9	0	0	0	2	3	35	23	3	3	0	0	0
05:00	**149**	34.6	30.2	4.1	0	0	0	1	12	84	41	10	1	0	0	0
06:00	**425**	31	26.7	6.5	2	2	12	38	119	188	52	6	0	0	2	4
07:00	**916**	24	16.9	6.2	13	132	324	173	227	41	5	0	1	0	0	0
08:00	**919**	19.8	14.4	5.1	21	212	374	227	75	7	3	0	0	0	0	0
09:00	**838**	24.4	18.9	5.1	3	35	196	307	254	38	5	0	0	0	0	0
10:00	**881**	24.8	18.8	6	6	82	190	267	271	59	3	0	0	3	0	0
11:00	**950**	25.2	19.4	6.1	8	64	214	234	338	89	1	0	0	0	0	2
12:00	**891**	25	19.6	5.3	5	38	167	307	300	68	6	0	0	0	0	0
13:00	**959**	23.4	17.2	5.7	10	135	231	343	201	37	1	0	1	0	0	0
14:00	**1041**	22.9	16.6	5.7	7	166	324	316	192	28	6	2	0	0	0	0
15:00	**1004**	22.4	16.4	5.6	9	140	357	302	157	34	3	2	0	0	0	0
16:00	**1029**	20.2	15.7	5.5	9	146	431	341	70	21	6	1	0	0	4	0
17:00	**994**	18.5	13.4	5.2	35	278	430	201	43	3	0	2	0	0	0	2
18:00	**1093**	20.8	15.5	5.2	10	189	432	308	142	9	2	0	0	1	0	0
19:00	**1031**	23.8	17.4	5.7	12	102	334	298	231	48	5	1	0	0	0	0
20:00	**700**	28.9	23.9	4.8	2	1	24	126	328	199	18	0	1	0	1	0
21:00	**593**	29.5	25.1	4.4	0	2	12	39	321	183	30	5	1	0	0	0
22:00	**469**	30.1	26.3	3.9	0	0	1	11	222	200	28	7	0	0	0	0
23:00	**253**	30.9	27.8	4.3	0	0	1	3	73	140	25	9	2	0	0	0
12H,7-19	**11515**	**23.3**	**16.8**	**5.9**	**136**	**1617**	**3670**	**3326**	**2270**	**434**	**41**	**7**	**2**	**4**	**4**	**4**
16H,6-22	**14264**	**24.6**	**17.8**	**6.4**	**152**	**1724**	**4052**	**3827**	**3269**	**1052**	**146**	**19**	**4**	**4**	**7**	**8**
18H,6-24	**14986**	**25.2**	**18.3**	**6.6**	**152**	**1724**	**4054**	**3841**	**3564**	**1392**	**199**	**35**	**6**	**4**	**7**	**8**
24H,0-24	**15545**	**25.7**	**18.7**	**6.8**	**152**	**1724**	**4055**	**3850**	**3660**	**1683**	**322**	**63**	**15**	**6**	**7**	**8**

Data produced by
Auto Surveys Ltd

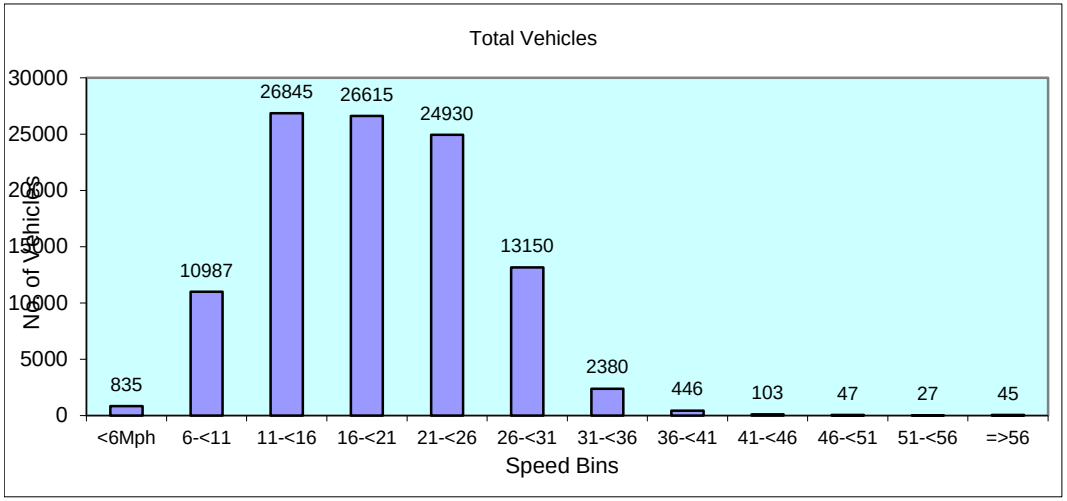
13537			CROXLEY GREEN				Site No: 13537010				Location	Site 10 - Lower High Street, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 27-Jun-24																
00:00	**162**	32	28.4	4.2	0	0	0	1	38	94	22	5	2	0	0	0
01:00	**93**	31.9	28.8	4.1	0	0	0	0	16	60	14	2	0	1	0	0
02:00	**54**	32	28	4.7	0	0	0	0	19	25	7	2	1	0	0	0
03:00	**45**	34	29.7	4	0	0	0	0	6	24	13	2	0	0	0	0
04:00	**68**	37.9	31.9	5.6	0	0	0	1	6	26	19	14	1	1	0	0
05:00	**151**	34.7	30.6	4.1	0	0	0	0	12	77	52	8	2	0	0	0
06:00	**471**	30.6	27.1	4.3	1	0	3	15	154	245	43	9	1	0	0	0
07:00	**961**	22.6	15.8	6	16	177	361	223	122	61	1	0	0	0	0	0
08:00	**798**	22.2	16.1	5.9	18	146	227	261	108	34	4	0	0	0	0	0
09:00	**763**	24.7	19.1	5.3	2	45	173	229	272	40	2	0	0	0	0	0
10:00	**758**	24.8	19.8	5	5	25	126	270	284	46	2	0	0	0	0	0
11:00	**933**	25.2	19.4	6	7	56	225	226	332	84	1	0	0	0	0	2
12:00	**853**	24.9	19.4	5.4	7	43	156	302	277	65	3	0	0	0	0	0
13:00	**978**	23.3	17.2	5.7	8	140	243	348	200	37	1	0	1	0	0	0
14:00	**1074**	22.7	16.6	5.6	6	160	339	343	191	27	6	2	0	0	0	0
15:00	**1000**	22.5	16.5	5.5	11	130	364	297	155	40	2	1	0	0	0	0
16:00	**1057**	20.4	15.7	5.6	9	159	425	349	79	23	8	1	0	0	4	0
17:00	**960**	18.5	13.5	5.4	35	268	409	204	35	4	0	2	0	0	0	3
18:00	**1072**	20.8	15.3	5.2	13	201	416	293	139	8	2	0	0	0	0	0
19:00	**1039**	23.5	17.3	5.6	10	100	345	317	218	42	6	1	0	0	0	0
20:00	**688**	28.9	23.9	4.9	3	1	26	123	310	208	15	0	1	0	1	0
21:00	**577**	29.4	24.9	4.3	0	3	13	41	313	177	27	3	0	0	0	0
22:00	**457**	30	26.2	3.7	0	0	1	10	224	192	27	3	0	0	0	0
23:00	**273**	30.9	27.8	4.3	0	0	1	5	75	154	25	12	1	0	0	0
12H,7-19	**11207**	**23.3**	**16.9**	**5.9**	**137**	**1550**	**3464**	**3345**	**2194**	**469**	**32**	**6**	**1**	**0**	**4**	**5**
16H,6-22	**13982**	**24.7**	**17.9**	**6.3**	**151**	**1654**	**3851**	**3841**	**3189**	**1141**	**123**	**19**	**3**	**0**	**5**	**5**
18H,6-24	**14712**	**25.3**	**18.4**	**6.5**	**151**	**1654**	**3853**	**3856**	**3488**	**1487**	**175**	**34**	**4**	**0**	**5**	**5**
24H,0-24	**15285**	**25.8**	**18.8**	**6.8**	**151**	**1654**	**3853**	**3858**	**3585**	**1793**	**302**	**67**	**10**	**2**	**5**	**5**

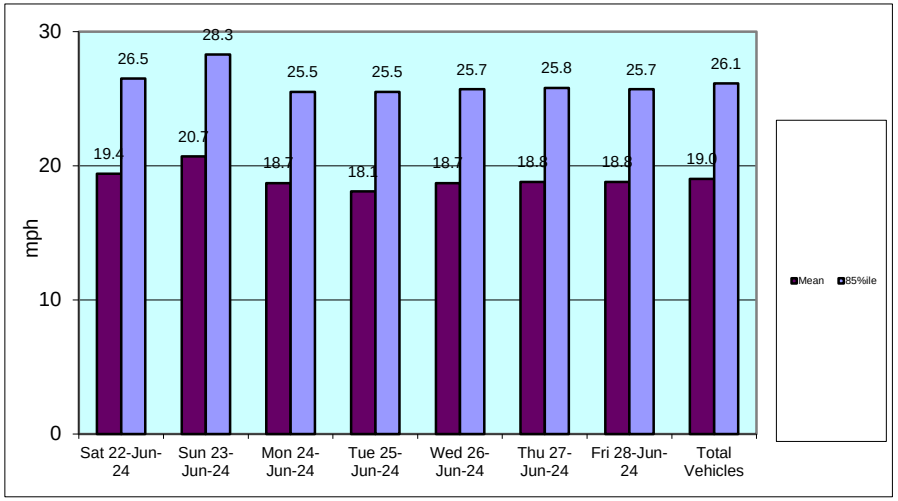
Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537010				Location	Site 10 - Lower High Street, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 28-Jun-24																
00:00	**157**	31	28.5	4	0	0	0	1	31	101	18	4	2	0	0	0
01:00	**100**	31.8	28.7	4.1	0	0	0	0	19	63	15	2	0	1	0	0
02:00	**63**	32.7	28.3	4.5	0	0	0	0	20	30	9	4	0	0	0	0
03:00	**52**	33.4	29.5	3.6	0	0	0	0	6	31	14	1	0	0	0	0
04:00	**77**	36.4	31.2	5.4	0	0	0	1	9	31	23	11	1	1	0	0
05:00	**144**	34.5	30.4	4.1	0	0	0	0	13	74	50	4	3	0	0	0
06:00	**466**	30.6	27.1	4.4	1	0	3	13	158	240	37	14	0	0	0	0
07:00	**975**	23.1	16.1	6	13	169	358	233	132	69	1	0	0	0	0	0
08:00	**768**	21.8	15.9	5.8	19	144	224	248	102	27	4	0	0	0	0	0
09:00	**774**	24.6	19	5.4	3	49	180	220	285	34	3	0	0	0	0	0
10:00	**756**	24.8	19.8	4.9	4	22	122	278	287	41	2	0	0	0	0	0
11:00	**931**	25.1	19.3	5.8	7	50	233	239	317	83	1	0	0	0	0	1
12:00	**853**	24.8	19.3	5.3	10	34	166	315	265	59	4	0	0	0	0	0
13:00	**1122**	20.9	15.3	5.8	8	231	436	282	140	21	1	0	0	0	0	3
14:00	**1055**	20.1	15.1	4.9	8	177	451	317	98	3	0	0	0	0	0	1
15:00	**989**	21	16.3	5.5	2	135	360	344	114	31	1	0	0	0	0	2
16:00	**1048**	22	16.8	5	4	106	347	401	168	20	1	1	0	0	0	0
17:00	**987**	20.6	15.8	5.5	7	152	379	326	97	19	5	0	0	0	0	2
18:00	**970**	20.4	15.3	5	21	148	394	297	101	6	3	0	0	0	0	0
19:00	**997**	23.3	17	5.7	3	123	330	327	142	64	8	0	0	0	0	0
20:00	**798**	28.2	22.2	6.1	0	31	114	107	357	159	25	3	1	1	0	0
21:00	**635**	29.7	24.7	5	0	5	22	66	323	165	46	8	0	0	0	0
22:00	**490**	29.6	25.6	4.8	0	0	4	25	272	159	23	3	0	1	0	3
23:00	**377**	30.5	27.2	4.3	0	0	0	11	131	199	23	10	1	2	0	0
12H,7-19	**11228**	**23.1**	**16.9**	**5.7**	**106**	**1417**	**3650**	**3500**	**2106**	**413**	**26**	**1**	**0**	**0**	**0**	**9**
16H,6-22	**14124**	**24.5**	**17.9**	**6.2**	**110**	**1576**	**4119**	**4013**	**3086**	**1041**	**142**	**26**	**1**	**1**	**0**	**9**
18H,6-24	**14991**	**25.1**	**18.4**	**6.4**	**110**	**1576**	**4123**	**4049**	**3489**	**1399**	**188**	**39**	**2**	**4**	**0**	**12**
24H,0-24	**15584**	**25.7**	**18.8**	**6.7**	**110**	**1576**	**4123**	**4051**	**3587**	**1729**	**317**	**65**	**8**	**6**	**0**	**12**

Data produced by
Auto Surveys Ltd

13537			CROXLEY GREEN				Site No: 13537010			Location	Site 10 - Lower High Street, Croxley Green					
Sat 22-Jun-24 to Fri 28-Jun-24							Channel: Southbound									
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
Daily Totals																
Sat 22-Jun-24	**15688**	26.5	19.4	6.7	87	1230	3974	4174	3663	2107	348	70	23	7	3	2
Sun 23-Jun-24	**13417**	28.3	20.7	6.9	84	982	2485	3086	3575	2623	489	68	15	4	3	3
Mon 24-Jun-24	**15400**	25.5	18.7	6.7	110	1587	4169	3922	3637	1606	262	65	16	9	9	8
Tue 25-Jun-24	**15491**	25.5	18.1	7	141	2234	4186	3674	3223	1609	340	48	16	13	0	7
Wed 26-Jun-24	**15545**	25.7	18.7	6.8	152	1724	4055	3850	3660	1683	322	63	15	6	7	8
Thu 27-Jun-24	**15285**	25.8	18.8	6.8	151	1654	3853	3858	3585	1793	302	67	10	2	5	5
Fri 28-Jun-24	**15584**	25.7	18.8	6.7	110	1576	4123	4051	3587	1729	317	65	8	6	0	12
Total Vehicles																
[--]	**106410**	26.1	19.0	6.8	835	10987	26845	26615	24930	13150	2380	446	103	47	27	45





Data produced by
Auto Surveys Ltd

Appendix D

Personal Injury Accident (PIA) Data

Legend

Site

PIAs 2019 to 2023

- Fatal
- Severe
- Slight

M1 Junction 5
Note: This is not to scale

M25 Junction 19
Note: This is not to scale

M25 Junction 18
Note: This is not to scale

Appendix D - PIA Data

Richborough

hub TRANSPORT PLANNING LTD

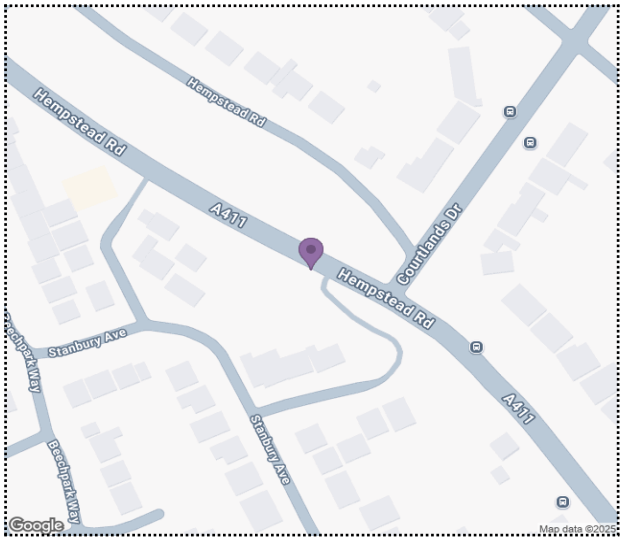
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0 200 400 600 800 m

crashmap.co.uk

Validated Data

Crash Date:	Friday, May 20, 2022	**Time of Crash:**	13:37:00	**Crash Reference:**	2022411179731
Highest Injury Severity:	Fatal	**Road Number:**	A411	**Casualties:**	2
Highway Authority:	Hertfordshire			**Vehicles:**	1
Local Authority:	Watford			**OS Grid Reference:**	509214 198668
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Crash Date: Friday, May 20, 2022 **Time of Crash:** 13:37:00 **Crash Reference:** 2022411179731

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	6	Male	56 - 65	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other
1	2	Fatal	Pedestrian	Female	Over 75	In carriageway, crossing elsewhere	Crossing from driver's nearside

For more information about the data please visit: www.crashmap.co.uk/home/faq

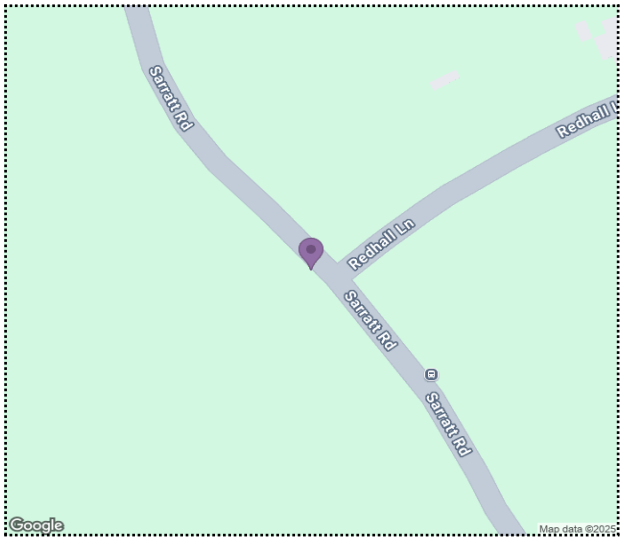
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crashmap.co.uk

Validated Data

Crash Date:	Sunday, May 14, 2023	**Time of Crash:**	20:21:00	**Crash Reference:**	2023411311050
Highest Injury Severity:	Serious	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Hertfordshire			**Vehicles:**	2
Local Authority:	Three Rivers			**OS Grid Reference:**	506111 197562

Weather Description:	Fine without high winds
Road Surface Description:	Dry
Speed Limit:	60
Light Conditions:	Daylight: regardless of presence of streetlights
Carriageway Hazards:	None
Junction Detail:	T or staggered junction
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres
Road Type:	Single carriageway
Junction Control:	Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Crash Date: Sunday, May 14, 2023 **Time of Crash:** 20:21:00 **Crash Reference:** 2023411311050

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	15	Male	26 - 35	Vehicle is in the act of turning right	Nearside	Other	None	None
2	Pedal cycle	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Appendix E

Active Travel Audit

Client:

Richborough

Project:

Land North of Little Green Lane
Croxley Green

Project No:
T24544
Report Title:
Active Travel Route Audit

Prepared by:	JR/GM
Authorised by:	GM
Rev:	A
Date:	19/09/2025

Hub Transport Planning Ltd
Floor 1B
4 Temple Row
Birmingham
B2 5HG
T. 0121 454 5530

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3.0	LOCAL FACILITIES AND ACTIVE AND SUSTAINABLE TRAVEL	4
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3.1	Local Facilities
3.2	Walking Distances
3.3	Cycling Distances

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Appendix B	Hertfordshire County Council's Cycle Route Map
Appendix C	Three Rivers and Watford LCWIP
Appendix D	ATE Route Tool and CLoS Scoring Sheets

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1.0 Introduction

Background

1.1 Hub Transport Planning Ltd has been commissioned by Richborough to provide transport advice for a proposed residential-led development off Little Green Lane, Croxley Green.

1.2 This report supports an Outline application for construction of up to 600 residential dwellings (Use Class C3(a)), a 5-bedroom property for children's social care and supported living (Use Class C3(b)). Two vehicular access points from Little Green Lane and further pedestrian/cycleway accesses. A one-form entry primary school (Use Class F1(a)) (plus expansion land for a two-form entry primary school). A mixed-use local centre including provision for NHS health and social care services (Use Class E(e)), community building (Use Class F2), retail and café provision (Use Class E(a-c)), car parking and associated infrastructure. A country park, areas for play and recreation, allotments, a community orchard and landscaping with associated infrastructure including sustainable urban drainage systems. (All matters are reserved except for vehicular access).

1.3 The site location is shown on **Figure 1.1**.

Structure of the Report

1.4 This report is intended to determine the relevant active and sustainable travel issues and indicate potential solutions, with reference to the impact of the proposed development site.

1.5 Following this introduction, the report is set out as follows:

- Section 2.0 – Background Information;
- Section 3.0 – Local Facilities and Active and Sustainable Travel;
- Section 4.0 – Active and Sustainable Travel Audit;
- Section 5.0 – Summary and Conclusion.

Limitations of the Report

1.6 This report has been undertaken at the request of Richborough thus should not be entrusted to any third party without written permission from Hub Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Hub Transport Planning Ltd.

1.7 This report has been compiled using data from a number of external sources (such as public transport operator and local authority websites); these sources are considered to be trustworthy and therefore the data provided is considered to be accurate and relevant at the time of preparing this report.

2.0 Background Information

2.1 The proposed development lies 3km to the west of Watford (as the crow flies) and is bound by Rousebarn Lane to the east. Woodland and open fields lie to the north along with Rousebarn Lane which leads to Chandler's Cross to the northwest. Little Green Lane lies to the south of the site and footpath Whippendell Walk 3 runs along the western boundary of the site.

2.2 Little Green Lane is a relatively narrow and lightly trafficked lane that passes along the site frontage. The lane fluctuates in width, with the easternmost section being approximately 4.5m wide with a 1.8m footway on the southern side of Little Green Lane. The lane then narrows to about 3.0m at a point west of Durrants Drive and then widens again to approximately 4.0m.

2.3 The lane rises sharply between Rousebarn Lane and a point halfway between Canterbury Way and Links Way. It then continues to rise in a westward direction on a gentler incline past this point.

2.4 Little Green Lane is relatively lightly trafficked, giving access to dwellings off Rousebarn Lane to the east and West Herts Golf Club off Rousebarn Lane.

2.5 Access roads to Little Green Lane are relatively wide, with the residential access roads of Durrants Drive and Links Way generally measuring about 7.3m in width.

2.6 To the south of Links Way and Durrants Drive is Baldwins Lane. Links Way gives way to Baldwins Lane by means of a priority junction with ghost island provision for the right turn to Links Way. The junction of Baldwins Lane and Durrants Drive is formed by a mini-roundabout. Both Links Way and Durrants Drive will form the wider access routes to the proposed development off Little Green Lane.

2.7 Much of the length of Baldwins Lane is traffic-calmed using speed control cushions and raised table junctions. Several pedestrian crossings are also located along Baldwins Lane including one to the east of Link's Way.

Highway Network Observations and Traffic Conditions

Manor Way/Baldwins Lane/Repton Way Mini-Roundabout

2.8 This four-arm mini-roundabout junction was generally observed operating within capacity during the AM peak period. Occasional queues of one or two vehicles were observed on Manor Road, but these queues were generally short-lived. These observations are borne out by the queue survey data which indicates limited queuing in either peak hour.

Durrants Drive/Baldwins Lane Mini-Roundabout

2.9 This three-arm raised table junction was observed to be operating within capacity. On occasion, limited queues of one or two vehicles were observed, although these cleared quickly. During the majority of the AM peak, the junction was clear of queuing. These observations are borne out by the queue survey data which indicates limited queuing in either peak hour.

2.10 It is noted that the visibility is limited looking to the right from the roundabout entry from Durrants Drive. As a result, traffic cautiously enters from this direction and, on occasion, this can lead to vehicles on the other two arms also waiting on entry unsure as to right of way. This leads to short periods when the main road assumes right of way over the side road.

Links Way/Baldwins Lane priority T-junction

2.11 This priority T-junction has a short ghost-island right turn provision (back-to-back right turn lanes with Winton Drive). The junction was generally observed operating well within capacity, with only occasional limited queues on Links Way. The observations are borne out by the queue survey data which indicates limited queuing in either peak hour.

2.12 The Strategic Road Network (SRN) can be found at several points near the site. The M25 junction 18 is situated c.3.7km west of the site, while the M1 junction 2 lies 5.2km east (as the crow flies).

3.0 Local Facilities and Active and Sustainable Travel

3.1 It is generally understood that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. The suggested acceptable walking distances to common facilities are presented in **Table 1** below.

Table 1 – Suggested Walking Distances (IHT Guidelines)

	Town Centre (m)	Commuting/Schools/ Sightseeing (m)	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

3.2 In addition to the IHT guidance, Manual for Streets (MfS) and the National Design Guide (2021) states that 'walkable neighbourhoods' are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.

3.3 MfS also states that the 800m walking distance is not an upper limit and references the former PPG13 guidance in respect of walking replacing short car trips, particularly those under 2km.

3.4 Manual for Street (MfS) guidance highlights that 'walkable neighbourhoods' are typically characterised as having a range of facilities within 10 minutes (up to about 800m) walking distance which can be accessed comfortably on foot.

3.5 Table NTS0303 from the 2024 National Travel Survey (released August 2025) indicates that the national average walk trip distance in 2024 was 0.7 miles or 1.12km.

3.6 The 2024 National Travel Survey (Table NTS0308) also shows that walking was the most frequent mode used for short trips, with 78% of trips under one mile (1.6km) being completed by foot in 2024, which is very similar to 2023 (82%) and 2022 (83%).

3.7 The 2024 National Travel Survey also shows that the average cycle trip distance (for all purposes) was 3.3 miles or 5.3km. Therefore, when also considering the commuting data, it's reasonable to consider cycling as a viable mode of travel for trips up to 8km.

3.8 There is also potential for short car trips to be substituted for cycle trips, and for longer trips to be substituted by a combination of cycle and public transport trips.

3.9 The CIHT Planning for Cycling document (2014) states that "The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a)."

3.10 The DfT Cycling and Walking Investment Strategy (2017) also refers to the threshold of 5 miles (or 8km), stating that "Two out of every three personal trips are within five miles - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."

3.11 The second cycling and walking investment strategy (CWIS2) published by DfT in 2022 states that one of the objectives is to increase the percentage of short journeys by walking and cycling in towns and cities from 41% in 2018/2019 to 46% in 2025.

3.12 The 2023 National Travel Survey (NTS) also shows that the average cycle trip distance (for all purposes) was 3.0 miles or 4.8km, with the previous year's NTS indicating that the average cycling distance was 3.6 miles or 5.76km. Therefore, it is reasonable to consider cycling as a viable mode of travel for distances up to 8km.

3.13 There are numerous facilities within Croxley, including Little Green Junior School, which is situated close to the junction of Lincoln Drive with Little Green Lane. Several facilities are also available along Baldwins Lane, including some adjacent to the recreation ground opposite Grove Crescent and others opposite Croxley Danes School. A local centre is also available towards Croxley Station along the A412. These facilities have been listed in **Table 2** and can be seen in **Figure 3.1,** along with the future proposed facilities which were indicated at the public consultation event.

Table 2 – Distance to Local Facilities

Facility	Distance	GIS Reference
Education		
Little Green Junior School	450m	E1
Croxley Danes School	1.0km	E2
Malvern Way Infant and Nursery School	1.1km	E3
Yorke Mead Primary School	1.4km	E4
Ascot Road Community Free School	2.0km	E5
Bridgewater Horizons Day Nursery	2.1km	E6
Healthcare		
Baldwins Lane Surgery	1.0km	H1
Wilyman Chemists	1.0km	H2
Lloyds Pharmacy	1.7km	H3
New Road Surgery	1.8km	H4
New Road Dental Practice	2.0km	H5
Bridgewater Pharmacy	2.1km	H6
Bridgewater Surgery	2.1km	H7
Retail		
Spar Convenience Store	1.0km	R1
Llondis Convenience Store	1.0km	R2
Grocer on The Green	1.0km	R3
Co-op Food Store New Road	1.4km	R4
Shell Petrol Station	1.4km	R5
Nisa Local	1.8km	R6
Co-op Food Store Watford Road	1.8km	R7
Budgens supermarket	2.1km	R8

Microns Mini Market	2.1km	R9
Morrisons	2.1km	R10
Costcutter	2.3km	R11
Leisure		
West Hertfordshire Golf Course	650m	L1
Cafe Amici	1.0km	L2
Taglio Per Uomo Barber Shop	1.0km	L3
We are Hair for You Baldwins Lane Hair Salon	1.0km	L4
Croxley Green Skate Park	1.1km	L5
Bliss Beauty Salon	1.1km	L6
The Corner Plaice Takeaway	1.1km	L7
Baldwins Lane Play Area & Recreation Ground	1.2km	L8
Baldwins Lane Tennis Courts	1.2km	L9
Community Way Allotments	1.4km	L10
Croxley Guild Bowls Club	1.6km	L11
Barton Way Play Area	1.8km	L12
Croxley Green Library	1.8km	L13
Fox & Hounds Pub	1.8km	L14
Crazy Goat Co Coffee Company	1.9km	L15
The Coach & Horses Pub	1.9km	L16
The Artichoke Pub	2.0km	L17
The Shamrock Pub	2.1km	L18
Pucka Tucka Takeaway	2.1km	L19
Happy Palace Chinese Takeaway	2.1km	L20
Aroma Takeaway	2.3km	L21
Paya Takeaway	2.3km	L22
The Sportsman Pub	2.3km	L23
Community		
Baldwins Lane Post Office	1.1km	C1
Catholic Church of St Bede	1.1km	C2
Croxley Green Baptist Church	1.2km	C3
St Oswald's Parish Church	1.4km	C4
New Road Dry Cleaners	1.8km	C5
Local Centre on the A412/Watford Road consists of takeaways, restaurants, barbershops, cafes, a post office, convenience store, a dentist and a pub	1.7km – 1.8km	-
Croxley Station	1.8km	-
Future Proposed Facilities		
One Form Entry Primary School with expansion Lane	On site	On site
Medical Centre & Pharmacy	On site	On site
Allotments & Gardens	On site	On site
Convenience Store	On site	On site
Healthy Eating Cafe	On site	On site

3.14 It is worth noting that as part of the future proposed facilities, Beryl Bikes docking stations are also to be included on site. Further details of the Beryl Bikes scheme can be seen in section 3.70 of this report.

Accessibility by Active Modes

3.15 According to Hertfordshire County Council's (HCC) definitive map, there are several Public Rights of Way (PRoWs) in and around the proposed site, which include:

- Footpath Sarrat 17 which runs approximately 290m immediately north of the centre of the site and runs from the rear end of York House school, 1.45km east before reaching Rousebarn Lane
- Footpath Sarrat 18 begins north of Killingdown Farm Way and Little Green Lane and heads northeast to connect with Sarrat 17
- Footpath Sarrat 63 fronts Little Green Junior School, approximately 250m east of Lincoln Drive. The path is approximately 360m in length and connects to footpath 18
- Footpath 31 within Watford extends from footpath 18, and acts as a shortcut towards Cassiobury Park, when heading through the West Hertfordshire Golf Club

3.16 Several other PRoWs within Whippendell Woods connect into footpath 63, including footpaths; 12, 30 and 79, which serve as leisurely routes to the north of the site.

3.17 The existing footway on Little Green Lane runs alongside the southern side of the carriageway and measures approximately 1.5m in width, which at times, narrows to 1.0m as the Lane narrows when nearing a dip in the road when heading towards Rousebarn Lane; a verge is present in places.

3.18 The Hertfordshire County Council's Public Rights of Way (PRoW) map provides details of the footpaths running through and close to the proposal site. Footpath number 17 begins at the rear end of Kings Langley Swimming Club to the west, where it meets PRoW 15, and runs across the proposed development towards West Hertfordshire Golf Course to connect Loudwater to Cassiobury Park.

3.19 PRoW numbers 63 and 18 are on the western periphery of the site and connect with PRoW 17. The entire walk route which encircles the northwestern perimeter of the site boundary is also known as Whippendell Walk Route 3 and connects to Whippendell Woods to the north of the site.

3.20 PRoW number 13 lies a little way to the west of Little Green Junior School and links Little Green Lane to Baldwins Lane in the south. The route runs along the periphery of the committed development known as Killingdown Farm. This connects Little Green Lane to the recreational areas along Baldwins Lane, including the Grounds, Tennis Courts and Croxley Skate Park to the south.

3.21 A road improvements letter sent to local residents, https://croxleygreen-pc.gov.uk/wp-content/uploads/2024/04/HILL-Croxley-Green-Little-Green-Lane-Road-Closure.-1.pdf, indicates that works to parts of PRoW number 17 were to be subject to improvements to remove the existing verge and replace this with tarmac, in efforts to make this a safer, accessible active travel link and provide a suitable access to the proposed development. The works appear to have been completed.

3.22 The closest bus stops to site are currently located 30 metres to the east of the junction of Links Way and Baldwins Lane with the alternative stop being at the mini-roundabout of Durrants Drive and Baldwins Lane.

Continuous footways, each approximately 2.0 metres wide, are available along both sides of Durrants Drive and Links Way to access these stops. In paragraph 3.43 onwards, we set out the intention to bring a new service into the site with bus stops at appropriate locations.

3.23 Walking distances surrounding the site can be seen in **Figure 3.2**. highlighting the areas around Little Green Lane and Croxley which are accessible on foot.

3.24 Following consultation with HCC officers, a review of potential enhancements and improvements to PRoWs in the vicinity of the site to enhance site accessibility has been undertaken in the active travel audits in **Section 4.0** of this report.

Accessibility by Cycle

3.25 National Cycle Network Route 6 runs for approximately 30km from the outskirts of Uxbridge, heading north towards St Albans, via; South Harefield (12.4km away), Rickmansworth (5.5km away), Croxley Green (3.1km away), Watford (6km away), and How Wood (13.2km away).

3.26 National Cycle Route 6 runs on a N-S axis and can be accessed on the Tolpits Lane A4145/Epsom Road junction, approximately 3km south of the development site.

3.27 **Figure 3.3** shows the 5km and 8km cycle distances from the site, as can be seen, surrounding settlements and the outskirts of the A412 Watford Road are accessible by bicycle.

3.28 It is also worth noting that there are other plans to improve cycle infrastructure including those in the Committee Report of the Local Cycling and Walking Infrastructure Plan (LCWIP) to improve and implement a cycleway along The Green "by removing strip of grass between footpath and road and widening path for cyclists and pedestrians."

3.29 Hertfordshire County Council also classifies cycle routes based on the level of difficulty of use, categorising them as easy, moderate. recommended, advisory and challenging routes. Within Croxley routes including; Rousebarn Lane, the A412/Watford Road, and NCN Route 6 along Tolpits Lane are identified as some of the easy, recommended routes which can be seen in **Appendix B –** Hertfordshire County Council's Map of Cycle routes.

3.30 Generally, the road network in and around Croxley has a speed limit of 30mph, with this at times dropping to 20mph on roads to the south and west of Watford Junction railway station. The network is therefore considered generally safe and suitable for cycle use, certainly by experienced cyclists.

Local Cycle and Walking Infrastructure Plan (LCWIP)

3.31 Improvements are proposed to enhance active travel within Croxley Green and, of particular relevance, are the is the route between Watford and Rickmansworth via Croxley as indicated in the LCWIP. The planned interventions include the redesign of junctions and upgrades to cycle infrastructure. Three Rivers District Council (TRDC) and Watford District Council (WDC) have been consulting on a joint LCWIP which was recently debated at Committee. We have included the plan as **Appendix C** to this report, with the proviso that the plan remains indicative.

3.32 The LCWIP for Watford and Three Rivers District Council also includes a wide range of projects, including highway improvements to make it easier and safer to access the local centre and station on foot and cycle. The site will seek to create legible and effective connections which enhance active travel in Croxley,

encouraging healthy active lifestyles for future residents and residents of surrounding areas accessing the amenities provided as part of the development.

3.33 The consultation response from ATE also stated that *Alternative measures should be considered, including managing pavement parking, enhancing placemaking and introducing traffic calming which reduces conflicts, to ensure this route is attractive to all users....*

Cycle Route Integration with LCWIP:

o Contributions to the cycleway along The Green.

o Cycle priority improvements along the A412 corridor towards Watford.

"Discussions with the PRoW and Highway Authority are needed to determine appropriate contributions. It is considered that there is a significant opportunity to benefit from the proximity of the site to existing PRoW network."

3.34 The planned interventions in the Croxley area including improvements along the A412 towards Watford. A brief summary of the potential interventions includes:

- Various junctions on the A412 between Whippendell Road and Watford cycle routes 6 and 17 to give safe continuation of the cycle track over the mouth of each junction.
- Two-way cycle track on the north side of the A412 between Gade Avenue and Cassio Road.
- Improvement of A412/Metropolitan Station Approach/Hagden Lane signals to give additional priority to peds/cycles.
- Additional signalled crossings at A412/Ascot Road roundabout.
- Two-way cycle track on the south side of the A412 between Baldwins Lane and Ascot Road roundabouts and to continue westwards along the A412 past Croxley Station and The Green.
- Upgrade of crossing of A412 at Winton Approach to signal crossing with further crossings of the A412 and priority over side roads.

3.35 The interventions above are only one small part of the overall LCWIP and we can see that the proposal for a shared footway/cycleway from the development site towards Croxley Dames School and Baldwins Lane goes some way towards creating a suitable active travel link towards the A412 proposals.

Accessibility by Bus

3.36 The services that stop on Baldwins Lane are the 320 and 322 Arriva and Hertfordshire services. The services run towards Watford. The nearest stop for the 320 and 322 services is to the east of the mini roundabout on Durrants Drive and Baldwins Lane, which takes the form of a flagpole stop, approximately 750m away from the site. There is also a stop to the east of Links Way, along Baldwins Lane which is slightly further in proximity at around 950m away, taking the form of a cantilever shelter.

3.37 A summary of the frequency and destinations served by these bus stops is provided in **Table 3** below.

Table 3 – Local Bus Services

Service No.	Route	Frequency per hour (approx.)		
		Mon - Fri	Sat	Sun
From Baldwins Lane				
320	Maple Cross – Croxley Green – Watford – Hemel Hempstead	2 services at 08:58, 15:58	N/A	N/A
322	Hemel Hempstead – Watford – Croxley Green - Rickmansworth	Every 20 minutes from 06:07 – 19:25 Then every hour from 20:54 - 23:54	Every 20 minutes 08:01 – 19:54 Then every hour after 20:54 – 23:54	Every hour 08:47 – 22:58
From A412 Watford Road				
336	North Bushey – Watford – Croxley Green – Rickmansworth - Chorleywood	Every hour from 10:10 – 19:10	Every hour 10:10 – 17:45:	N/A
352	Watford – Croxley Green – Bovingdon – Hemel Hempstead	Every 2 hours from 10:28 – 18:38	Every 2 hours from 08:28 – 18:38	N/A
724	Harlow – Hertford – Hatfield – St Albans – Watford – Croxley Green – Rickmansworth – Heathrow Airport	01:02, 03:03 Then every hour from 05:03 – 00:02	Every 2 hours 01:04 - 00:04	Every 2 hours 03:04 – 22:31
725	Stevenage – Welwyn – St Albans – Croxley Green – Rickmansworth	Every 50 minutes from 09:35 – 20:34	08:19 Then Every hour from 09:35 – 18:34	N/A
951	Watford – Croxley Green – Rickmansworth – Staines – Thorpe Park	1 service at 13:05	1 service at 13:05	1 service at 13:05
Future Proposed Services				
22	Watford Junction – Watford – Croxley Green – Rickmansworth	Every 30 minutes from 06:50 – 18:50	Every 30 minutes from 06:50 – 18:50	N/A

3.38 Aside from services 320 and 322, all remaining services run from the Two Bridges stop B along the A412 on Watford Road, approximately 1.4km away from the site. The bus stop along the A412 takes place in the form of a cantilever shelter and is at the rear end of the Harvester restaurant. This serves a multitude of services including the 336 Red Rose Travel service, 352 Red Eagle service, the 951 Sullivan Bus service and the 724 and 725 Arriva Hertfordshire and Essex services.

3.39 Aside from the 322, the next most frequent is the 724 Arriva service which runs to Heathrow. This 24-hour bus runs 22 services throughout the day. Of the services provided in the **Table 3** above, the 951 is the least frequent, with only one service with the primary users being those attending Thorpe theme park.

3.40 The 725 Arriva and Hertfordshire bus has 12 services at an hourly frequency, whilst the 336 Red Rose Travel bus has 8 services at an hourly frequency. As well as this, the 352 Red Eagle bus has 5 services every 2 hours. All 3 services run from the late morning until the early evening.

3.41 Bus services are therefore considered as a suitable and viable option when travelling for employment, shopping, education, or leisure purposes. As seen in **Table 3,** there are 7 services that serve the future residents of the site, reaching as far as Hempstead, London Heathrow, Stevenage, and Harlow.

3.42 In order to further enhance the appeal of using public transport from the proposed development, it is proposed to bring a service into the site to serve Watford and important transport hubs. Major destinations between the site and Watford will also be served.

3.43 ATE made comments with regard to the existing bus services, including that which stated *"While the site is generally well served by public transport, the distance to the nearest bus stop exceeds the recommended*

standard. The proposed new bus service within the site could improve access, but further details on funding, frequency, routes, and operating hours are needed."

3.44 The development proposes to serve the development by means of a dedicated bus service, referred to as service number 22. The service will run between Watford Junction, Watford, Croxley Green, and Rickmansworth, serving rail stations at Watford Junction, Watford Underground, close to Croxley Underground, and Rickmansworth. The proposed service and timetabling has been provided by discussed with HCC.

3.45 The proposed service is expected to operate at a frequency of every 30 minutes. The route will serve the following locations: Watford Junction, Beechen Grove, High Street, Rickmansworth Road, Cassiobury Park Avenue, Baldwins Lane, Repton Way, and Rickmansworth Railway Station.

3.46 The proposed bus route is set to run for approximately 12 hours per day, with the service timings indicated in **Table 3**. The planned route of the 22 service and detailed timetable can be seen in **Appendix A**, with the costings that will inform s106 contributions indicated in **Table 4** below.

Table 4 – Shopping trips from the proposed development

Time Period	Daily	No. of Days	Annual	Cost @ £!2 per hr	12% Sickness	13% Holiday	Total
School Day Hours	36.03	190	6845.70	£82,1482.40	£9,857.81	£10,679.29	£102,685.50
Non-School Hours	36.03	64	2305.92	£27,671.04	£3,597.24	£3597.24	£34,588.80
Saturday Hours	36.03	52	1873.56	£2697.93	£2,697.93	£2922.75	£28,103.40
Total Operational Staff Costs							£165,377.70
Time Period	**Daily**	**No. of Days**	**Annual**	**Cost @ 8mpg**	**Litres @4.55 conversion**	**Price set at £1.40**	**Total**
School Day Mileage	359.90	190	68381.00	8547.63	38891.69	£1.40	£54,448.37
Non-School Mileage	359.90	64	23033.60	2879.20	13100.36		£18,340.50
Saturday Mileage	359.90	56	18714.80	2339.35	10644.04		£14,901.66
Total Mileage							£87,690.53

Total Annual Costs	
Operational Staff Costs	£163,377.70
Mileage Costs	£87,690.53
Fixed Costs	£330,000.00
£583,068.23	
Cost + 15%	£670,528.47
Cost + 20%	£699,681.88
Cash Revenue per annum	£220,503.60

Card Revenue per annum	£88,201.44
Est. Annual Revenue	£308,705.04
Net Cost per Annum	£390,976.84

Accessibility by Rail

Croxley Underground Station

3.47 The nearest underground station is Croxley Station, which forms part of the Metropolitan line and runs from the A412 Watford Road, New Road junction approximately 1.8km from the site. This is an approximate 23-minute walk from the site, or a 6-minute cycle away.

3.48 Croxley Station features a car park with 91 spaces, which includes 3 designated bays for disabled individuals and 3 motorcycle parking spots. Additionally, there are 32 facilities for bicycle storage.

3.49 We are aware of ongoing plans in the LTP4 to enhance the sustainability and accessibility of the route to Croxley Station. To that end, we have carried out an active travel audit from the site to the station, which is set out earlier in this report.

3.50 The most direct walking route to Croxley Station is mostly alongside relatively lightly trafficked roads and includes two footpath routes. The footpath routes are lit and tarmacked, although not overlooked except in part.

3.51 Based on the active travel audit of the most direct route to Croxley Station, it seems that all reasonable measures have been undertaken to ensure that these routes are as safe as possible for use by pedestrians and possibly cyclists.

3.52 Additionally, as part of the consultation response from Transport for London (TfL), there has been a request for a contribution towards providing step-free access (lifts) at Croxley Underground station. We consider later in this report the likely use of the station by residents of the proposal site.

3.53 The Metropolitan line runs from Croxley to Aldgate and calls at the following points amongst others:

- Harrow on the Hill (16mins)
- Wembley Park (24mins)
- Finchley Road (32mins)
- Baker Street (38mins)
- Euston Square (43 mins)
- King's Cross St Pancras (53mins)
- Liverpool Street (54mins)
- Aldgate (56mins)

3.54 The earliest departure from Croxley to Aldgate is at 05:32 arriving at 06:27; there are five services between the stations in the period 07:00 to 08:00. During the afternoon peak 17:00-18:00, there are seven services

from Croxley towards Aldgate. The latest running service to Aldgate is at 21:06, and on the return from Aldgate to Croxley, the latest service is at 21:13, leaving plenty of time for those commuting to/from work as well as those completing leisurely journeys to the city centre.

3.55 From Croxley northbound, the service to Watford (terminus) is an approximate 4-minute journey, with the final departure to Watford being at 00:49, and the final service towards Rickmansworth being at 00:51. The earliest services to Watford begin at 06:20.

3.56 It is understood that consideration is being given by TfL to the potential for step-free access to platforms at Croxley station. We have contacted TfL to provide our initial estimate of forecast peak hour demand from the development at Croxley station. We have asked for details of any proposed scheme, costings, and anticipated funding package in order that the developer could consider making a suitable and proportionate contribution towards an appropriately costed scheme for the step-free access at Croxley Green Station. TfL has indicated that a response will be forthcoming, but this is still awaited at the time of writing.

3.57 With regards to cycle parking, ATE stated, "It is understood that cycle parking provision will comply with local standards. *"Thought should also be given LTN 1/20 standards. Parking should be as convenient as car parking with unobstructed access to secure facilities provided by the developer. The need for further cycle parking provision should be explored at Croxley Underground Station."*

3.58 Therefore, in line with ATE's comments, the suggested minimum cycle parking capacity for different types of land use in Table 11.1 of LTN 1/20 has been explored. According to TfL's station footfall documents for 2024/25, annual usage for Croxley Station was 645,525. (TfL.co.uk) Therefore, on average (excluding Sundays), an estimated 2069 people use Croxley Station on a daily basis.

3.59 According to Table 11.1 of the guidance, one parking space is required per 200 daily users at a major interchange; therefore, 10 cycle parking spaces are required. At present, there are more than triple this level of spaces provided, with 32 facilities for bicycle storage as well as an additional five cycle parking bays associated with the Beryl Bikes scheme. On-site observations after the morning peak hour indicate that spare cycle spaces are available.

3.60 As such, the existing provision is considered sufficient and capable of accommodating cycle parking, having been assessed against LTN 1/20 standards.

Watford Underground Station

3.61 The Watford Underground station is about a 28-minute walk from the site via Rousebarn Lane and the Watford Green Loop. The station offers the same level of service as that at Croxley Station.

3.62 The route is advertised as a leisure route and given the steepness of the Rousebarn Lane element of the route, the lack of lighting, and occasionally surface water flooding, it is most likely to be used primarily during good weather and in the late spring, summer, and early autumn months.

Watford Junction Railway Station

3.63 Watford junction is an approximate 15-minute cycle using road routes only, or about 17 minutes cycle via Rousebarn Lane heading north alongside the site, off-road routes, Cassiobury Park, and Rickmansworth Road footway/cycleway. The station has 354 spaces for cycles and the stands are overlooked by CCTV.

3.64 Watford Junction is a 10-minute drive away from the site. Watford Junction Station Car Park benefits from 763 car parking spaces and 9 disabled parking bays.

3.65 The London Overground service runs towards:

London Euston, (54mins) calling at;

- Watford High Street (3mins)
- North Wembley (24 mins)
- Wembley Central (26 mins)
- Harlesden (32 mins)
- Queens Park (39 mins)
- Kilburn High Road (41mins)

3.66 West Midlands Railway services also run to London Euston on a regular basis from Watford Junction.

3.67 The West Midlands Railway train service runs towards:

Milton Keynes Central, (45mins) calling at;

- King's Langley (5 mins)
- Hemel Hempstead (12 mins)
- Cheddington (27 mins)
- Bletchley (24 mins)

3.68 The West Midlands Railway train service runs towards:

St Albans Abbey, (17mins) calling at;

- Watford North (3 mins)
- Garston (Hertfordshire) (5 mins)
- How Wood (12 mins)
- Park Street (14mins)

3.69 The Avanti West Coast Service runs towards:

Edinburgh, (5 hours 50mins) calling at:

- Milton Keynes Central (20 mins)
- Rugby (46 mins)
- Coventry (58 mins)
- Birmingham New Street (1hour 37mins)
- Crewe (27 mins)

- Preston (2hrs 39mins)

Summary of Baseline Conditions

3.70 The above review demonstrates that the proposed site is readily accessible by a variety of modes of transport that have the potential to reduce reliance on the private car, particularly as there are several facilities located within a reasonable walking distance.

3.71 The proposed development site benefits from having an array of facilities nearby, all which fall within reasonable walking and cycling distance, including appropriate education facilities and local retail, health and leisure facilities.

3.72 The above review demonstrates that the proposed site is readily accessible by a variety of modes of transport that have the potential to reduce reliance on the private car, particularly as there are several facilities located within a reasonable walking distance. It is therefore considered that residents will have a real choice about how they travel and that the proposals therefore accord with guiding principles of the National Planning Policy Framework (NPPF).

Active and Sustainable Travel Proposals

3.73 Direct pedestrian/cycle access is proposed to the development site from Canterbury Way and direct pedestrian access from Durrants Drive, with traffic along Little Green Lane giving way.

3.74 A pedestrian/cycle link is proposed direct from the site via Canterbury Way/Dover Way to continue via Links Way to Baldwins Lane, providing safe and direct access to Croxley Danes School and, via the existing signalled crossing, to the shops/facilities opposite. The provision will require the removal of a small number of highway trees.

3.75 The Beryl Bikes cycle hire scheme has expanded from Watford with Three Rivers District Council funding a 2-year pilot scheme within Croxley Green. This was launched in October this year, with the introduction of 5 new bays and 15 e-bikes.

3.76 The nearest Beryl docking stations to the proposal site are along Baldwins Lane; with one fronting Winton Drive and the other fronting the Post Office. The development proposal will include Beryl Bikes docking stations on-site to promote active travel and enhance the proposed scheme. All Beryl Bikes stations in the vicinity of the site can be seen in **Appendix A** as well as online here: https://beryl.cc/scheme/watford.

3.77 Ongoing discussions between the developer and HCC indicate that the proposed development will incorporate the service labelled as number 22, which is planned to connect to the site along Durrants Drive. The anticipated route will connect the three main stations—Rickmansworth, Watford, and Watford Junction—and will serve key local destinations, including Watford High Street. While the route is not expected to directly serve Croxley Station, it will pass approximately 350 metres from the station, near the junction of New Road and Barton Way. Destinations between the site and Watford will also be served, such as the local centres along Baldwins Lane and Watford High Street.

3.78 The proposed service is expected to operate at a frequency of up to every 30 minutes. The route will serve the following locations, amongst others: Watford Junction, Beechen Grove, High Street, Rickmansworth Road, Cassiobury Park Avenue, Baldwins Lane, Repton Way, and Rickmansworth Railway Station.

3.79 The developer will seek to promote the use of the service by making a bus taster season ticket available to every household on the proposal site.

3.80 Bus stops and shelters will be provided on site, along with real-time bus information as appropriate. As well as provision of stops and shelters on the site, it is proposed that two pairs of bus stops are provided along Durrants Drive to encourage use of the service by those in the existing residential development to the south. Precise locations of stops will be considered at the detailed stage of the application.

3.81 In addition to the above schemes, in an attempt to reduce single car occupancy use and promote sustainable methods of travel, the proposed development is also set to include two designated carpooling parking spaces to encourage residents to car share.

3.82 The developer will consider appropriate contributions to a suitably costed/funded scheme for step-free access at Croxley station. Details are awaited from TfL.

4.0 Active and Sustainable Travel Audit

Background

4.1 Following Active Travel England's response to the Transport Assessment previously submitted in association with the proposed development off Little Green Lane, a more detailed active travel route audit has now been completed. The opportunity to undertake the assessments using both the ATE Route Audit Tool and the Cycling Level of Service (CLoS) tool discussed in LTN 1/20 was explored. These examine the connectivity, safety, comfort, and coherence of the routes surrounding the immediate vicinity of the site.

4.2 However, both of the tools are only really relevant to well advanced designed schemes, generally being promoted by public sector or quasi-public sector bodies. They are also used for the assessment of routes that can be utilised by cyclists as well as pedestrians.

4.3 In this instance, we are considering how existing routes might be used by active travellers and any potential improvements that might be made to assist active travel. However, in the case of all routes assessed, parts of those routes are not designated for use by cyclists. We do not consider that the scoring systems applied in the assessment tools are necessarily relevant to this project, but we have utilised the general criteria used in the tools to provide a qualitative assessment of the routes.

4.4 Given the limited applicability of the ATE CLoS scoring systems to non-cycling routes, a full assessment was not deemed appropriate. Instead, we have drawn on the core criteria of; safety, comfort, connectivity and coherence as outlined in the tools, to undertake a qualitative assessment of the routes. This ensures a context-specific evaluation of the footpaths surrounding the site based on the current usage and conditions.

4.5 Regarding the previous application submitted, ATE stated, *"While it identifies several destinations accessible on foot or by cycle, it does not include maps to illustrate key routes. The assessment provides photographs and commentary on walking routes but lacks a cycling audit, unlike the walking audit."*

4.6 The walking routes assessed are included on a plan included as **Appendix A**. The layout of the ATE Route Check Tool and CLoS tools are included as **Appendix D** in part to demonstrate that this assessment has been carried out with the underlying principles outlined in the tools having been considered.

Route to Croxley Station

4.7 The primary route from the proposal site to Croxley Station would take residents along Little Green Lane and then southwards along Durrants Drive. There are also routes through the residential estate to the south via other residential streets. These streets serve residential properties and are therefore overlooked and are well lit. The streets provide footways of sufficient width and in a good state of repair and provide a comfortable pedestrian environment, supporting active travel.

4.8 At present cyclists would utilise the street network within this residential estate. On several site visits, the streets within the estate have been observed to operate with only limited levels of traffic present and are considered safe and suitable for cyclists of all levels of ability.

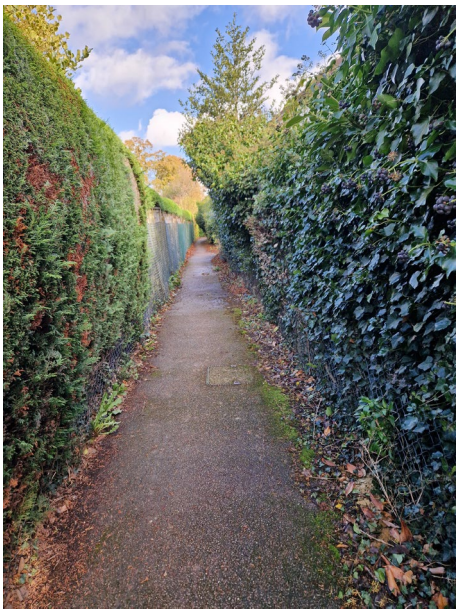
4.9 Arriving at Baldwins Lane, the pedestrian would turn right and proceed to an informal crossing of Baldwins Lane before continuing westwards to meet public footpath number 15. While the crossing is informal, visibility is good and allows active travel users to reach the southern side of Baldwins Lane safely.

4.10 The cyclist would negotiate the right turn at the junction. Although Baldwins Lane is busier than the street network within the residential estate, it is a traffic/speed-calmed route with speed cushions at regular intervals.



4.11 Footpath 15 to the east of 153 Baldwins Lane, measures approximately 1.0m-1.5m in width and is 170m in length before reaching Girton Way. The surface is tarmacked and in a reasonable state of repair. The route is lit and partway along the route, it is overlooked by apartments, which contributes to a sense of safety. However, upon visiting the site, there were some minor obstructions noted, including leaf fall and low overhanging bushes/vegetation at one location, which could impede pedestrians. Some general routine maintenance such as pruning and debris clearance of the route would be helpful to encourage active travel use. The lack of cycling-specific signage along Baldwins Lane advising cyclists to dismount could present a minor safety concern due to the path's constrained width. Therefore, as part of the development proposals, it is likely that contributions will be made to add signage and wayfinding of the route.

4.12 The alternative route would take active travellers via Lancing Way and Malvern Way, adding just a little time to the walk/cycle journey and could serve as a more accessible or appealing option for some pedestrians and likely much quicker for cyclists who would otherwise need to dismount to use the footpath.



4.13 Inconsistencies in signage along Footpath 15 were noted. The signage at the northern end of the route suggests that cycling is prohibited, but the signage from the opposite end (Girton Way) suggests that only motor vehicles are barred from using the route. This inconsistency may lead to confusion and inappropriate use by cyclists. Therefore, as also indicated above, it is likely that contributions will be made to improve signage and wayfinding of the route, including indications to cyclists to dismount.

4.14 Turning right on Girton Way and then left on Malvern Way, both lightly trafficked residential streets, and passing Malvern Way Infant & Nursery School footpath number 16 is reached which is 100m in length. The alternative route towards Croxley station would have pedestrians/cyclists using Malvern Way to reach Barton Way and from there onwards via New Road to Croxley Station.

4.15 This footpath is relatively wide at 2.0m to 2.5m, has a smooth tarmac surface and is well lit by means of column-mounted lamps



4.16 The photograph above is the southern end of the footpath and the signage provides walk times and directions towards Croxley station. From this point onwards lie c.2.0m footways and dropped kerb crossings alongside lightly trafficked streets to reach Croxley Station. The footways ensure comfort and safe accessibility for pedestrians and the lightly trafficked streets are safe and suitable for cycle use.

Route to Watford Station and beyond

4.17 The alternative route towards Watford Station, rather than via the perfectly good route via the residential estate to the south using Baldwins Lane and New Road, would take pedestrians or cyclists southwards along Rousebarn Lane, taking a left turn at the junction of Rousebarn Lane with Lodge End.



4.18 This route is an unlit, relatively narrow, country lane with no lighting and no footways. The route rises steeply to overlook the pitches associated with Croxley Danes School before descending sharply towards a bridge over the Grand Union Canal. This section of the route is suited to recreational walkers and cyclists but, due to its width, lack of lighting, and gradient is unlikely to be attractive as an all year round commuter route.



4.19 The cycle route signage is noted in the top left-hand corner of the photograph above, along with the weight limit on the bridge over the canal; the signage suggests this is not suitable for motor vehicles. The following photograph indicates the cycle route signage more clearly.



4.20 The weight-restricted bridge and the surrounding road conditions make the route somewhat unsuitable for general vehicular traffic and, as a result, the initial vehicular element of route is extremely lightly trafficked. The lack of footways and lighting, the narrowness and steepness of the route, means that the route is unlikely to be suitable for all active travel users, and use in times of darkness would be a concern. However, this part of the route may be used as an alternative by some outside of hours of darkness and additional signage from Rousebarn Lane would assist.

4.21 Continuing over the canal bridge, the pedestrian or cyclist travels a short distance before being met with a bollard that physically prohibits cars from travelling any further along the route.

4.22 The route beyond this point is tarmacked and proceeds between Cassiobury Park pools and fisheries on one side and the River Gade on the other side. The route was travelled following a period of very heavy rain and some limited surface flooding was experienced at certain points along the route. Signing further along the route advises of seasonal flooding. The route forms part of a leisure route known as the Watford Green Loop. (Note: the route was also travelled in summer conditions with no surface water flooding present).

4.23 Although not an ideal width for shared pedestrian/cyclist use, the route is suitably surfaced to allow use by pedestrians and cyclists.



4.24 The route continues to a bridge crossing the River Gade and meets Gade Avenue at a signalled crossing. In order to reach Watford Station, the pedestrian/cyclist would turn left along Gade Avenue and take relatively lightly trafficked streets and residential roads to the station.

4.25 The route past Watford Station is along Cassiobury Park Avenue to meet Rickmansworth Road. From this point the route continues via a shared footway/cycleway towards Watford.

4.26 Whilst this alternative route provides an interesting walk and cycle route, the route via the residential estate to the south of the development, Baldwins Lane, and the A412, provides a higher standard, safe access route towards Watford station and Watford for pedestrians and cyclists; especially with the new shared footway/cycleway proposed across Little Green Lane and along Canterbury Way, Dover Way, and Links Way to meet Baldwins Lane.

4.27 The route via Rousebarn Lane is considered secondary to the more formalised pedestrian and cyclist infrastructure via Baldwins Lane and the A412 Rickmansworth Road, which offers safer, all-weather connectivity to Watford.

Route through Cassiobury Park via West Hertfordshire Golf Club

4.28 An alternative route to Watford Station has also been walked. Sarratt FP17 runs west-east across the site from FP63 and FP18 (Whippendell Walk 3) on the western edge of the site to Rousebarn Lane on the eastern perimeter of the site, where the route continues as Watford FP31. Footpath 18 also connects to Little Green Lane and the Killingdown Farm development.

4.29 Footpath 17 is unbound and approximately 3.0 metres wide as it crosses the site. This part of the route is not designed for use by cyclists.

4.30 After crossing Rousebarn Lane the route narrows and climbs sharply through a wooded area and proceeds for an additional 735 metres alternating between wooded areas and fairways on the golf course. Again, this part of the route is not designed or appropriate for use by cyclists. The nature of the route, via wooded areas and the golf course, does not lend itself to physical improvements such as surfacing or lighting.





4.31 The crossings of the golf course are clearly signed, with walkers warned to look in the appropriate direction and asked to proceed with caution. There is a sharp descent before FP31 meets FP30 to continue across the canal and River Gade.



4.32 When heading southeast, through Cassiobury Park, the route passes Watford Miniature Railway as well as Cedar Café and continues southeast, passing a Beryl Bikes station which can support onward active travel trips onwards towards Watford. The route through Cassiobury Park is well surfaced and suitable for cycling during the daytime.

4.33 Informal footpath connections are available along the River Gade through Cassiobury Park to meet Gade Avenue and Cassiobury Park Avenue and onwards to Watford Metropolitan Station.

Overall

4.34 ATE commented on the potential for improvements to these active travel routes in response to the previous planning application associated with the proposed development:

- *"Upgrades to Public Rights of Way (PRoW):*
  - *Footpath 17 improvements towards West Hertfordshire Golf Course.*
  - *Enhancements to PRoWs 63 and 18 to improve connectivity.*
- *Cycle Route Integration with LCWIP:*
  - *Contributions to the cycleway along The Green.*
  - *Cycle priority improvements along the A412 corridor towards Watford."*

4.35 Regarding the comments made by ATE, the footpaths referred to above which head towards Cassiobury Park and Watford Station are primarily recreational and seasonal routes, which are subject to surface water pooling in wet conditions.

4.36 The route across the golf course offers high recreational value. It also offers a quiet, non-overlooked and non-lit, alternative route to what is considered the main route towards Watford Metropolitan Station via the residential estate to the south, Baldwins Lane, Rickmansworth Road and Gade Avenue.

4.37 The route would benefit from signage towards Cassiobury Park and Watford Station, but any physical improvement works are not proposed given the recreational nature of the land through wooded areas, a private golf course, and along the River Gade.

4.38 These environmental constraints are likely to render these recreational routes unsuitable for many potential users in poor weather/lighting conditions. Consequently these routes are viewed as secondary routes, which may be unusable at times, whilst the alternative routes via the residential estate to the south of the proposed development and along Baldwins Lane, are usable all-year round and are lit with paved surfaces and the development will provide a shared footway/cycleway along Canterbury Way/Dover Way/Links Way towards Croxley Danes School and shops on Baldwins Lane.

4.39 It is acknowledged that the development should make suitable contributions towards planned LCWIP improvements, particularly along the corridor towards Watford.

5.0 Summary

5.1 Hub Transport Planning Ltd has been commissioned by Richborough to produce an Active Travel Audit for a proposed residential-led mixed-use development of 600 dwellings off Little Green Lane, Croxley Green.

5.2 This audit supports the Hybrid application comprising: an outline application for construction of up to 600 residential dwellings (Use Class C3(a)), a 5-bedroom property for children's social care and supported living (Use Class C3(b)). Two vehicular access points from Little Green Lane and further pedestrian/cycleway accesses. A one-form entry primary school (Use Class F1(a)) (plus expansion land for a two-form entry primary school). A mixed-use local centre including provision for NHS health and social care services (Use Class E(e)), community building (Use Class F2), retail and café provision (Use Class E(a-c)), car parking and associated infrastructure. A country park, areas for play and recreation, allotments, a community orchard and landscaping with associated infrastructure including sustainable urban drainage systems. (All matters are reserved except for vehicular access.)

5.3 Proposed vehicular points of access include Durrants Drive and Links Way, with priority active travel links to be provided alongside the vehicular access points as well as from Canterbury Way, with the Canterbury Way route providing a shared footway/cycleway onwards to Dover Way and Links Way to Baldwins Lane.

5.4 Shared footway and cycleway provision is available across the local highway network, with some on-road cycle routes which provide access to the local centres along Baldwins Lane, New Road and Watford Road. Paths are generally wide, well-paved, have street lighting present and remain relatively safe and suitable for all active modes of travel.

5.5 It is acknowledged that use of either of the active travel tools referred to in this report would identify off-street routes as requiring physical improvements. However, as indicated in this audit, parts of the routes assessed are not suitable for improvement as that would entirely change the nature of these recreational routes. For the route to Croxley Station, elements of the route are via relatively narrow, unlit footpaths. However, the alternative routes for active travellers add little to journey times and, in the case of cyclists, would reduce journey times compared to the need to dismount. Other routes, which are subject to seasonal flooding issues are available as secondary routes. These alternative routes will be signed from the development.

5.6 It is recognised that the LCWIP indicates potential cycling and walking interventions and the need to improve active travel links along the Watford to Rickmansworth corridor. The development proposals include plans to improve pedestrian/cyclist connectivity within the site and to provide off-site active travel improvements through the residential estate to the south to provide safe and convenient connections to key local facilities such as Croxley Danes Secondary School and local shops.

5.7 The development will promote improved signage to make cyclists aware of routes which narrow to inform them to dismount. The development Square will include a Beryl Bikes docking station to assist in the promotion and success of this scheme and to encourage active and sustainable travel from the site.

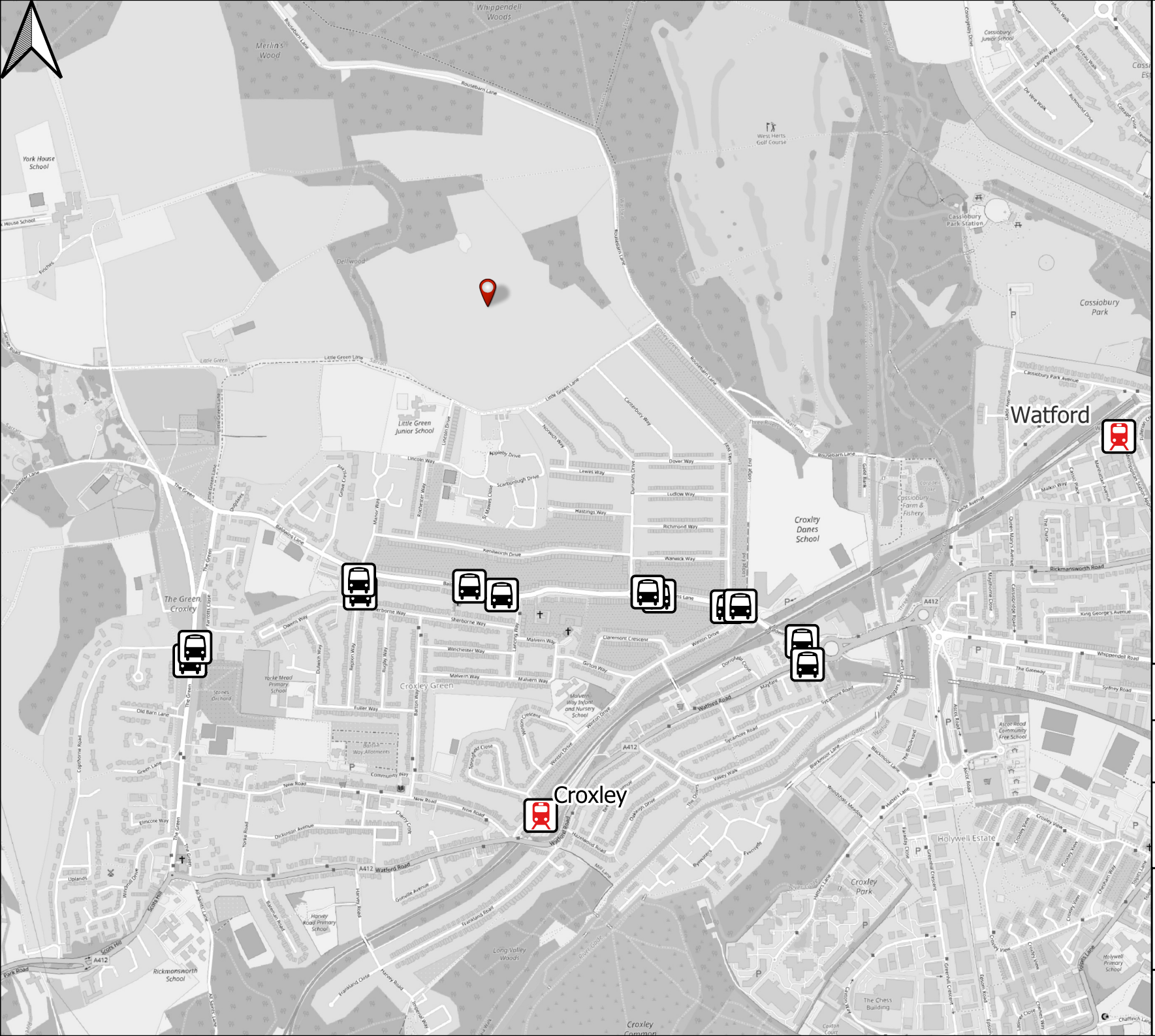
5.8 The development is set to introduce a dedicated bus service (labelled as number 22) to allow residents of the site easy access to reach major transport interchanges such as; Watford Junction, Croxley, Watford and Rickmansworth. The route also provides access to local facilities and to major destinations including Watford High Street and Rickmansworth.

5.9 The developer is aware that TfL is considering provision of step-free access at Croxley Station. No details of the proposed scheme, costings and funding mechanism have yet been made available. However, the developer will consider a suitable and proportionate contribution towards an appropriately costed scheme for

the proposal, if appropriate. The developer will, of course, be funding a new bus service to provide access to the London Underground network at Watford Station and close to Croxley Station. Correspondence has been initiated with TfL regarding the potential additional demand from the proposed development at the station in an attempt to finalise a contribution and we are currently awaiting the promised details relating to the scheme.

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Figures



Legend

- Site
- Train Station
- Bus Stops

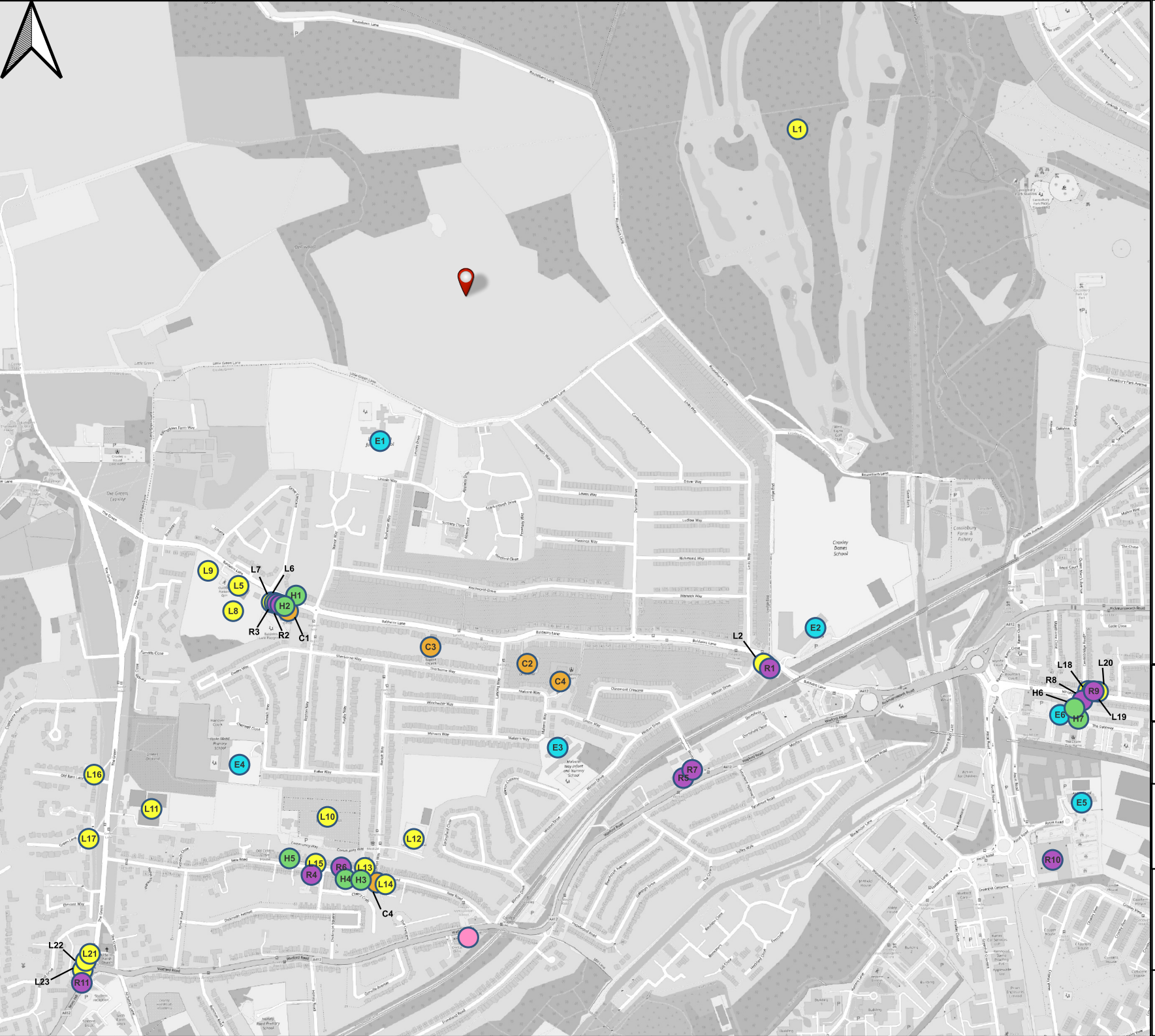
Figure 1.1 - Site Location

Richborough

hub TRANSPORT PLANNING LTD

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0 200 400 600 m



Legend

- Site
- Education
- Healthcare
- Community
- Retail
- Leisure
- Local Centre

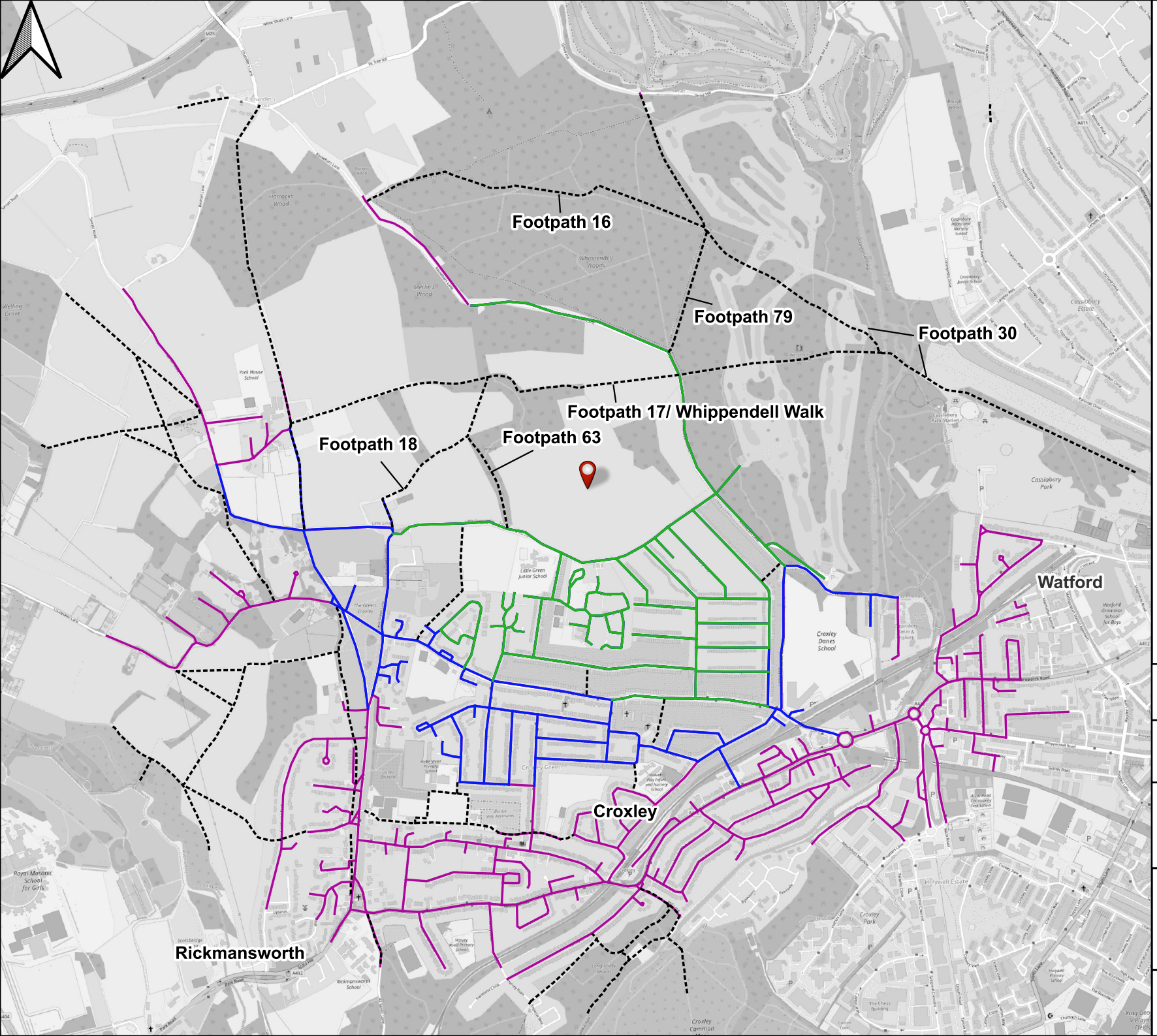
Figure 3.1 - Local Facilities

Richborough

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0 100 200 300 400 500 m



Legend

- Site
- Hertfordshire CC PRoW
- Walk Network 2km
  - 800m
  - 1200m
  - 2000m

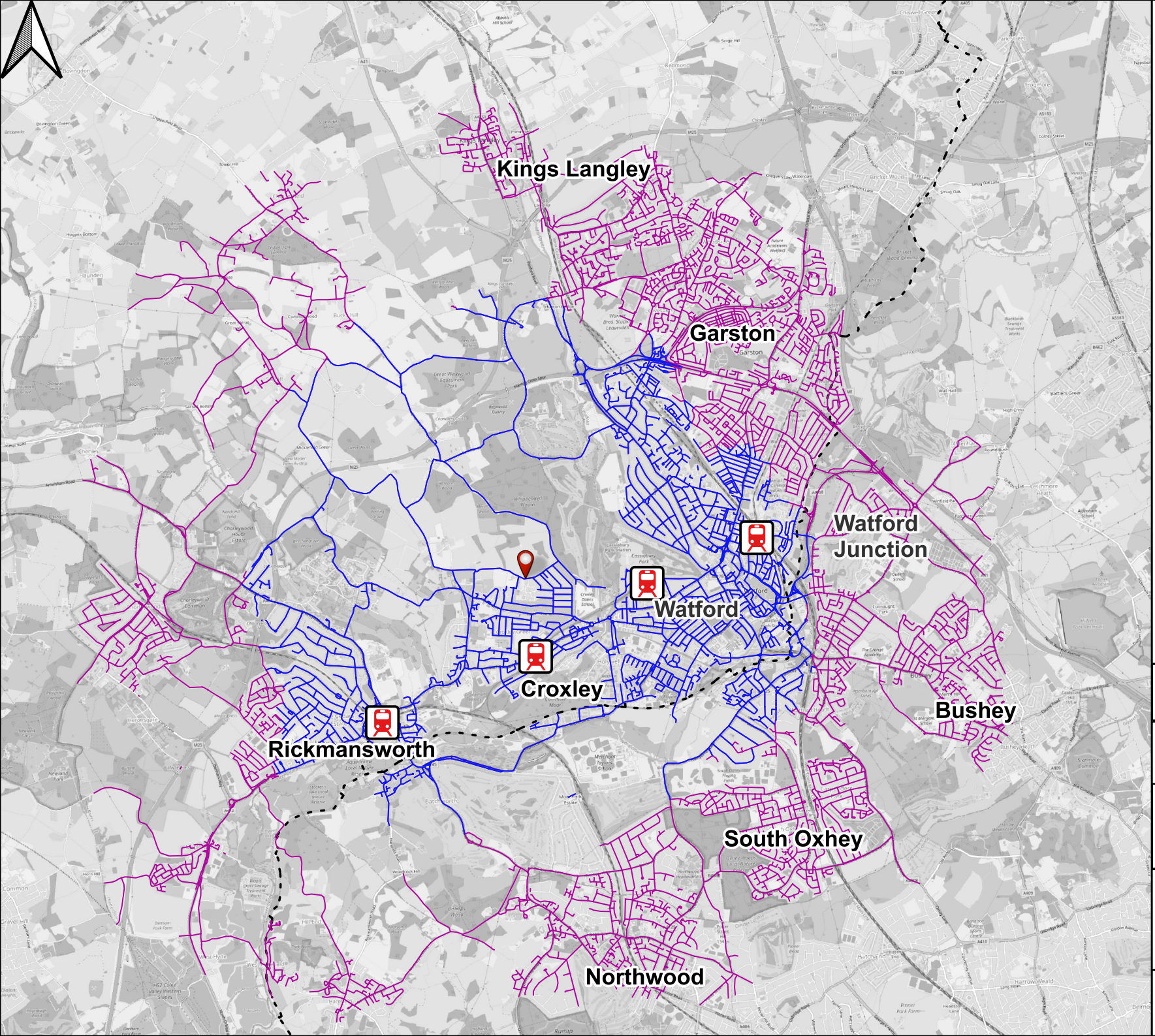
Figure 3.2 - Walking Distances

Richborough

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0 200 400 600 800 m



Legend

- Site
- NCN
- Train Station

Cycle Network 8km

- 5000m
- 8000m

Figure 3.3 - Cycling Distances

Richborough

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0 1 2 3 km

Drawings

Appendix A

Active Travel Audit Map

Footpath 16

Footpath 79

Footpath 30

Footpath 17/ Whippendell Walk

Footpath 63

Footpath 18

Croxley

Watford

Rickmansworth

Watford Junction

Not to scale*

Legend

Site

Active Travel Routes

- Whippendell Walk - Cassiobury Park
- Rousebarn Lane - Watford Station
- Baldwins Lane - Croxley Station
- 22 Bus Service
- Hertfordshire CC PRoW

Beryl Bikes

Train Station

Appendix A - Active Travel Map

Richborough

hub TRANSPORT PLANNING LTD

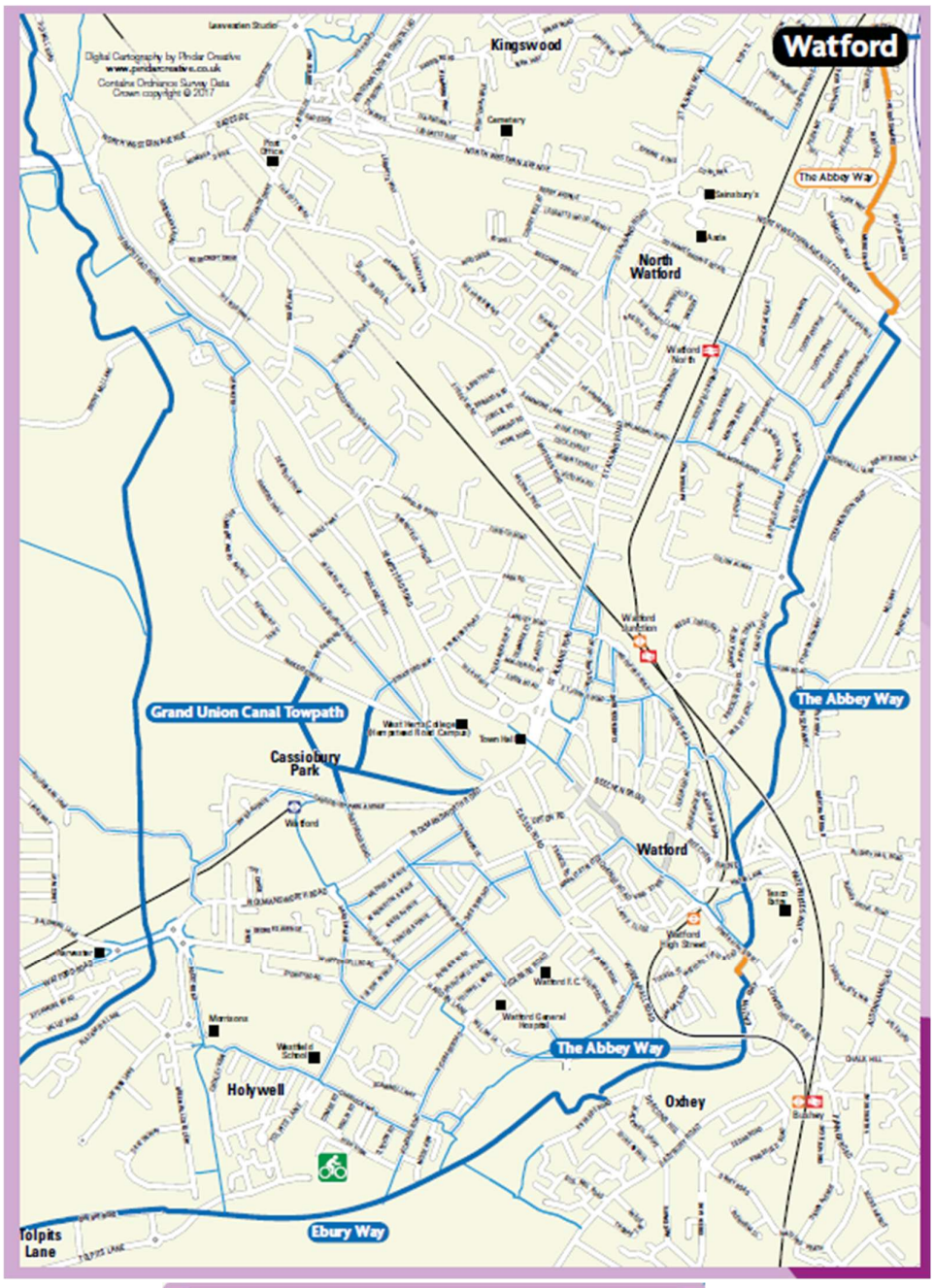
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0 50 100 150 200 250 300 m

Appendix B

Hertfordshire County Council's Cycle Route Map

Appendix B
Hertfordshire CC's Cycle Route Map



KEY

- **EASY** traffic free routes, mostly flat. Perfect for beginners, families and commuters. These have a mix of paved and unpaved surfaces.
- **EASY/MODERATE** often including larger sections of cycle paths and quiet roads. These are perfect for cyclists looking to increase their cycling and begin exploring the county.
- **MEDIUM** recommended road based loops, some of which have short sections of cycle path. These are perfect for cyclists looking to improve their fitness and explore the county's many picturesque lanes.
- **CHALLENGING** longer routes taking in some of the best roads and hills of the county.
- **RECOMMENDED** linking Routes.
- **ADVISORY** other routes.

Appendix C

Three Rivers and Watford LCWIP

Appendix A

Potential Cycling and Walking Interventions

Watford and Three Rivers Local Cycling and Walking Infrastructure Plan (LCWIP)

Cycling Interventions

Potential Measures Introduction

Contents

This document provides the following for each of the priority routes identified:

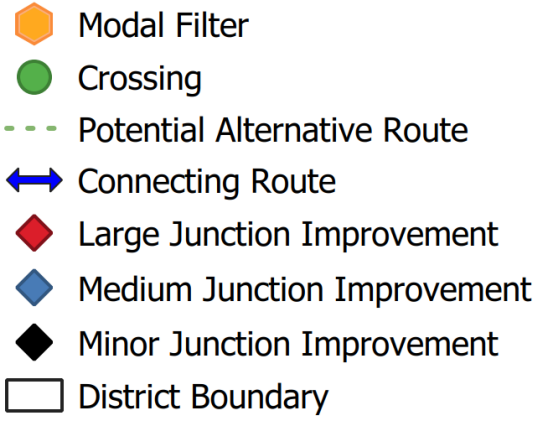
- Location plan, showing the route in the context of the wider network
- Summary plans of suggested interventions

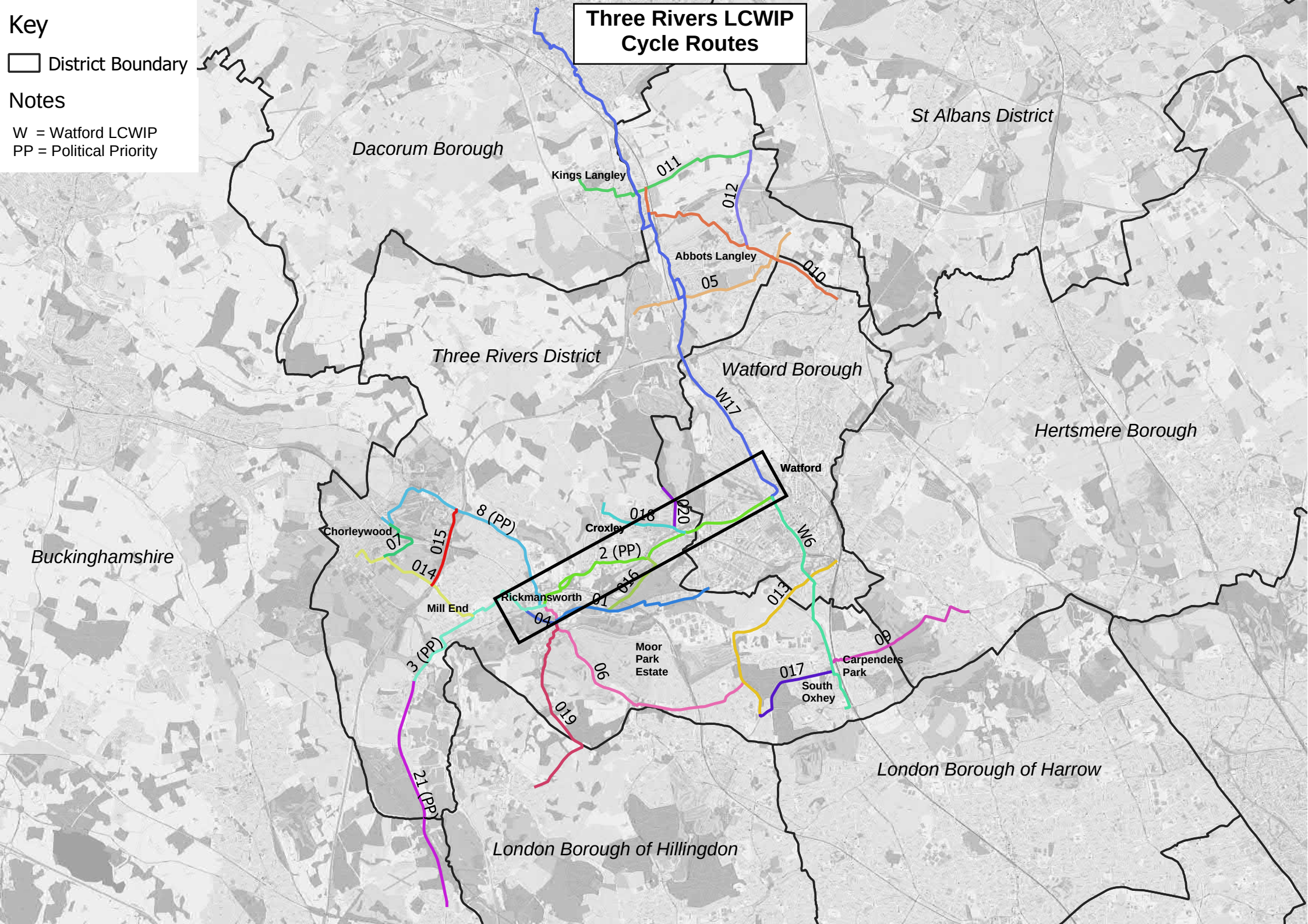
Guide to plans

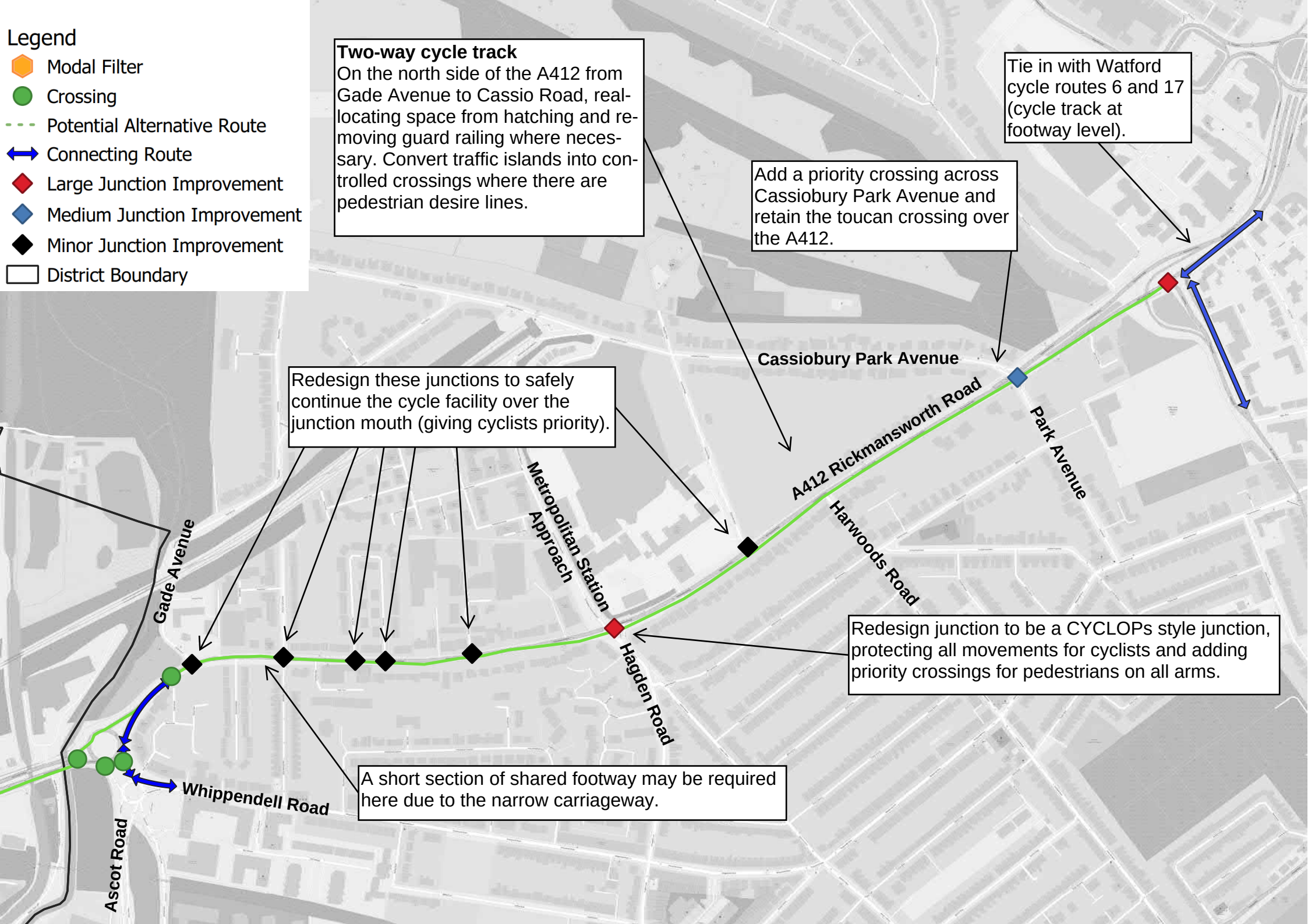
The maps on the following pages are intended to show high-level measures and indicative locations only.

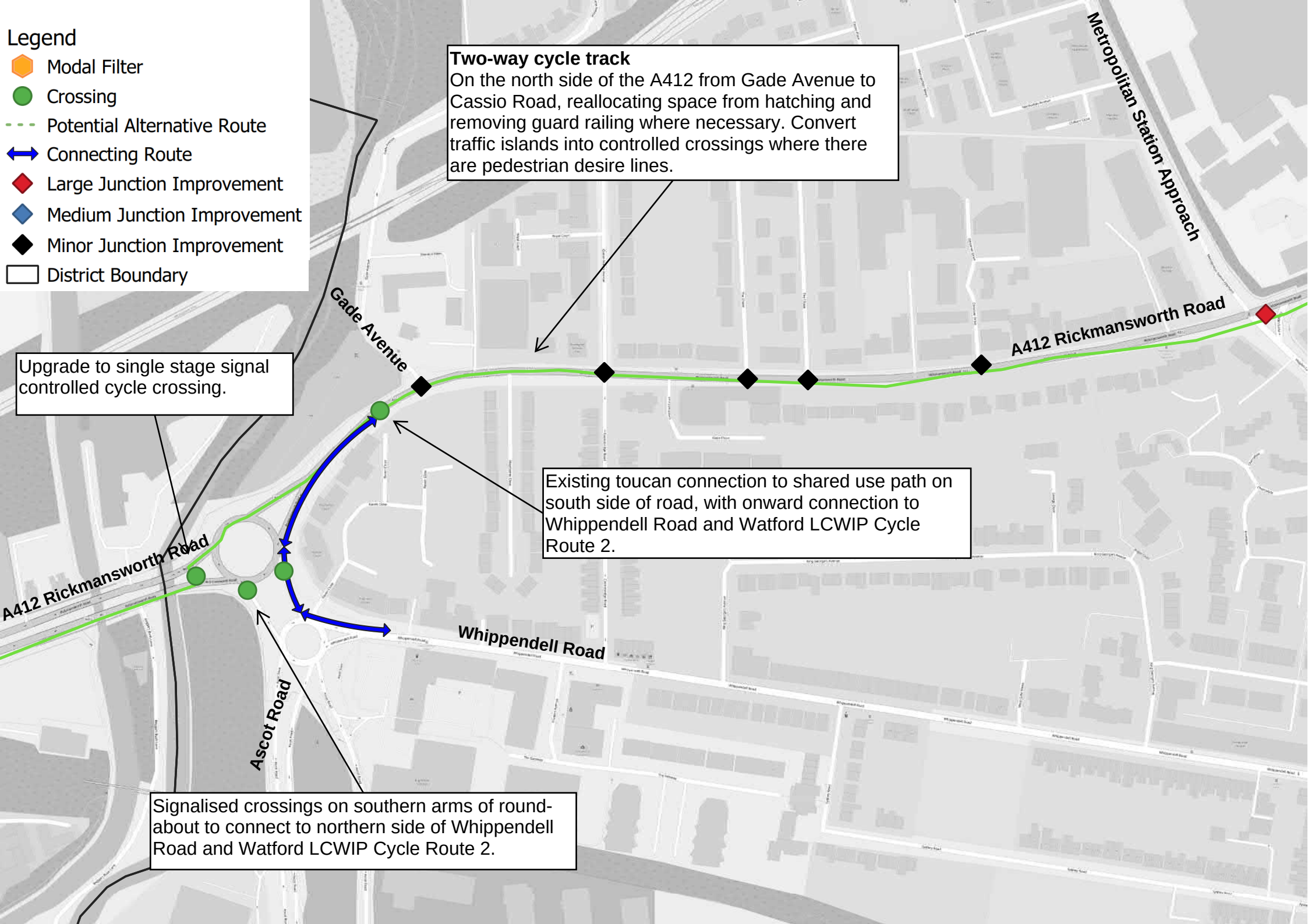
All measures will be subject to further feasibility and safety assessment and public consultation.

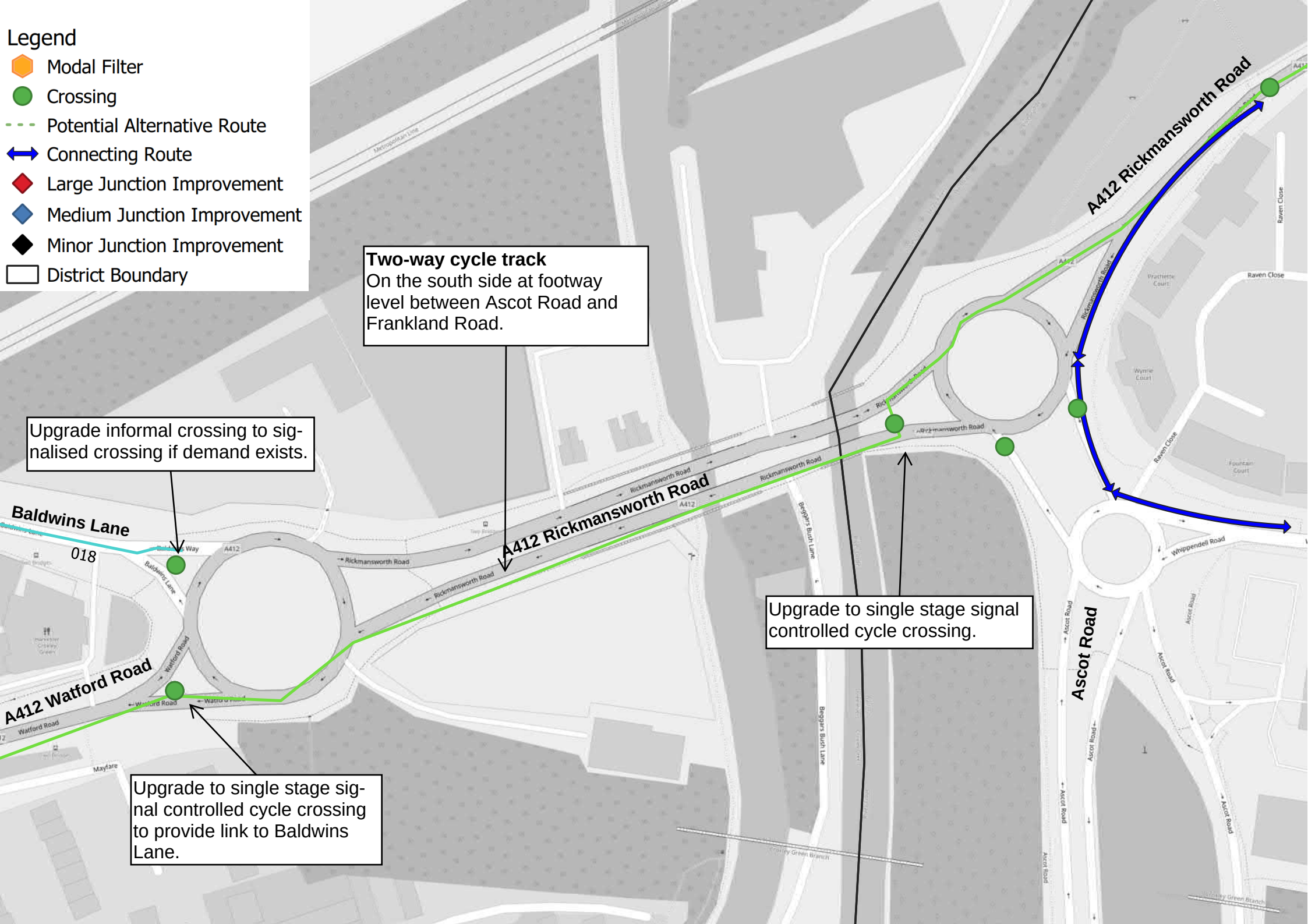
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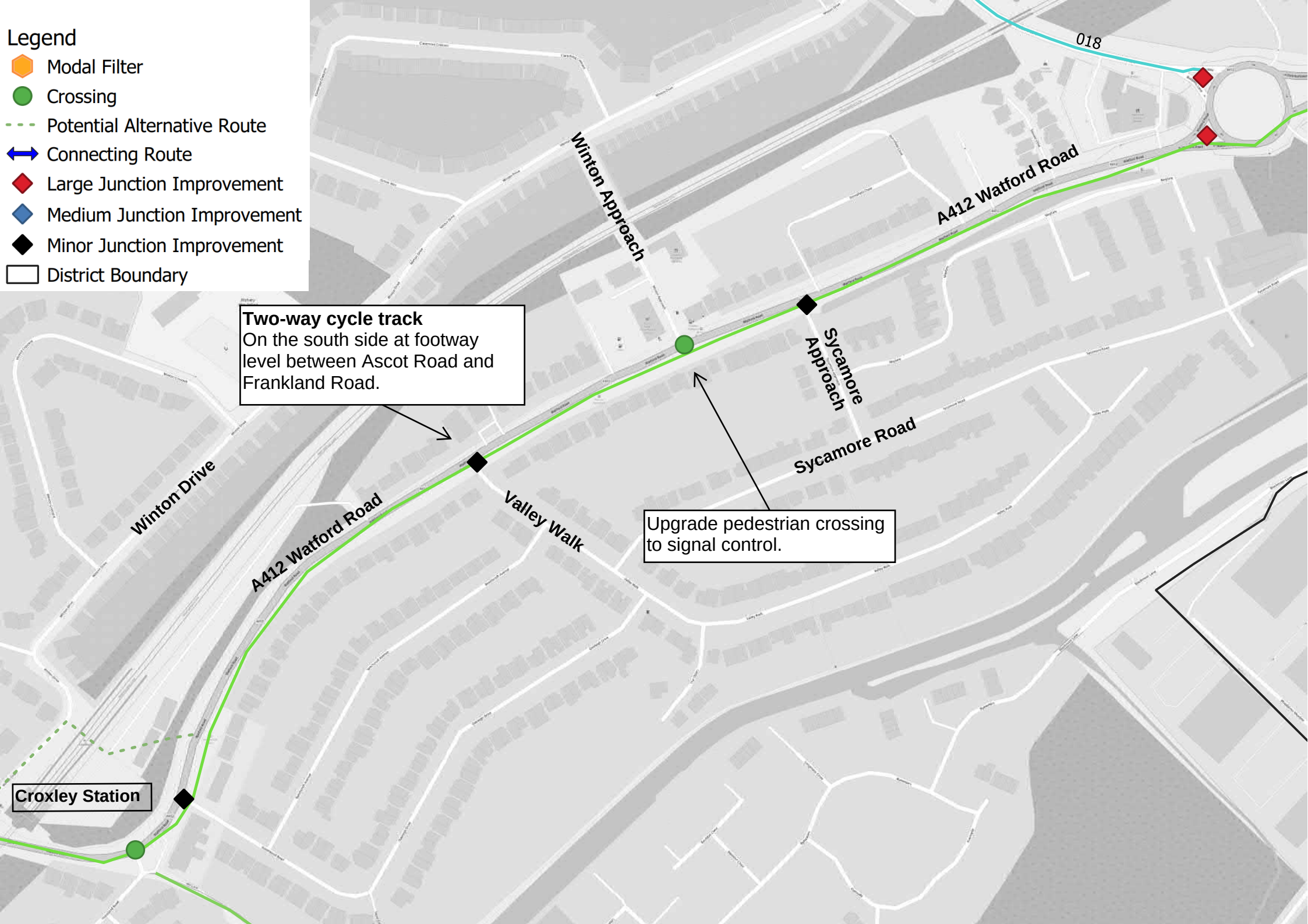


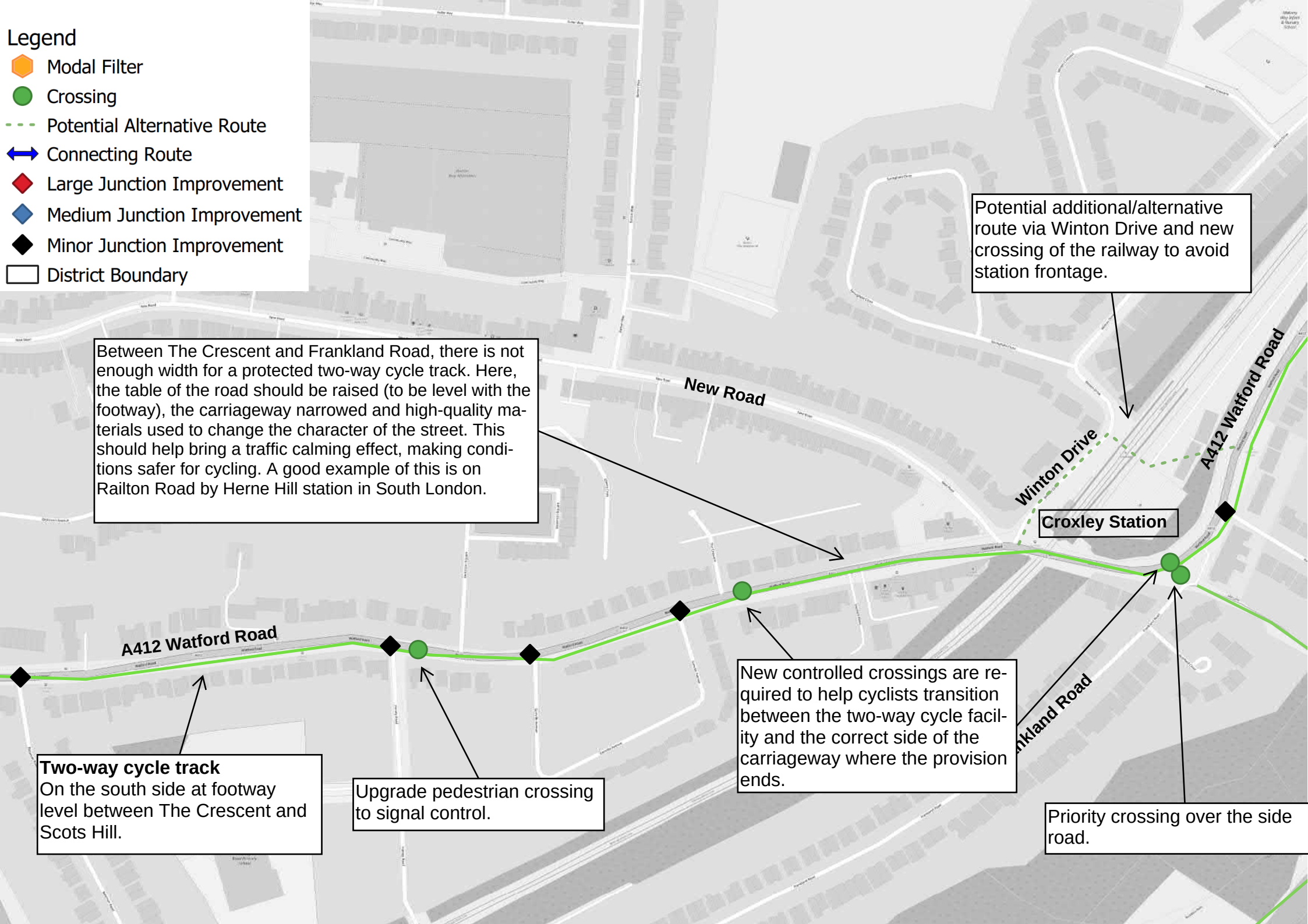

Three Rivers LCWIP
Cycle Routes
Key
District Boundary
Notes
W = Watford LCWIP
PP = Political Priority
Dacorum Borough
St Albans District
Three Rivers District
Watford Borough
Hertsmere Borough
Buckinghamshire
London Borough of Harrow
London Borough of Hillingdon
Kings Langley
Abbots Langley
Chorleywood
Croxley
Watford
Rickmansworth
Mill End
Moor Park Estate
Carpenders Park
South Oxhey
011
012
010
05
W17
W6
8 (PP)
015
07
014
016
020
2 (PP)
01
04
013
09
017
06
019
3 (PP)
21 (PP)

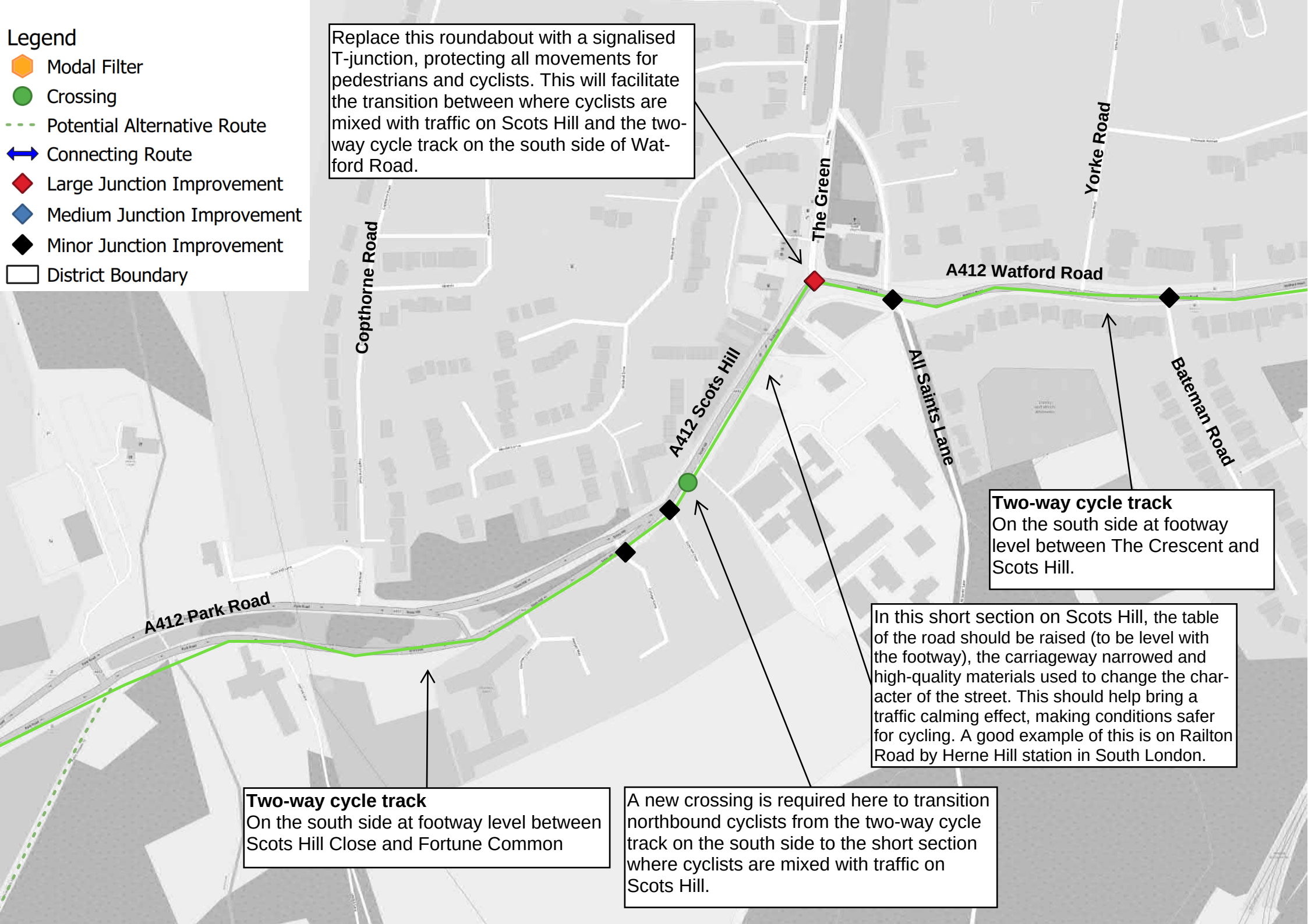

Legend
Modal Filter
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
Two-way cycle track
On the north side of the A412 from Gade Avenue to Cassio Road, re-allocating space from hatching and removing guard railing where necessary. Convert traffic islands into controlled crossings where there are pedestrian desire lines.
Tie in with Watford cycle routes 6 and 17 (cycle track at footway level).
Add a priority crossing across Cassiobury Park Avenue and retain the toucan crossing over the A412.
Redesign these junctions to safely continue the cycle facility over the junction mouth (giving cyclists priority).
Cassiobury Park Avenue
A412 Rickmansworth Road
Park Avenue
Harwoods Road
Metropolitan Station Approach
Gade Avenue
Hagden Road
Redesign junction to be a CYCLOPs style junction, protecting all movements for cyclists and adding priority crossings for pedestrians on all arms.
Whippendell Road
Ascot Road
A short section of shared footway may be required here due to the narrow carriageway.

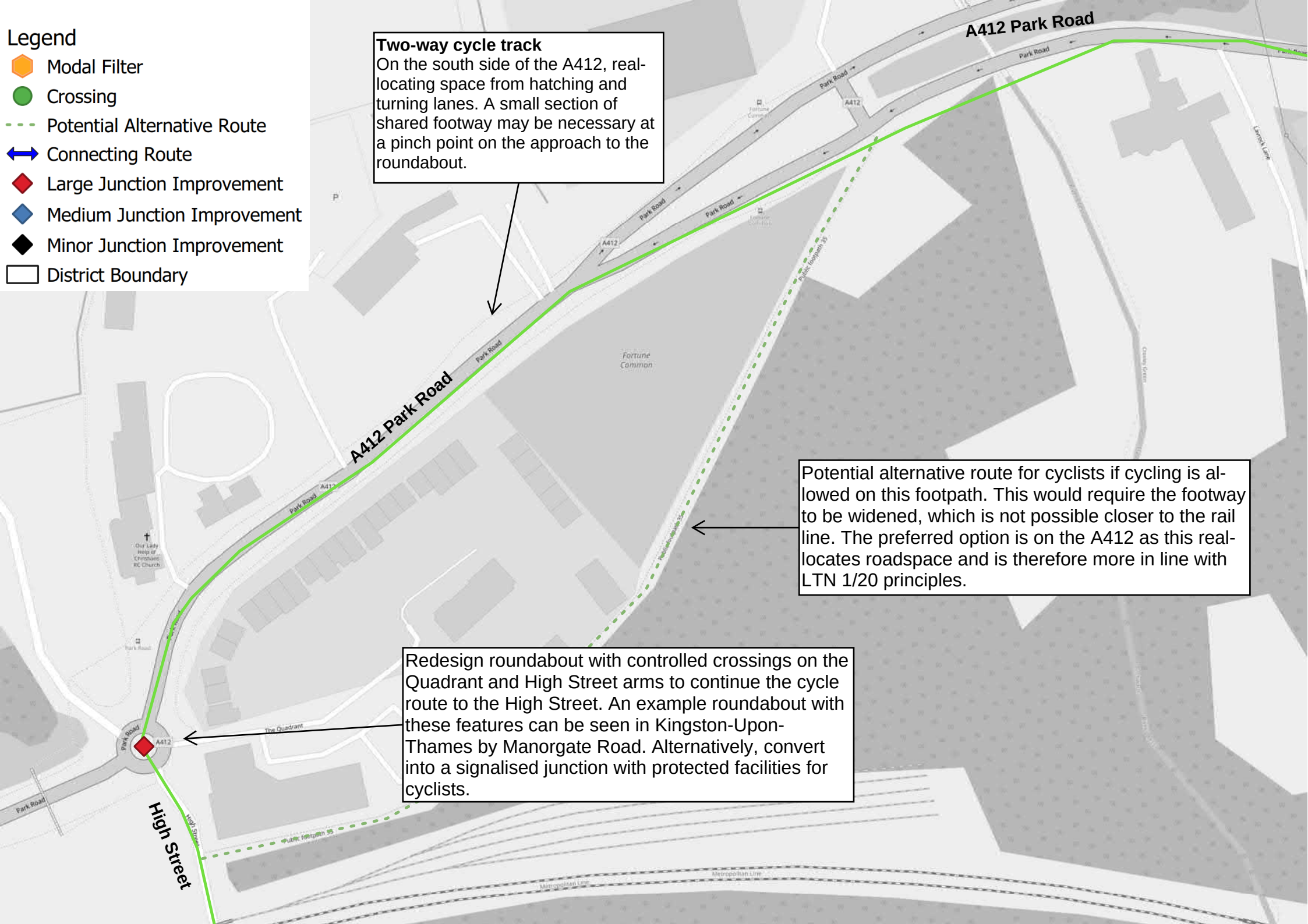

Legend
Modal Filter
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
Two-way cycle track
On the north side of the A412 from Gade Avenue to Cassio Road, reallocating space from hatching and removing guard railing where necessary. Convert traffic islands into controlled crossings where there are pedestrian desire lines.
Upgrade to single stage signal controlled cycle crossing.
Existing toucan connection to shared use path on south side of road, with onward connection to Whippendell Road and Watford LCWIP Cycle Route 2.
Signalised crossings on southern arms of round-about to connect to northern side of Whippendell Road and Watford LCWIP Cycle Route 2.
Gade Avenue
A412 Rickmansworth Road
A412 Rickmansworth Road
Metropolitan Station Approach
Whippendell Road
Ascot Road

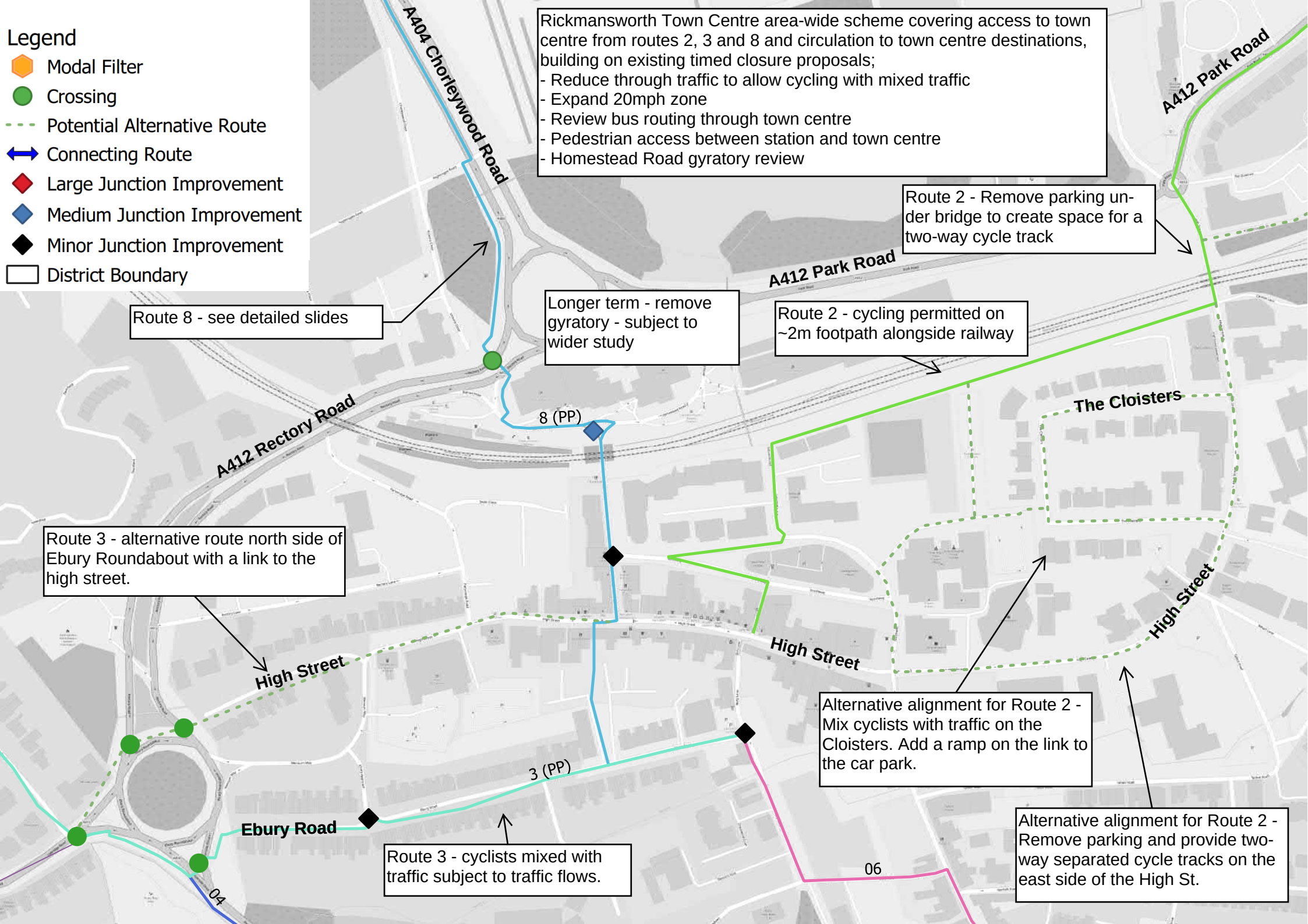

Legend
Modal Filter
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
Two-way cycle track
On the south side at footway level between Ascot Road and Frankland Road.
Upgrade informal crossing to signalised crossing if demand exists.
Upgrade to single stage signal controlled cycle crossing.
Upgrade to single stage signal controlled cycle crossing to provide link to Baldwins Lane.
A412 Rickmansworth Road
A412 Watford Road
Baldwins Lane
018
Ascot Road
Rickmansworth Road
Watford Road
Raven Close
Whippendell Road
Beggars Bush Lane

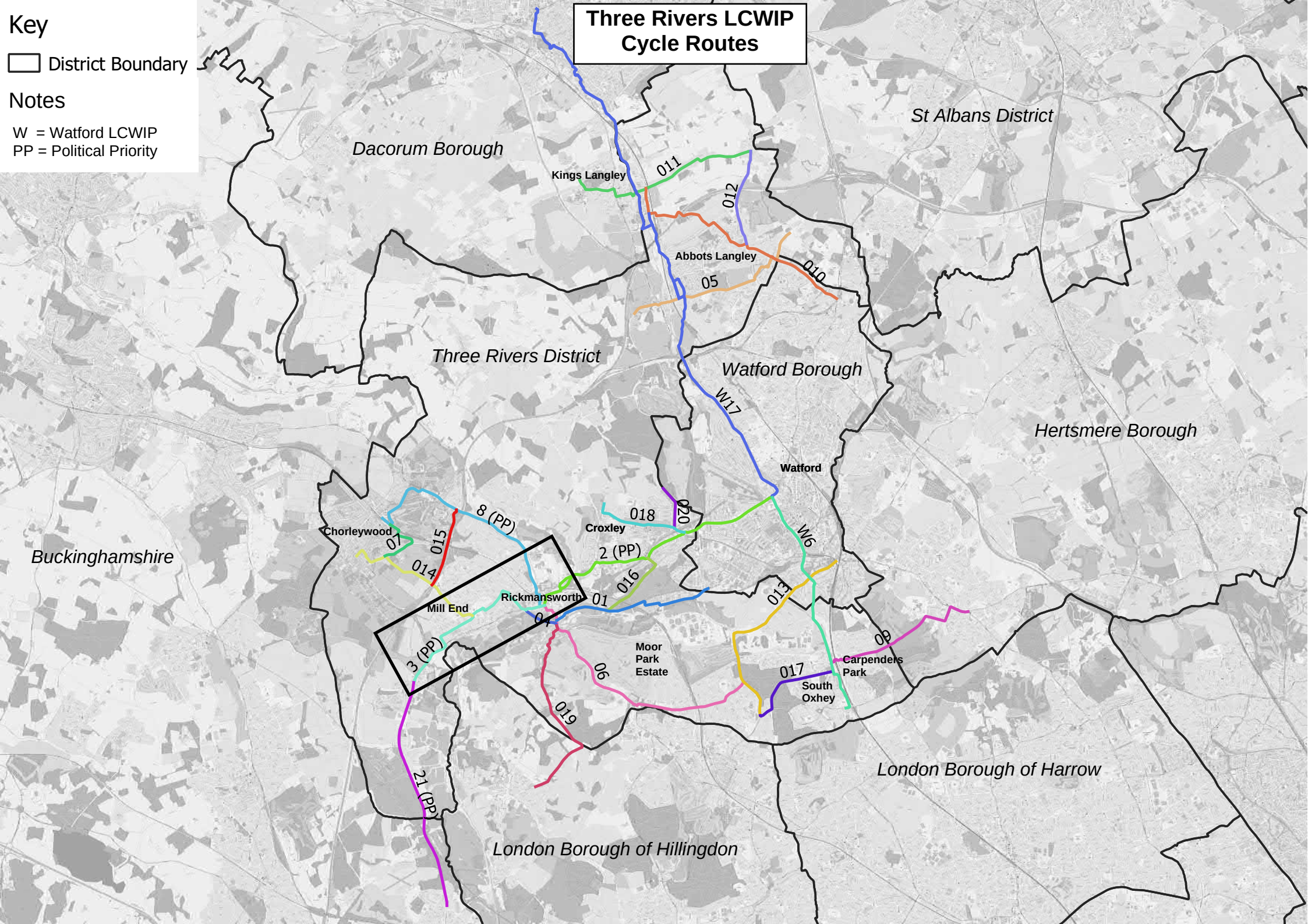

Legend
Modal Filter
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
018
Winton Approach
A412 Watford Road
Sycamore Approach
Sycamore Road
Two-way cycle track
On the south side at footway level between Ascot Road and Frankland Road.
Upgrade pedestrian crossing to signal control.
Winton Drive
A412 Watford Road
Valley Walk
Croxley Station

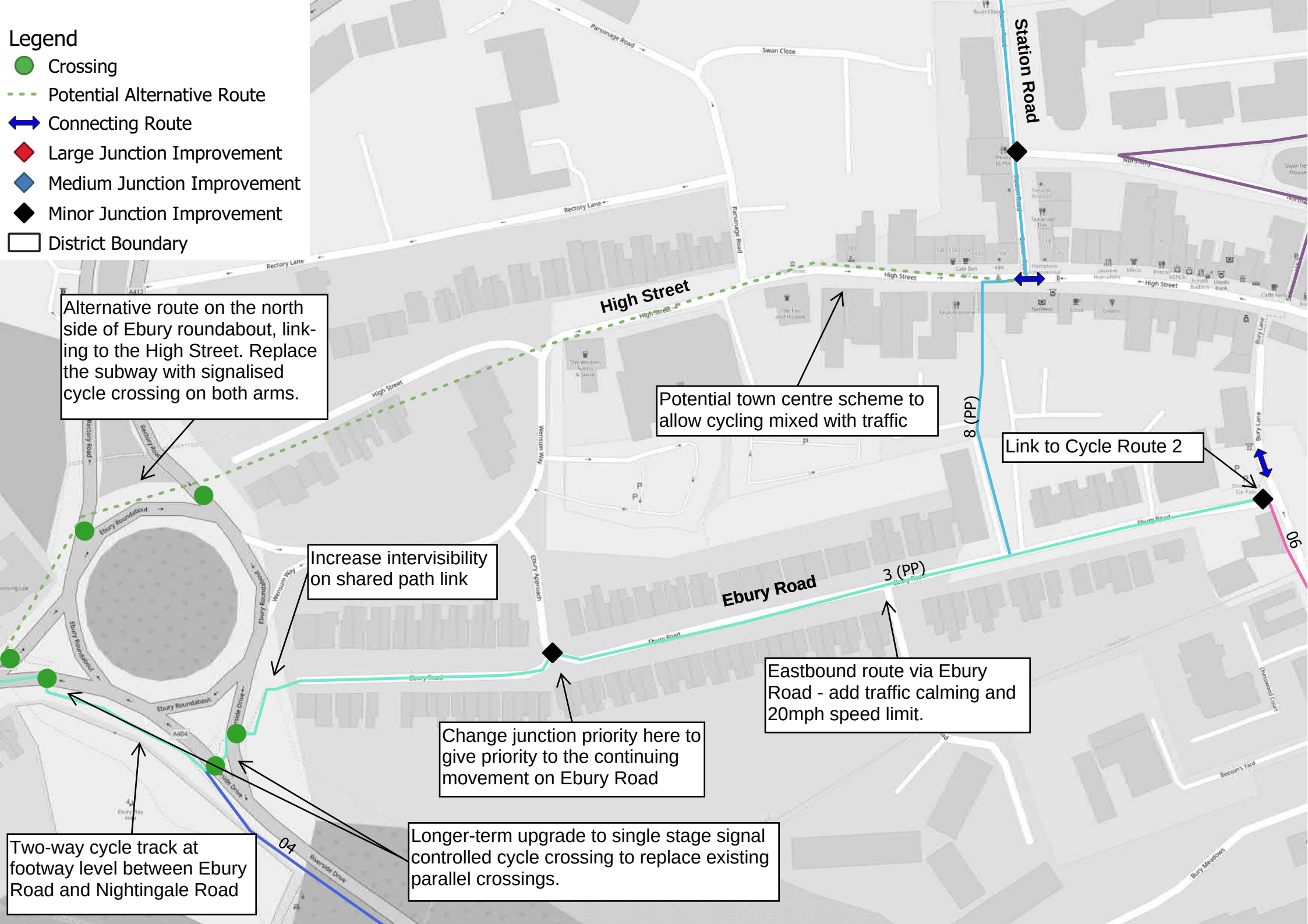

Legend
Modal Filter
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
Between The Crescent and Frankland Road, there is not enough width for a protected two-way cycle track. Here, the table of the road should be raised (to be level with the footway), the carriageway narrowed and high-quality materials used to change the character of the street. This should help bring a traffic calming effect, making conditions safer for cycling. A good example of this is on Railton Road by Herne Hill station in South London.
Potential additional/alternative route via Winton Drive and new crossing of the railway to avoid station frontage.
New Road
Winton Drive
A412 Watford Road
Croxley Station
A412 Watford Road
Two-way cycle track
On the south side at footway level between The Crescent and Scots Hill.
Upgrade pedestrian crossing to signal control.
New controlled crossings are required to help cyclists transition between the two-way cycle facility and the correct side of the carriageway where the provision ends.
Priority crossing over the side road.

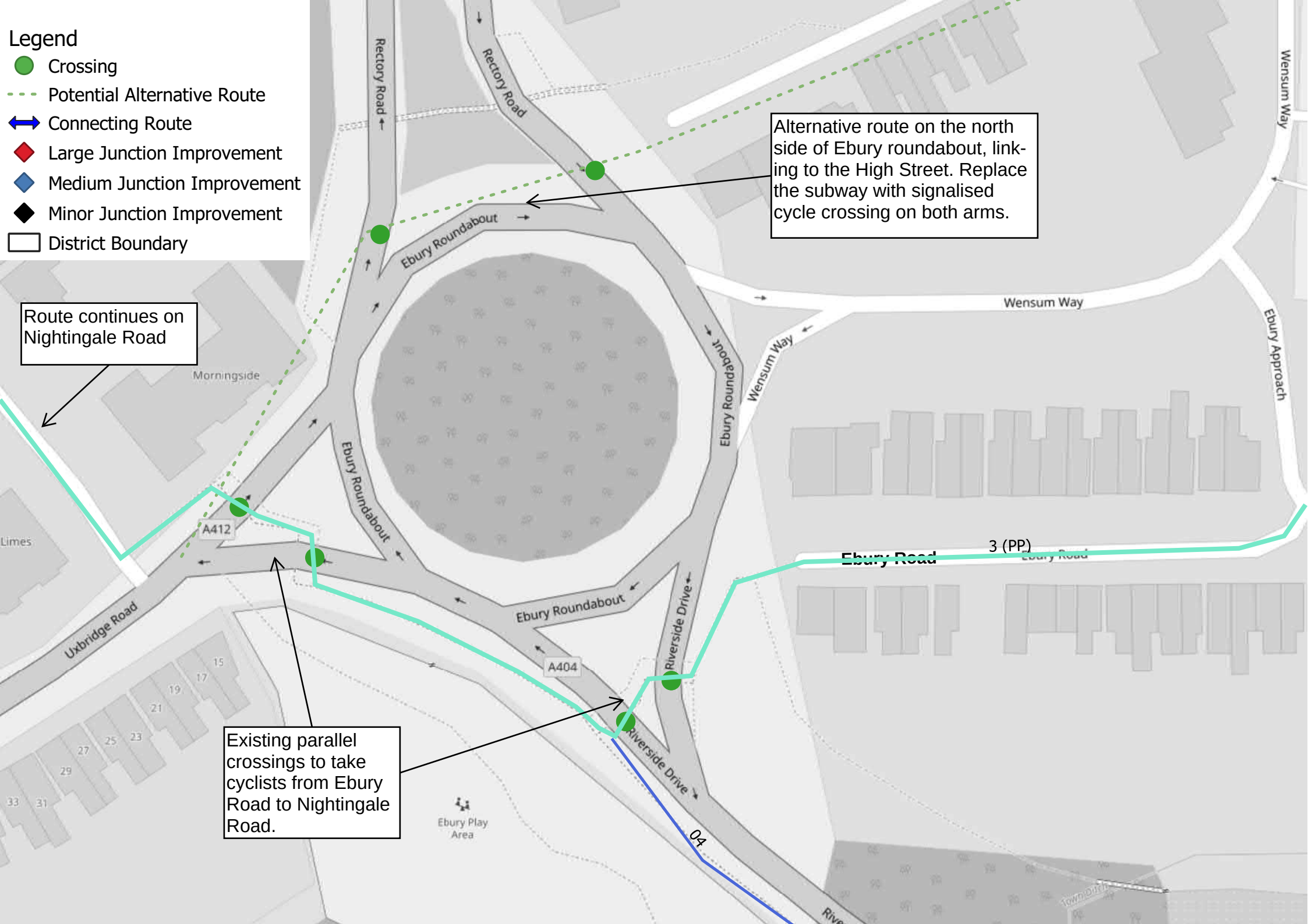

Legend
Modal Filter
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
Replace this roundabout with a signalised T-junction, protecting all movements for pedestrians and cyclists. This will facilitate the transition between where cyclists are mixed with traffic on Scots Hill and the two-way cycle track on the south side of Watford Road.
Copthorne Road
The Green
Yorke Road
A412 Watford Road
A412 Scots Hill
All Saints Lane
Bateman Road
A412 Park Road
Two-way cycle track
On the south side at footway level between The Crescent and Scots Hill.
In this short section on Scots Hill, the table of the road should be raised (to be level with the footway), the carriageway narrowed and high-quality materials used to change the character of the street. This should help bring a traffic calming effect, making conditions safer for cycling. A good example of this is on Railton Road by Herne Hill station in South London.
Two-way cycle track
On the south side at footway level between Scots Hill Close and Fortune Common
A new crossing is required here to transition northbound cyclists from the two-way cycle track on the south side to the short section where cyclists are mixed with traffic on Scots Hill.

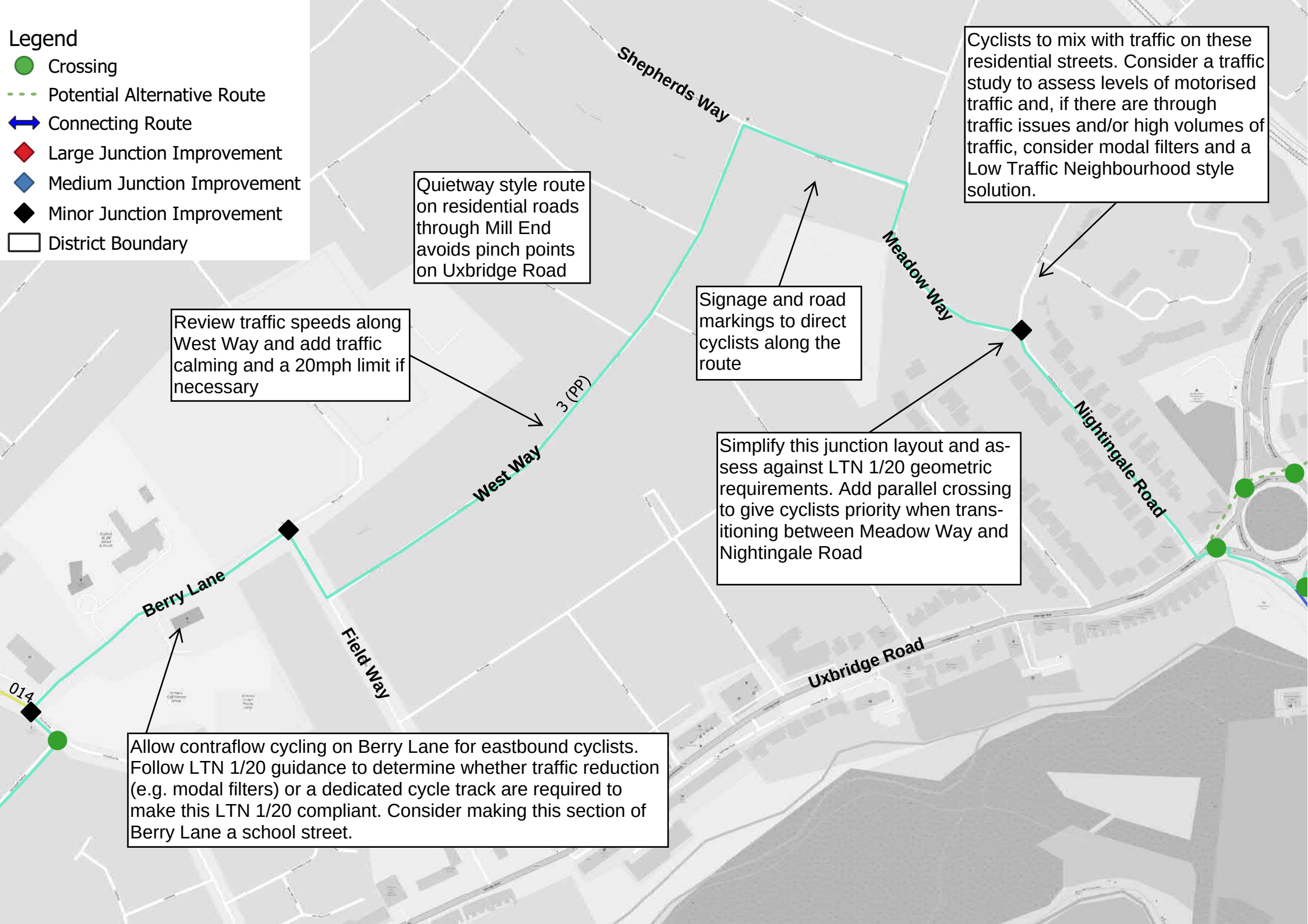

Legend
Modal Filter
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
Two-way cycle track
On the south side of the A412, real-locating space from hatching and turning lanes. A small section of shared footway may be necessary at a pinch point on the approach to the roundabout.
A412 Park Road
Potential alternative route for cyclists if cycling is allowed on this footpath. This would require the footway to be widened, which is not possible closer to the rail line. The preferred option is on the A412 as this real-locates roadspace and is therefore more in line with LTN 1/20 principles.
Redesign roundabout with controlled crossings on the Quadrant and High Street arms to continue the cycle route to the High Street. An example roundabout with these features can be seen in Kingston-Upon-Thames by Manorgate Road. Alternatively, convert into a signalised junction with protected facilities for cyclists.
High Street
Park Road
A412
The Quadrant
Fortune Common
Public footpath 35
Metropolitan Line

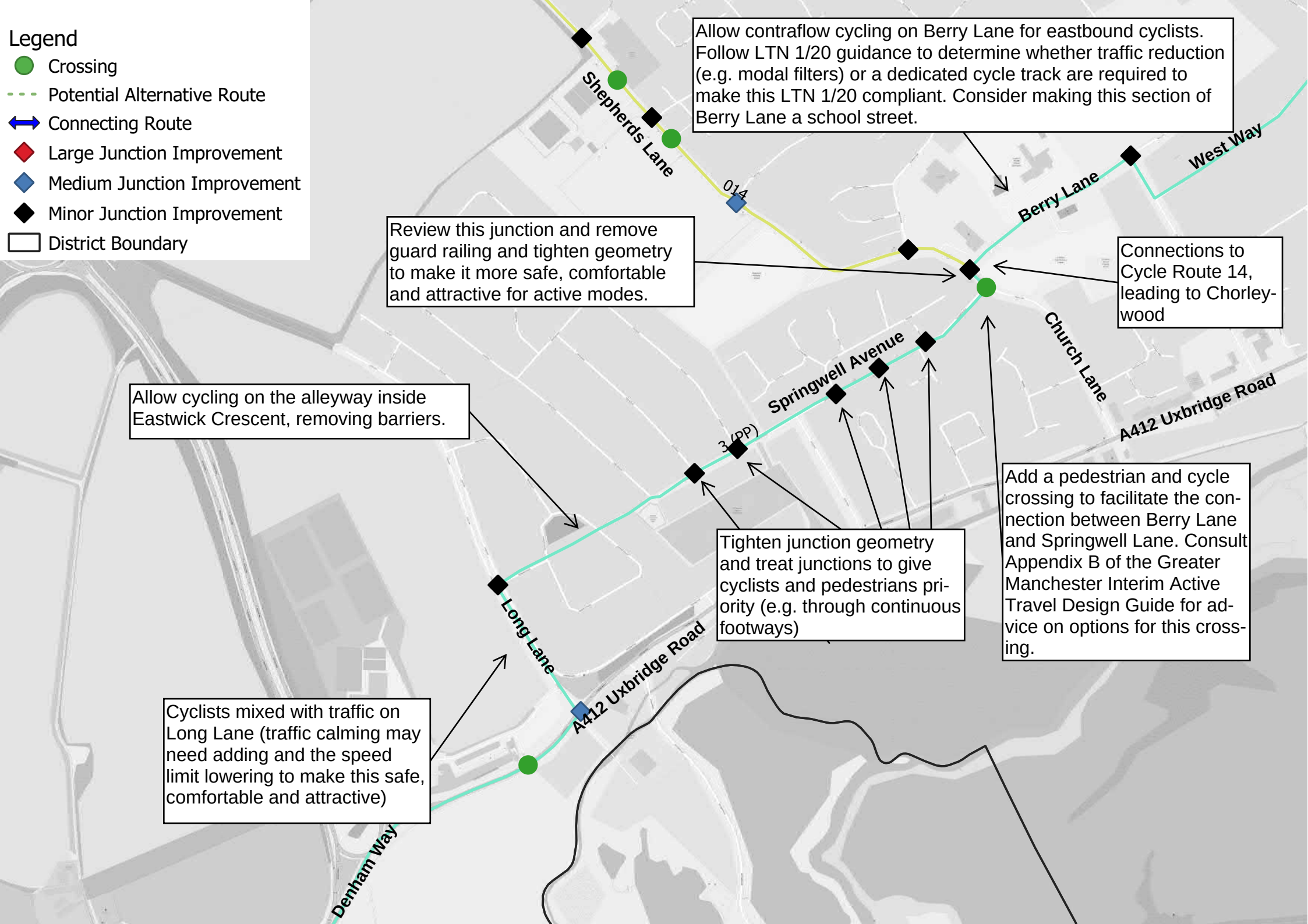

Legend
Modal Filter
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
Rickmansworth Town Centre area-wide scheme covering access to town centre from routes 2, 3 and 8 and circulation to town centre destinations, building on existing timed closure proposals;
- Reduce through traffic to allow cycling with mixed traffic
- Expand 20mph zone
- Review bus routing through town centre
- Pedestrian access between station and town centre
- Homestead Road gyratory review
A404 Chorleywood Road
A412 Park Road
Route 2 - Remove parking under bridge to create space for a two-way cycle track
Route 8 - see detailed slides
Longer term - remove gyratory - subject to wider study
A412 Park Road
Route 2 - cycling permitted on ~2m footpath alongside railway
A412 Rectory Road
8 (PP)
The Cloisters
Route 3 - alternative route north side of Ebury Roundabout with a link to the high street.
High Street
High Street
High Street
Alternative alignment for Route 2 - Mix cyclists with traffic on the Cloisters. Add a ramp on the link to the car park.
3 (PP)
Ebury Road
Route 3 - cyclists mixed with traffic subject to traffic flows.
06
04
Alternative alignment for Route 2 - Remove parking and provide two-way separated cycle tracks on the east side of the High St.

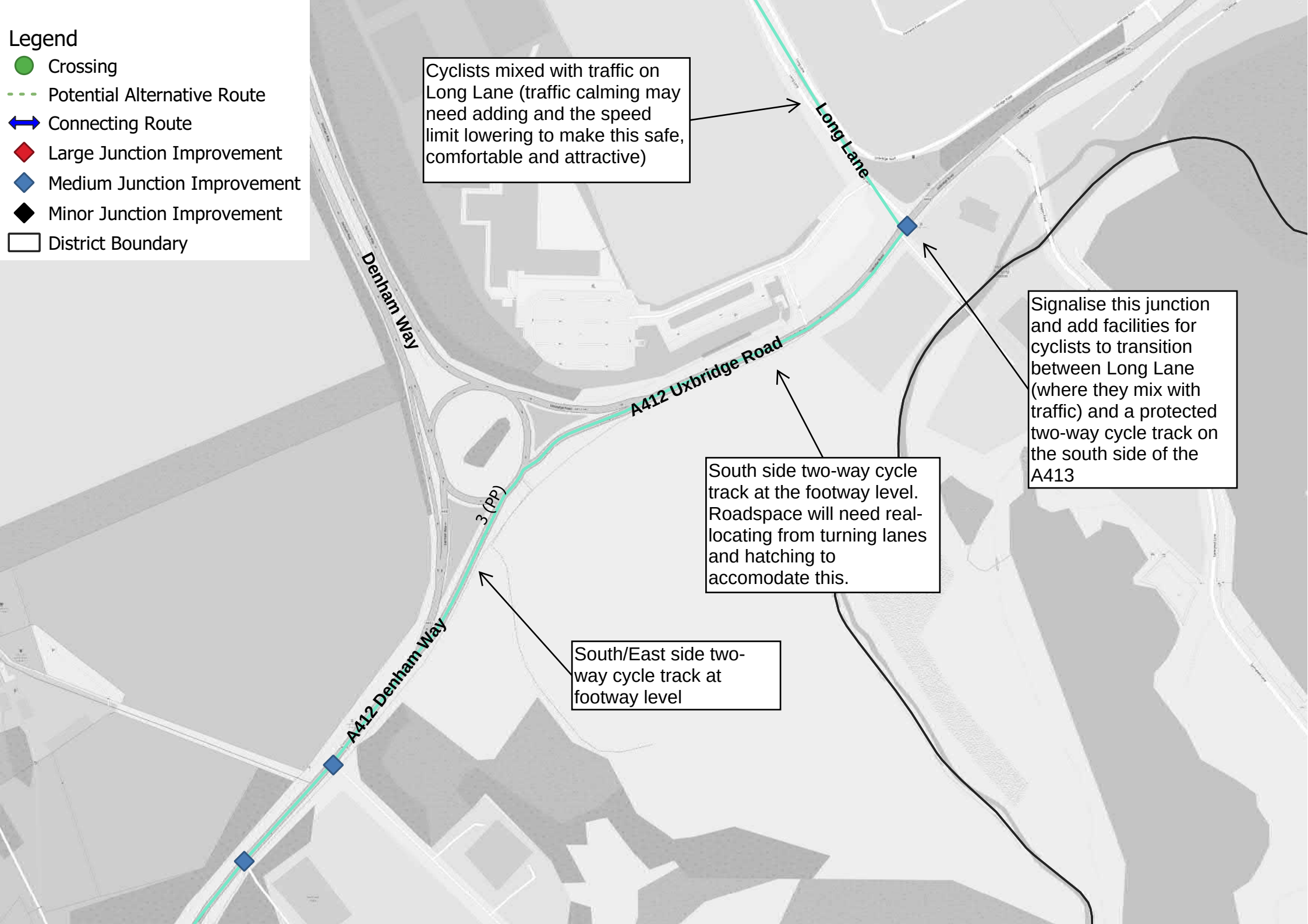

Three Rivers LCWIP
Cycle Routes
Key
District Boundary
Notes
W = Watford LCWIP
PP = Political Priority
Dacorum Borough
St Albans District
Three Rivers District
Watford Borough
Hertsmere Borough
Buckinghamshire
London Borough of Harrow
London Borough of Hillingdon
Kings Langley
Abbots Langley
Chorleywood
Croxley
Watford
Rickmansworth
Mill End
Moor Park Estate
Carpenders Park
South Oxhey
011
012
010
05
W17
W6
018
020
8 (PP)
015
07
014
2 (PP)
016
01
04
3 (PP)
06
019
013
09
017
21 (PP)

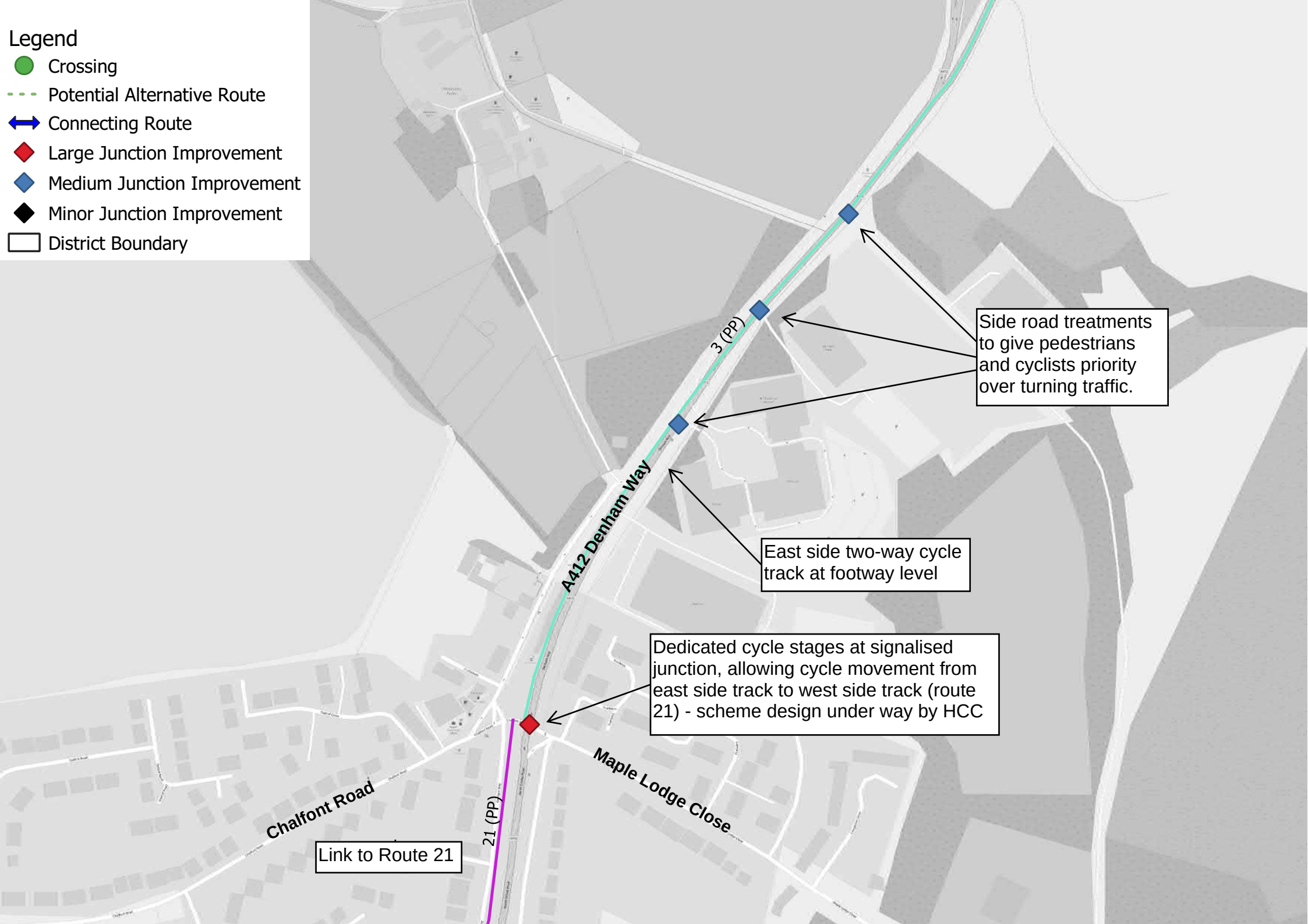

Legend
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
Alternative route on the north side of Ebury roundabout, linking to the High Street. Replace the subway with signalised cycle crossing on both arms.
Potential town centre scheme to allow cycling mixed with traffic
Link to Cycle Route 2
Increase intervisibility on shared path link
Change junction priority here to give priority to the continuing movement on Ebury Road
Eastbound route via Ebury Road - add traffic calming and 20mph speed limit.
Two-way cycle track at footway level between Ebury Road and Nightingale Road
Longer-term upgrade to single stage signal controlled cycle crossing to replace existing parallel crossings.
Station Road
High Street
Ebury Road
Ebury Roundabout
Rectory Lane
Parsonage Road
Swan Close
Wensum Way
Ebury Approach
Riverside Drive
Bury Lane
8 (PP)
3 (PP)
06
04

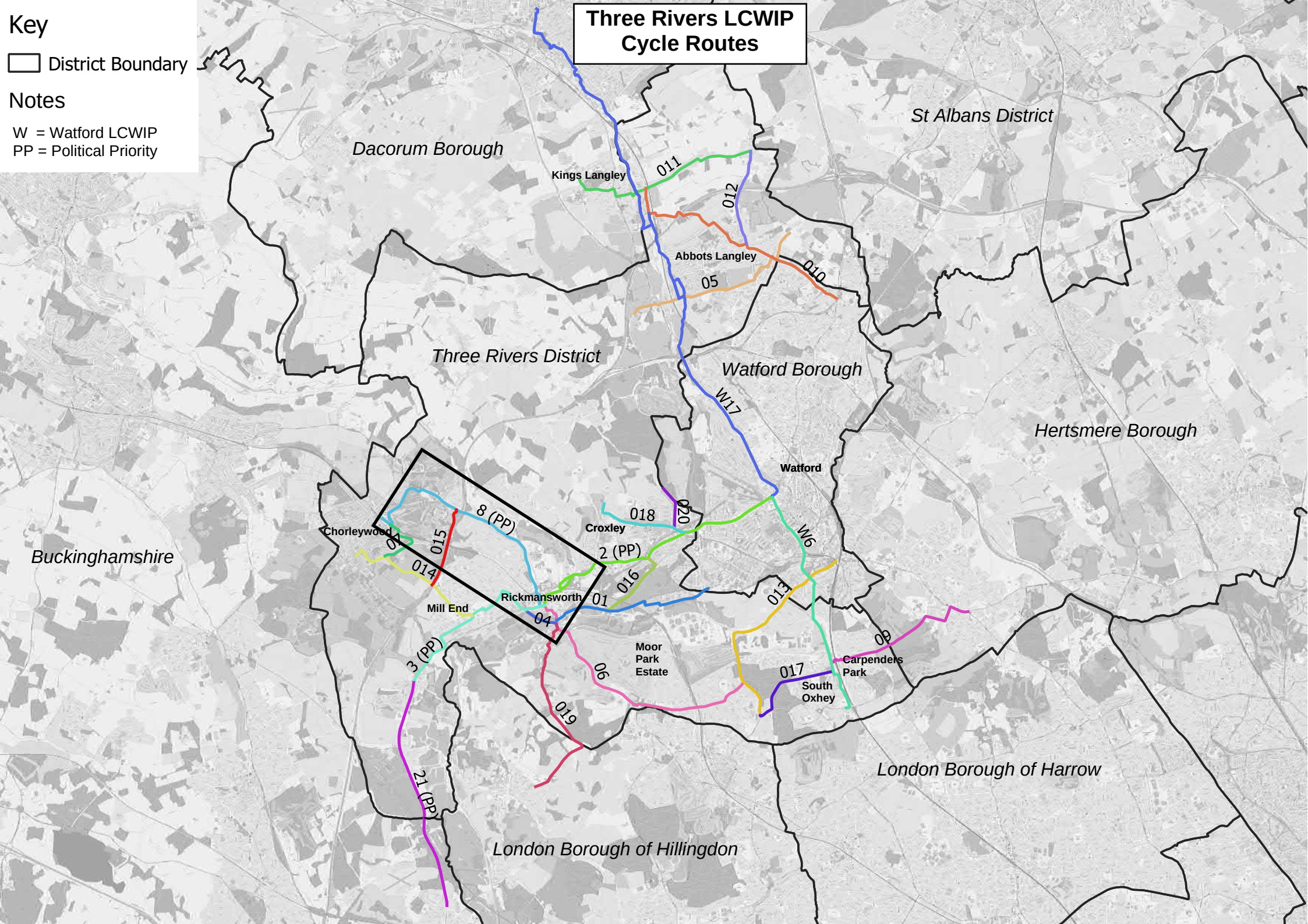

Legend
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
Alternative route on the north side of Ebury roundabout, linking to the High Street. Replace the subway with signalised cycle crossing on both arms.
Route continues on Nightingale Road
Existing parallel crossings to take cyclists from Ebury Road to Nightingale Road.
Rectory Road
Ebury Roundabout
Wensum Way
Ebury Approach
Morningside
A412
Uxbridge Road
A404
Riverside Drive
Ebury Road
3 (PP)
Ebury Play Area
04

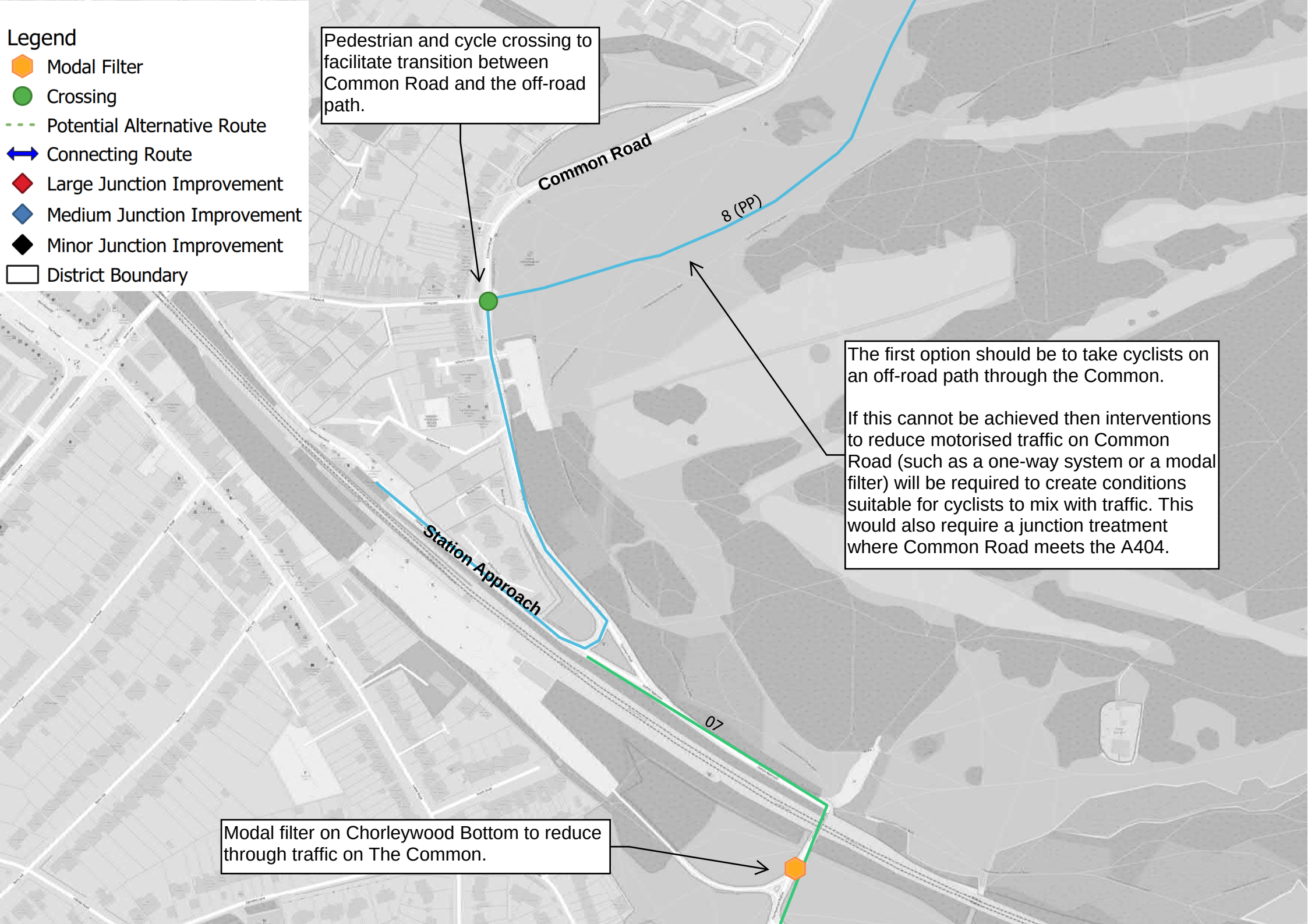

Legend
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
Shepherds Way
Quietway style route on residential roads through Mill End avoids pinch points on Uxbridge Road
Cyclists to mix with traffic on these residential streets. Consider a traffic study to assess levels of motorised traffic and, if there are through traffic issues and/or high volumes of traffic, consider modal filters and a Low Traffic Neighbourhood style solution.
Meadow Way
Signage and road markings to direct cyclists along the route
Review traffic speeds along West Way and add traffic calming and a 20mph limit if necessary
3 (PP)
West Way
Simplify this junction layout and assess against LTN 1/20 geometric requirements. Add parallel crossing to give cyclists priority when transitioning between Meadow Way and Nightingale Road
Nightingale Road
Berry Lane
Field Way
Uxbridge Road
014
Allow contraflow cycling on Berry Lane for eastbound cyclists. Follow LTN 1/20 guidance to determine whether traffic reduction (e.g. modal filters) or a dedicated cycle track are required to make this LTN 1/20 compliant. Consider making this section of Berry Lane a school street.

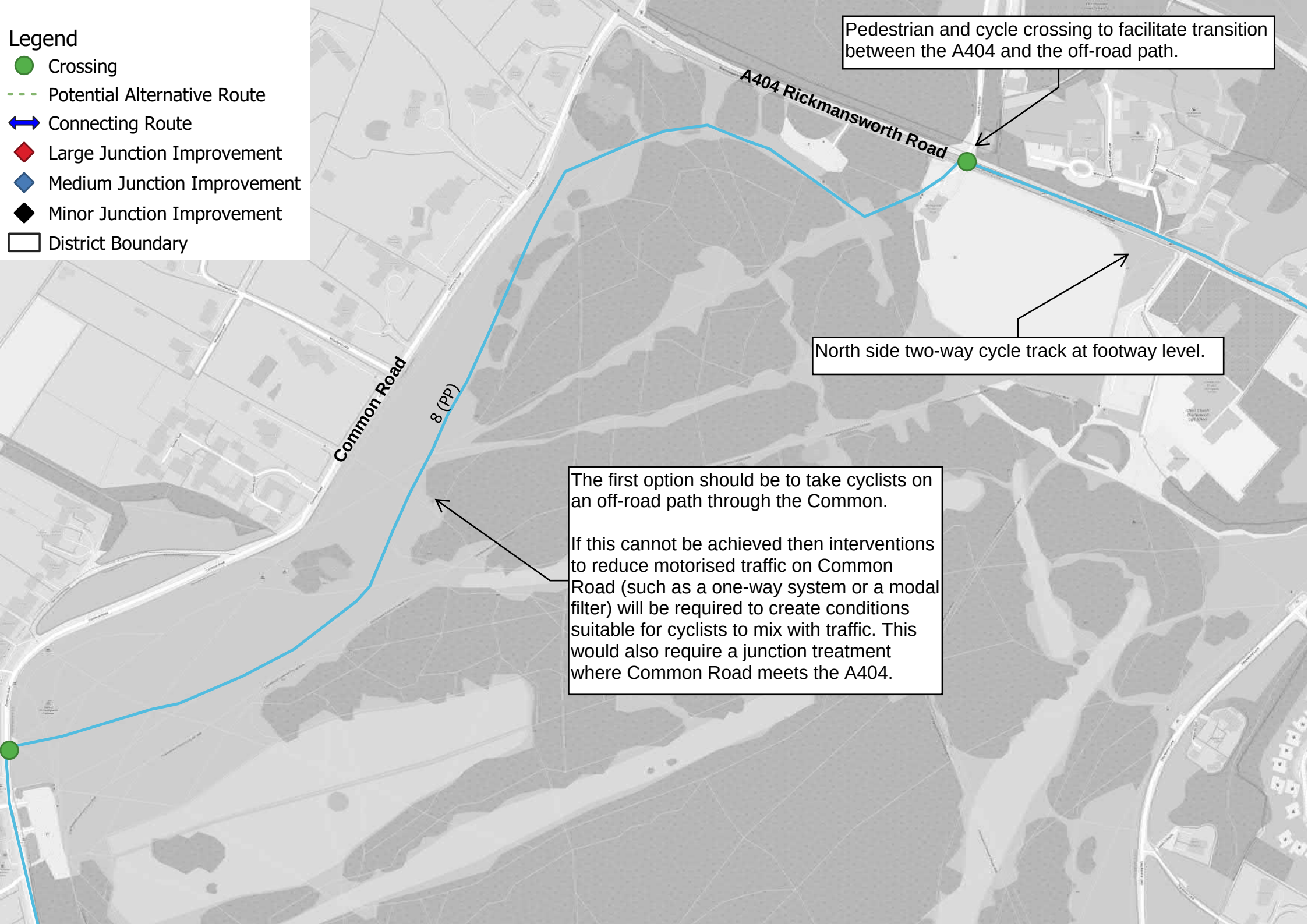

Legend
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
Allow contraflow cycling on Berry Lane for eastbound cyclists. Follow LTN 1/20 guidance to determine whether traffic reduction (e.g. modal filters) or a dedicated cycle track are required to make this LTN 1/20 compliant. Consider making this section of Berry Lane a school street.
Review this junction and remove guard railing and tighten geometry to make it more safe, comfortable and attractive for active modes.
Connections to Cycle Route 14, leading to Chorley-wood
Allow cycling on the alleyway inside Eastwick Crescent, removing barriers.
Tighten junction geometry and treat junctions to give cyclists and pedestrians priority (e.g. through continuous footways)
Add a pedestrian and cycle crossing to facilitate the connection between Berry Lane and Springwell Lane. Consult Appendix B of the Greater Manchester Interim Active Travel Design Guide for advice on options for this crossing.
Cyclists mixed with traffic on Long Lane (traffic calming may need adding and the speed limit lowering to make this safe, comfortable and attractive)
Shepherds Lane
014
Berry Lane
West Way
Springwell Avenue
3 (PP)
Church Lane
A412 Uxbridge Road
Long Lane
A412 Uxbridge Road
Denham Way

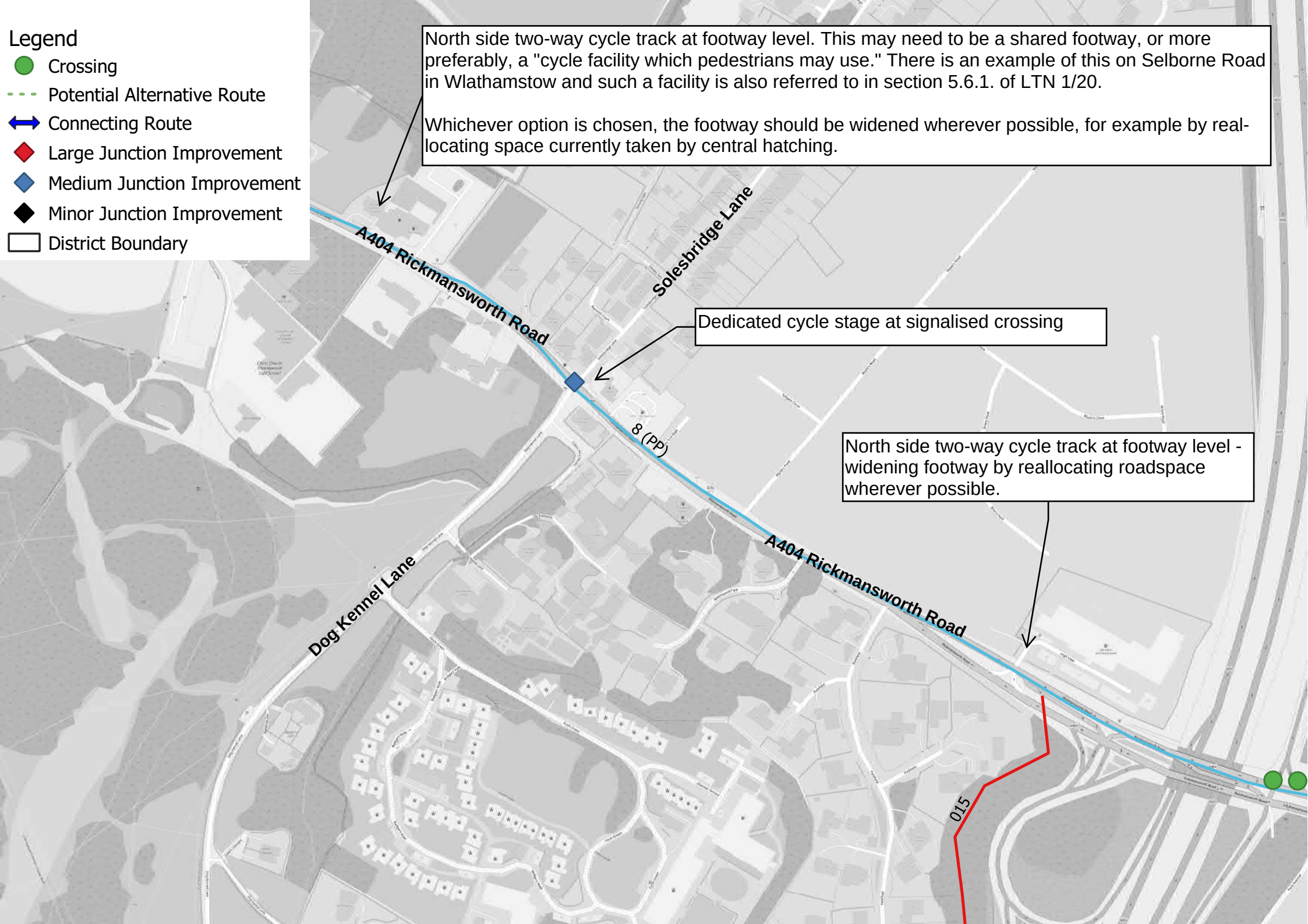

Legend
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
Cyclists mixed with traffic on Long Lane (traffic calming may need adding and the speed limit lowering to make this safe, comfortable and attractive)
Long Lane
Denham Way
A412 Uxbridge Road
3 (PP)
A412 Denham Way
Signalise this junction and add facilities for cyclists to transition between Long Lane (where they mix with traffic) and a protected two-way cycle track on the south side of the A413
South side two-way cycle track at the footway level. Roadspace will need real-locating from turning lanes and hatching to accomodate this.
South/East side two-way cycle track at footway level

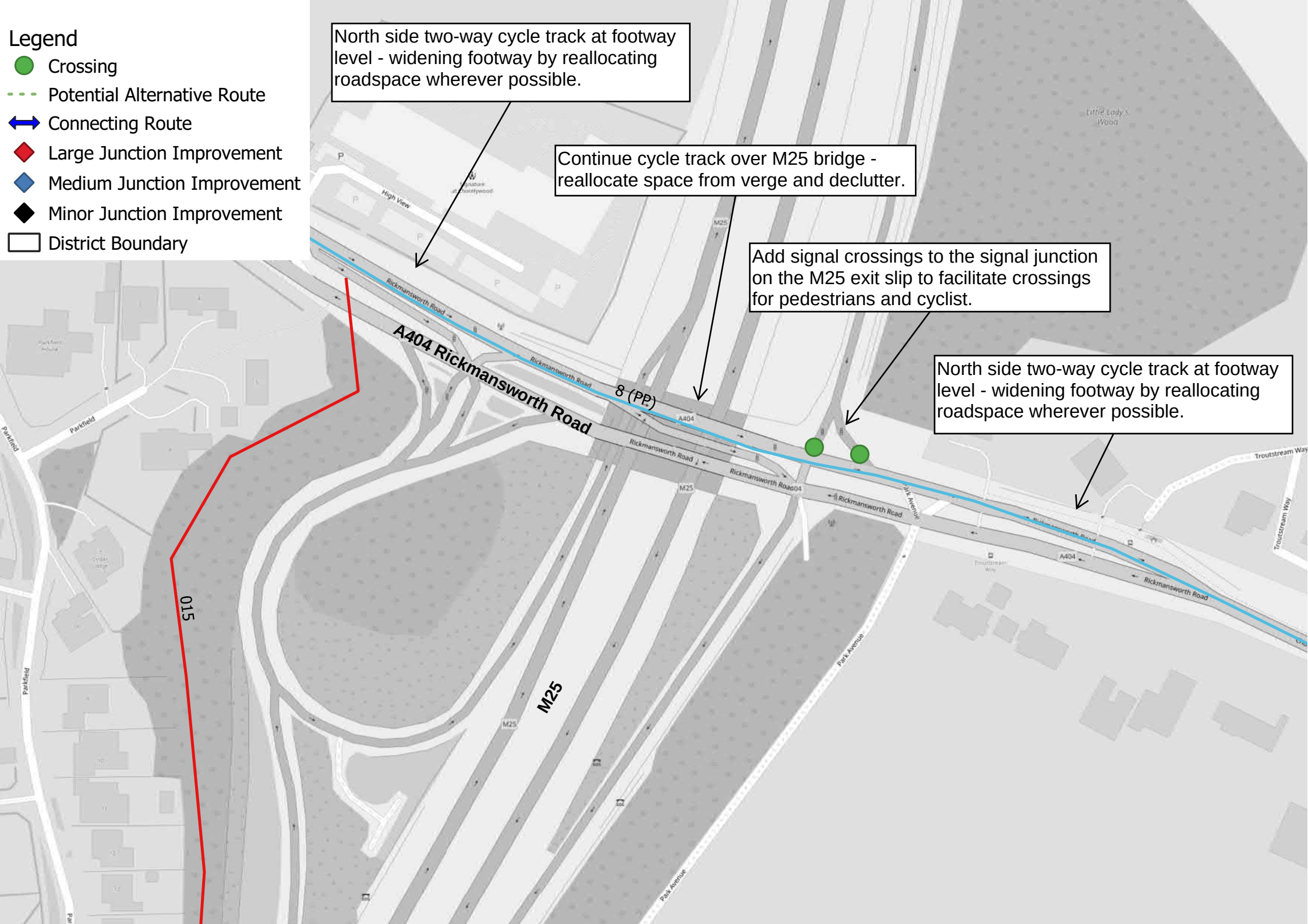

Legend
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
3 (PP)
Side road treatments to give pedestrians and cyclists priority over turning traffic.
A412 Denham Way
East side two-way cycle track at footway level
Dedicated cycle stages at signalised junction, allowing cycle movement from east side track to west side track (route 21) - scheme design under way by HCC
Maple Lodge Close
Chalfont Road
21 (PP)
Link to Route 21

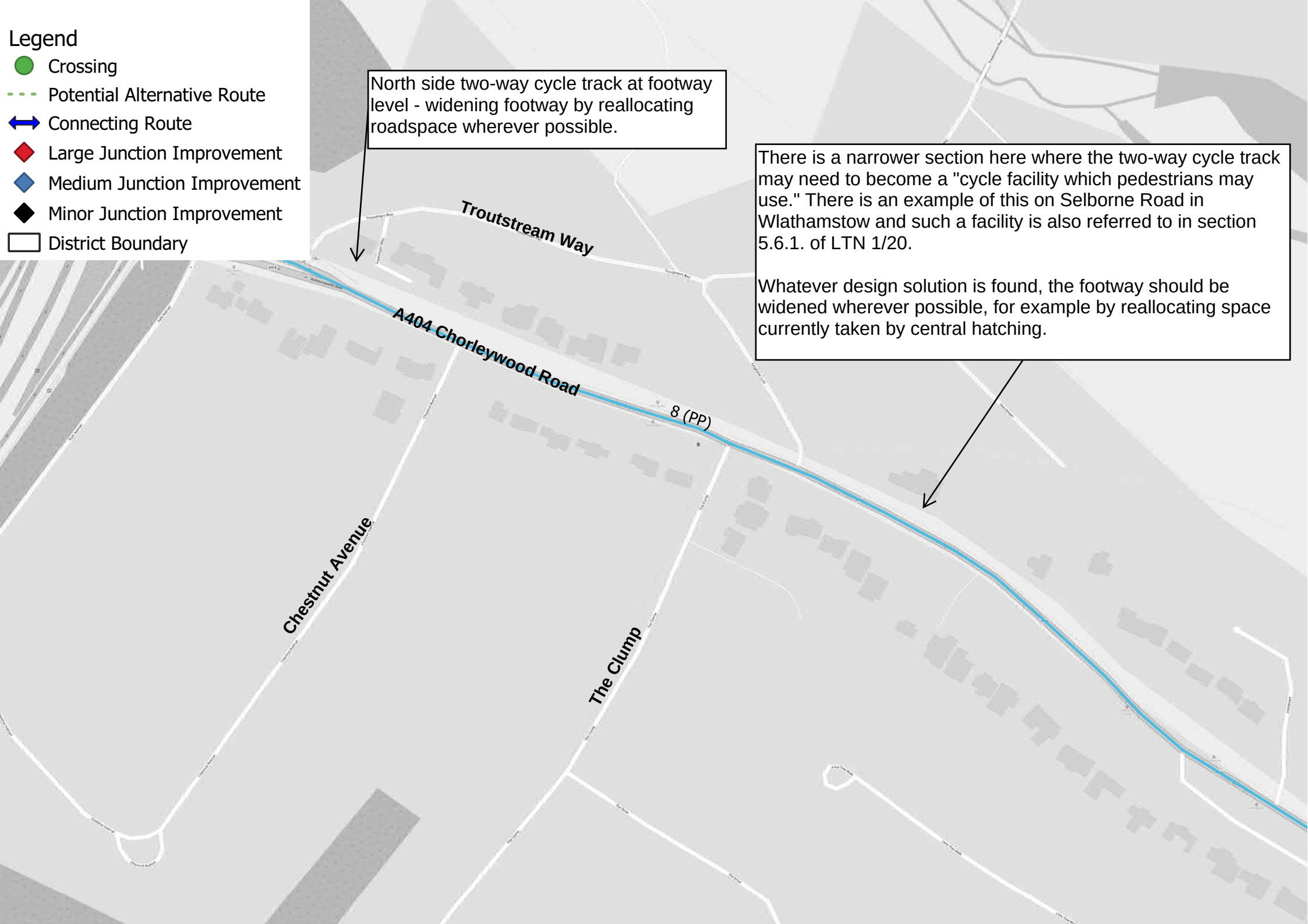

Three Rivers LCWIP
Cycle Routes
Key
District Boundary
Notes
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PP = Political Priority
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St Albans District
Three Rivers District
Watford Borough
Hertsmere Borough
Buckinghamshire
London Borough of Harrow
London Borough of Hillingdon
Kings Langley
Abbots Langley
Chorleywood
Croxley
Watford
Rickmansworth
Mill End
Moor Park Estate
Carpenders Park
South Oxhey
011
012
010
05
W17
W6
018
020
8 (PP)
015
014
2 (PP)
016
01
04
013
09
017
06
019
3 (PP)
21 (PP)

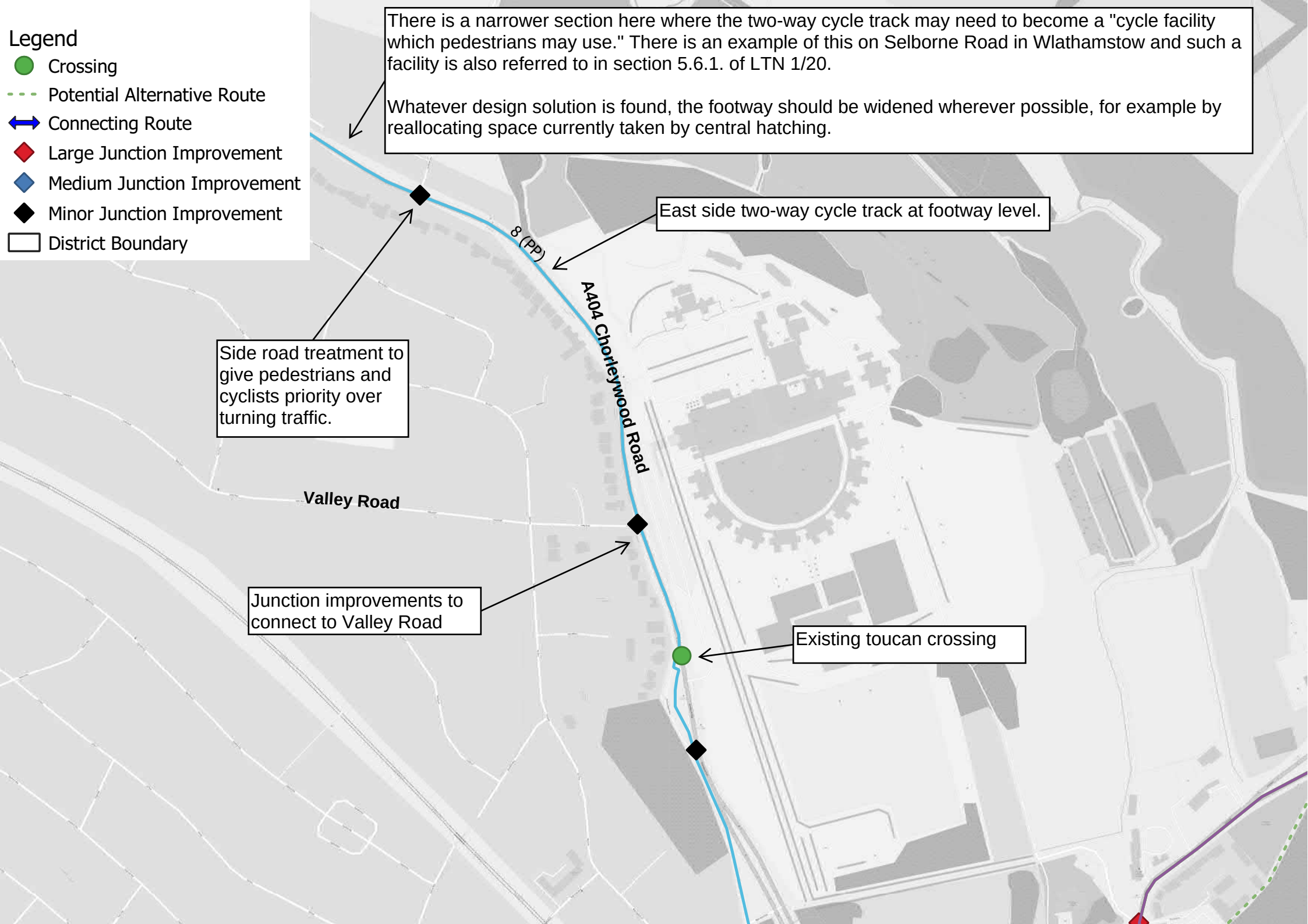

Legend
Modal Filter
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
Pedestrian and cycle crossing to facilitate transition between Common Road and the off-road path.
Common Road
8 (PP)
The first option should be to take cyclists on an off-road path through the Common.
If this cannot be achieved then interventions to reduce motorised traffic on Common Road (such as a one-way system or a modal filter) will be required to create conditions suitable for cyclists to mix with traffic. This would also require a junction treatment where Common Road meets the A404.
Station Approach
07
Modal filter on Chorleywood Bottom to reduce through traffic on The Common.

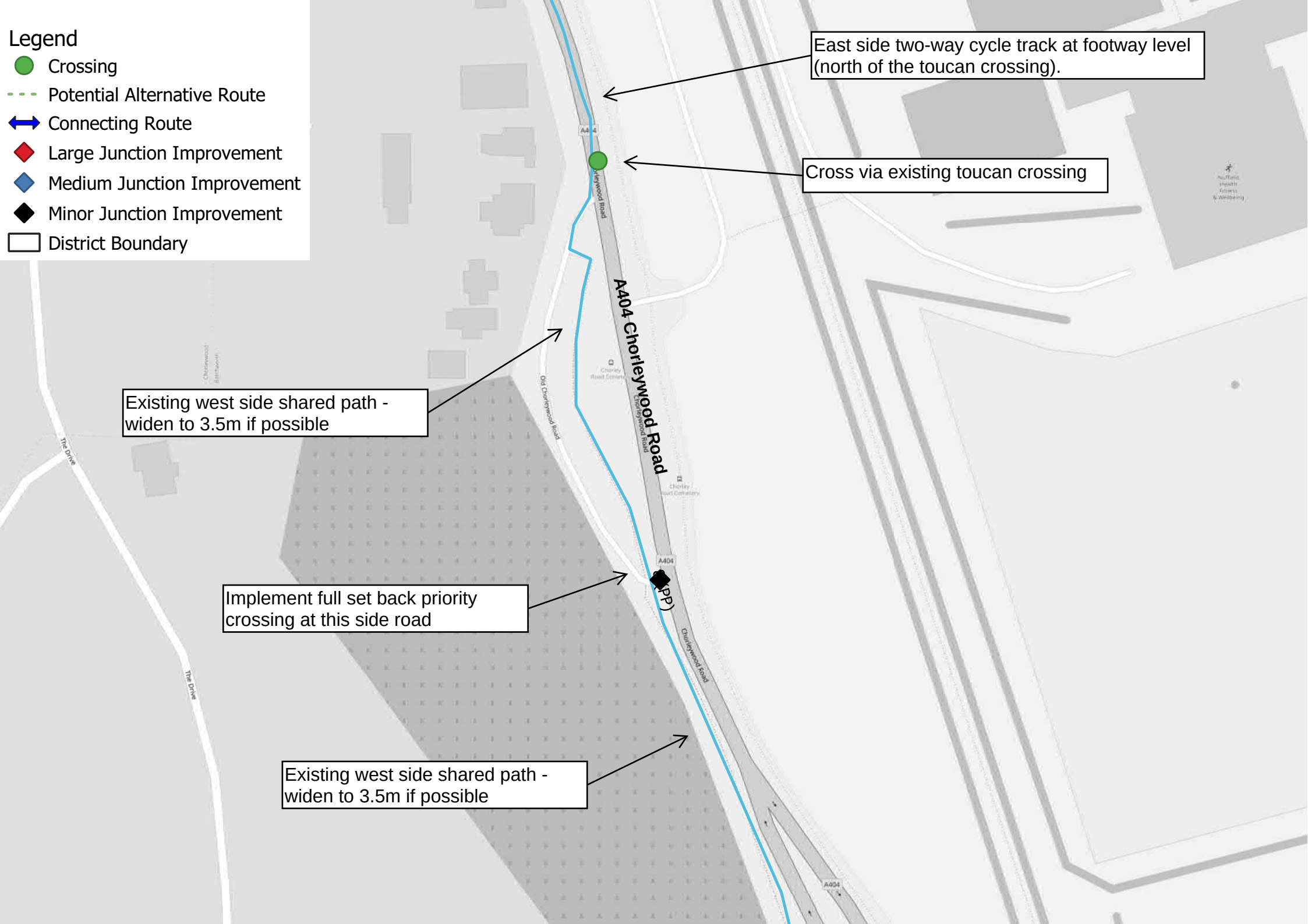

Legend
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
A404 Rickmansworth Road
Common Road
8 (PP)
Pedestrian and cycle crossing to facilitate transition between the A404 and the off-road path.
North side two-way cycle track at footway level.
The first option should be to take cyclists on an off-road path through the Common.
If this cannot be achieved then interventions to reduce motorised traffic on Common Road (such as a one-way system or a modal filter) will be required to create conditions suitable for cyclists to mix with traffic. This would also require a junction treatment where Common Road meets the A404.

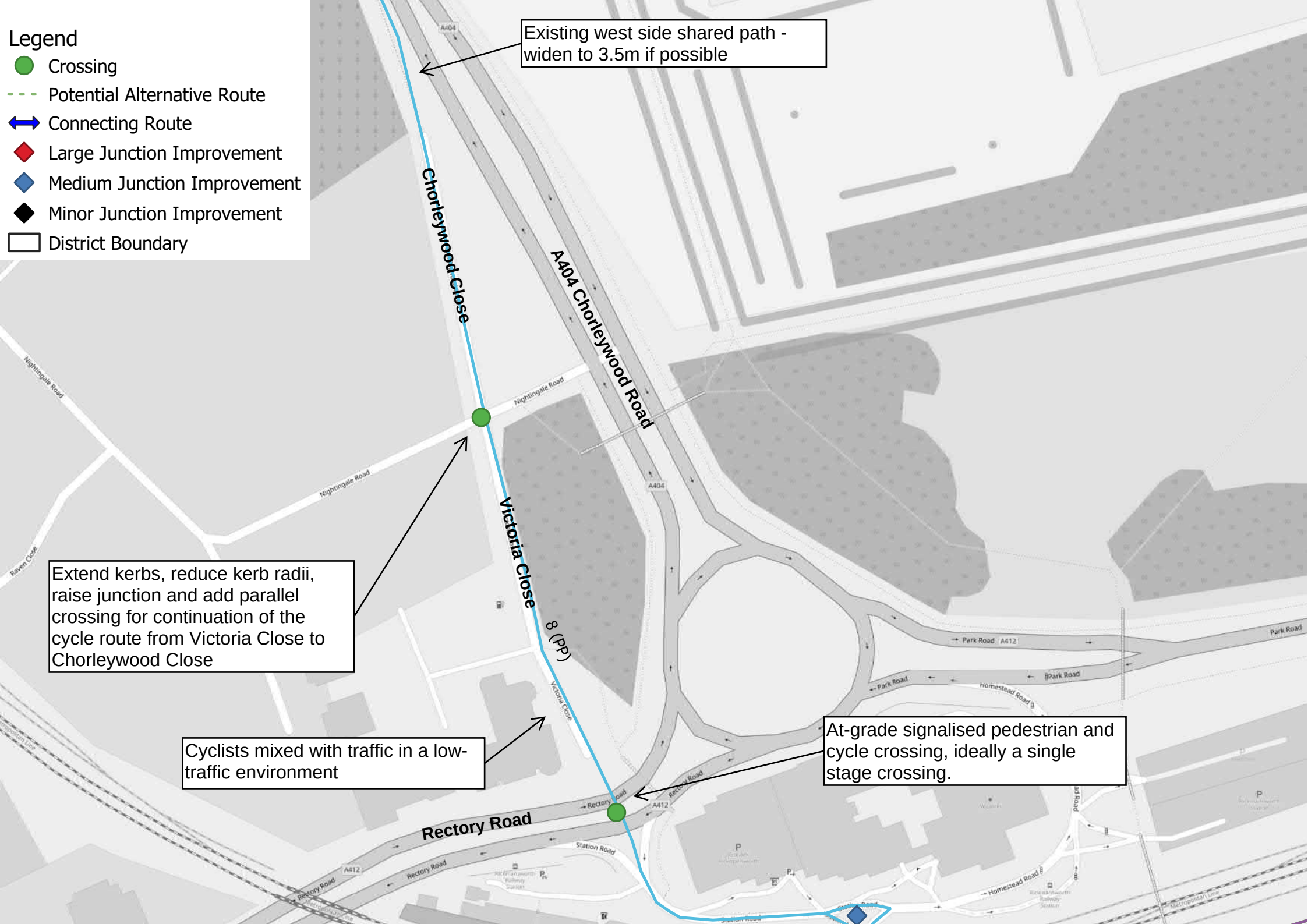

Legend
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
North side two-way cycle track at footway level. This may need to be a shared footway, or more preferably, a "cycle facility which pedestrians may use." There is an example of this on Selborne Road in Wlathamstow and such a facility is also referred to in section 5.6.1. of LTN 1/20.
Whichever option is chosen, the footway should be widened wherever possible, for example by real-locating space currently taken by central hatching.
A404 Rickmansworth Road
Solesbridge Lane
Dedicated cycle stage at signalised crossing
8 (PP)
North side two-way cycle track at footway level - widening footway by reallocating roadspace wherever possible.
A404 Rickmansworth Road
Dog Kennel Lane
015

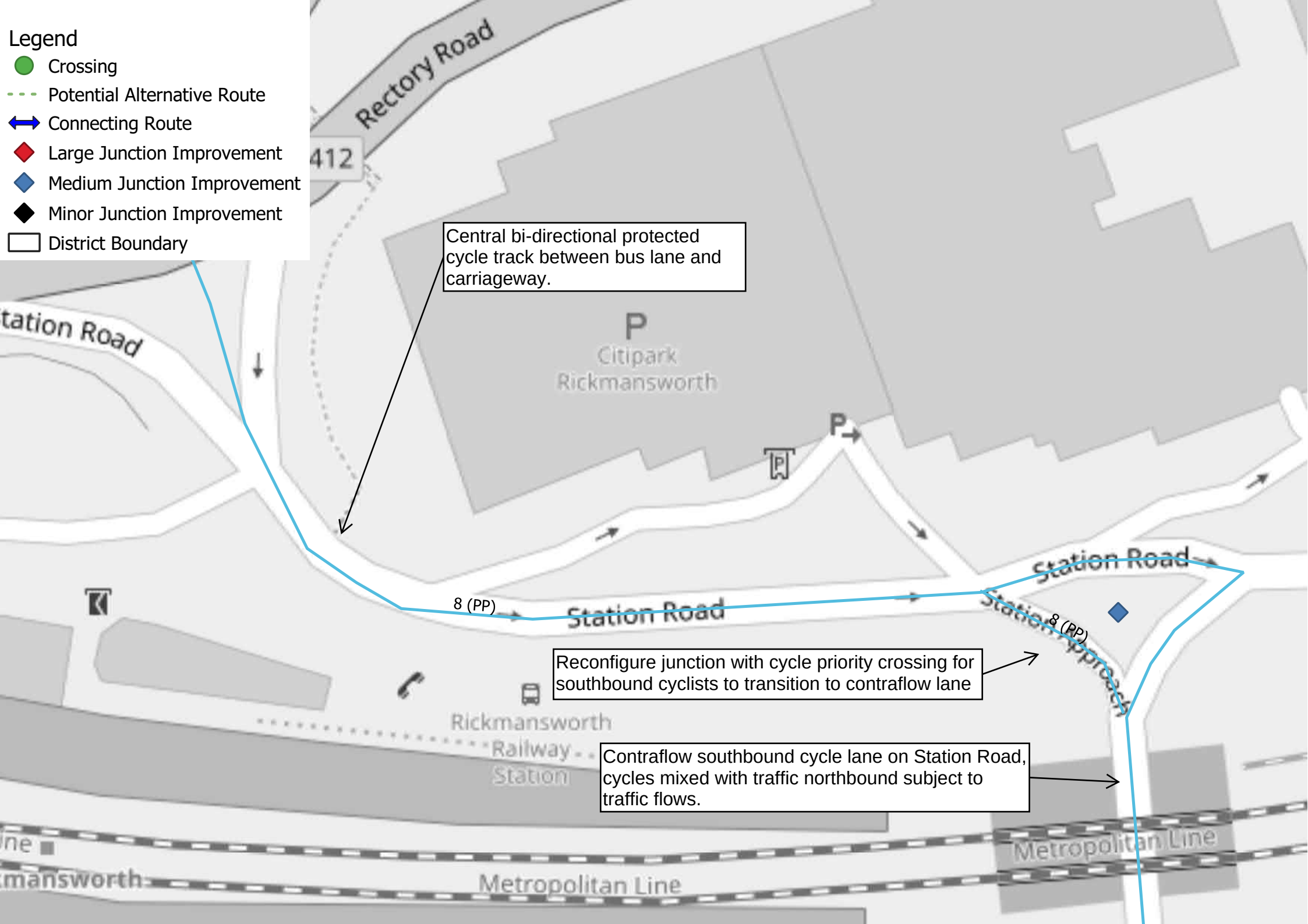

Legend
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
North side two-way cycle track at footway level - widening footway by reallocating roadspace wherever possible.
Continue cycle track over M25 bridge - reallocate space from verge and declutter.
Add signal crossings to the signal junction on the M25 exit slip to facilitate crossings for pedestrians and cyclist.
North side two-way cycle track at footway level - widening footway by reallocating roadspace wherever possible.
A404 Rickmansworth Road
8 (PP)
015
M25
Rickmansworth Road
Parkfield
Park Avenue
Troutstream Way
High View
A404
M25

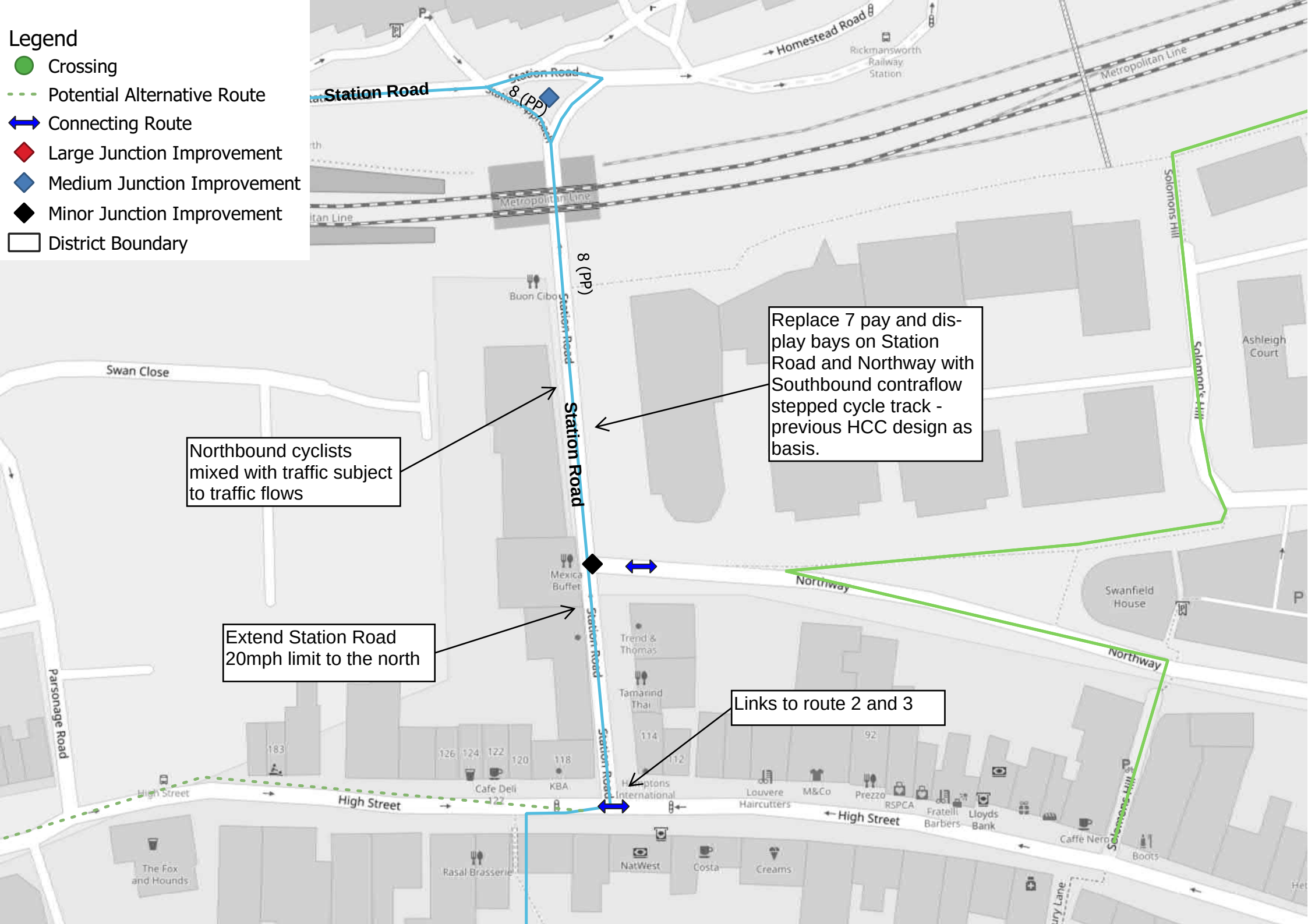

Legend
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
North side two-way cycle track at footway level - widening footway by reallocating roadspace wherever possible.
There is a narrower section here where the two-way cycle track may need to become a "cycle facility which pedestrians may use." There is an example of this on Selborne Road in Wlathamstow and such a facility is also referred to in section 5.6.1. of LTN 1/20.
Whatever design solution is found, the footway should be widened wherever possible, for example by reallocating space currently taken by central hatching.
Troutstream Way
A404 Chorleywood Road
8 (PP)
Chestnut Avenue
The Clump

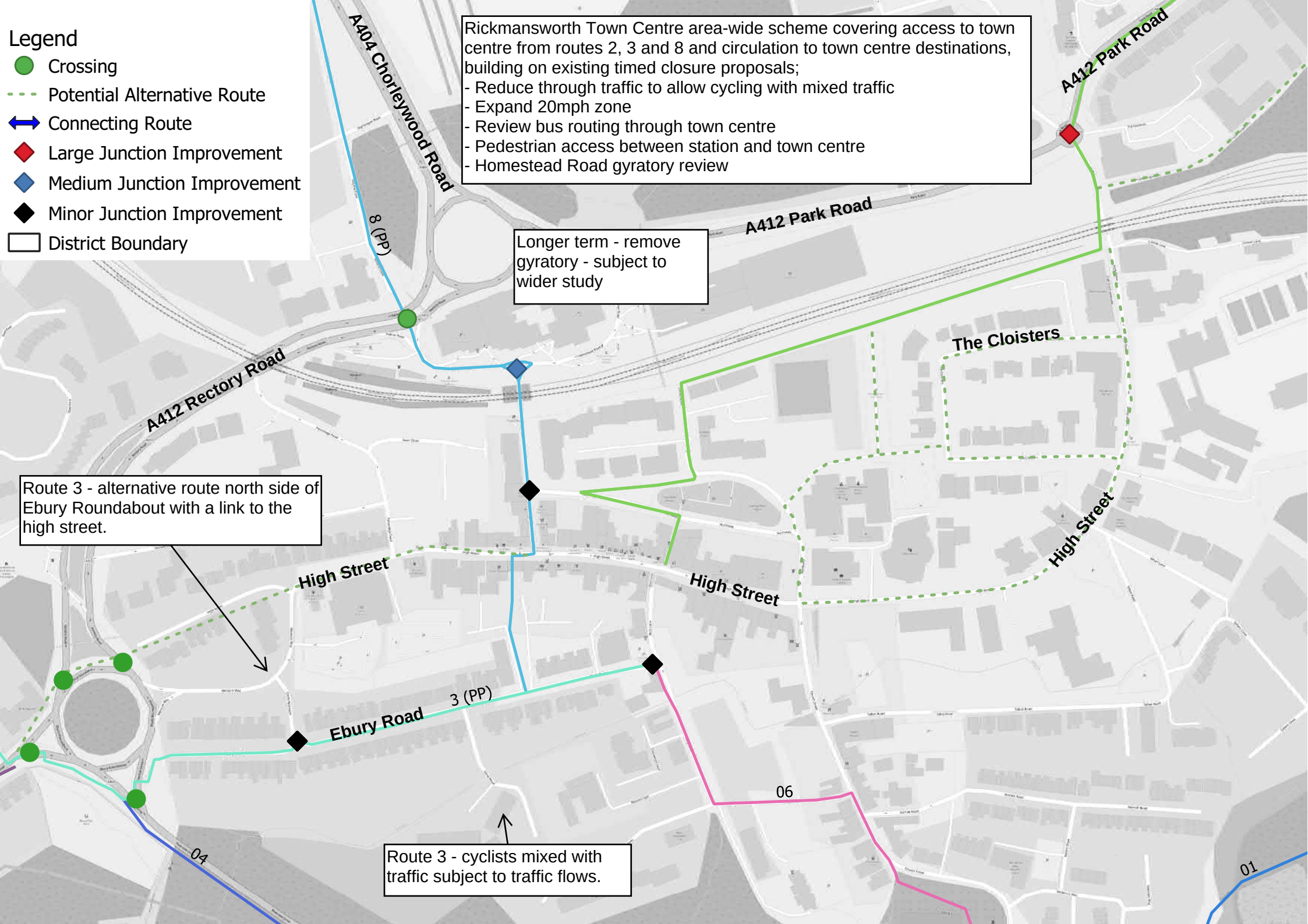

Legend
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
There is a narrower section here where the two-way cycle track may need to become a "cycle facility which pedestrians may use." There is an example of this on Selborne Road in Wlathamstow and such a facility is also referred to in section 5.6.1. of LTN 1/20.
Whatever design solution is found, the footway should be widened wherever possible, for example by reallocating space currently taken by central hatching.
East side two-way cycle track at footway level.
Side road treatment to give pedestrians and cyclists priority over turning traffic.
Junction improvements to connect to Valley Road
Existing toucan crossing
8 (PP)
A404 Chorleywood Road
Valley Road

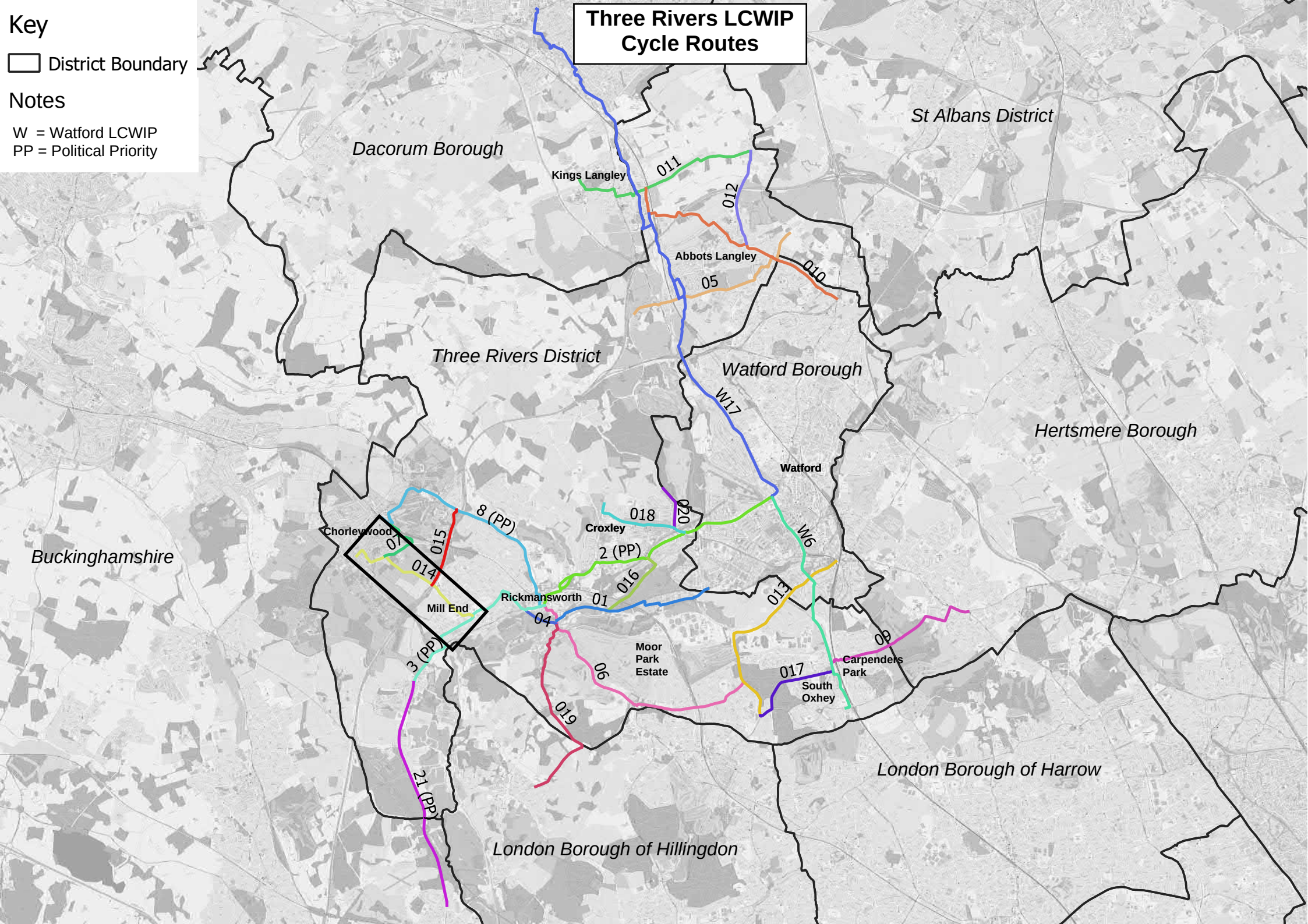

Legend
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
East side two-way cycle track at footway level (north of the toucan crossing).
Cross via existing toucan crossing
Existing west side shared path - widen to 3.5m if possible
Implement full set back priority crossing at this side road
Existing west side shared path - widen to 3.5m if possible
A404 Chorleywood Road
A404
A404
Chorleywood Road
Old Chorleywood Road
The Drive
The Drive

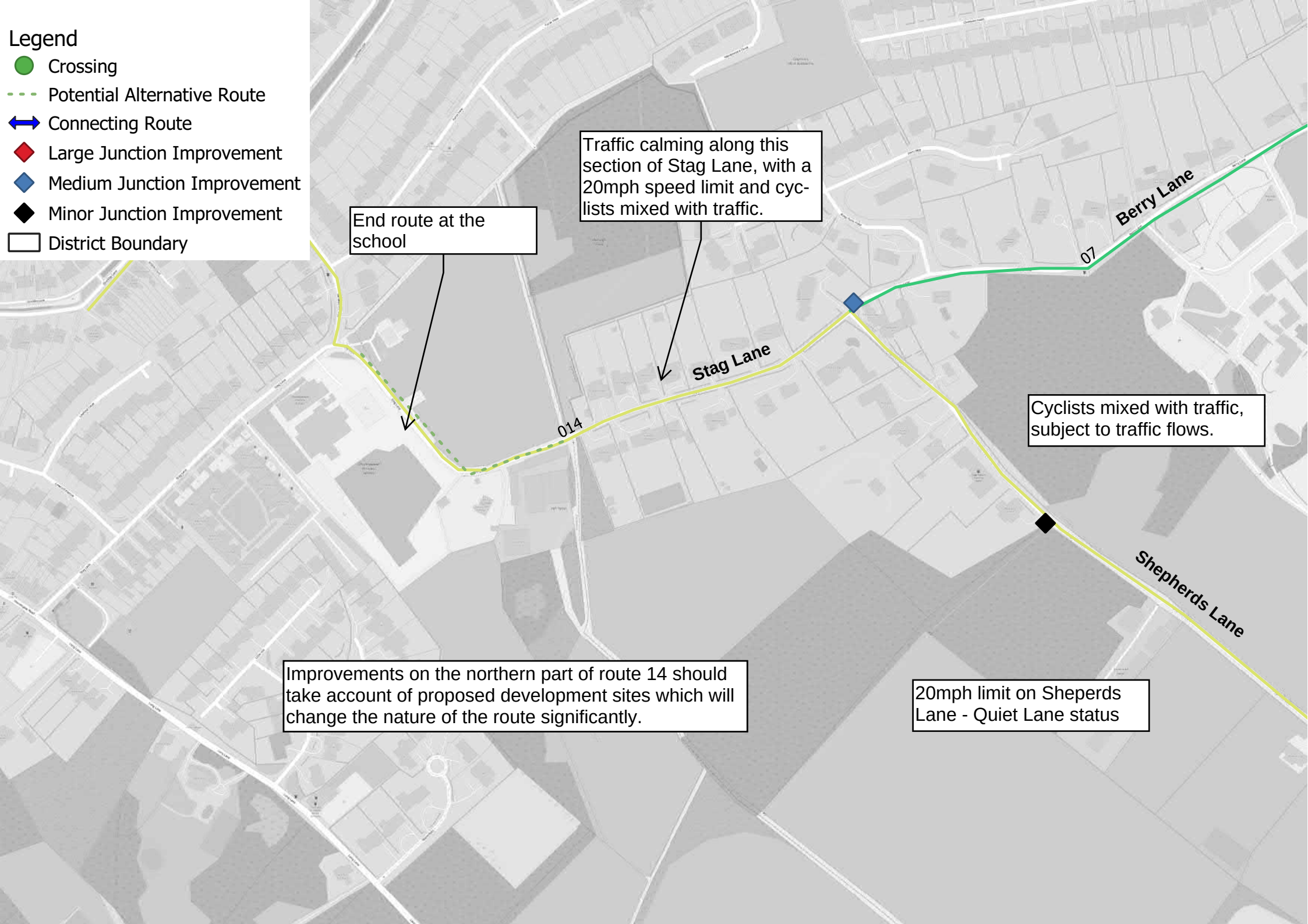

Legend
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
Existing west side shared path - widen to 3.5m if possible
Chorleywood Close
A404 Chorleywood Road
Victoria Close
8 (PP)
Nightingale Road
Extend kerbs, reduce kerb radii, raise junction and add parallel crossing for continuation of the cycle route from Victoria Close to Chorleywood Close
Cyclists mixed with traffic in a low-traffic environment
At-grade signalised pedestrian and cycle crossing, ideally a single stage crossing.
Rectory Road
Park Road
Homestead Road
Station Road
A412
A404

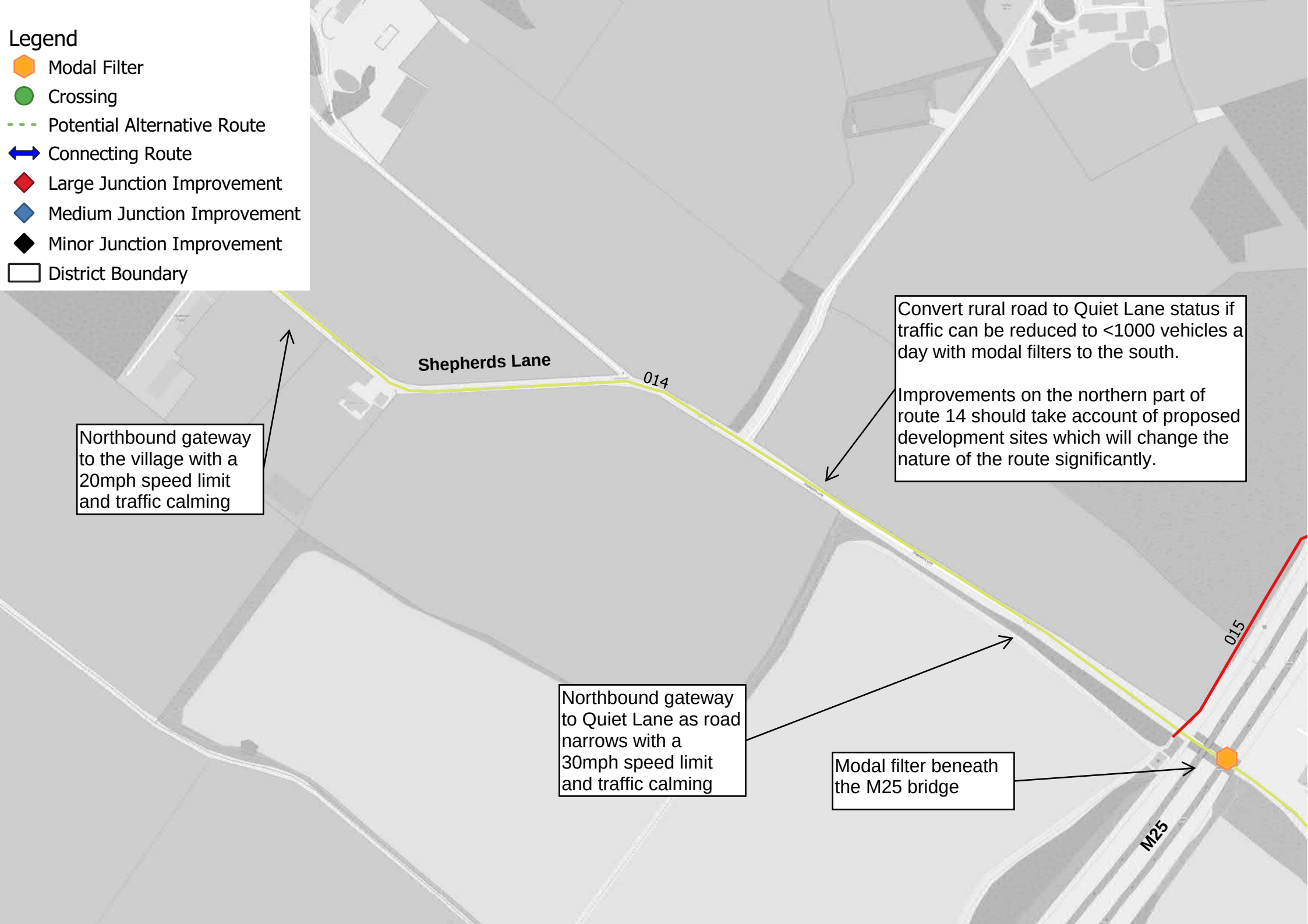

Legend
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
Rectory Road
412
Central bi-directional protected cycle track between bus lane and carriageway.
P
Citipark
Rickmansworth
tation Road
8 (PP)
Station Road
Station Road
Station Approach
8 (PP)
Reconfigure junction with cycle priority crossing for southbound cyclists to transition to contraflow lane
Rickmansworth
Railway
Station
Contraflow southbound cycle lane on Station Road, cycles mixed with traffic northbound subject to traffic flows.
Metropolitan Line
Metropolitan Line

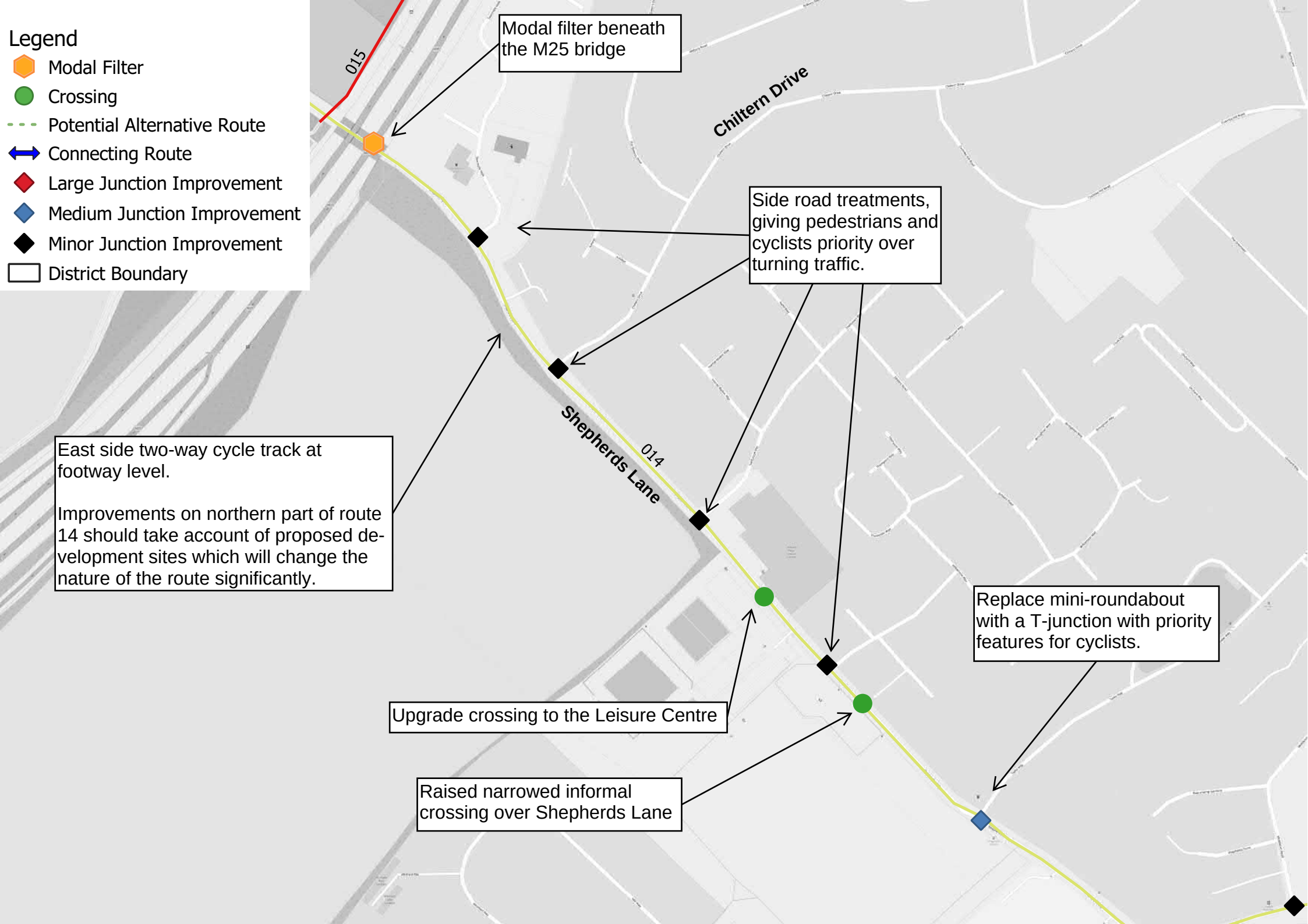

Legend
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
Station Road
8 (PP)
Homestead Road
Rickmansworth Railway Station
Metropolitan Line
Solomons Hill
Ashleigh Court
Swan Close
Buon Cibo
Mexica Buffet
Swanfield House
Northway
Trend & Thomas
Tamarind Thai
Parsonage Road
High Street
Cafe Deli
KBA
Louvere Haircutters
M&Co
Prezzo
RSPCA
Fratelli Barbers
Lloyds Bank
Caffe Nero
Boots
The Fox and Hounds
Rasal Brasserie
NatWest
Costa
Creams
Replace 7 pay and display bays on Station Road and Northway with Southbound contraflow stepped cycle track - previous HCC design as basis.
Northbound cyclists mixed with traffic subject to traffic flows
Extend Station Road 20mph limit to the north
Links to route 2 and 3

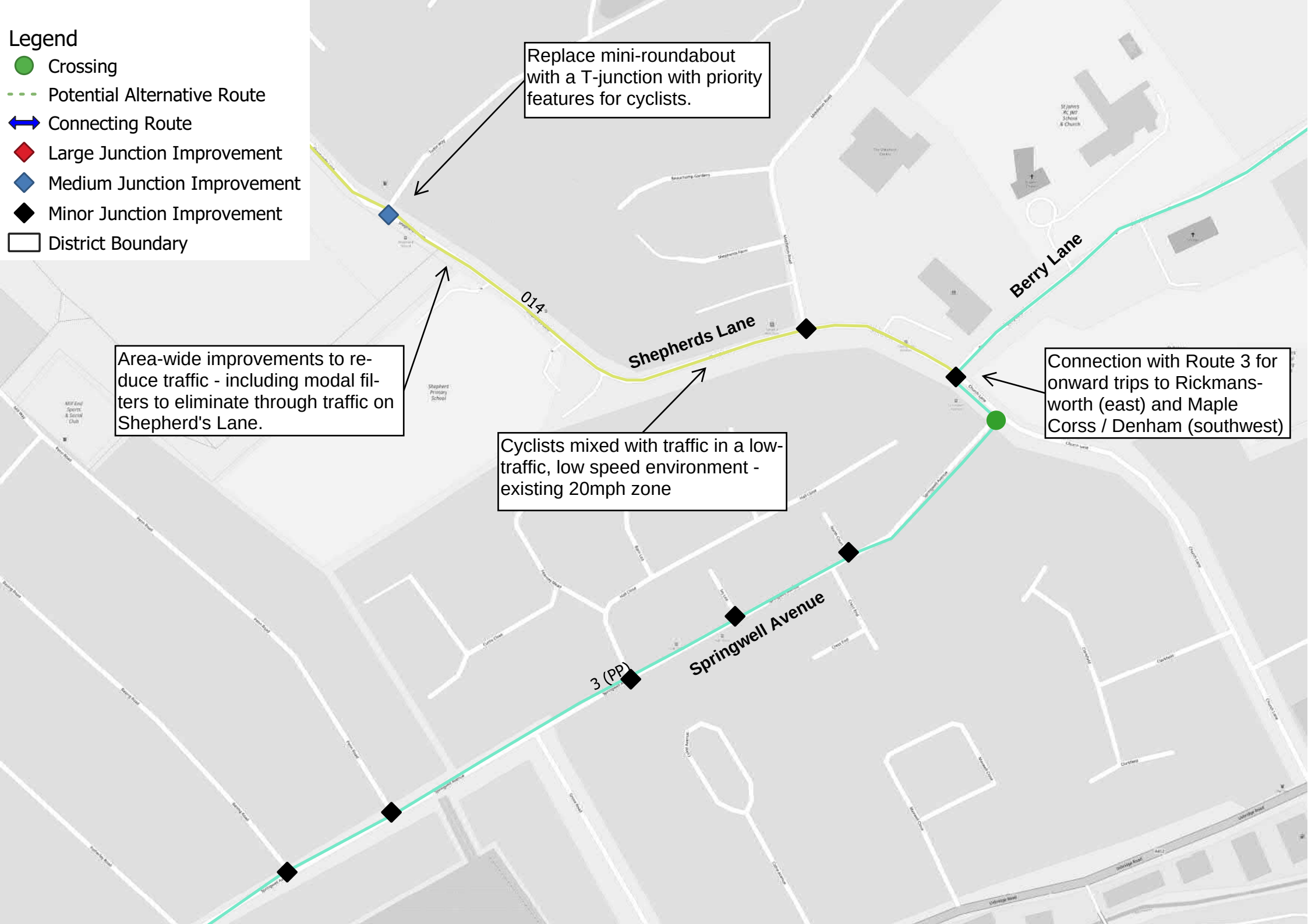

Legend
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
Rickmansworth Town Centre area-wide scheme covering access to town centre from routes 2, 3 and 8 and circulation to town centre destinations, building on existing timed closure proposals;
- Reduce through traffic to allow cycling with mixed traffic
- Expand 20mph zone
- Review bus routing through town centre
- Pedestrian access between station and town centre
- Homestead Road gyratory review
A404 Chorleywood Road
8 (PP)
A412 Park Road
A412 Park Road
Longer term - remove gyratory - subject to wider study
A412 Rectory Road
The Cloisters
High Street
High Street
High Street
Route 3 - alternative route north side of Ebury Roundabout with a link to the high street.
Ebury Road
3 (PP)
06
04
01
Route 3 - cyclists mixed with traffic subject to traffic flows.

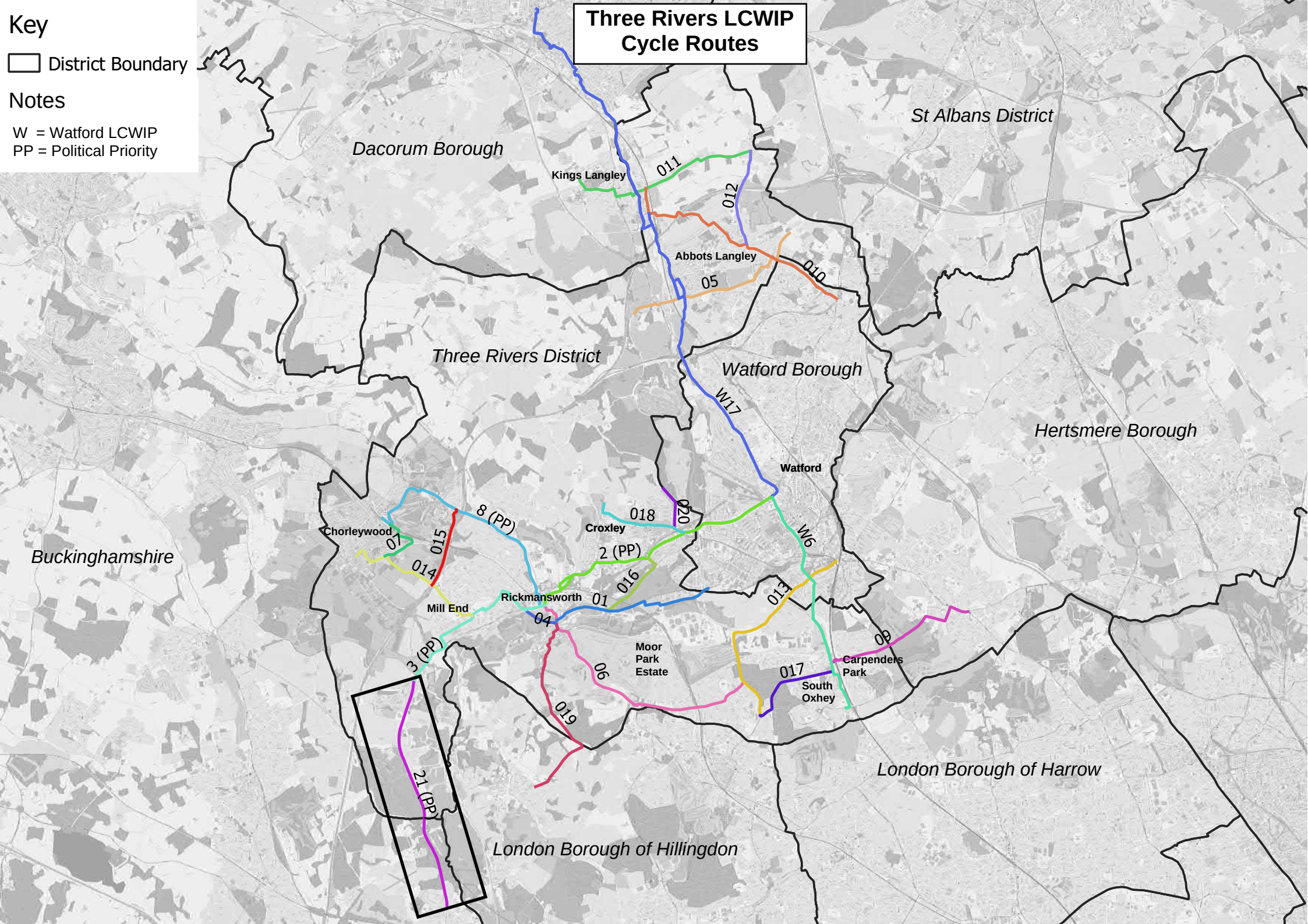

Three Rivers LCWIP
Cycle Routes
Key
District Boundary
Notes
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Dacorum Borough
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Three Rivers District
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London Borough of Harrow
London Borough of Hillingdon
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Abbots Langley
Chorleywood
Croxley
Watford
Rickmansworth
Mill End
Moor Park Estate
Carpenders Park
South Oxhey
011
012
010
05
W17
W6
018
020
8 (PP)
015
07
014
2 (PP)
016
01
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013
09
06
017
019
3 (PP)
21 (PP)

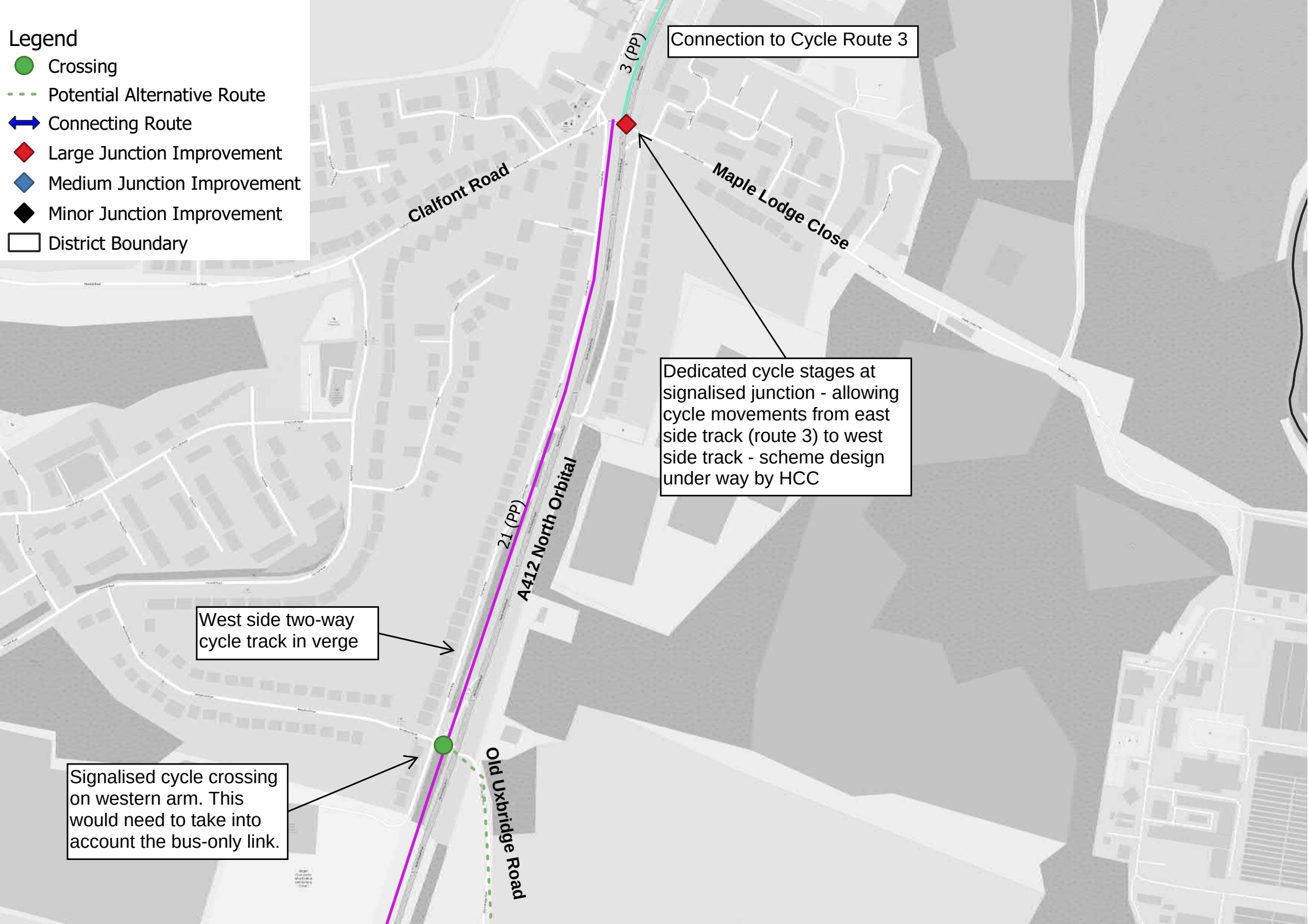

Legend
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
End route at the school
Traffic calming along this section of Stag Lane, with a 20mph speed limit and cyc-lists mixed with traffic.
Berry Lane
07
Stag Lane
014
Cyclists mixed with traffic, subject to traffic flows.
Shepherds Lane
Improvements on the northern part of route 14 should take account of proposed development sites which will change the nature of the route significantly.
20mph limit on Sheperds Lane - Quiet Lane status

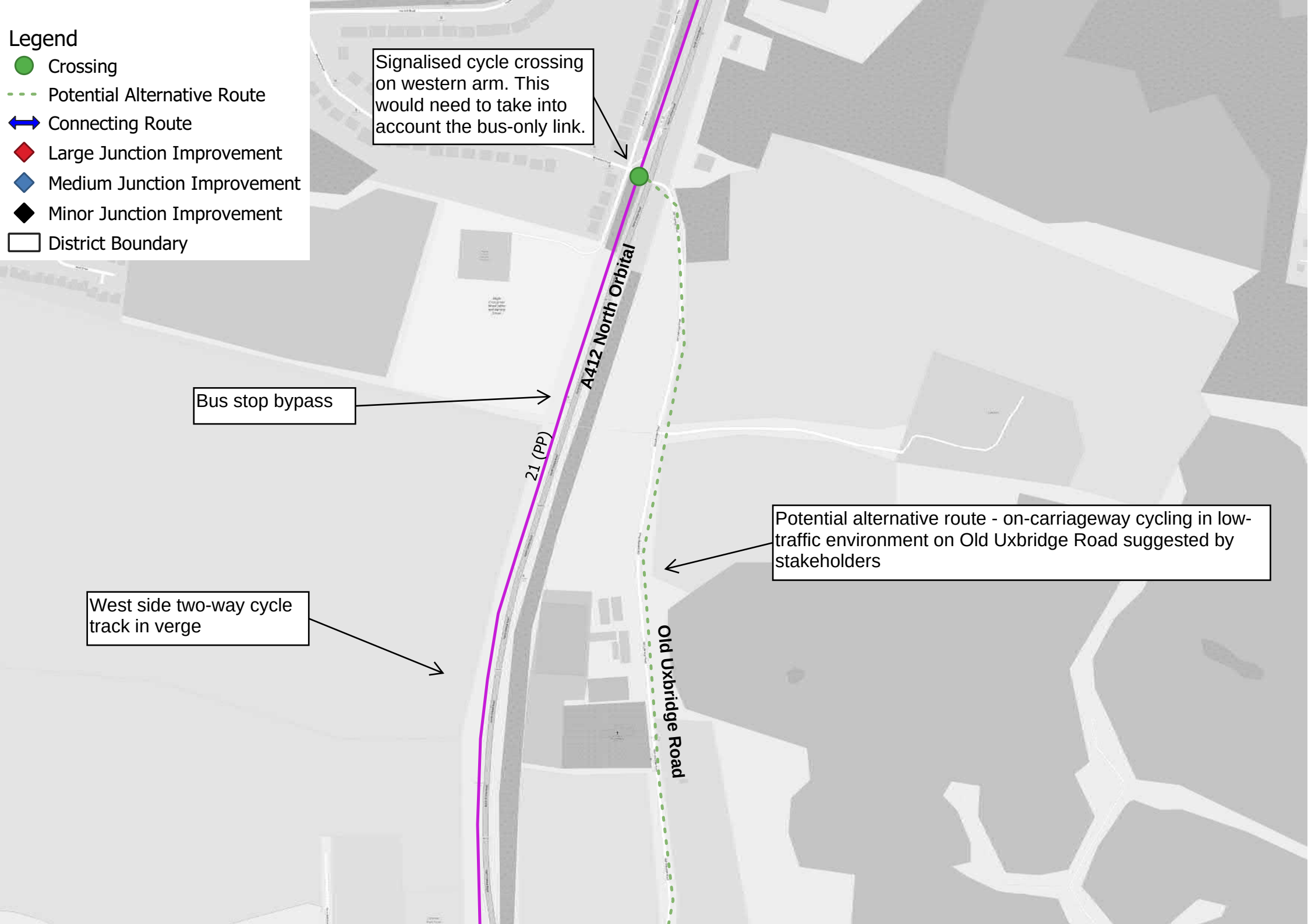

Legend
Modal Filter
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
Shepherds Lane
014
015
M25
Northbound gateway to the village with a 20mph speed limit and traffic calming
Convert rural road to Quiet Lane status if traffic can be reduced to <1000 vehicles a day with modal filters to the south.
Improvements on the northern part of route 14 should take account of proposed development sites which will change the nature of the route significantly.
Northbound gateway to Quiet Lane as road narrows with a 30mph speed limit and traffic calming
Modal filter beneath the M25 bridge

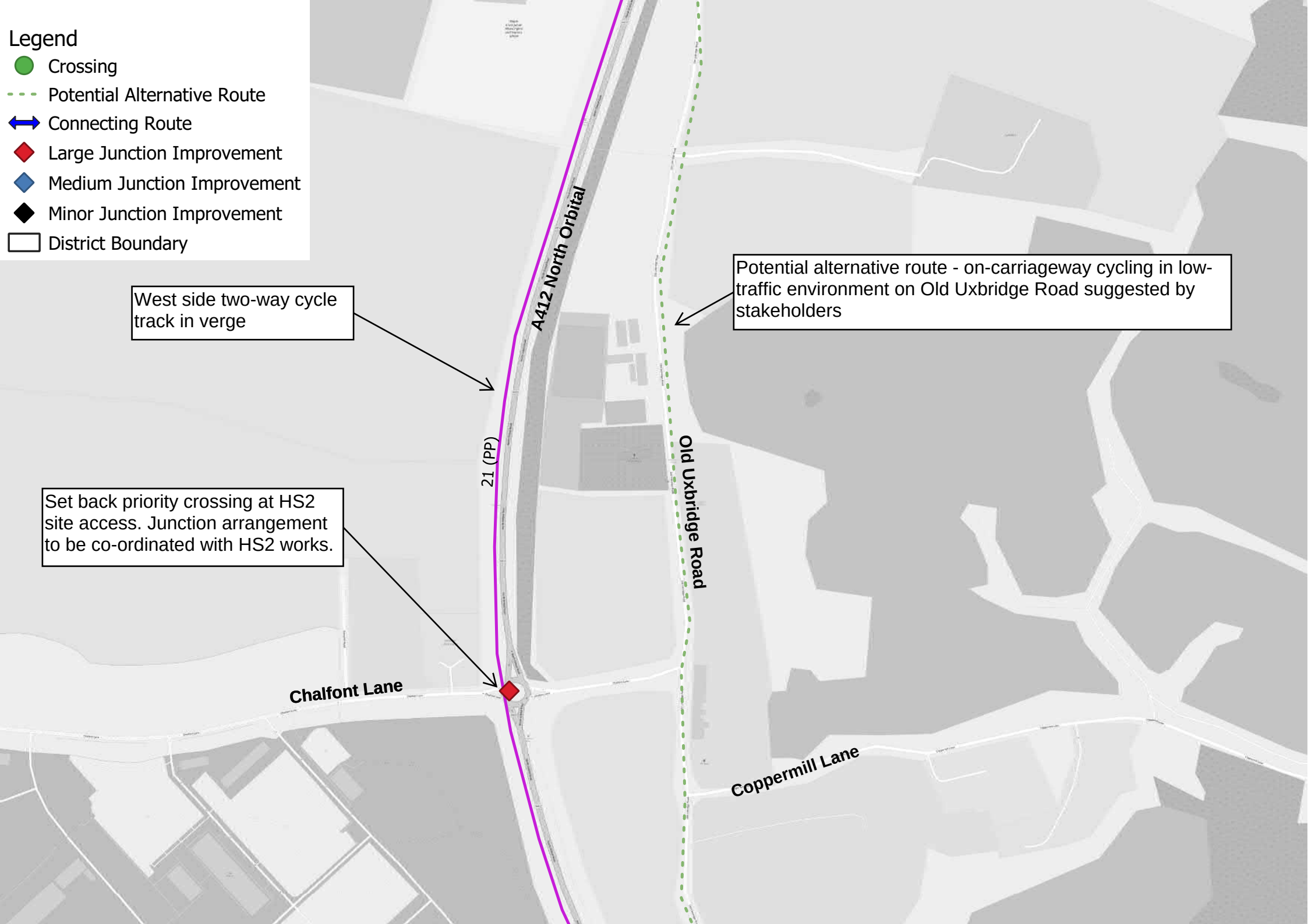

Legend
Modal Filter
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
015
Modal filter beneath the M25 bridge
Chiltern Drive
Side road treatments, giving pedestrians and cyclists priority over turning traffic.
Shepherds Lane
014
East side two-way cycle track at footway level.
Improvements on northern part of route 14 should take account of proposed development sites which will change the nature of the route significantly.
Replace mini-roundabout with a T-junction with priority features for cyclists.
Upgrade crossing to the Leisure Centre
Raised narrowed informal crossing over Shepherds Lane

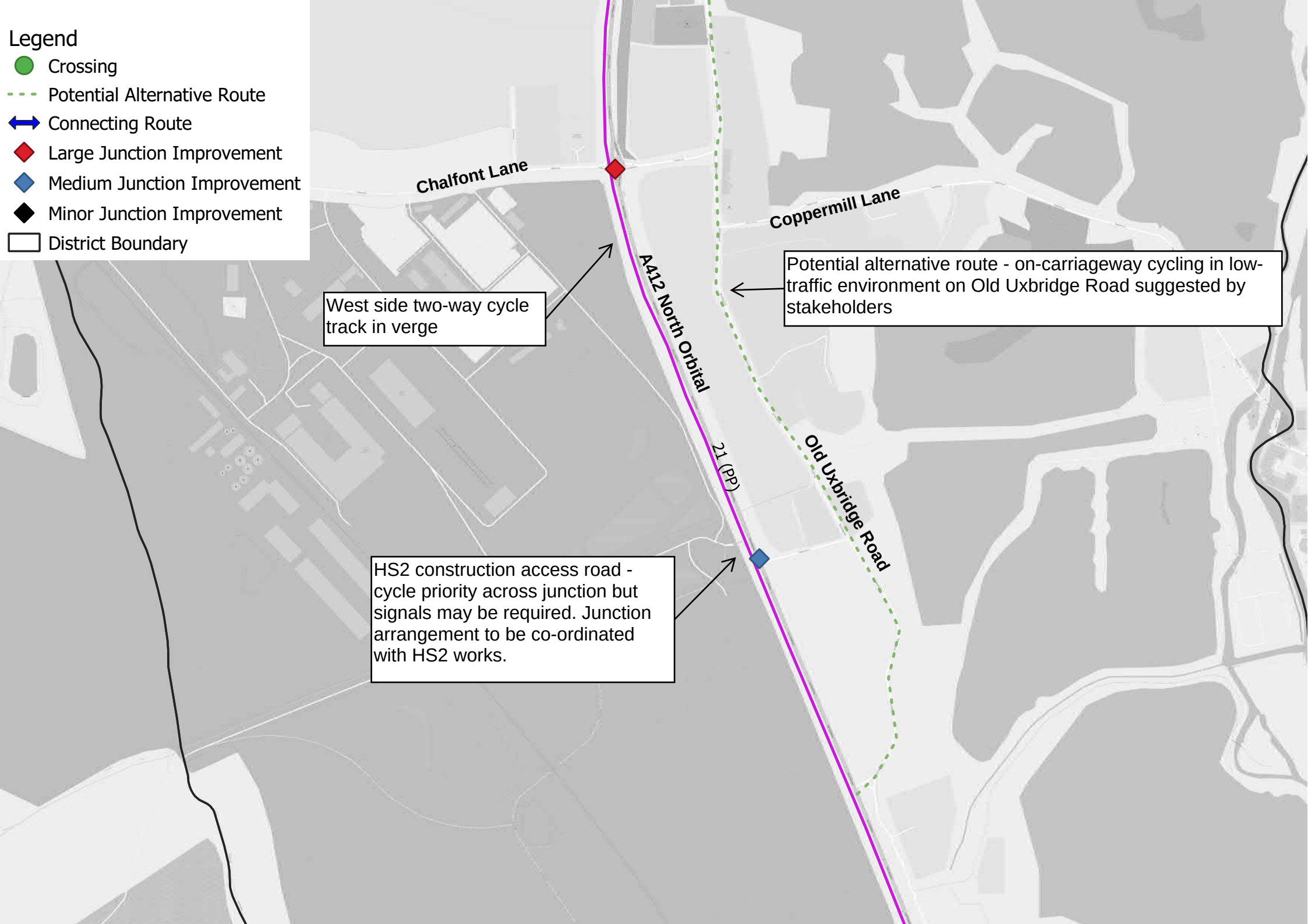

Legend
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
Replace mini-roundabout with a T-junction with priority features for cyclists.
Area-wide improvements to reduce traffic - including modal filters to eliminate through traffic on Shepherd's Lane.
Cyclists mixed with traffic in a low-traffic, low speed environment - existing 20mph zone
Connection with Route 3 for onward trips to Rickmansworth (east) and Maple Cross / Denham (southwest)
014
Shepherds Lane
Berry Lane
Springwell Avenue
3 (PP)

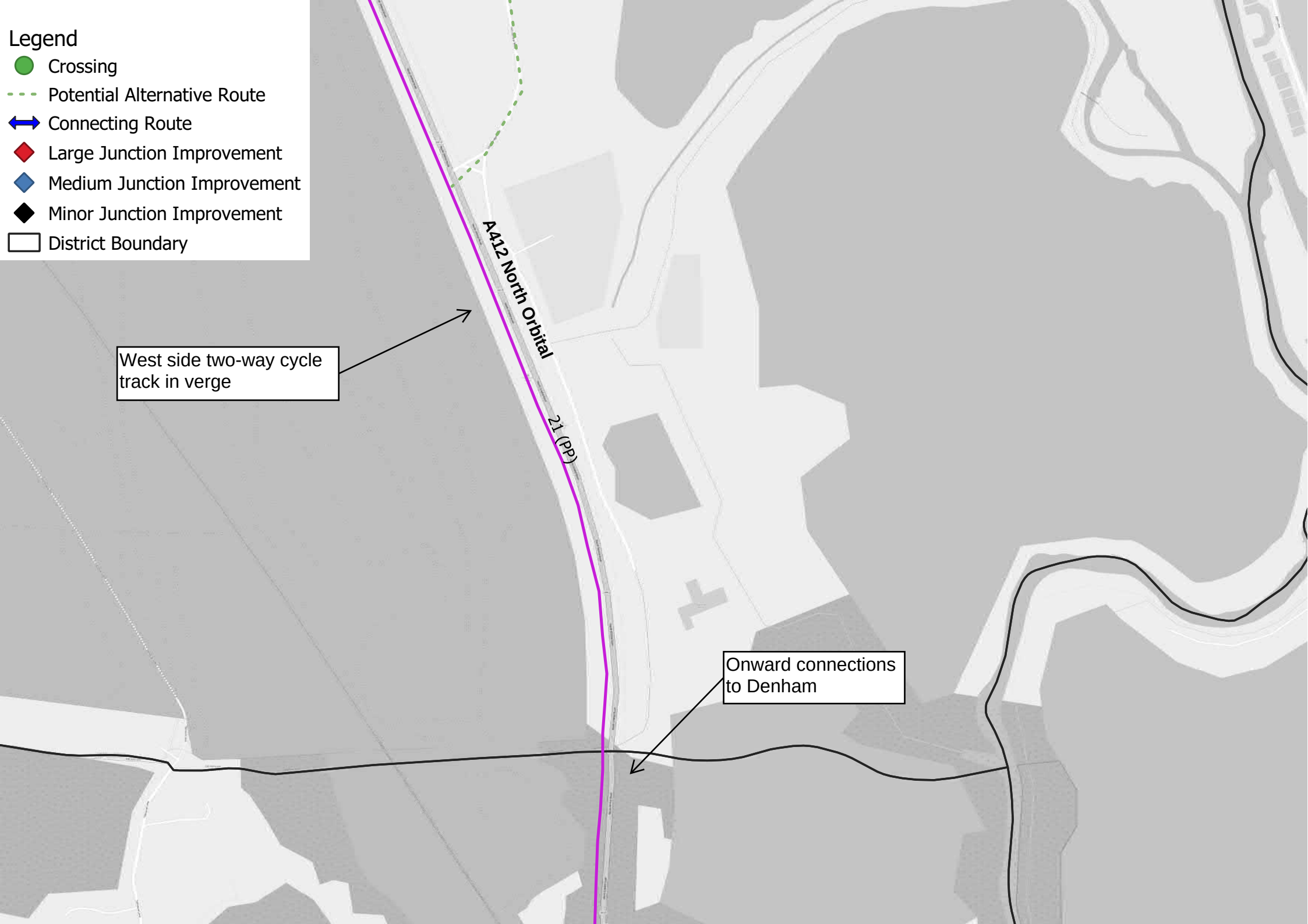

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Hertsmere Borough
Buckinghamshire
London Borough of Harrow
London Borough of Hillingdon
Kings Langley
Abbots Langley
Chorleywood
Croxley
Watford
Rickmansworth
Mill End
Moor Park Estate
Carpenders Park
South Oxhey
011
012
010
05
W17
W6
018
020
8 (PP)
015
07
014
2 (PP)
016
01
04
013
09
3 (PP)
06
017
019
21 (PP)


Legend
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
Connection to Cycle Route 3
3 (PP)
Clalfont Road
Maple Lodge Close
Dedicated cycle stages at signalised junction - allowing cycle movements from east side track (route 3) to west side track - scheme design under way by HCC
21 (PP)
A412 North Orbital
West side two-way cycle track in verge
Signalised cycle crossing on western arm. This would need to take into account the bus-only link.
Old Uxbridge Road


Legend
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
Signalised cycle crossing on western arm. This would need to take into account the bus-only link.
A412 North Orbital
Bus stop bypass
21 (PP)
Potential alternative route - on-carriageway cycling in low-traffic environment on Old Uxbridge Road suggested by stakeholders
West side two-way cycle track in verge
Old Uxbridge Road


Legend
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
West side two-way cycle track in verge
Potential alternative route - on-carriageway cycling in low-traffic environment on Old Uxbridge Road suggested by stakeholders
Set back priority crossing at HS2 site access. Junction arrangement to be co-ordinated with HS2 works.
A412 North Orbital
21 (PP)
Old Uxbridge Road
Chalfont Lane
Coppermill Lane


Legend
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
Chalfont Lane
Coppermill Lane
A412 North Orbital
21 (PP)
Old Uxbridge Road
West side two-way cycle track in verge
Potential alternative route - on-carriageway cycling in low-traffic environment on Old Uxbridge Road suggested by stakeholders
HS2 construction access road - cycle priority across junction but signals may be required. Junction arrangement to be co-ordinated with HS2 works.


Legend
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
A412 North Orbital
21 (PP)
West side two-way cycle track in verge
Onward connections to Denham

Walking Interventions

General design considerations

- Provide raised entry treatments on all side roads
- Tactile paving on all dropped kerbs at pedestrian crossing points
- Provide direct pedestrian crossing points
- Resurface footways where necessary and address all pinch points – 2m target clear width; 1.5m minimum width is acceptable for short sections only
- Maintain footways to provide a smooth surface. Trim vegetation to retain 2m width
- Provide designated parking bays to help reduce footway/verge parking – also acts as traffic calming
- Where designated bays cannot be provided, consider providing planters on the verges to deter pavement/verge parking
- Reduce speed limits
- Remove guardrail
- Make routes legible – take the most direct path, reduce signage and features such as paving where possible

Potential Measures Introduction

Contents

This document provides the following for each of the priority routes identified:

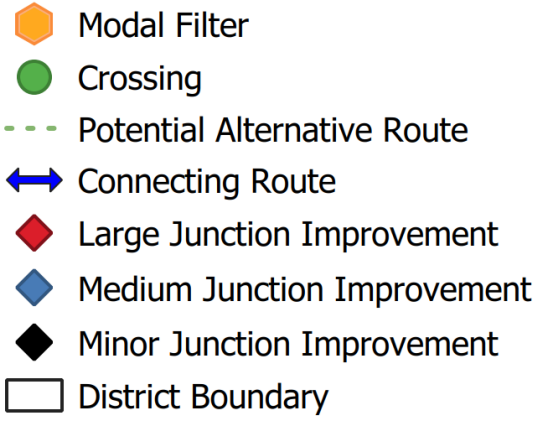
- Location plan, showing the route in the context of the wider network
- Summary plans of suggested interventions

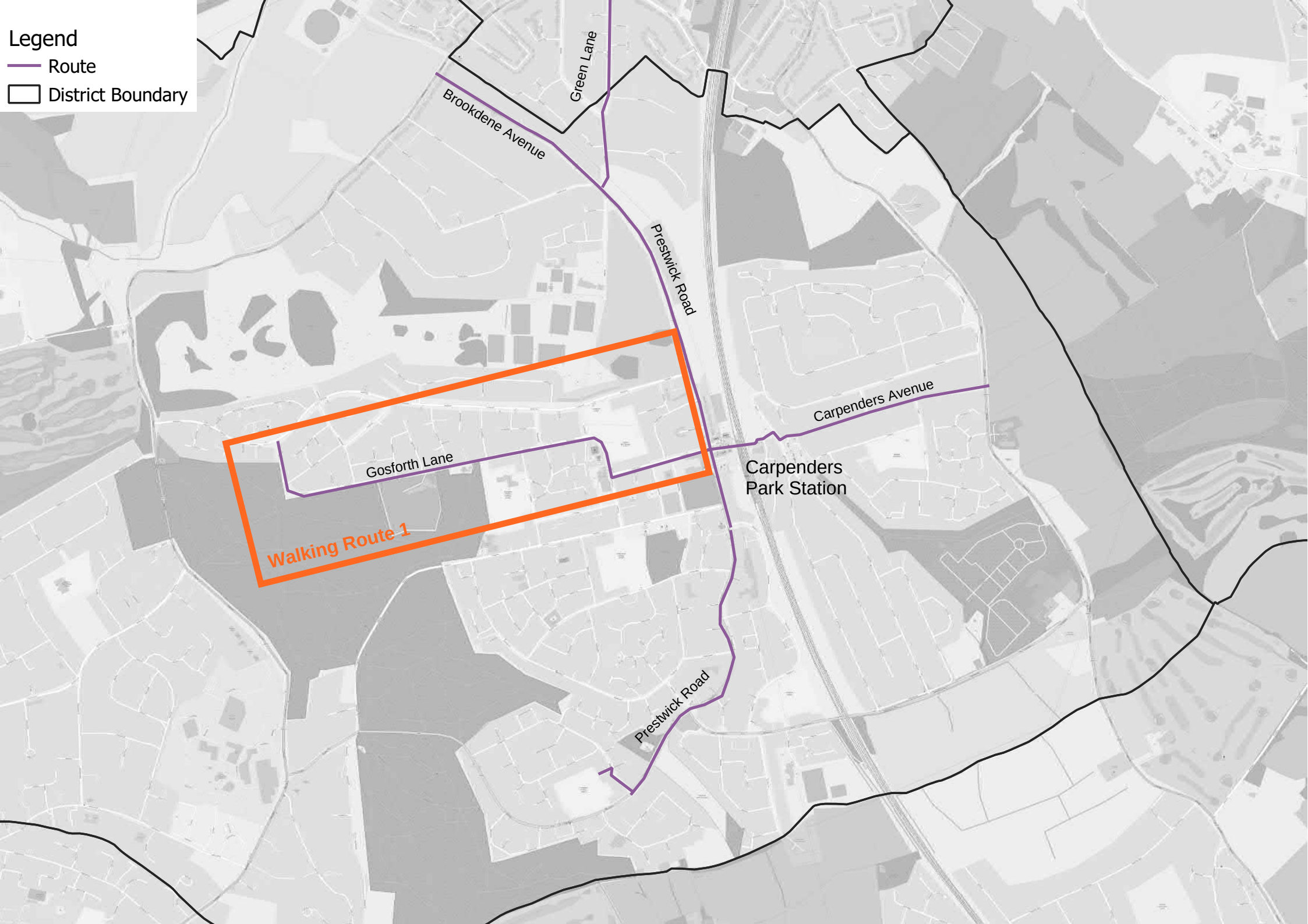
Guide to plans

The maps on the following pages are intended to show high-level measures and indicative locations only.

All measures will be subject to further feasibility and safety assessment and public consultation.

Items shown are as follows:




Legend
Route
District Boundary
Brookdene Avenue
Green Lane
Prestwick Road
Carpenders Avenue
Gosforth Lane
Carpenders
Park Station
Walking Route 1
Prestwick Road

Legend

- Crossing
- Potential Alternative Route
- Connecting Route
- Large Junction Improvement
- Medium Junction Improvement
- Minor Junction Improvement
- District Boundary

Dropped kerbs and tactile paving

Provide designated parking bays on road to reduce footway parking

Raised entry treatments over all side roads

Resurface existing footways - consistent, smooth surface

Proposed 20mph speed limit - chicanes are already in place to reduce traffic speeds



Vegetation clearance along southern edge of carriageways - 2m usable width

Legend

- Crossing
- Potential Alternative Route
- Connecting Route
- Large Junction Improvement
- Medium Junction Improvement
- Minor Junction Improvement
- District Boundary

Provide pedestrian crossing for school access. Remove guard-rail and double height kerb & in-troduce traffic calming / formal parking bays



Raised entry treat-ments over all side roads

Resurface existing footways - consistent, smooth surface. 2m minimum usable width

Gosforth Lane

Improve access to bus stop - restrict parking around bus stop, realign footway to cater for desire line on corner and build out footway to im-prove visibility

Fairfield Avenue

Provide a raised direct crossing to the station on the northern side of the carriageway. Re-move guardrail

Provide informal raised pedestrian crossing to leisure centre. Restrict parking around crossing to improve visibility

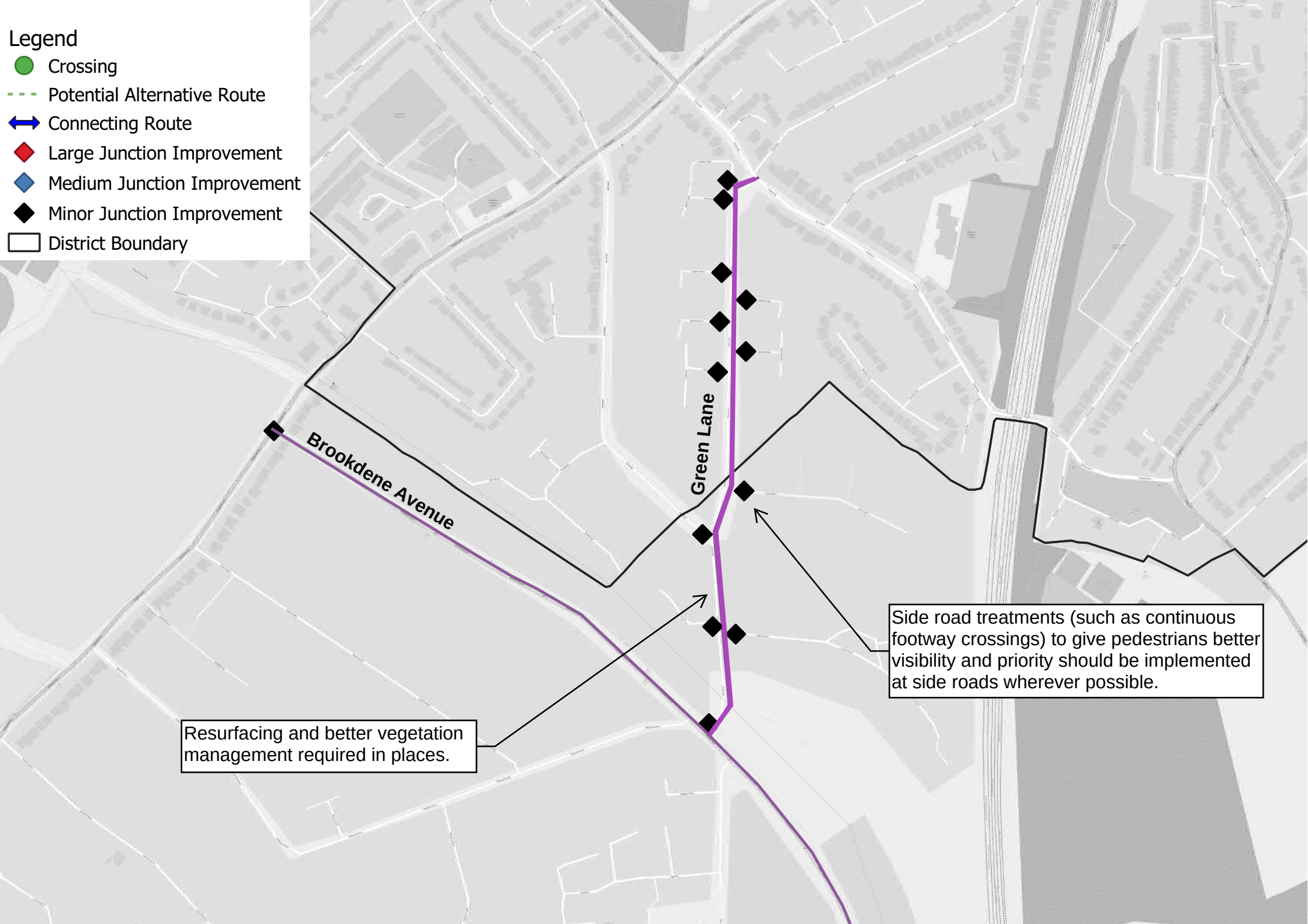


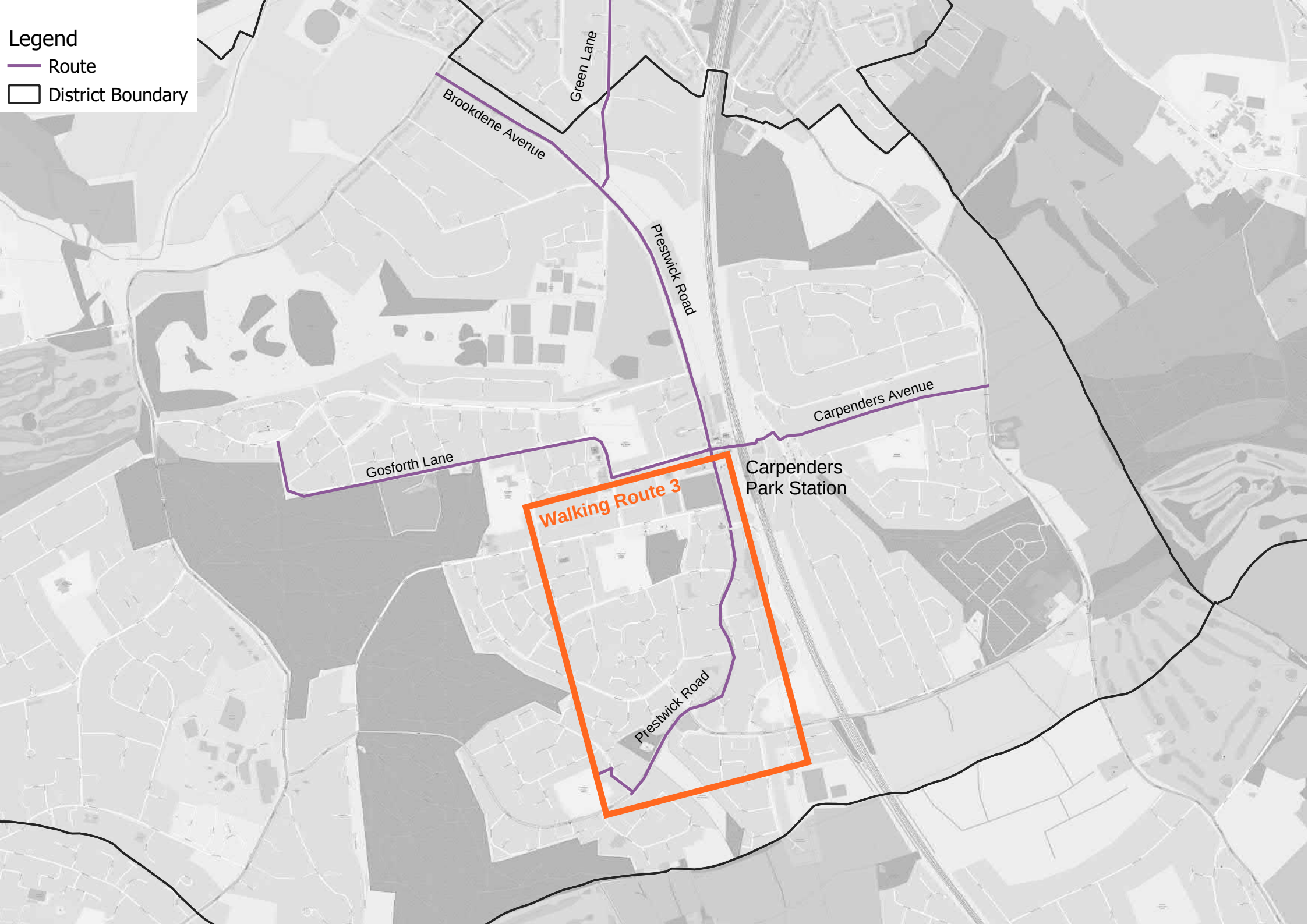
Remove bollards at crossing - add tactiles to bring to standard. Consider using planters to deter pavement parking and improve public realm

Remove parking bays from footway - provide on-road bays to increase useable footway width




Legend
Route
District Boundary
Walking Route 2
Green Lane
Brookdene Avenue
Prestwick Road
Carpenders Avenue
Gosforth Lane
Carpenders
Park Station
Prestwick Road


Legend
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
Brookdene Avenue
Green Lane
Resurfacing and better vegetation management required in places.
Side road treatments (such as continuous footway crossings) to give pedestrians better visibility and priority should be implemented at side roads wherever possible.


Legend
Route
District Boundary
Brookdene Avenue
Green Lane
Prestwick Road
Carpenders Avenue
Gosforth Lane
Carpenders
Park Station
Walking Route 3
Prestwick Road

Legend

- Crossing
- Potential Alternative Route
- Connecting Route
- Large Junction Improvement
- Medium Junction Improvement
- Minor Junction Improvement
- District Boundary

Watford cycle route 6 shares the same alignment as this route and will improve walking in conjunction. In the short term, shared use will be retained with the following improvements shown on these pages. In the long-term the shared use should be replaced with dedicated separated facilities for pedestrians and cyclists. It should be noted that this will require the removal of footway parking from one side of the road and the reallocation of hatching and turning pockets.

Prestwick Road

Existing separated shared use on western side - resurface and maintain vegetation to retain width as part of cycle route 6, but include crossing points in the verge to provide access to shops

Convert mini-roundabout to a priority T-junction with controlled pedestrian crossings on all arms. Remove all guard railing.

Implement 20mph speed limit

Provide designated parking bays on road to reduce footway / verge parking. Use hatched central reservation for additional space

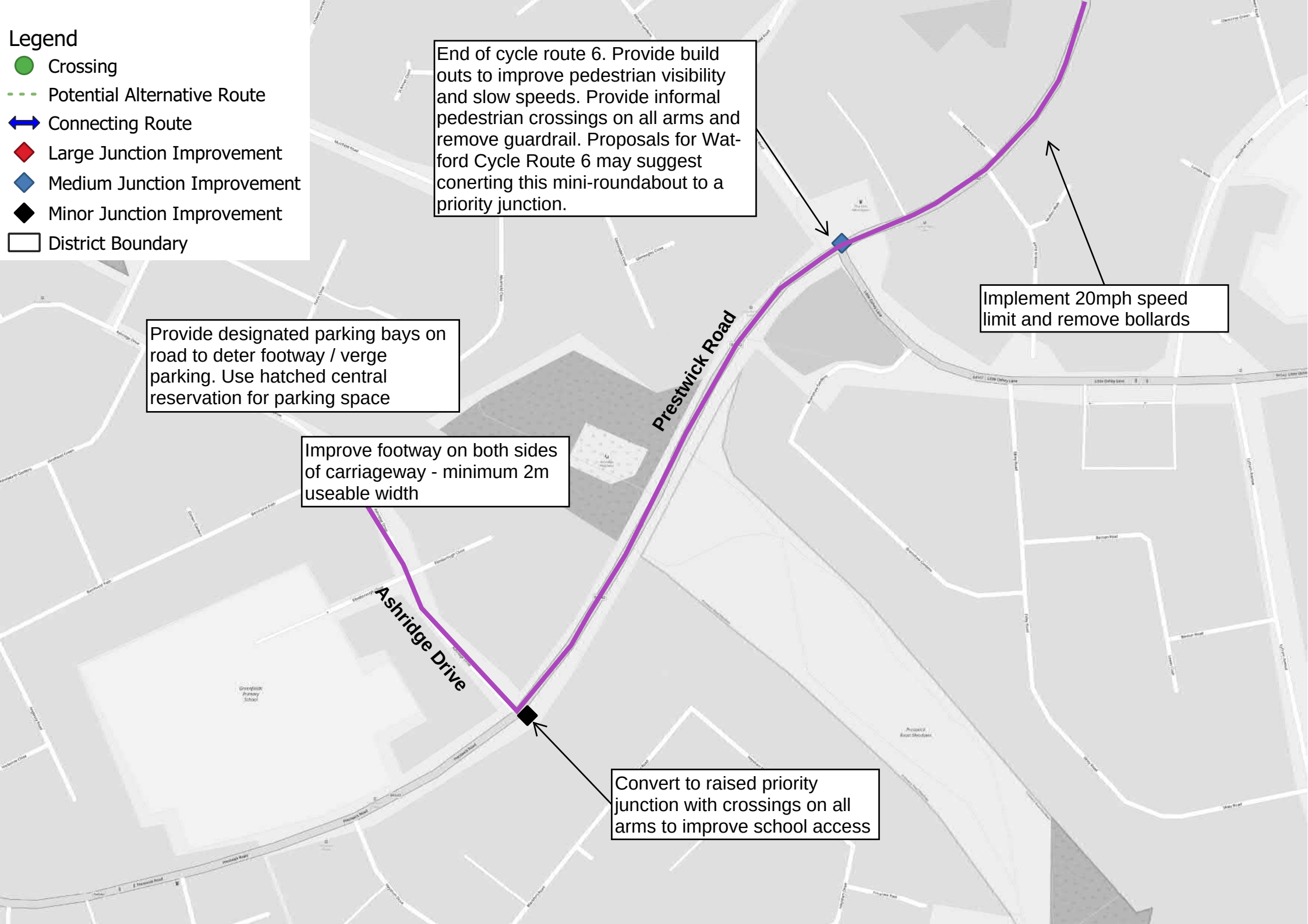
End of existing shared use - proposals to extend shared use as part of cycle route 6 on eastern side of carriageway. Absolute minimum 3m, ideal minimum 4m

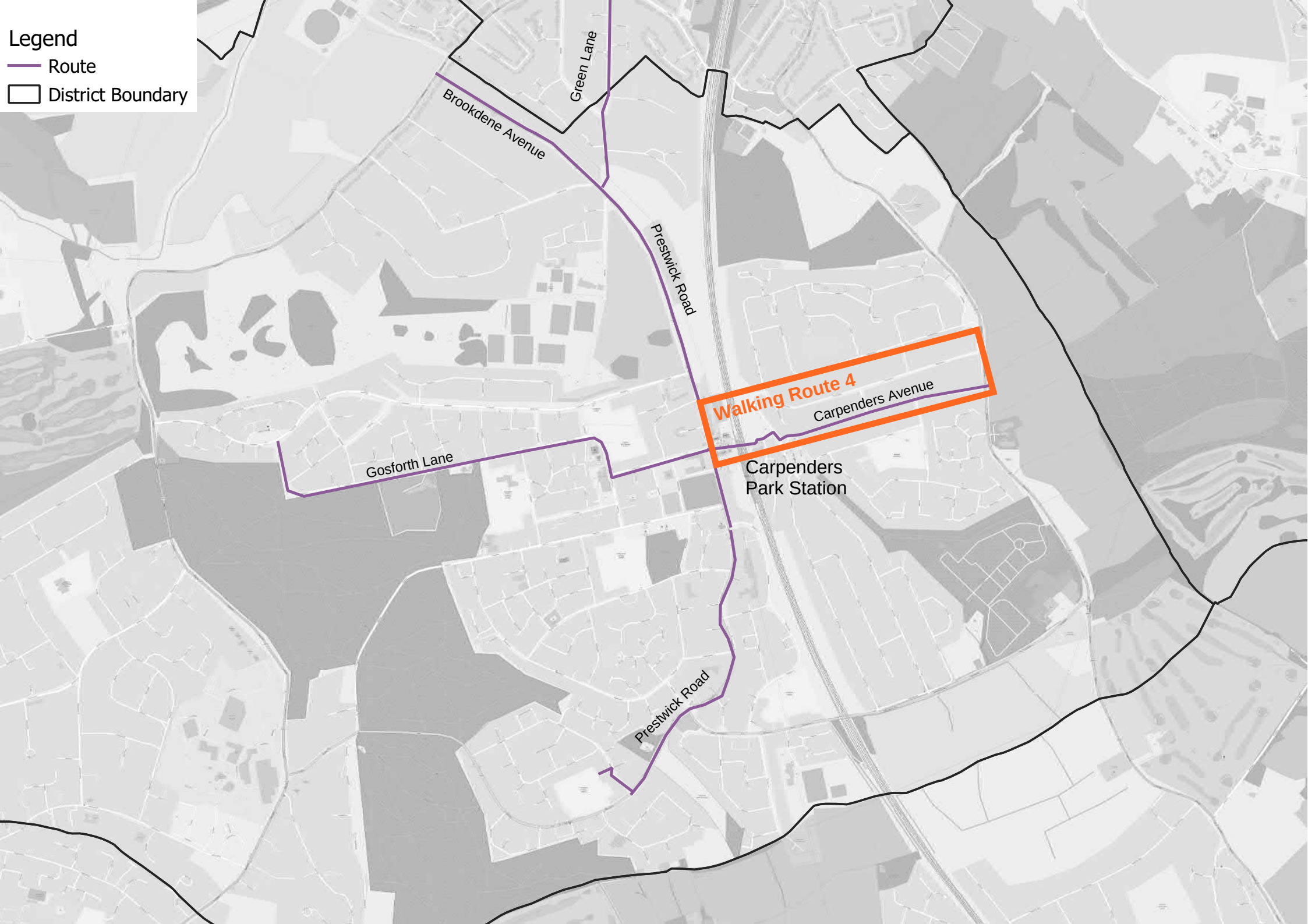


Improve footway on western side of carriageway - resurface and provide minimum 2m usable width

Prestwick Road

Raised entry treatments over all side roads and/or continuous footway crossings

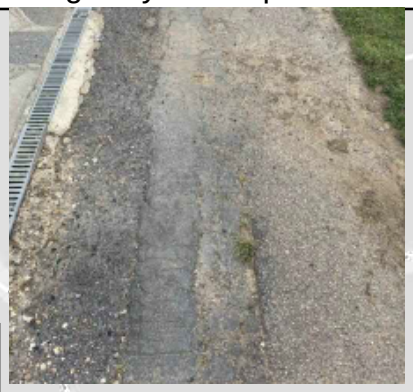

Legend
Crossing
Potential Alternative Route
Connecting Route
Large Junction Improvement
Medium Junction Improvement
Minor Junction Improvement
District Boundary
End of cycle route 6. Provide build outs to improve pedestrian visibility and slow speeds. Provide informal pedestrian crossings on all arms and remove guardrail. Proposals for Watford Cycle Route 6 may suggest conerting this mini-roundabout to a priority junction.
Implement 20mph speed limit and remove bollards
Provide designated parking bays on road to deter footway / verge parking. Use hatched central reservation for parking space
Improve footway on both sides of carriageway - minimum 2m useable width
Prestwick Road
Ashridge Drive
Convert to raised priority junction with crossings on all arms to improve school access


Legend
Route
District Boundary
Brookdene Avenue
Green Lane
Prestwick Road
Walking Route 4
Carpenders Avenue
Gosforth Lane
Carpenders
Park Station
Prestwick Road

Legend

- Crossing
- Potential Alternative Route
- Connecting Route
- Large Junction Improvement
- Medium Junction Improvement
- Minor Junction Improvement
- District Boundary

Improve footway on both sides of carriageway - minimum 2m useable width. Retain verge and take space from carriageway where possible



Provide designated parking bays on road - acts as traffic calming and reduces footway / verge parking

Provide informal pedestrian crossing on Carpenders Avenue

Continuous footways over all side roads

Carpenders Avenue

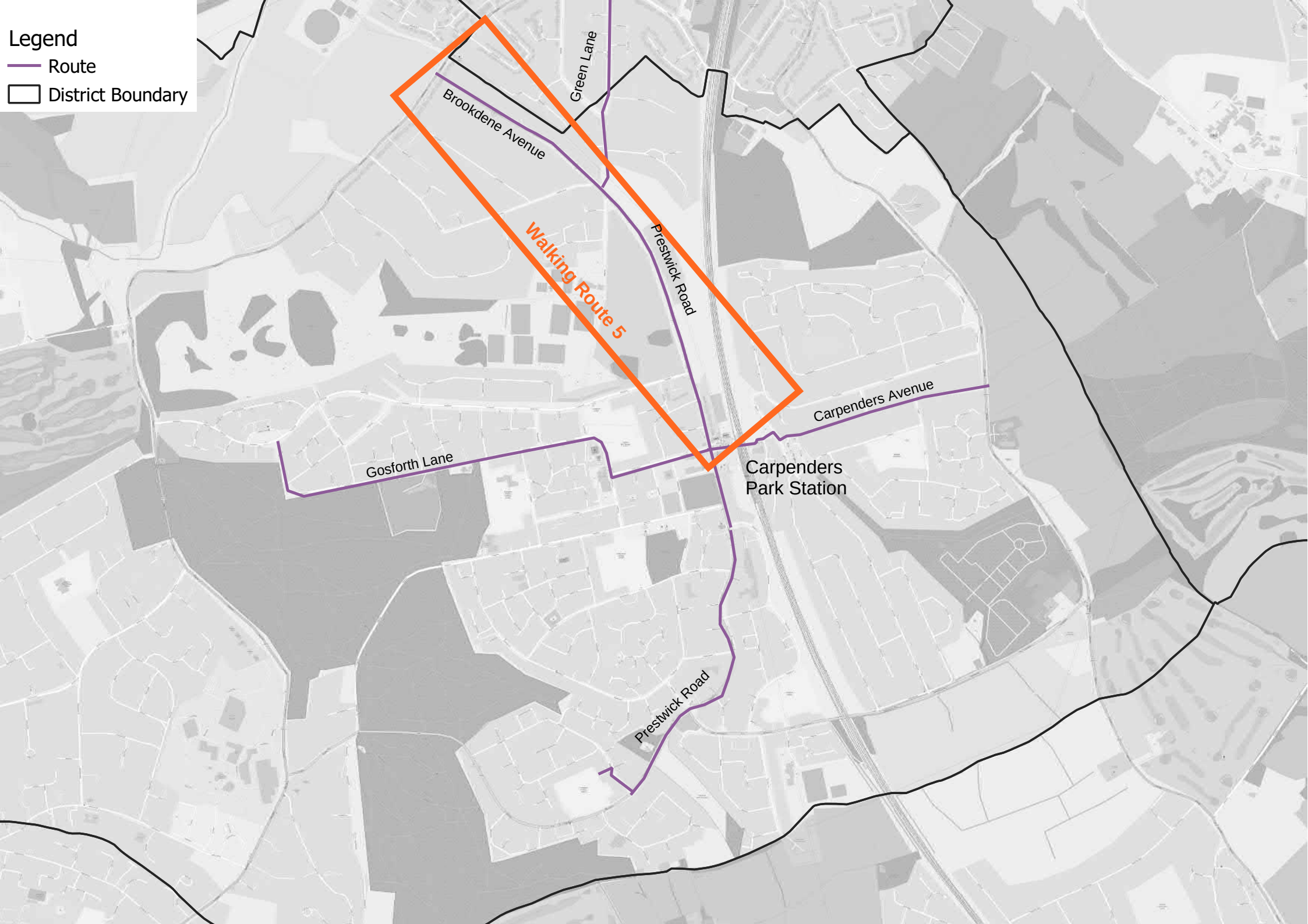
Public realm improvement on Delta Gain - provide crossing point to pedestrian foot-path and improve access to local centre. Remove guardrail

Implement 20mph speed limit

View from footway after exiting station subway



Public realm improvements on Gibbs Couch. Consider pedestrianisation restricting traffic movements. Provide a 4m wide continuous pedestrian route if not pedestrianised


Legend
Route
District Boundary
Green Lane
Brookdene Avenue
Walking Route 5
Prestwick Road
Carpenders Avenue
Gosforth Lane
Carpenders
Park Station
Prestwick Road

Legend

- Crossing
- Potential Alternative Route
- Connecting Route
- Large Junction Improvement
- Medium Junction Improvement
- Minor Junction Improvement
- District Boundary

New 20mph speed limit north of Green Lane

Watford cycle route 6 to improve walking in conjunction - short term improvements to retain shared use. Walking improvements as shown should be made in the short term

End of existing shared use

Brookdene Avenue

Remove guardrail and build out to improve pedestrian visibility. Provide pedestrian signals on all arms of junction



Improve junction legibility and directness - provide direct raised crossing from Green Lane over Prestwick Road

Improve footway on both sides of carriageway – minimum 2m useable width with smooth surface. Include build outs at bus stops & reducing street clutter





Prestwick Road

Existing separated shared use on western side - resurface and maintain vegetation to retain width as part of cycle route 6

Provide designated parking bays on road to reduce footway parking

Legend

- Crossing
- Potential Alternative Route
- Connecting Route
- Large Junction Improvement
- Medium Junction Improvement
- Minor Junction Improvement
- District Boundary

Prestwick Road

Convert mini-roundabout to a priority T-junction, removing guard railing and adding controlled crossings for pedestrians and cyclists on each arm.

Watford cycle route 6 to improve walking in conjunction - short term improvements to retain shared use. Walking improvements as shown should be made in the short term



Existing separated shared use on western side - resurface and maintain vegetation to retain width as part of Watford LCWIP cycle route 6

Improve informal crossing and route legibility - raise crossing, widen central island, remove guardrail and deterrent paving. Deter footway parking on western edge of carriageway to improve visibility

Provide additional designated parking bays on road to reduce footway / verge parking. Use hatched central reservation for additional space

Appendix D

ATE Route Tool and CLoS Scoring Sheets

Scores can be given for each section to indicate the quality of the design according to the criteria provided:

- C for critical factors, which indicate that improvements are required for this section of work (black)
- 0 for poor provision (red)
- 1 for provision which is adequate but should be improved if possible (amber)
- 2 for good quality provision (green)

Where the route or section may fall under multiple scores, always go with the lowest one, as this tool is to identify where improvements can be made to the route.
Where multiple sections are required, please copy the 'CLoS Tool' sheet, and rename the tabs to indicate the section identifiers.
Comments are available, as criteria is qualitative, so comments can be used to justify the scoring provided, allowing the audit to be better understood and reviewed by other stakeholders

1.1.2 The guidance contains tools which give local authorities flexibility on infrastructure design and sets a measurable quality threshold to achieve when designing cycling schemes. The Cycling Level of Service (CLoS) at Appendix A and the Junction Assessment tools (JAT) at Appendix B are new mechanisms introduced to set minimum quality criteria. Only schemes with a minimum score of 70% under the CLoS, no critical fails and under the JAT no red-scored turning movements will generally be considered for funding. Where schemes are proposed for funding that do not meet these minimum criteria, authorities will be required to justify their design choices. It still gives local authorities flexibility on design of infrastructure, but sets an objective and measurable quality threshold. Use of these tools is explained in more detail in Chapter 4, Section 4.5.

4.5.3 A recommended **Cycling Level of Service** (CLoS) tool is provided in Appendix A. This includes a simple scoring assessment based on attributes of the five design criteria, which can be used to identify strengths and weaknesses, and therefore what the design needs to address. The tool includes some factors that are considered to be 'Critical Fails' – results that represent unsafe conditions for cycling which must be addressed (or an alternative route found).

4.5.4 Cycling rarely happens in isolation, and it may be useful to consider adopting a whole street approach, such as TfL's **Healthy Streets Check for Designers**.[17]

4.5.5 Good cycle infrastructure is normally accessible to a wide range of people but an independent **Access Audit** (see 4.5.11) should be carried out to identify any negative impacts on other users such as access to disabled parking bays or potential trip hazards. Within that context, it is still important to meet the cycling design quality, which the CLoS tool measures.

4.5.6 A cycle route may consist of different types of infrastructure along its length. It may therefore be necessary to split the route into consistent sections (in terms of design) and then assess each section independently. It may only be necessary to assess the more problematic sections to analyse the type and severity of the issues, on the basis that the overall quality of the route is determined by its constraints.

Cycle Level of Service Tool Summary

KEY: Quality of Section
Low: Score < 50%
Intermediate: 50% <= Score < 70%
High: Score > 70%
Critical: Design fails due to one or more critical scores.

Route Length

Key Requirement	Factor	Design principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey		
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed – cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2. Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions		
	Density of Network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3. Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 – 1000m	Route contributes to a network density mesh width <250m		
Directness	Distance	Routes should follow the shortest option available and be as near to the 'as the-crow-flies' distance as possible.	4. Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2		
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5. Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km		
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6. Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)		
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7. Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.		
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8. Gradient		Route includes sections steeper than the gradients recommended Chapter 5 of LTN 1/20	There are no sections of route steeper than the gradients recommended in Chapter 5 fo LTN 1/20	There are no sections of route which steeper than 2%		
	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9. Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph		
			10. Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph		
	Avoid high motor traffic volumes where cyclists are sharing the	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater	11. Motor traffic volume on sections of shared carriageway, expressed as	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT		

	sharing the carriageway	where risk of collision is greater, such as at junctions.	expressed as vehicles per peak hour						
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Figure 4.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12. Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway – nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in offcarriageway cycle track. Cyclists in hybrid/light segregated track; 85th percentile motor traffic speed max 30mph.		
		A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads – cyclist priority and/or speed reduction across side roads Major roads – separation of cyclists from motor traffic through junctions.	13. Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/motor traffic streams separated.		
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self explanatory and selfevident to all road users. All users should understand where they and other road users should be and what movements they might make.	14. Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout		
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15. Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity – eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.		
Safety	Reduce severity of collisions where they do occur	Wherever possible routes should include “evasion room” (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16. Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.		
	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/ gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17. Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface		
		Pavement or carriageway construction providing smooth and level surface	18. Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete paviours with frequent joints.	Machine laid smooth and non slip surface – eg Thin Surfacing, or firm and closelyjointed blocks undisturbed by turning heavy vehicles.		
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19. Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).		More than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route		
Comfort	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20. Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions		
	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely	21. Lighting		Most or all of route is unlit	Short and infrequent unlit/ poorly lit sections	Route is lit to highway standards throughout		

		to be used.	22. Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length		
	Impact on pedestrians, including people with disabilities	ntroduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23. Impact on pedestrians, Pedestrian Comfort Level based on Pedestrian Comfort guide for London (Section 6.1)		Route impacts negatively on pedestrian provision, Pedestrian Comfort is at Level C or below.	No impact on pedestrian provision or Pedestrian Comfort Level remains at B or above.	Pedestrian provision enhanced by cycling provision, or Pedestrian Comfort Level remains at A		
	Minimise street clutter	Signing required to support scheme layout	24. Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.		
Attractiveness	Secure cycle parking	Ease of access to secure cycle parking within businesses and on-street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked areas	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand		
								Audit Score Total	**0**

Audit Score Percentage	**0%**
Contain Critical?	**No**
Cohesion	**0%**
Directness	**0%**
Safety	**0%**
Comfort	**0%**
Attractiveness	**0%**

KEY: Quality of Section	
0	Low: Score<50
1	Intermediate: 50<=Score<70
2	High: Score>70
C	Critical: Design fails due to one or more critical scores.

Route Check

Street Check

Metric	Mode	#	Description	Red	Amber	Green	Existing		Proposed	
				0	1	2	Score	Comments / assumptions	Score	Comments / assumptions
ACCESSIBILITY										
Gradient	Walking / Wheeling / Cycling	ST17	Steepest gradient due to underlying terrain. (For gradients at ramps, dropped kerbs and cambers, see metrics SA14 and SA15).	More than 5%.	3-5%.	Less than 3%.				
Tactile Information and Signal Equipment	Walking / Wheeling / Cycling	ST18	Adherence of tactile paving to recommended layouts and colours in 'Guidance on the Use of Tactile Paving Surfaces' and accessibility of signal equipment.	Guidance on tactile paving has not been considered. Or, there is signal equipment which is incorrectly situated, inaccessible or faulty (for example in terms of rotating cones).	Guidance on tactile paving has been considered, but the area is not fully legible.	Guidance on tactile paving has been considered and the area is fully legible.				
Barriers	Walking / Wheeling / Cycling	ST19	Presence and accessibility of barriers.	Barriers are not accessible by wheelchair users and/or users on solo upright cycles (as defined in LTN 1/20) and/or mobility scooters.	All barriers are accessible by wheelchair users, mobility scooters, and by users on solo upright cycles (as defined in LTN 1/20), with sufficient space to turn.	All barriers are accessible by the cycle design vehicle referenced in LTN 1/20, with sufficient space to turn. Or, there are no barriers.				
Bus Stops	Walking / Wheeling / Cycling	ST20	Interactions at bus stops.	At bus stops, cyclists regularly have to wait behind buses or overtake them in general traffic lanes. Or, there are likely to be high-level interactions between pedestrians and cyclists.	At bus stops, cyclists are protected from buses and traffic, but there are likely to be medium-level interactions between pedestrians and cyclists.	At bus stops, cyclists are protected from buses and traffic and interactions between pedestrians and cyclists are likely to be low-level.				
Wheelchair Access	Wheeling	ST21	Accessibility of pedestrian facilities by wheelchair.	Pedestrian facilities (including any crossings, connections and public transport interchange facilities) are not wheelchair accessible.	All pedestrian facilities (including any crossings, connections and public transport interchange facilities) are step-free and accessible for wheelchair users, but some interaction with cyclists is possible.	All pedestrian facilities (including crossings, connections and public transport interchange facilities) are step-free and accessible for wheelchair users, and there is no potential for interaction with cyclists.				
Access to Taxis and Blue Badge Parking	Walking / Wheeling / Cycling	ST22	Distance to accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	Where people meet, wait, or spend time in numbers, it is over 150m to the nearest accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	Where people meet, wait, or spend time in numbers, it is less than 150m to the nearest accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	Where people meet, wait, or spend time in numbers, it is less than 50m to nearest accessible pick-up, drop-off or hailing points, or blue badge parking facilities.				
Access to Toilets	Walking / Wheeling / Cycling	ST23	Provision of sanitary facilities. E.g. toilets and/or baby change facilities.	Where people meet, wait or spend time in numbers, it is over 150m to the nearest accessible sanitary facilities.	Where people meet, wait or spend time in numbers, it is less than 150m to the nearest accessible sanitary facilities.	Where people meet, wait or spend time in numbers, it is less than 50m to the nearest accessible sanitary facilities.				
COMFORT										
Cycling Surface Material	Cycling	ST24	Type of cycling surface material.	Unsurfaced/unbound or unstable blocks/setts.	Hand-laid asphalt or smooth blocks.	Machine-laid asphalt or smooth and firm blocks undisturbed by turning vehicles.				
Walking/Wheeling Surface Material	Walking / Wheeling	ST25	Type of walking/wheeling surface material.	The surface is low-grip (i.e. PTV of 25 or lower). If paved, the joints are wider than 5mm.	The surface is medium-grip (i.e. PTV of between 25 and 35). If paved, the joints are 5mm or less.	The surface is high-grip (i.e. PTV of 35 or higher). If paved, the joints are mortared.				
Effective Width for Cyclists	Cycling	ST26	Effective width for cyclists (when not mixed with motor traffic).	At pinch points, cycle facility widths and/or buffers are below the absolute minimums recommended in LTN 1/20.	Recommended desirable minimum widths from LTN 1/20 are maintained for cycle facilities and buffers throughout the whole route, except at pinch points where absolute minimum widths recommended in LTN 1/20 are maintained.	Recommended desirable minimum widths from LTN 1/20 are maintained or exceeded for cycle facilities and buffers throughout whole route.				
DIRECTNESS										
Deviation of Cycle Route	Cycling	ST27	Deviation of cycle route against straight line or shortest alternative.	Deviation factor against straight line or shortest alternative greater than 1.4.	Deviation factor against straight line or shortest alternative 1.2-1.4.	Deviation factor against straight line or shortest alternative less than 1.2.				
Pedestrian Crossing Locations	Walking / Wheeling	ST28	Alignment of crossings with desire lines.	No crossings are located on desire lines.	Some crossings are located on desire lines.	All crossings are located on desire lines, and all desire lines are provided for.				
Cyclist Delay at Junctions	Cycling	ST29	Delay to cyclists at junctions.	Delay for cyclists at junctions is greater than the delay to motor vehicles.	Delay for cyclists at junctions is similar to that of motor vehicles.	Delay for cyclists is shorter than that of motor vehicles or cyclists are not required to stop at junctions (e.g. bypass at signals).				
Cyclist Delay on Links	Cycling	ST30	Delay to cyclists on links.	Cyclists have no opportunities to pass slower moving vehicles (including other cyclists).	Cyclists have some opportunities to pass slower moving vehicles (including other cyclists).	Cyclists can always progress without being delayed by other vehicles.				
Pedestrian Delay at Junctions	Walking / Wheeling	ST31	Delay to pedestrians at signal controlled junctions.	Maximum waiting time over 60 seconds.	Maximum waiting time 40-60 seconds.	Maximum waiting time up to 40 seconds.				
Pedestrian Delay at Standalone Signal Crossings	Walking / Wheeling	ST32	Delay to pedestrians at stand-alone signal crossings.	After pressing the button, pedestrians must wait over 10 seconds for an invitation to cross.	After pressing the button, pedestrians must wait up to 10 seconds for an invitation to cross.	Crossings rest on the green for pedestrians. Or, the time between pressing the button and the invitation to cross has been minimised as much as is safe to do so.				
ATTRACTIVENESS										
Wayfinding	Walking / Wheeling / Cycling	ST33	Effectiveness of signage and road markings on wayfinding.	Route signing is poor with signs missing at key decision points. Pedestrians and cyclists follow signs and road markings intended for motor traffic. Or, signs and road markings are faded or unclear.	Some cycle and pedestrian specific direction signing. There are gaps in signage and road markings which could be improved.	Route is well signed for pedestrians and cyclists with signs and road markings located at all decision points and junctions. Signs and road markings are clear, easily visible and legible.				
Places to Rest	Walking / Wheeling	ST34	Distance between resting points.	More than 150m.	50-150m.	Less than 50m.				
Places to Shelter	Walking / Wheeling	ST35	Distance between shelter points.	More than 150m.	50-150m.	Less than 50m.				
Lighting	Walking / Wheeling / Cycling	ST36	Extent of lighting.	Long stretches of darkness. Or, no lighting.	Short stretches of darkness. Or, bat-friendly lighting.	Route lit thoroughly, including any public transport waiting areas.				
Cycle Parking	Cycling	ST37	Ease of access to cycle parking on- and off-street.	Insufficient or inappropriate cycle parking.	Some accessible and overlooked cycle parking provided but not enough to meet present demand.	Accessible and overlooked cycle parking provided, sufficient to meet present and future demand, including provision for a range of cycle vehicles and users.				
Impact of Cycling on Walking	Walking / Wheeling / Cycling	ST38	Presence of shared use cycle tracks and toucan crossings.	On urban streets, cyclists are expected to use shared use cycle tracks and/or toucan crossings, bringing them into potential conflict with pedestrians. In rural areas or motor traffic free environments, shared use cycle tracks fail the width requirements set out in Table 6-3 of LTN 1/20.	In rural areas or motor traffic free environments, shared use cycle tracks pass the width requirements set out in Table 6-3 of LTN 1/20 and are designed in a way that minimises potential conflict between cyclists and pedestrians.	There are no shared use cycle tracks.				
COHESION										
Impact of Motor Traffic on Pedestrians and Cyclists	Walking / Wheeling / Cycling	ST39	Measures taken to manage motor traffic in a way that benefits active modes.	There are no measures to manage motor traffic that benefit active modes.	There are some measures to manage motor traffic that benefit active modes.	There are measures to manage motor traffic which prioritise active modes. Or, the route is completely separate from motor traffic.				
Transitions for Cyclists	Cycling	ST40	Ability to transition on and off the route safely and easily.	Cyclists cannot transition on or off the route without dismounting.	Cyclists can transition on and off the route with minimal disruption to their journey.	Cyclists have dedicated, legible and understandable transitions on and off the route at all key points. Protected cycle facilities are easy to join and leave.				
Route Continuity	Walking / Wheeling / Cycling	ST41	Continuity of walking, wheeling and cycling routes.	Provisions for walking, wheeling and cycling along the route are discontinuous.	Provisions for walking, wheeling and cycling along the route are continuous but may be indirect or have sections which are unintuitive to navigate.	Provisions for walking, wheeling and cycling along the route are direct, continuous, intuitive and legible.				
Consistency of Route	Walking / Wheeling / Cycling	ST42	Consistency of provision for pedestrians and cyclists.	Multiple changes of provision on the route.	Some changes of provision on the route.	Provision is consistent throughout the route.				

Active Travel England

Route Check

Path Check

PRESENCE OF HORSES

Are horse riders expected on this route? Unanswered

Metric	Mode	#	Description	Red	Amber	Green	Existing		Proposed	
				0	1	2	Score	Comments / assumptions	Score	Comments / assumptions
ACCESSIBILITY										
Barriers	All Active Modes	PA17	Presence and accessibility of barriers.	Key public access points (e.g. interfaces with public highway) to the path are restricted by barriers that would inhibit legitimate users. Or, there are barriers along the path that inhibit legitimate users.	Key public access points (e.g. interfaces with public highway) do not have barriers, but other public access points have barriers that would inhibit legitimate users.	No public access points to the path have barriers that would inhibit legitimate users.				
Steps	All Active Modes	PA18	Presence of steps.	Steps are unavoidable at key public access points (e.g. interfaces with public highway). Or, there are unavoidable steps along the path.	A step-free route is possible at key public access points (e.g. interfaces with public highway) and along the path, but steps are present at other public access points.	A step-free route is possible at all public access points and along the path.				
Gradient	Walking / Wheeling / Cycling	PA19	Steepest gradient due to underlying terrain. (For gradients at ramps, dropped kerbs and cambers, see metrics SA14 and SA15).	More than 5%.	3-5%.	Less than 3%.				
Tactile Information and Signal Equipment	All Active Modes	PA20	Adherence of tactile paving to recommended layouts and colours in 'Guidance on the Use of Tactile Paving Surfaces' and accessibility of signal equipment.	Guidance on tactile paving has not been considered. Or, there is signal equipment which is incorrectly situated, inaccessible or faulty (for example in terms of rotating cones).	Guidance on tactile paving has been considered, but the area is not fully legible.	Guidance on tactile paving has been considered and the area is fully legible.				
Ability to Turn Around	All Active Modes	PA21	Presence and frequency of turning points (open and flat areas of at 4m x 4m).	There are no turning points. Or, turning points are over 1km apart or not provided between all public access points.	Turning points are approximately 1km apart.	The path is at least 4m wide. Or, turning points are less than 1km apart and provided between all public access points.				
COMFORT										
Width of Shared Use Spaces	All Active Modes	PA22	Effective width of shared use spaces.	Where pedestrians and cyclists are in a shared facility without horses, the width requirements set out in Table 6-3 of LTN 1/20 are not met. Where horses are in a shared facility with pedestrians and/or cyclists, the width is less than 4m.	Where pedestrians and cyclists are in a shared facility without horses, the width requirements set out in Table 6-3 of LTN 1/20 are met. Where horses are in a shared facility with pedestrians and/or cyclists, the width is 4m.	Where pedestrians and cyclists are in a shared facility without horses, the width requirements set out in Table 6-3 of LTN 1/20 are exceeded. Where horses are in a shared facility with pedestrians and/or cyclists, the width is greater than 4m.				
Width of Walking and Wheeling Spaces	Walking / Wheeling	PA23	Effective width of dedicated walking/wheeling spaces.	Less than 1.5m.	1.5-2.0m.	More than 2.0m.				
Width of Cycling Spaces	Cycling	PA24	Effective width of dedicated cycling spaces.	Less than 2.5m.	2.5-3.0m	More than 3.0m.				
Width of Horse Riding Spaces	Horse Riding	PA25	Effective width of dedicated equestrian spaces.	Less than 3.0m (excluding pinch points where an absolute minimum width of 2.0m is maintained over a short distance).	3.0-3.5m (excluding pinch points where an absolute minimum width of 2.0m is maintained over a short distance).	More than 3.5m (excluding pinch points where an absolute minimum width of 2.0m is maintained over a short distance).				
Shared Use Surface	All Active Modes	PA26	Surface of shared use facilities.	Unbound or unsealed surface.	Bound, sealed bituminous surface (including spray and chip or resin bound).	Bound and porous surface (e.g. Flexipave).				
Walking and Wheeling Surface	Walking / Wheeling	PA27	Type of walking/wheeling surface material.	The surface is low-grip (i.e. PTV of 25 or lower). If paved, the joints are wider than 5mm.	The surface is medium-grip (i.e. PTV of between 25 and 35). If paved, the joints are 5mm or less.	The surface is high-grip (i.e. PTV of 35 or higher). If paved, the joints are mortared.				
Cycling Surface	Cycling	PA28	Type of cycling surface material.	Unsurfaced/unbound or unstable blocks/setts.	Hand-laid asphalt or smooth blocks.	Machine-laid asphalt or smooth and firm blocks.				
Horse Riding Surface	Horse Riding	PA29	Type of dedicated equestrian surface material (e.g. trotting strips).	Sealed surface, e.g. asphalt or other material rated "reasonable" in Table 5.29 of DMRB CD 143.	A bound and porous surface or other material rated "good" in Table 5.29 of DMRB CD 143.	Grass (or other material rated "excellent" in Table 5.29 of DMRB CD 143) is provided.				
Suitability of Crossings	All Active Modes	PA30	Suitability of crossings provided given path users and the volumes and speeds of traffic on roads being crossed.	Not all crossings are suitable for all path users. Or, crossings selected do not follow LTN 1/20 guidance given the volumes and speeds of traffic on roads being crossed.	All crossings are suitable for all path users given the volumes and speeds of traffic on roads being crossed.	All crossings are suitable for all path users and go beyond LTN 1/20 guidance to help future proof the route and provide a higher level of service.				
Accessibility of Access Points	All Active Modes	PA31	Potential for access points to be blocked by parking or loading.	Path access points are not protected, meaning there is a risk that they could be blocked by parking or loading, impeding access for some or all path users.	Path access points are suitably protected to maintain access for all path users. Or, there is adequate marked loading and parking provision near access points.	Path access points are suitably protected to maintain access for all path users, and there is adequate marked loading and parking provision near access points.				
Drainage	All Active Modes	PA32	Effect of drainage and water on user experience.	The path is occasionally inaccessible or impassable due to the presence of water.	The path is occasionally narrowed due to the presence of water.	The path is passable even during extreme weather events, with a minimum clear width of 3.0m maintained at all times.				
DIRECTNESS										
Deviation of Path Against Straight Line	All Active Modes	PA33	Extent to which the path deviates against the straight line.	Deviation factor against straight line greater than 1.4.	Deviation factor against straight line 1.2-1.4.	Deviation factor against straight line less than 1.2.				
Deviation of Path Against Nearest Alternative Route	All Active Modes	PA34	Extent to which the path deviates against the nearest alternative route open to motor traffic.	Deviation factor against nearest alternative route greater than 1.4.	Deviation factor against nearest alternative route between 1.2-1.4.	Deviation factor against nearest alternative route less than 1.2.				
Crossing Locations	All Active Modes	PA35	Alignment of crossings with desire lines.	No crossings are located on desire lines.	Some crossings are located on desire lines.	All crossings are located on desire lines, and all desire lines are provided for.				
Delay at Crossings	All Active Modes	PA36	Delay to path users at signal crossings.	Maximum waiting time over 60 seconds.	Maximum waiting time 40-60 seconds.	Maximum waiting time up to 40 seconds.				
ATTRACTIVENESS										
Places to Rest	Walking / Wheeling	PA37	Distance between resting points.	More than 150m.	30-150m.	Less than 30m.				
Places to Shelter	Walking / Wheeling	PA38	Distance between shelter points.	More than 150m.	30-150m.	Less than 30m.				
Lighting	All Active Modes	PA39	Extent of lighting.	Long stretches of darkness or no lighting.	Short stretches of darkness or inappropriate lighting.	Appropriate lighting throughout the path. Any public transport waiting areas at access points to the path are lit.				
Cycle Parking	Cycling	PA40	Ease of access to cycle parking at key points along path.	Insufficient or inappropriate cycle parking.	Some accessible and overlooked cycle parking provided but not enough to meet present demand.	Accessible and overlooked cycle parking provided, sufficient to meet present and future demand, including provision for a range of cycle vehicles and users.				
Impact of Users on Each Other	All Active Modes	PA41	Potential for interaction between modes.	In rural areas or motor traffic free environments, shared use cycle tracks fail the width requirements set out in Table 6-3 of LTN 1/20. Or, horses share facilities with pedestrians and cyclists in a facility under 3.0m wide.	Shared use facilities pass the width requirements set out in Table 6-3 of LTN 1/20 and are designed in a way that minimises potential conflict between cyclists and pedestrians. Or, horses share facilities with pedestrians and cyclists in a facility over 3.0m wide.	There are no shared use facilities. If horse-riding is permitted, a separate trotting strip is provided.				
COHESION										
Ease of Navigation	All Active Modes	PA42	Ease of navigation when travelling along the route.	There are multiple points along the route where the way forward is unclear due to the path environment, design features, or poor/missing signage.	There is one point along the route where the way forward is unclear due to the path environment, design features, or poor/missing signage.	The way forward along the route is clear due to the path environment and design features. If signage is needed at decision points, it is present.				
Wayfinding	All Active Modes	PA43	Effectiveness of signage on wayfinding.	Signage on the route is confusing or missing in places. Links between the path and surrounding routes at access points are not legible.	Signage on the route is regular and consistent, creating legible links between the path and surrounding routes at access points. However, information on nearby destinations is not provided or is limited.	Signage on the route is regular and consistent, creating legible links between the path and surrounding routes at access points. Information on nearby destinations is provided.				
Proximity to Destinations	Walking / Wheeling / Cycling	PA44	Route links to public transport interchanges and other destinations. Other destinations could include: • Local high streets • Schools and colleges • Hospitals and healthcare • Access to green and blue spaces • Viewing points • Tourist destinations, etc.	The route is not within 400m of any public transport interchanges or other destinations.	The route is within 400m of a public transport interchange or other destination.	The route is within 400m of at least one public transport interchange and at least one other destination.				
Quality of Connections	Walking / Wheeling / Cycling	PA45	Quality of connections to public transport interchanges or other destinations.	Walking, wheeling and cycling connections are inaccessible or offer a low level of service.	Walking, wheeling and cycling connections are accessible and offer a medium level of service.	Walking, wheeling and cycling connections are accessible and offer a high level of service.				
Connectivity with Other Horse Riding Routes	Horse Riding	PA46	Connectivity with other routes appropriate for horse riding.	The route does not link to other routes appropriate for horse riding.	The route links to one other route appropriate for horse riding.	The route links to two or more other routes appropriate for horse riding.				
							0		0	
Access Points-Loading and Parking		PA47	Impact of on-street loading and parking provision at access points to the path	No designated provision and no protection-risk of abuse or blockage, impeding the movement of all legitimate path users.	EITHER adequate marked loading and parking provision in the street area where needed OR suitable protection of path access points to maintain suitable access for all legitimate path users.	BOTH adequate marked loading and parking provision in the street area where needed AND suitable protection of path access points to maintain suitable access for all legitimate path users. Or, no loading or parking provision necessary.	0		0	
Width		PA48	Is the greenway wide enough for faster path users to overtake slower users comfortably and without causing consternation.	The path has long and/or frequent stretches where widths are below 3m (shared use or cycleway) or 2m (dedicated footway or trotting strip) on a single level. If horses are sharing with other modes, minimum widths are below 4m.	The path has short and/or occasional stretches where widths are below 3m (shared use or cycleway) or 2m (dedicated footway or trotting strip) on a single level. If horses are sharing with other modes, minimum widths are between 4.0m and 4.5m.	The path has no stretches where widths are below 3m (shared use or cycleway) or 2m (dedicated footway or trotting strip) on a single level. If horses are sharing with other modes, minimum widths are greater than 4.5m.	2		2	
Drainage		PA49	Effect of drainage and water on user experience, biodiversity, and climate resilience.	There are regular periods where the whole width of the path is under water.	Much of the path is accessible although it may be narrowed due to standing water during particularly heavy rainfall.	The path is passable even during extreme weather events, with a minimum width of 3m surface remaining clear of any standing water.	0		0	
Wheelchair Access		35	Wheelchair access	Pedestrian facilities (including any crossings, connections and public transport interchange facilities) are not wheelchair accessible.	All pedestrian facilities (including any crossings, connections and public transport interchange facilities) are step-free and accessible for wheelchair users, but some interaction with cyclists is possible.	All pedestrian facilities (including crossings, connections and public transport interchange facilities) are step-free and accessible for wheelchair users, and there is no potential for interaction with cyclists .	1		2	

Appendix F

TRICS Outputs

Calculation Reference: AUDIT-141301-250506-0534

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	5 days
	HF	HERTFORDSHIRE	1 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	2 days
03	SOUTH WEST		
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	NF	NORFOLK	4 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter:	No of Dwellings
Actual Range:	208 to 544 (units:)
Range Selected by User:	200 to 800 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 26/06/24

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

Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	7 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	13
Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:

Residential Zone	11
Village	2
Out of Town	2
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	16 days - Selected

Secondary Filtering selection:

Use Class:

C3	17 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	6 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	12 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	15 days
No	2 days

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

PTAL Rating:

No PTAL Present	17 days

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

LIST OF SITES relevant to selection parameters

1 ES-03-M-11 MIXED HOUSES & FLATS EAST SUSSEX
HEMPSTEAD LANE
HAILSHAM
UPPER HORSEBRIDGE
Edge of Town
Residential Zone
Total No of Dwellings: 354
Survey date: WEDNESDAY 13/07/16 Survey Type: MANUAL

2 ES-03-M-21 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 392
Survey date: MONDAY 28/03/22 Survey Type: MANUAL

3 HC-03-M-11 MIXED HOUSES & FLATS HAMPSHIRE
ALDERMASTON ROAD
BASINGSTOKE

Edge of Town
No Sub Category
Total No of Dwellings: 238
Survey date: THURSDAY 07/03/19 Survey Type: MANUAL

4 HC-03-M-17 MIXED HOUSES & FLATS HAMPSHIRE
RAWLINGS LANE
ALTON

Edge of Town
Residential Zone
Total No of Dwellings: 275
Survey date: WEDNESDAY 12/10/22 Survey Type: MANUAL

5 HC-03-M-19 MIXED HOUSES & FLATS HAMPSHIRE
WINCHESTER ROAD
BASINGSTOKE

Edge of Town
Residential Zone
Total No of Dwellings: 286
Survey date: TUESDAY 27/06/23 Survey Type: MANUAL

6 HC-03-M-20 MIXED HOUSES & FLATS HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 314
Survey date: TUESDAY 28/11/23 Survey Type: MANUAL

7 HC-03-M-22 MIXED HOUSES & FLATS HAMPSHIRE
HAVANT ROAD
HAVANT
BEDHAMPTON
Edge of Town
Residential Zone
Total No of Dwellings: 248
Survey date: THURSDAY 07/03/24 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 HF-03-M-06 MIXED HOUSES & FLATS HERTFORDSHIRE
THIEVES LANE
HERTFORD

Edge of Town
Residential Zone
Total No of Dwellings: 208
Survey date: TUESDAY *12/03/24* *Survey Type: MANUAL*

9 NF-03-M-02 MIXED HOUSES NORFOLK
CAWSTON ROAD
AYLSHAM

Edge of Town
Out of Town
Total No of Dwellings: 250
Survey date: TUESDAY *17/09/19* *Survey Type: MANUAL*

10 NF-03-M-14 MIXED HOUSES & FLATS NORFOLK
NORWICH COMMON
WYMONDHAM

Edge of Town
Residential Zone
Total No of Dwellings: 321
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

11 NF-03-M-46 MIXED HOUSES & FLATS NORFOLK
DEREHAM ROAD
NORWICH

Edge of Town
No Sub Category
Total No of Dwellings: 338
Survey date: WEDNESDAY *15/09/21* *Survey Type: MANUAL*

12 NF-03-M-62 MIXED HOUSES NORFOLK
CAWSTON ROAD
AYLSHAM

Edge of Town
Out of Town
Total No of Dwellings: 250
Survey date: WEDNESDAY *21/09/22* *Survey Type: MANUAL*

13 SC-03-M-15 MIXED HOUSES & FLATS SURREY
HERSHAM ROAD
WALTON-ON-THAMES
HERSHAM
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 296
Survey date: WEDNESDAY *26/06/24* *Survey Type: MANUAL*

14 WK-03-M-01 MIXED HOUSES & FLATS WARWICKSHIRE
BIRMINGHAM ROAD
STRATFORD UPON AVON

Edge of Town
Residential Zone
Total No of Dwellings: 395
Survey date: FRIDAY *29/06/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

15 WL-03-M-04 MIXED HOUSES & FLATS WILTSHIRE
WARNEFORD CRESCENT
NEAR SALISBURY
LONGHEDGE
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 544
Survey date: THURSDAY 18/11/21 Survey Type: MANUAL

16 WS-03-M-16 MIXED FLATS & HOUSES WEST SUSSEX
BROYLE ROAD
CHICHESTER

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 252
Survey date: WEDNESDAY 21/03/18 Survey Type: MANUAL

17 WS-03-M-27 MIXED HOUSES WEST SUSSEX
COPTHORNE WAY
NEAR CRAWLEY
COPTHORNE
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 292
Survey date: WEDNESDAY 22/11/23 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HC-03-M-14	COVID
KC-03-M-04	COVID

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.72

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	309	0.085	17	309	0.300	17	309	0.385
08:00 - 09:00	17	309	0.143	17	309	0.381	17	309	0.524
09:00 - 10:00	17	309	0.132	17	309	0.152	17	309	0.284
10:00 - 11:00	17	309	0.109	17	309	0.131	17	309	0.240
11:00 - 12:00	17	309	0.125	17	309	0.126	17	309	0.251
12:00 - 13:00	17	309	0.144	17	309	0.134	17	309	0.278
13:00 - 14:00	17	309	0.140	17	309	0.146	17	309	0.286
14:00 - 15:00	17	309	0.148	17	309	0.178	17	309	0.326
15:00 - 16:00	17	309	0.264	17	309	0.172	17	309	0.436
16:00 - 17:00	17	309	0.287	17	309	0.174	17	309	0.461
17:00 - 18:00	17	309	0.333	17	309	0.173	17	309	0.506
18:00 - 19:00	17	309	0.288	17	309	0.146	17	309	0.434
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.198			2.213			4.411

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

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

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Parameter summary

Trip rate parameter range selected:	208 - 544 (units:)
Survey date date range:	01/01/16 - 26/06/24
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	2

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	309	0.006	17	309	0.006	17	309	0.012
08:00 - 09:00	17	309	0.005	17	309	0.005	17	309	0.010
09:00 - 10:00	17	309	0.003	17	309	0.002	17	309	0.005
10:00 - 11:00	17	309	0.002	17	309	0.002	17	309	0.004
11:00 - 12:00	17	309	0.002	17	309	0.002	17	309	0.004
12:00 - 13:00	17	309	0.002	17	309	0.002	17	309	0.004
13:00 - 14:00	17	309	0.002	17	309	0.002	17	309	0.004
14:00 - 15:00	17	309	0.003	17	309	0.003	17	309	0.006
15:00 - 16:00	17	309	0.004	17	309	0.004	17	309	0.008
16:00 - 17:00	17	309	0.004	17	309	0.004	17	309	0.008
17:00 - 18:00	17	309	0.002	17	309	0.002	17	309	0.004
18:00 - 19:00	17	309	0.002	17	309	0.002	17	309	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.037			0.036			0.073

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	309	0.002	17	309	0.001	17	309	0.003
08:00 - 09:00	17	309	0.002	17	309	0.002	17	309	0.004
09:00 - 10:00	17	309	0.002	17	309	0.003	17	309	0.005
10:00 - 11:00	17	309	0.002	17	309	0.002	17	309	0.004
11:00 - 12:00	17	309	0.002	17	309	0.002	17	309	0.004
12:00 - 13:00	17	309	0.001	17	309	0.002	17	309	0.003
13:00 - 14:00	17	309	0.001	17	309	0.001	17	309	0.002
14:00 - 15:00	17	309	0.001	17	309	0.001	17	309	0.002
15:00 - 16:00	17	309	0.001	17	309	0.001	17	309	0.002
16:00 - 17:00	17	309	0.001	17	309	0.001	17	309	0.002
17:00 - 18:00	17	309	0.001	17	309	0.001	17	309	0.002
18:00 - 19:00	17	309	0.000	17	309	0.000	17	309	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.017			0.033

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	309	0.001	17	309	0.001	17	309	0.002
08:00 - 09:00	17	309	0.002	17	309	0.002	17	309	0.004
09:00 - 10:00	17	309	0.000	17	309	0.000	17	309	0.000
10:00 - 11:00	17	309	0.000	17	309	0.000	17	309	0.000
11:00 - 12:00	17	309	0.001	17	309	0.001	17	309	0.002
12:00 - 13:00	17	309	0.001	17	309	0.001	17	309	0.002
13:00 - 14:00	17	309	0.000	17	309	0.000	17	309	0.000
14:00 - 15:00	17	309	0.001	17	309	0.000	17	309	0.001
15:00 - 16:00	17	309	0.001	17	309	0.001	17	309	0.002
16:00 - 17:00	17	309	0.001	17	309	0.002	17	309	0.003
17:00 - 18:00	17	309	0.000	17	309	0.000	17	309	0.000
18:00 - 19:00	17	309	0.000	17	309	0.000	17	309	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	309	0.002	17	309	0.010	17	309	0.012
08:00 - 09:00	17	309	0.003	17	309	0.013	17	309	0.016
09:00 - 10:00	17	309	0.003	17	309	0.004	17	309	0.007
10:00 - 11:00	17	309	0.002	17	309	0.002	17	309	0.004
11:00 - 12:00	17	309	0.003	17	309	0.004	17	309	0.007
12:00 - 13:00	17	309	0.004	17	309	0.003	17	309	0.007
13:00 - 14:00	17	309	0.002	17	309	0.003	17	309	0.005
14:00 - 15:00	17	309	0.003	17	309	0.004	17	309	0.007
15:00 - 16:00	17	309	0.013	17	309	0.004	17	309	0.017
16:00 - 17:00	17	309	0.007	17	309	0.004	17	309	0.011
17:00 - 18:00	17	309	0.011	17	309	0.005	17	309	0.016
18:00 - 19:00	17	309	0.007	17	309	0.005	17	309	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.060			0.061			0.121

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	309	0.098	17	309	0.430	17	309	0.528
08:00 - 09:00	17	309	0.175	17	309	0.636	17	309	0.811
09:00 - 10:00	17	309	0.169	17	309	0.210	17	309	0.379
10:00 - 11:00	17	309	0.139	17	309	0.182	17	309	0.321
11:00 - 12:00	17	309	0.160	17	309	0.169	17	309	0.329
12:00 - 13:00	17	309	0.188	17	309	0.181	17	309	0.369
13:00 - 14:00	17	309	0.194	17	309	0.199	17	309	0.393
14:00 - 15:00	17	309	0.200	17	309	0.233	17	309	0.433
15:00 - 16:00	17	309	0.455	17	309	0.236	17	309	0.691
16:00 - 17:00	17	309	0.433	17	309	0.245	17	309	0.678
17:00 - 18:00	17	309	0.497	17	309	0.243	17	309	0.740
18:00 - 19:00	17	309	0.420	17	309	0.208	17	309	0.628
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.128			3.172			6.300

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	309	0.020	17	309	0.038	17	309	0.058
08:00 - 09:00	17	309	0.029	17	309	0.120	17	309	0.149
09:00 - 10:00	17	309	0.037	17	309	0.026	17	309	0.063
10:00 - 11:00	17	309	0.020	17	309	0.020	17	309	0.040
11:00 - 12:00	17	309	0.022	17	309	0.024	17	309	0.046
12:00 - 13:00	17	309	0.029	17	309	0.031	17	309	0.060
13:00 - 14:00	17	309	0.028	17	309	0.027	17	309	0.055
14:00 - 15:00	17	309	0.028	17	309	0.035	17	309	0.063
15:00 - 16:00	17	309	0.099	17	309	0.045	17	309	0.144
16:00 - 17:00	17	309	0.053	17	309	0.033	17	309	0.086
17:00 - 18:00	17	309	0.044	17	309	0.034	17	309	0.078
18:00 - 19:00	17	309	0.039	17	309	0.037	17	309	0.076
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.448			0.470			0.918

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	309	0.003	17	309	0.027	17	309	0.030
08:00 - 09:00	17	309	0.003	17	309	0.023	17	309	0.026
09:00 - 10:00	17	309	0.004	17	309	0.006	17	309	0.010
10:00 - 11:00	17	309	0.006	17	309	0.007	17	309	0.013
11:00 - 12:00	17	309	0.006	17	309	0.008	17	309	0.014
12:00 - 13:00	17	309	0.006	17	309	0.006	17	309	0.012
13:00 - 14:00	17	309	0.007	17	309	0.007	17	309	0.014
14:00 - 15:00	17	309	0.010	17	309	0.007	17	309	0.017
15:00 - 16:00	17	309	0.018	17	309	0.005	17	309	0.023
16:00 - 17:00	17	309	0.023	17	309	0.008	17	309	0.031
17:00 - 18:00	17	309	0.013	17	309	0.004	17	309	0.017
18:00 - 19:00	17	309	0.010	17	309	0.004	17	309	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.109			0.112			0.221

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	309	0.000	17	309	0.005	17	309	0.005
08:00 - 09:00	17	309	0.000	17	309	0.004	17	309	0.004
09:00 - 10:00	17	309	0.000	17	309	0.000	17	309	0.000
10:00 - 11:00	17	309	0.000	17	309	0.002	17	309	0.002
11:00 - 12:00	17	309	0.000	17	309	0.001	17	309	0.001
12:00 - 13:00	17	309	0.001	17	309	0.001	17	309	0.002
13:00 - 14:00	17	309	0.001	17	309	0.001	17	309	0.002
14:00 - 15:00	17	309	0.000	17	309	0.001	17	309	0.001
15:00 - 16:00	17	309	0.001	17	309	0.000	17	309	0.001
16:00 - 17:00	17	309	0.002	17	309	0.000	17	309	0.002
17:00 - 18:00	17	309	0.004	17	309	0.000	17	309	0.004
18:00 - 19:00	17	309	0.004	17	309	0.000	17	309	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.015			0.028

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	309	0.000	17	309	0.001	17	309	0.001
08:00 - 09:00	17	309	0.000	17	309	0.004	17	309	0.004
09:00 - 10:00	17	309	0.000	17	309	0.000	17	309	0.000
10:00 - 11:00	17	309	0.000	17	309	0.000	17	309	0.000
11:00 - 12:00	17	309	0.000	17	309	0.000	17	309	0.000
12:00 - 13:00	17	309	0.000	17	309	0.000	17	309	0.000
13:00 - 14:00	17	309	0.000	17	309	0.000	17	309	0.000
14:00 - 15:00	17	309	0.000	17	309	0.000	17	309	0.000
15:00 - 16:00	17	309	0.003	17	309	0.000	17	309	0.003
16:00 - 17:00	17	309	0.001	17	309	0.000	17	309	0.001
17:00 - 18:00	17	309	0.001	17	309	0.000	17	309	0.001
18:00 - 19:00	17	309	0.000	17	309	0.000	17	309	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	309	0.003	17	309	0.033	17	309	0.036
08:00 - 09:00	17	309	0.003	17	309	0.031	17	309	0.034
09:00 - 10:00	17	309	0.004	17	309	0.006	17	309	0.010
10:00 - 11:00	17	309	0.006	17	309	0.008	17	309	0.014
11:00 - 12:00	17	309	0.006	17	309	0.009	17	309	0.015
12:00 - 13:00	17	309	0.007	17	309	0.007	17	309	0.014
13:00 - 14:00	17	309	0.008	17	309	0.008	17	309	0.016
14:00 - 15:00	17	309	0.010	17	309	0.009	17	309	0.019
15:00 - 16:00	17	309	0.022	17	309	0.005	17	309	0.027
16:00 - 17:00	17	309	0.026	17	309	0.008	17	309	0.034
17:00 - 18:00	17	309	0.017	17	309	0.004	17	309	0.021
18:00 - 19:00	17	309	0.014	17	309	0.004	17	309	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.126			0.132			0.258

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.72

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	309	0.123	17	309	0.510	17	309	0.633
08:00 - 09:00	17	309	0.211	17	309	0.800	17	309	1.011
09:00 - 10:00	17	309	0.213	17	309	0.246	17	309	0.459
10:00 - 11:00	17	309	0.166	17	309	0.212	17	309	0.378
11:00 - 12:00	17	309	0.190	17	309	0.206	17	309	0.396
12:00 - 13:00	17	309	0.227	17	309	0.221	17	309	0.448
13:00 - 14:00	17	309	0.232	17	309	0.237	17	309	0.469
14:00 - 15:00	17	309	0.241	17	309	0.280	17	309	0.521
15:00 - 16:00	17	309	0.588	17	309	0.290	17	309	0.878
16:00 - 17:00	17	309	0.518	17	309	0.290	17	309	0.808
17:00 - 18:00	17	309	0.570	17	309	0.286	17	309	0.856
18:00 - 19:00	17	309	0.480	17	309	0.253	17	309	0.733
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.759			3.831			7.590

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	309	0.066	17	309	0.256	17	309	0.322
08:00 - 09:00	17	309	0.119	17	309	0.343	17	309	0.462
09:00 - 10:00	17	309	0.111	17	309	0.128	17	309	0.239
10:00 - 11:00	17	309	0.087	17	309	0.109	17	309	0.196
11:00 - 12:00	17	309	0.101	17	309	0.105	17	309	0.206
12:00 - 13:00	17	309	0.121	17	309	0.110	17	309	0.231
13:00 - 14:00	17	309	0.117	17	309	0.123	17	309	0.240
14:00 - 15:00	17	309	0.127	17	309	0.158	17	309	0.285
15:00 - 16:00	17	309	0.237	17	309	0.150	17	309	0.387
16:00 - 17:00	17	309	0.247	17	309	0.152	17	309	0.399
17:00 - 18:00	17	309	0.293	17	309	0.154	17	309	0.447
18:00 - 19:00	17	309	0.264	17	309	0.129	17	309	0.393
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.890			1.917			3.807

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	309	0.010	17	309	0.035	17	309	0.045
08:00 - 09:00	17	309	0.015	17	309	0.026	17	309	0.041
09:00 - 10:00	17	309	0.014	17	309	0.018	17	309	0.032
10:00 - 11:00	17	309	0.017	17	309	0.018	17	309	0.035
11:00 - 12:00	17	309	0.019	17	309	0.016	17	309	0.035
12:00 - 13:00	17	309	0.019	17	309	0.018	17	309	0.037
13:00 - 14:00	17	309	0.019	17	309	0.018	17	309	0.037
14:00 - 15:00	17	309	0.016	17	309	0.015	17	309	0.031
15:00 - 16:00	17	309	0.019	17	309	0.015	17	309	0.034
16:00 - 17:00	17	309	0.032	17	309	0.015	17	309	0.047
17:00 - 18:00	17	309	0.032	17	309	0.014	17	309	0.046
18:00 - 19:00	17	309	0.018	17	309	0.012	17	309	0.030
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.230			0.220			0.450

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	309	0.000	17	309	0.002	17	309	0.002
08:00 - 09:00	17	309	0.000	17	309	0.002	17	309	0.002
09:00 - 10:00	17	309	0.000	17	309	0.001	17	309	0.001
10:00 - 11:00	17	309	0.001	17	309	0.001	17	309	0.002
11:00 - 12:00	17	309	0.000	17	309	0.001	17	309	0.001
12:00 - 13:00	17	309	0.000	17	309	0.001	17	309	0.001
13:00 - 14:00	17	309	0.001	17	309	0.001	17	309	0.002
14:00 - 15:00	17	309	0.001	17	309	0.000	17	309	0.001
15:00 - 16:00	17	309	0.002	17	309	0.001	17	309	0.003
16:00 - 17:00	17	309	0.001	17	309	0.001	17	309	0.002
17:00 - 18:00	17	309	0.004	17	309	0.002	17	309	0.006
18:00 - 19:00	17	309	0.003	17	309	0.003	17	309	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.016			0.029

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

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

Appendix G

Tempro Outputs

	Three Rivers 003
Dataset Version:	80
Dataset Scenario:	Core
Result Type:	Trip ends by time period
Base Year:	2025
Future Year:	2030
Trip Purpose Group:	All purposes - individually
Time Period:	Weekday AM peak period (0700 - 0959)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	No

Growth Factor (2030 Data/2025 Data)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping	
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
E02004958	Three Rivers 003	0.9859	1.0089	0.9894	1.0116	0.9559	0.9692	1.0164	1.0189

Future Year (2030) - Base Year (2025)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping	
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
E02004958	Three Rivers 003	-1	1	0	0	-12	-9	1	1

Base Year (2025)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping	
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
E02004958	Three Rivers 003	59	67	5	4	280	298	55	44

Future Year (2030)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping	
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
E02004958	Three Rivers 003	58	68	5	4	267	289	56	45

	2025		2030		2025	2030	2025	2030
	origin	destination	origin	destination	origin	origin	destinat	destination
HB Work	59	67	58	68	13%	13%	15%	15%
HB Employers Business	5	4	5	4	1%	1%	1%	1%
HB Education	280	298	267	289	63%	61%	65%	64%
HB Shopping	55	44	56	45	12%	13%	10%	10%
HB Personal Business	33	29	33	30	7%	8%	6%	7%
HB Recreation/Social	9	7	9	7	2%	2%	2%	2%
HB Visiting Friends and Relatives	6	5	6	5	1%	1%	1%	1%
HB Holiday/Day Trip	1	2	1	2	0%	0%	0%	0%
					INS		**OUTS**	

HB Personal Business		HB Recreation/Social		isiting Friends and Rela		HB Holiday/Day Trip		NHB Work		IHB Employers Busines		NHB
Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
1.0045	1.0144	1.0032	1.0104	0.9840	0.9774	1.0006	1.0048	1.0195	1.0180	1.0222	1.0208	1.0076

HB Personal Business		HB Recreation/Social		isiting Friends and Rela		HB Holiday/Day Trip		NHB Work		IHB Employers Busines		NHB
Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
0	0	0	0	0	0	0	0	0	0	0	0	0

HB Personal Business		HB Recreation/Social		isiting Friends and Rela		HB Holiday/Day Trip		NHB Work		IHB Employers Busines		NHB
Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
33	29	9	7	6	5	1	2	4	5	4	5	16

HB Personal Business		HB Recreation/Social		isiting Friends and Rela		HB Holiday/Day Trip		NHB Work		IHB Employers Busines		NHB
Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
33	30	9	7	6	5	1	2	4	5	5	5	16

Education	NHB Shopping		NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
0.9940	1.0203	1.0146	1.0194	1.0196	1.0205	1.0116	1.0263	1.0245

Education	NHB Shopping		NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
0	0	0	0	0	0	0	0	0

Education	NHB Shopping		NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
6	11	1	7	1	6	1	14	15

Education	NHB Shopping		NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
6	11	1	8	1	6	1	14	15

Growth Factor (2030 Data/2025 Data)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business	
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
E02004958	Three Rivers 003	0.9843	1.0134	0.9803	1.0145	0.9551	0.9731	1.0450	1.0324	1.0136	1.0210

Future Year (2030) - Base Year (2025)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business	
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
E02004958	Three Rivers 003	0	0	0	0	-1	0	0	0	0	0

Base Year (2025)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business	
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
E02004958	Three Rivers 003	27	25	1	1	16	12	4	3	2	2

Future Year (2030)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business	
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
E02004958	Three Rivers 003	27	25	1	1	16	12	4	3	2	2

	2025		2030		2025	2030	2025	2030
	origin	destinat	orgin	destination	origin	origin	destinat	destination
HB Work	27	25	27	25	43%	43%	38%	38%
HB Employers Busi	1	1	1	1	2%	2%	2%	2%
HB Education	16	12	16	12	25%	25%	18%	18%
HB Shopping	4	3	4	3	6%	6%	5%	5%
HB Personal Busine	2	2	2	2	3%	3%	3%	3%
HB Recreation/Soc	1	1	1	1	2%	2%	2%	2%
HB Visiting Friends	1	1	1	1	2%	2%	2%	2%
HB Holiday/Day Tr	11	20	11	20	17%	17%	31%	31%
					INS		**OUTS**	

HB Recreation/Social		siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB
Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
1.0057	1.0195	1.0134	0.9860	1.0111	1.0102	1.0158	1.0122	1.0180	1.0173	1.0122	0.9960	1.0215

HB Recreation/Social		siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB
Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
0	0	0	0	0	0	0	0	0	0	0	0	0

HB Recreation/Social		siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB
Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
1	1	1	1	11	20	1	3	0	1	1	0	0

HB Recreation/Social		siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB
Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
1	1	1	1	11	20	1	3	0	1	1	0	0

; Shopping		NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Destination	Origin	Destination	Origin	Destination	Origin	Destination
1.0132	1.0212	1.0190	1.0198	1.0135	1.0293	1.0279

; Shopping		NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Destination	Origin	Destination	Origin	Destination	Origin	Destination
0	0	0	0	0	0	0

; Shopping		NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Destination	Origin	Destination	Origin	Destination	Origin	Destination
0	0	0	0	0	1	1

; Shopping		NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Destination	Origin	Destination	Origin	Destination	Origin	Destination
0	0	0	0	0	1	1

Growth Factor (2030 Data/2025 Data)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recr
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
E02004958	Three Rivers 003	1.0010	1.0294	1.0010	1.0315	1.0072	1.0203	1.0306	1.0323	1.0285	1.0365	1.0324

Future Year (2030) - Base Year (2025)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recr
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
E02004958	Three Rivers 003	1	18	0	2	2	3	6	3	3	1	2

Base Year (2025)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recr
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
E02004958	Three Rivers 003	1,154	606	162	78	218	150	210	92	121	37	63

Future Year (2030)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recr
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
E02004958	Three Rivers 003	1,155	624	162	80	220	153	216	95	125	38	65

	2025		2030		2025	2030	2025	2030
	origin	destinat	origin	destination	origin	origin	destinat	destination
HB Work	1,154	606	1,155	624	56%	55%	50%	50%
HB Employe	162	78	162	80	8%	8%	6%	6%
HB Educatio	218	150	220	153	11%	11%	12%	12%
HB Shopping	210	92	216	95	10%	10%	8%	8%
HB Personal	121	37	125	38	6%	6%	3%	3%
HB Recreati	63	16	65	17	3%	3%	1%	1%
HB Visiting F	26	17	27	18	1%	1%	1%	1%
HB Holiday/	112	216	116	225	5%	6%	18%	18%
					INS		**OUTS**	

	2025	2030
	origin	origin

HB Work	56%	55%
HB Employers Business	8%	8%
HB Education	11%	11%
HB Shopping	10%	10%
HB Personal Business	6%	6%
HB Recreation/Social	3%	3%
HB Visiting Friends and Relative	1%	1%
HB Holiday/Day Trip	5%	6%

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reation/Social	siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB Shopping	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
1.0380	1.0250	1.0214	1.0349	1.0425	1.0323	1.0346	1.0325	1.0325	1.0307	1.0275	1.0362	1.0351

reation/Social	siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB Shopping	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
1	1	0	4	9	2	1	1	1	0	0	1	0

reation/Social	siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB Shopping	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
16	26	17	112	216	61	32	31	21	9	10	25	9

reation/Social	siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB Shopping	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
17	27	18	116	225	63	33	32	21	10	10	26	10

NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Origin	Destination	Origin	Destination	Origin	Destination
1.0355	1.0382	1.0351	1.0351	1.0371	1.0389

NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Origin	Destination	Origin	Destination	Origin	Destination
0	0	0	0	1	2

NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Origin	Destination	Origin	Destination	Origin	Destination
9	5	12	3	25	44

NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Origin	Destination	Origin	Destination	Origin	Destination
9	5	13	3	26	46

Growth Factor (2030 Data/2025 Data)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recr
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
E02004958	Three Rivers 003	0.9893	1.0098	0.9947	1.0122	0.9542	0.9798	0.9880	0.9949	0.9825	1.0072	0.9863

Future Year (2030) - Base Year (2025)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recr
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
E02004958	Three Rivers 003	-1	1	0	0	-26	-9	-1	0	-2	1	0

Base Year (2025)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recr
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
E02004958	Three Rivers 003	120	114	12	9	568	446	77	49	107	73	33

Future Year (2030)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recr
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
E02004958	Three Rivers 003	119	116	12	9	542	437	76	49	106	74	32

	2025		2030		2025	2030	2025	2030
	origin	destinat	origin	destination	origin	origin	destinat	destination
HB Work	120	114	119	116	12%	12%	14%	14%
HB Employe	12	9	12	9	1%	1%	1%	1%
HB Educatio	568	446	542	437	58%	57%	55%	54%
HB Shopping	77	49	76	49	8%	8%	6%	6%
HB Personal	107	73	106	74	11%	11%	9%	9%
HB Recreati	33	17	32	17	3%	3%	2%	2%
HB Visiting F	20	15	19	14	2%	2%	2%	2%
HB Holiday/	46	84	47	86	5%	5%	10%	11%
					INS		**OUTS**	

reation/Social	siting Friends and Rela		HB Holiday/Day Trip		NHB Work		IHB Employers Busines		NHB Education		NHB Shopping	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
1.0052	0.9661	0.9751	1.0150	1.0247	1.0142	1.0150	1.0181	1.0184	0.9971	0.9932	1.0189	1.0112

reation/Social	siting Friends and Rela		HB Holiday/Day Trip		NHB Work		IHB Employers Busines		NHB Education		NHB Shopping	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
0	-1	0	1	2	0	0	0	0	0	0	0	0

reation/Social	siting Friends and Rela		HB Holiday/Day Trip		NHB Work		IHB Employers Busines		NHB Education		NHB Shopping	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
17	20	15	46	84	5	5	6	10	20	18	11	2

reation/Social	siting Friends and Rela		HB Holiday/Day Trip		NHB Work		IHB Employers Busines		NHB Education		NHB Shopping	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
17	19	14	47	86	5	5	6	10	20	18	11	2

NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Origin	Destination	Origin	Destination	Origin	Destination
1.0162	1.0146	1.0186	1.0113	1.0242	1.0246

NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Origin	Destination	Origin	Destination	Origin	Destination
0	0	0	0	0	1

NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Origin	Destination	Origin	Destination	Origin	Destination
10	3	10	3	15	51

NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Origin	Destination	Origin	Destination	Origin	Destination
10	3	10	3	16	52

Growth Factor (2030 Data/2025 Data)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recr
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
E02004958	Three Rivers 003	0.9788	1.0096	0.9770	1.0043	0.9570	0.9707	0.9977	1.0011	1.0082	1.0112	0.9990

Future Year (2030) - Base Year (2025)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recr
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
E02004958	Three Rivers 003	-1	1	0	0	-8	-4	0	0	0	0	0

Base Year (2025)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recr
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
E02004958	Three Rivers 003	37	76	2	5	182	145	15	12	7	9	3

Future Year (2030)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recr
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
E02004958	Three Rivers 003	36	77	2	5	174	140	15	12	7	9	3

	2025		2030		2025	2030	2025	2030
	origin	destinat	orgin	destination	origin	origin	destinat	destination
HB Work	37	76	36	77	15%	15%	29%	30%
HB Employe	2	5	2	5	1%	1%	2%	2%
HB Educatio	182	145	174	140	72%	71%	55%	54%
HB Shopping	15	12	15	12	6%	6%	5%	5%
HB Personal	7	9	7	9	3%	3%	3%	3%
HB Recreati	3	3	3	3	1%	1%	1%	1%
HB Visiting F	2	3	2	3	1%	1%	1%	1%
HB Holiday/	5	12	5	12	2%	2%	5%	5%
					INS		**OUTS**	

reation/Social	siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB Shopping	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
1.0092	0.9901	0.9834	1.0059	1.0067	1.0059	1.0059	1.0087	1.0110	1.0000	0.9922	1.0117	1.0076

reation/Social	siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB Shopping	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
0	0	0	0	0	0	0	0	0	0	0	0	0

reation/Social	siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB Shopping	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
3	2	3	5	12	2	15	1	2	2	1	1	0

reation/Social	siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB Shopping	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
3	2	3	5	12	2	15	1	2	2	1	1	0

NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Origin	Destination	Origin	Destination	Origin	Destination
1.0094	1.0126	1.0107	1.0080	1.0151	1.0149

NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Origin	Destination	Origin	Destination	Origin	Destination
0	0	0	0	0	0

NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Origin	Destination	Origin	Destination	Origin	Destination
0	0	1	0	2	3

NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Origin	Destination	Origin	Destination	Origin	Destination
0	0	1	0	3	3

Growth Factor (2030 Data/2025 Data)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business	
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
E02004958	Three Rivers 003	0.9901	1.0173	0.9909	1.0111	0.9712	0.9891	1.0036	1.0029	1.0071	1.0218

Future Year (2030) - Base Year (2025)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business	
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
E02004958	Three Rivers 003	0	0	0	0	0	0	0	0	0	0

Base Year (2025)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business	
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
E02004958	Three Rivers 003	46	23	9	2	8	7	2	1	1	1

Future Year (2030)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business	
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
E02004958	Three Rivers 003	45	23	9	2	8	7	2	1	1	1

	2025		2030		2025	2030	2025	2030
	origin	destinat	origin	destination	origin	origin	destina	destination
HB Work	46	23	45	23	61%	61%	46%	46%
HB Employers Busin	9	2	9	2	12%	12%	4%	4%
HB Education	8	7	8	7	11%	11%	14%	14%
HB Shopping	2	1	2	1	3%	3%	2%	2%
HB Personal Busines	1	1	1	1	1%	1%	2%	2%
HB Recreation/Socia	1	0	1	0	1%	1%	0%	0%
HB Visiting Friends a	1	1	1	1	1%	1%	2%	2%
HB Holiday/Day Trip	7	15	7	15	9%	9%	30%	30%
					INS		**OUTS**	

HB Recreation/Social		siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB
Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
1.0100	1.0172	1.0124	1.0048	1.0208	1.0292	1.0194	1.0160	1.0246	1.0199	1.0141	1.0033	1.0180

HB Recreation/Social		siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB
Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
0	0	0	0	0	0	0	0	0	0	0	0	0

HB Recreation/Social		siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB
Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
1	0	1	1	7	15	4	6	2	1	1	0	1

HB Recreation/Social		siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB
Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
1	0	1	1	7	15	4	6	2	1	1	1	1

; Shopping		NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Destination	Origin	Destination	Origin	Destination	Origin	Destination
1.0139	1.0200	1.0200	1.0185	1.0159	1.0205	1.0209

; Shopping		NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Destination	Origin	Destination	Origin	Destination	Origin	Destination
0	0	0	0	0	0	0

; Shopping		NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Destination	Origin	Destination	Origin	Destination	Origin	Destination
0	0	0	1	0	1	1

; Shopping		NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Destination	Origin	Destination	Origin	Destination	Origin	Destination
0	0	0	1	0	1	1

Growth Factor (2030 Data/2025 Data)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recr
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
E02004958	Three Rivers 003	0.9982	1.0230	0.9996	1.0271	0.9642	0.9813	1.0180	1.0181	1.0067	1.0162	1.0149

Future Year (2030) - Base Year (2025)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recr
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
E02004958	Three Rivers 003	-3	21	0	3	-46	-20	7	4	2	2	2

Base Year (2025)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recr
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
E02004958	Three Rivers 003	1,443	912	190	98	1,272	1,059	363	201	272	151	110

Future Year (2030)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recr
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
E02004958	Three Rivers 003	1,440	933	190	101	1,227	1,039	370	205	274	153	111

	2025		2030		2025	2030	2025	2030
	origin	destinat	origin	destination	origin	origin	destinat	destination
HB Work	1,443	912	1,440	933	37%	37%	32%	32%
HB Employe	190	98	190	101	5%	5%	3%	4%
HB Educatio	1,272	1,059	1,227	1,039	33%	32%	37%	36%
HB Shopping	363	201	370	205	9%	10%	7%	7%
HB Personal	272	151	274	153	7%	7%	5%	5%
HB Recreati	110	44	111	45	3%	3%	2%	2%
HB Visiting F	55	41	55	41	1%	1%	1%	1%
HB Holiday/	181	347	186	359	5%	5%	12%	12%
					INS		**OUTS**	

reation/Social	siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB Shopping	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
1.0188	0.9979	0.9961	1.0270	1.0344	1.0288	1.0227	1.0288	1.0258	1.0077	1.0030	1.0280	1.0286

reation/Social	siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB Shopping	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
1	0	0	5	12	2	2	1	1	0	0	1	0

reation/Social	siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB Shopping	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
44	55	41	181	347	77	66	44	39	48	35	48	13

reation/Social	siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB Shopping	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
45	55	41	186	359	80	68	46	40	48	35	50	13

NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Origin	Destination	Origin	Destination	Origin	Destination
1.0233	1.0277	1.0255	1.0203	1.0297	1.0299

NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Origin	Destination	Origin	Destination	Origin	Destination
1	0	1	0	2	3

NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Origin	Destination	Origin	Destination	Origin	Destination
27	9	30	7	58	115

NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Origin	Destination	Origin	Destination	Origin	Destination
27	9	31	8	60	118

	Three Rivers 003
Dataset Version:	80
Dataset Scenario:	Core
Result Type:	Trip ends by time period
Base Year:	2025
Future Year:	2030
Trip Purpose Group:	All purposes - individually
Time Period:	Weekday PM peak period (1600 - 1859)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	No

Growth Factor (2030 Data/2025 Data)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business	
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
E02004958	Three Rivers 003	1.0047	0.9855	1.0067	0.9903	0.9751	0.9599	1.0018	0.9988	1.0116	1.0096

Future Year (2030) - Base Year (2025)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business	
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
E02004958	Three Rivers 003	0	-1	0	0	-2	-3	0	0	0	0

Base Year (2025)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business	
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
E02004958	Three Rivers 003	63	60	7	7	69	67	61	62	42	43

Future Year (2030)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business	
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
E02004958	Three Rivers 003	63	59	7	7	67	64	61	62	42	43

	2025		2030		2025	2030	2025	2030
	Origin	destinat	Origin	destination	Origin	Origin	destinat	destination
HB Work	63	60	63	59	19%	19%	18%	18%
HB Employers Busi	7	7	7	7	2%	2%	2%	2%
HB Education	69	67	67	64	21%	20%	20%	20%
HB Shopping	61	62	61	62	18%	18%	19%	19%
HB Personal Busine	42	43	42	43	13%	13%	13%	13%
HB Recreation/Soci	38	30	37	30	11%	11%	9%	9%
HB Visiting Friends	52	57	51	56	16%	15%	17%	17%
HB Holiday/Day Tri	2	2	2	2	1%	1%	1%	1%
					INS		**OUTS**	

HB Recreation/Social		siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB
Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
0.9949	0.9980	0.9873	0.9832	0.9987	0.9896	1.0195	1.0179	1.0222	1.0189	1.0076	0.9922	1.0203

HB Recreation/Social		siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB
Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
0	0	-1	-1	0	0	0	0	0	0	0	0	0

HB Recreation/Social		siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB
Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
38	30	52	57	2	2	3	2	6	7	1	1	22

HB Recreation/Social		siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB
Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
37	30	51	56	2	2	3	2	6	7	1	1	22

Shopping	NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Destination	Origin	Destination	Origin	Destination	Origin	Destination
1.0143	1.0194	1.0192	1.0205	1.0124	1.0263	1.0245

Shopping	NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Destination	Origin	Destination	Origin	Destination	Origin	Destination
0	0	0	1	0	2	1

Shopping	NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Destination	Origin	Destination	Origin	Destination	Origin	Destination
3	6	1	42	7	63	50

Shopping	NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Destination	Origin	Destination	Origin	Destination	Origin	Destination
3	6	1	43	7	65	51

Growth Factor (2030 Data/2025 Data)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business	
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
E02004958	Three Rivers 003	1.0130	0.9824	1.0132	0.9884	0.9919	0.9604	1.0053	0.9926	1.0116	1.0063

Future Year (2030) - Base Year (2025)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business	
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
E02004958	Three Rivers 003	0	0	0	0	0	0	0	0	0	0

Base Year (2025)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business	
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
E02004958	Three Rivers 003	20	22	1	1	3	4	9	6	4	3

Future Year (2030)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business	
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
E02004958	Three Rivers 003	21	21	1	1	3	4	9	6	4	3

	2025		2030		2025	2030	2025	2030
	Origin	destinat	Origin	destination	Origin	Origin	destinat	destination
HB Work	20	22	21	21	18%	19%	21%	20%
HB Employers Bus	1	1	1	1	1%	1%	1%	1%
HB Education	3	4	3	4	3%	3%	4%	4%
HB Shopping	9	6	9	6	8%	8%	6%	6%
HB Personal Busin	4	3	4	3	4%	4%	3%	3%
HB Recreation/So	6	4	6	4	6%	5%	4%	4%
HB Visiting Friend	8	6	8	6	7%	7%	6%	6%
HB Holiday/Day Tı	58	57	59	58	53%	53%	55%	56%
					INS		**OUTS**	

HB Recreation/Social		siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB
Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
0.9925	0.9945	0.9904	0.9826	1.0127	1.0143	1.0158	1.0122	1.0180	1.0173	1.0122	0.9960	1.0215

HB Recreation/Social		siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB
Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
0	0	0	0	1	1	0	0	0	0	0	0	0

HB Recreation/Social		siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB
Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
6	4	8	6	58	57	0	0	0	1	0	0	1

HB Recreation/Social		siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB
Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
6	4	8	6	59	58	0	0	0	1	0	0	1

Shopping	NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Destination	Origin	Destination	Origin	Destination	Origin	Destination
1.0132	1.0212	1.0190	1.0198	1.0138	1.0293	1.0279

Shopping	NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Destination	Origin	Destination	Origin	Destination	Origin	Destination
0	0	0	0	0	0	0

Shopping	NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Destination	Origin	Destination	Origin	Destination	Origin	Destination
0	1	0	2	0	6	13

Shopping	NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Destination	Origin	Destination	Origin	Destination	Origin	Destination
0	1	0	2	1	6	13

Growth Factor (2030 Data/2025 Data)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business	
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
E02004958	Three Rivers 003	1.0273	1.0020	1.0263	1.0036	1.0220	1.0107	1.0240	1.0208	1.0264	1.0246

Future Year (2030) - Base Year (2025)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business	
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
E02004958	Three Rivers 003	13	2	2	1	2	1	5	6	3	3

Base Year (2025)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business	
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
E02004958	Three Rivers 003	494	879	80	137	75	101	197	268	97	132

Future Year (2030)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business	
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
E02004958	Three Rivers 003	507	881	82	138	77	102	201	273	100	135

	2025		2030		2025	2030	2025	2030
	Origin	destinat	Origin	destination	Origin	Origin	destinat	destination
HB Work	494	879	507	881	32%	32%	43%	43%
HB Employers Busi	80	137	82	138	5%	5%	7%	7%
HB Education	75	101	77	102	5%	5%	5%	5%
HB Shopping	197	268	201	273	13%	13%	13%	13%
HB Personal Busine	97	132	100	135	6%	6%	6%	7%
HB Recreation/Soc	135	104	138	107	9%	9%	5%	5%
HB Visiting Friends	158	168	162	172	10%	10%	8%	8%
HB Holiday/Day Tr	309	244	321	253	20%	20%	12%	12%
					INS		**OUTS**	

	2025	2030
	Origin	Origin
HB Work	32%	32%

HB Employers Business	5%	5%
HB Education	5%	5%
HB Shopping	13%	13%
HB Personal Business	6%	6%
HB Recreation/Social	9%	9%
HB Visiting Friends and Relatives	10%	10%
HB Holiday/Day Trip	20%	20%
	INS	

HB Recreation/Social		siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB
Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
1.0225	1.0265	1.0246	1.0210	1.0380	1.0355	1.0323	1.0345	1.0325	1.0323	1.0307	1.0276	1.0362

HB Recreation/Social		siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB
Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
3	3	4	4	12	9	0	0	1	1	0	0	2

HB Recreation/Social		siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB
Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
135	104	158	168	309	244	4	2	31	25	10	7	56

HB Recreation/Social		siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB
Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
138	107	162	172	321	253	4	2	32	26	10	7	58

Shopping	NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Destination	Origin	Destination	Origin	Destination	Origin	Destination
1.0351	1.0355	1.0381	1.0351	1.0352	1.0371	1.0393

Shopping	NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Destination	Origin	Destination	Origin	Destination	Origin	Destination
1	1	0	2	0	3	5

Shopping	NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Destination	Origin	Destination	Origin	Destination	Origin	Destination
20	16	9	60	14	77	126

Shopping	NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Destination	Origin	Destination	Origin	Destination	Origin	Destination
20	16	9	63	15	80	131

Growth Factor (2030 Data/2025 Data)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recr
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
E02004958	Three Rivers 003	1.0085	0.9858	1.0120	0.9919	0.9871	0.9541	0.9947	0.9847	1.0063	0.9938	0.9793

Future Year (2030) - Base Year (2025)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recr
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
E02004958	Three Rivers 003	1	-2	0	0	-1	-6	-1	-2	0	0	-4

Base Year (2025)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recr
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
E02004958	Three Rivers 003	113	118	12	14	97	129	133	144	67	77	173

Future Year (2030)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recr
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
E02004958	Three Rivers 003	114	116	12	14	95	123	132	142	68	76	169

	2025		2030		2025	2030	2025	2030
	Origin	destinat	Origin	destination	Origin	Origin	destinat	destination
HB Work	113	118	114	116	12%	12%	13%	13%
HB Employe	12	14	12	14	1%	1%	2%	2%
HB Educatio	97	129	95	123	10%	10%	15%	14%
HB Shopping	133	144	132	142	14%	14%	16%	16%
HB Personal	67	77	68	76	7%	7%	9%	9%
HB Recreati	173	124	169	123	18%	18%	14%	14%
HB Visiting F	121	114	119	111	13%	13%	13%	13%
HB Holiday/	233	163	237	166	25%	25%	18%	19%
					INS		**OUTS**	

reation/Social	siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB Shopping	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
0.9897	0.9820	0.9758	1.0191	1.0151	1.0142	1.0150	1.0181	1.0184	0.9971	0.9926	1.0189	1.0110

reation/Social	siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB Shopping	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
-1	-2	-3	4	2	0	0	0	0	0	0	1	0

reation/Social	siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB Shopping	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
124	121	114	233	163	1	1	6	13	5	4	39	7

reation/Social	siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB Shopping	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
123	119	111	237	166	1	1	6	14	5	4	40	7

NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Origin	Destination	Origin	Destination	Origin	Destination
1.0162	1.0144	1.0186	1.0112	1.0242	1.0244

NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Origin	Destination	Origin	Destination	Origin	Destination
0	0	1	0	3	7

NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Origin	Destination	Origin	Destination	Origin	Destination
10	3	66	22	104	299

NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Origin	Destination	Origin	Destination	Origin	Destination
10	3	67	22	107	307

Growth Factor (2030 Data/2025 Data)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recr
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
E02004958	Three Rivers 003	1.0063	0.9790	1.0018	0.9801	0.9770	0.9563	1.0035	0.9902	1.0106	0.9984	0.9974

Future Year (2030) - Base Year (2025)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recr
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
E02004958	Three Rivers 003	0	-1	0	0	-1	-2	0	0	0	0	0

Base Year (2025)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recr
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
E02004958	Three Rivers 003	63	33	5	3	30	36	23	19	10	9	13

Future Year (2030)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recr
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
E02004958	Three Rivers 003	63	32	5	3	29	35	23	19	10	9	13

	2025		2030		2025	2030	2025	2030
	Origin	destinat	Origin	destination	Origin	Origin	destinat	destination
HB Work	63	33	63	32	30%	31%	22%	22%
HB Employer	5	3	5	3	2%	2%	2%	2%
HB Education	30	36	29	35	14%	14%	24%	24%
HB Shopping	23	19	23	19	11%	11%	13%	13%
HB Personal I	10	9	10	9	5%	5%	6%	6%
HB Recreatio	13	11	13	11	6%	6%	7%	7%
HB Visiting Fr	22	21	21	21	11%	10%	14%	14%
HB Holiday/D	41	18	42	18	20%	20%	12%	12%
					INS		**OUTS**	

reation/Social	siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB Shopping	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
0.9938	0.9870	0.9790	1.0056	1.0057	1.0059	1.0059	1.0087	1.0111	1.0000	0.9922	1.0117	1.0074

reation/Social	siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB Shopping	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
0	0	0	0	0	0	0	0	0	0	0	0	0

reation/Social	siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB Shopping	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
11	22	21	41	18	1	4	1	2	1	0	4	1

reation/Social	siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB Shopping	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
11	21	21	42	18	1	4	1	2	1	0	4	1

NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Origin	Destination	Origin	Destination	Origin	Destination
1.0094	1.0125	1.0107	1.0084	1.0151	1.0149

NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Origin	Destination	Origin	Destination	Origin	Destination
0	0	0	0	0	0

NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Origin	Destination	Origin	Destination	Origin	Destination
1	0	14	4	25	24

NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Origin	Destination	Origin	Destination	Origin	Destination
1	0	14	4	26	25

Growth Factor (2030 Data/2025 Data)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recr
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
E02004958	Three Rivers 003	1.0173	0.9899	1.0111	0.9920	1.0020	0.9755	1.0133	0.9953	1.0169	1.0074	1.0118

Future Year (2030) - Base Year (2025)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recr
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
E02004958	Three Rivers 003	0	0	0	0	0	0	0	0	0	0	0

Base Year (2025)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recr
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
E02004958	Three Rivers 003	17	29	2	7	2	2	7	4	2	2	4

Future Year (2030)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recr
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
E02004958	Three Rivers 003	17	29	2	7	2	2	7	4	2	2	4

	2025		2030		2025	2030	2025	2030
	Origin	destinat	Origin	destination	Origin	Origin	destinat	destination
HB Work	17	29	17	29	18%	18%	33%	33%
HB Employe	2	7	2	7	2%	2%	8%	8%
HB Educatio	2	2	2	2	2%	2%	2%	2%
HB Shopping	7	4	7	4	7%	7%	5%	4%
HB Personal	2	2	2	2	2%	2%	2%	2%
HB Recreati	4	3	4	3	4%	4%	3%	3%
HB Visiting F	9	7	9	7	9%	9%	8%	8%
HB Holiday/	53	34	54	35	55%	56%	39%	39%
					INS		**OUTS**	

reation/Social	siting Friends and Rela		HB Holiday/Day Trip		NHB Work		IHB Employers Busines		NHB Education		NHB Shopping	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
1.0053	1.0029	0.9927	1.0192	1.0221	1.0194	1.0157	1.0246	1.0192	1.0141	1.0033	1.0180	1.0144

reation/Social	siting Friends and Rela		HB Holiday/Day Trip		NHB Work		IHB Employers Busines		NHB Education		NHB Shopping	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
0	0	0	1	1	0	0	0	0	0	0	0	0

reation/Social	siting Friends and Rela		HB Holiday/Day Trip		NHB Work		IHB Employers Busines		NHB Education		NHB Shopping	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
3	9	7	53	34	0	1	1	1	1	0	5	0

reation/Social	siting Friends and Rela		HB Holiday/Day Trip		NHB Work		IHB Employers Busines		NHB Education		NHB Shopping	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
3	9	7	54	35	0	1	1	1	1	0	5	0

NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Origin	Destination	Origin	Destination	Origin	Destination
1.0200	1.0200	1.0185	1.0158	1.0205	1.0209

NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Origin	Destination	Origin	Destination	Origin	Destination
0	0	0	0	0	0

NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Origin	Destination	Origin	Destination	Origin	Destination
2	0	11	2	16	19

NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Origin	Destination	Origin	Destination	Origin	Destination
2	0	11	2	16	19

Growth Factor (2030 Data/2025 Data)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recr
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
E02004958	Three Rivers 003	1.0204	0.9981	1.0218	1.0011	0.9927	0.9725	1.0101	1.0061	1.0165	1.0120	0.9979

Future Year (2030) - Base Year (2025)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recr
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
E02004958	Three Rivers 003	16	-2	2	0	-2	-9	4	3	4	3	-1

Base Year (2025)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recr
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
E02004958	Three Rivers 003	770	1,141	108	169	276	339	430	503	223	264	368

Future Year (2030)

Area Description		HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recr
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin
E02004958	Three Rivers 003	785	1,139	110	169	274	330	434	506	226	268	368

	2025		2030		2025	2030	2025	2030
	Origin	destinat	Origin	destination	Origin	Origin	destinat	destination
HB Work	770	1,141	785	1,139	24%	24%	32%	32%
HB Employe	108	169	110	169	3%	3%	5%	5%
HB Educatio	276	339	274	330	9%	8%	9%	9%
HB Shopping	430	503	434	506	13%	13%	14%	14%
HB Personal	223	264	226	268	7%	7%	7%	7%
HB Recreati	368	277	368	278	11%	11%	8%	8%
HB Visiting F	370	374	370	373	11%	11%	10%	10%
HB Holiday/	696	519	714	532	21%	22%	14%	15%
					INS		**OUTS**	

reation/Social		siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB Shopping	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
1.0049	1.0019	0.9979	1.0261	1.0246	1.0238	1.0154	1.0285	1.0252	1.0179	1.0136	1.0266	1.0269

reation/Social		siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB Shopping	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
1	1	-1	18	13	0	0	1	1	0	0	3	1

reation/Social		siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB Shopping	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
277	370	374	696	519	9	10	45	50	17	12	127	30

reation/Social		siting Friends and Rela		HB Holiday/Day Trip		NHB Work		HB Employers Busines		NHB Education		NHB Shopping	
Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
278	370	373	714	532	9	10	46	51	17	12	130	31

NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Origin	Destination	Origin	Destination	Origin	Destination
1.0254	1.0304	1.0236	1.0183	1.0272	1.0275

NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Origin	Destination	Origin	Destination	Origin	Destination
1	0	5	1	8	15

NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Origin	Destination	Origin	Destination	Origin	Destination
35	13	195	49	292	531

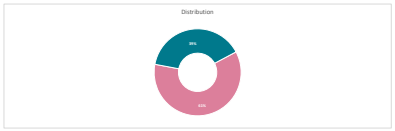
NHB Personal Business		NHB Recreation/Socia		NHB Holiday/Day Trip	
Origin	Destination	Origin	Destination	Origin	Destination
36	14	200	50	300	545

Appendix H

Journey to Work Data

T24544
Little Green Lane, Croxley Green
Journey to Work – Nomis Data Analysis
MSOA: Three Rivers 003

Distribution



Note that the 2 proposed accesses are from **Dunstanks Drive** and **Links Way**

Priority	Access Option	Total (MSOA + LA)	%	1 A Saved	MAF/1A Saved
1	Links Way	1,615	60.9%	1,290	190
2	Dunstanks Drive	956	39.9%	682	275
		2,455	100%	1,971	464
		TRUE			

	National Highways SRN Request	Total (MSOA + LA)	% From specific site access	From which access	% From entire site	AM	PM
M25 J20	M25 North	61	6.9%	Dunstanks Drive	4%	3	3
	M25 South	267	30.9%	Dunstanks Drive	23%	20	20
M25 J20	M25 North	197	19.9%	Dunstanks Drive	8%	23	23
	M25 South						
M1 J5	M1 North	117	7.9%	Links Way	5%	13	13
	M1 South	212	22.3%	Links Way	9%	27	26
M25 J18	M25 North						
	M25 South						
		823			33.8%		

OUT OF OUR DEVELOPMENT TRAFFIC



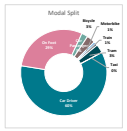
Driving a car or van

Middle Super Output	Total	%	Number
Three Rivers 003 (Croxley Green North Sarratt - York House School)	76	1.9%	0
Three Rivers 006 (Croxley Green South)	205	5.1%	0
Three Rivers 011 (Rickmansworth)	56	1.4%	0
	56	1.4%	0
Three Rivers 004 (Chorleywood, Loudwater)	97	2.4%	0
Three Rivers 001 (Kings Langley)	41	1.0%	0
Three Rivers 007 (Rickmansworth)	56	1.4%	0
	27	0.68%	0
Three Rivers 002 (Abbots/Abbot's Langley)	34	0.8%	0
Three Rivers 005 (Chorleywood (e))	41	1.0%	0
	34	0.8%	0
Three Rivers 008 (Maple Cross)	31	0.78%	0
	34	0.7%	0
Three Rivers 010 (Carpenders Park)	34	0.8%	0
Three Rivers 012 (South Oxhey Nature Reserve)	4	0.1%	0
	400		

LA Level	Total	%	Number
Three Rivers	400	10.0%	0
Watford	214	10.9%	0
Westminster,City of London	212	10.8%	0
	52	0.6%	0
Dacorum	52	2.6%	0
	86	4.3%	0
Hillingdon	86	4.3%	0
Hertsmere	150	5.9%	0
	9		0
Harrow	56	2.9%	0
St Albans	29	1.5%	0
	41	2.1%	0
Camden	41	2.1%	0
	14	0.7%	0
Barnet	29	1.5%	0
	29	1.5%	0
Welwyn Hatfield	29	1.5%	0
	29	1.5%	0
Brent	14	0.7%	0
Chiltern	52	0.7%	0
	29	1.5%	0
Islington	29	1.5%	0
Ealing	14	0.7%	0
	52	0.8%	0
South Bucks	52	0.8%	0
	52	0.8%	0
Tower Hamlets	4	0.2%	0
	4	0.2%	0
Southwark	4	0.2%	0
Wycombe	52	0.5%	0
	52	0.5%	0
Luton	29	1.5%	0
Hammersmith and Fulham	4	0.2%	0
Hounslow	17	0.9%	0
Slough	17	0.9%	0
Enfield	52	0.8%	0
Kensington and Chelsea	4	0.2%	0
Aylesbury Vale	23	0.8%	0
Broxbourne	14	0.8%	0
Milton Keynes	23	0.5%	0
East Hertfordshire	4	0.5%	0
Hackney	4	0.2%	0
Central Bedfordshire	4	0.4%	0
North Hertfordshire	4	0.5%	0
Haringey	4	0.8%	0
Reading	4	0.2%	0
Runnymede	4	0.8%	0
Spelthorne	4	0.8%	0
Epping Forest	4	0.2%	0
Bracknell	4	0.2%	0
Stevenage	4	0.5%	0
Elmbridge	4	0.2%	0
Windsor and Maidenhead	4	0.2%	0
Evesham	4	0.2%	0
Guildford	4	0.2%	0
Total Us	1,971	100.0%	
Total out MSOAs	1,485		

Modal Split

Mode	3 Rivers 003	%
Car Driver	76	60.3%
On Foot	37	29.4%
Car Passenger	3	2.4%
Bicycle	4	3.2%
Motorbike	1	0.8%
Train	1	0.8%
Train	4	3.2%
Taxi	0	0.0%
Bus	0	0.0%
Other	1	0.8%
Total	126	100.0%

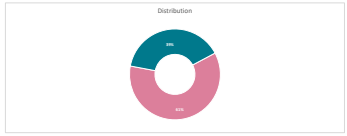




Dunstanks Drive	Baldwins Lane (W)	The Grn A412	Park Rd A412
Links Way	Baldwins Lane (E)	Richmansworth Rd (R)	Whippendell Rd
Dunstanks Drive	Baldwins Lane (E)	Richmansworth Rd (R)	
Dunstanks Drive	Baldwins Lane (W)	The Grn A412	A412 Charleywood Rd
Links Way	Baldwins Lane (E)	A411 Brechin Glover	A4008
Dunstanks Drive	Baldwins Lane (W)	Sarratt Rd	Redhall Ln
Dunstanks Drive	Baldwins Lane (W)	Sarratt Rd	Redhall Ln
Dunstanks Drive	Baldwins Lane (W)	The Grn A412	A412 Charleywood Rd
Links Way	Baldwins Lane (E)	A411 Brechin Glover	A4008
Dunstanks Drive	Baldwins Lane (E)	Whsaenshill Rd	Vicarage Rd
Dunstanks Drive	Baldwins Lane (W)	The Grn A411	A412 Park Rd
Dunstanks Drive	Baldwins Lane (W)	The Grn A412	A412 Charleywood Rd
Links Way	Baldwins Lane (E)	Richmansworth Rd (R)	A411
Links Way	Baldwins Lane (E)	A411 Brechin Glover	A4008
Dunstanks Drive	Baldwins Lane (W)	The Grn A412	Sarratt Rd
Links Way	Baldwins Lane (E)	Richmansworth Rd (R)	A411
Dunstanks Drive	Baldwins Lane (W)	The Grn A412	Sarratt Rd
Links Way	Baldwins Lane (E)	Richmansworth Rd (R)	A411
Links Way	Baldwins Lane (E)	Whippendell Rd	Queens Ave
Links Way	Baldwins Lane (E)	Richmansworth Rd (R)	A411
Dunstanks Drive	Baldwins Lane (W)	The Grn A412	A412 Charleywood Rd
Dunstanks Drive	Baldwins Lane (W)	The Grn A416	A412 Charleywood Rd
Links Way	Baldwins Lane (E)	Richmansworth Rd (R)	A411
Links Way	Baldwins Lane (E)	Richmansworth Rd (R)	A411
Dunstanks Drive	Baldwins Lane (W)	The Grn A412	A412 Charleywood Rd
Dunstanks Drive	Baldwins Lane (W)	The Grn A412	A412 Park Rd
Links Way	Baldwins Lane (E)	Richmansworth Rd (R)	A411
Dunstanks Drive	Baldwins Lane (W)	The Grn A412	A412 Charleywood Rd
Links Way	Baldwins Lane (E)	Richmansworth Rd (R)	A411
Dunstanks Drive	Baldwins Lane (W)	The Grn A412	Sarratt Rd
Links Way	Baldwins Lane (E)	Richmansworth Rd (R)	A411
Dunstanks Drive	Baldwins Lane (W)	The Grn A412	A412 Charleywood Rd
Dunstanks Drive	Baldwins Lane (W)	The Grn A412	A412 Charleywood Rd
Links Way	Baldwins Lane (E)	Richmansworth Rd (R)	A411
Dunstanks Drive	Baldwins Lane (W)	The Grn A412	A412 Charleywood Rd
Dunstanks Drive	Baldwins Lane (W)	The Grn A412	A412 Charleywood Rd
Dunstanks Drive	Baldwins Lane (W)	The Grn A412	A412 Charleywood Rd
Dunstanks Drive	Baldwins Lane (W)	The Grn A412	A412 Charleywood Rd
Dunstanks Drive	Baldwins Lane (W)	The Grn A412	Sarratt Rd
Dunstanks Drive	Baldwins Lane (W)	The Grn A412	Sarratt Rd
Links Way	Baldwins Lane (E)	Richmansworth Rd (R)	A411
Links Way	Baldwins Lane (E)	Richmansworth Rd (R)	A411
Links Way	Baldwins Lane (E)	Richmansworth Rd (R)	A411
Links Way	Baldwins Lane (E)	Richmansworth Rd (R)	A411
Dunstanks Drive	Baldwins Lane (W)	The Grn A412	A412 Charleywood Rd
Dunstanks Drive	Baldwins Lane (W)	The Grn A416	A412 Charleywood Rd
Dunstanks Drive	Baldwins Lane (W)	The Grn A416	A412 Charleywood Rd
Dunstanks Drive	Baldwins Lane (W)	The Grn A412	Sarratt Rd
Dunstanks Drive	Baldwins Lane (W)	The Grn A412	Sarratt Rd
Links Way	Baldwins Lane (E)	Richmansworth Rd (R)	A411
Links Way	Baldwins Lane (E)	Richmansworth Rd (R)	A411
Links Way	Baldwins Lane (E)	Richmansworth Rd (R)	A411
Dunstanks Drive	Baldwins Lane (W)	The Grn A412	A412 Charleywood Rd
Dunstanks Drive	Baldwins Lane (W)	The Grn A416	A412 Charleywood Rd
Dunstanks Drive	Baldwins Lane (W)	The Grn A416	A412 Charleywood Rd
Dunstanks Drive	Baldwins Lane (W)	The Grn A412	Sarratt Rd
Links Way	Baldwins Lane (E)	Richmansworth Rd (R)	A411
Links Way	Baldwins Lane (E)	Richmansworth Rd (R)	A411
Dunstanks Drive	Baldwins Lane (W)	The Grn A412	A412 Charleywood Rd
Dunstanks Drive	Baldwins Lane (W)	The Grn A416	A412 Charleywood Rd
Dunstanks Drive	Baldwins Lane (W)	The Grn A416	A412 Charleywood Rd
Dunstanks Drive	Baldwins Lane (W)	The Grn A412	A412 Charleywood Rd

T24544
Little Green Lane, Crowley Green
Journey to Work - Nomis Data Analysis
MSOA: Three Rivers 003

Distribution



Note that the 2 proposed accesses are from **Durrants Drive** and **Links Way**

Route	Description	Total (MSOA + LA)	%	LA level	MSOA level
A	Links Way	1,479	60.7%	1,290	193
B	Durrants Drive	956	39.3%	682	275
	TRUE	2,435	100%	1,971	464

	National Highways ERN Request	Total (MSOA + LA)	% From specific site access	From which access	% From entire site	OUT OF OUR DEVELOPMENT TRAFFIC	
						AM	PM
M25 J18	M25 North	123	12.9%	Durrants Drive	5%	16	15
	M25 South	192	16.1%	Durrants Drive	16%	50	46
M25 J20	M25 North	125	13.0%	Durrants Drive	5%	16	16
	M25 South						
M1 J5	M1 North	117	7.9%	Links Way	3%	15	15
	M1 South	227	23.7%	Links Way	9%	29	28
M25 J20	M25 North						
	M25 South						
		983			40.3%		
	Difference between inbound and outbound:	160			6.6%		



Driving a car or van

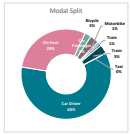
MSOA: Three Rivers	Total	%	Route
Three Rivers 003 (Crowley Green North Sarratt - York House School)	16	3.4%	B
Three Rivers 006 (Crowley Green South)	181	1.1%	A
Three Rivers 011 (Batchworth)	30	1.8%	A
	30	1.8%	B
Three Rivers 004 (Cherleywood, Leavesden)	30	2.8%	B
Three Rivers 001 (Kings Langley)	41	2.4%	B
Three Rivers 007 (Rickmansworth)	18	1.8%	A
	13	1.4%	B
Three Rivers 002 (Woodside/Abbot's Langley)	11	0.6%	A
Three Rivers 005 (Chorleywood (e))	11	0.6%	B
	11	0.8%	A
Three Rivers 008 (Maple Cross)	11	0.7%	B
	11	0.7%	B
Three Rivers 010 (Carpenders Park)	8	0.4%	A
Three Rivers 012 (South Oxhey Nature Reserve)	6	0.3%	B
	464		

LA level	Total	%	Route
Three Rivers	465	23.6%	A
Watford	214	10.9%	A
	214	10.9%	A
Westminster,City of London	53	2.6%	B
	52	2.6%	A
Dacorum	82	4.2%	B
	82	4.2%	B
Hillingdon	145	7.4%	A
Hertsmere	116	5.9%	A
Harrow	39	2.0%	A
	39	2.0%	B
St Albans	47	2.4%	B
	47	2.4%	A
Camden	14	0.7%	A
Barnet	29	1.5%	B
	29	1.5%	A
Welwyn Hatfield	25	1.3%	B
	25	1.3%	A
Brent	16	0.8%	A
	16	0.8%	A
Chiltern	36	1.8%	B
	36	1.8%	B
Islington	13	0.7%	A
Ealing	15	0.8%	A
	15	0.8%	A
South Bucks	15	0.8%	B
	15	0.8%	B
Tower Hamlets	7	0.4%	A
	7	0.4%	A
Southwark	7	0.4%	A
Wycombe	10	0.5%	B
	10	0.5%	B
Luton	20	1.0%	A
Hammersmith and Fulham	4	0.2%	A
Hounslow	17	0.9%	B
Slough	17	0.9%	B
Enfield	16	0.8%	B
Kensington and Chelsea	3	0.2%	B
Aylesbury Vale	12	0.6%	B
Broxbourne	11	0.6%	B
Milton Keynes	3	0.2%	A
East Hertfordshire	9	0.5%	B
Hackney	8	0.4%	A
Central Bedfordshire	8	0.4%	A
North Hertfordshire	8	0.4%	A
Haringey	7	0.4%	A
Reading	7	0.4%	B
Runnymede	7	0.4%	B
Spelthorne	7	0.4%	B
Epping Forest	9	0.5%	B
Lambeth	3	0.2%	A
Stevenage	9	0.5%	A
Merton	3	0.2%	A
Windsor and Maidenhead	9	0.5%	B
Wanstead	6	0.3%	B
Guildford	4	0.2%	B
Total LAs	1,971	100.0%	
Total incl MSOAs	2,435		

I'm pink is what differs from Rev A - there is 0.1 difference in assignment this time round because Ive assigned Central Bedfordshire and Newham to Links Way instead of Durrants Drive and the other way round for Hammersmith

Modal Split

Mode	2 Rivers 003	%
Car Driver	76	60.3%
On Foot	37	29.4%
Car Passenger	3	2.4%
Bicycle	4	3.2%
Motorbike	1	0.8%
Train	1	0.8%
Tram	4	3.2%
Taxi	0	0.0%
Bus	0	0.0%
Other	1	0.8%
Total	126	100.0%





Durrants Drive	Riddeens Lane (W)	The Grn A412	Park Rd A412
Links Way	Riddeens Lane (E)	Rickmansworth Rd (E)	Whippendell Rd
Links Way	Riddeens Lane (E)	Rickmansworth Rd (E)	
Durrants Drive	Riddeens Lane (W)	The Grn A412	A412 Chorleywood Rd
Links Way	Riddeens Lane (E)	A411 Beechen Grove	A4008
Durrants Drive	Riddeens Lane (W)	Langleybury Ln	A41/Watford Rd
Durrants Drive	Riddeens Lane (W)	The Grn A412	A412 Chorleywood Rd
Durrants Drive	Riddeens Lane (W)	The Grn A412	A412 Chorleywood Rd
Links Way	Riddeens Lane (E)	A411 Beechen Grove	A4008
Links Way	Riddeens Lane (E)	Whippendell Rd	Queens Ave
Durrants Drive	Riddeens Lane (W)	The Grn A412	A412 Park Rd
Durrants Drive	Riddeens Lane (W)	The Grn A412	A412 Chorleywood Rd
Links Way	Riddeens Lane (E)	Rickmansworth Rd (E)	A411
Links Way	Riddeens Lane (E)	A411 Beechen Grove	A4008
Durrants Drive	Riddeens Lane (W)	The Grn A412	Sarratt Rd
Links Way	Riddeens Lane (E)	Rickmansworth Rd (E)	A411
Durrants Drive	Riddeens Lane (W)	The Grn A412	Sarratt Rd
Links Way	Riddeens Lane (E)	Rickmansworth Rd (E)	A411
Links Way	Riddeens Lane (E)	Whippendell Rd	Queens Ave
Links Way	Riddeens Lane (E)	Rickmansworth Rd (E)	A411
Durrants Drive	Riddeens Lane (W)	The Grn A412	A412 Chorleywood Rd
Durrants Drive	Riddeens Lane (W)	The Grn A412	Sarratt Rd
Links Way	Riddeens Lane (E)	Rickmansworth Rd (E)	A411
Durrants Drive	Riddeens Lane (W)	The Grn A412	A412 Chorleywood Rd
Durrants Drive	Riddeens Lane (W)	The Grn A412	A412 Chorleywood Rd
Links Way	Riddeens Lane (E)	Rickmansworth Rd (E)	A411
Durrants Drive	Riddeens Lane (W)	The Grn A412	A412 Chorleywood Rd
Links Way	Riddeens Lane (E)	Rickmansworth Rd (E)	A411
Durrants Drive	Riddeens Lane (W)	The Grn A412	Sarratt Rd
Links Way	Riddeens Lane (E)	Rickmansworth Rd (E)	A411
Durrants Drive	Riddeens Lane (W)	The Grn A412	A412 Chorleywood Rd
Durrants Drive	Riddeens Lane (W)	The Grn A412	A412 Chorleywood Rd
Links Way	Riddeens Lane (E)	Rickmansworth Rd (E)	A411
Durrants Drive	Riddeens Lane (W)	The Grn A412	A412 Chorleywood Rd
Durrants Drive	Riddeens Lane (W)	The Grn A412	A412 Chorleywood Rd
Durrants Drive	Riddeens Lane (W)	The Grn A412	A412 Chorleywood Rd
Durrants Drive	Riddeens Lane (W)	The Grn A412	A412 Chorleywood Rd
Durrants Drive	Riddeens Lane (W)	The Grn A412	Sarratt Rd
Durrants Drive	Riddeens Lane (W)	The Grn A412	Sarratt Rd
Durrants Drive	Riddeens Lane (W)	The Grn A412	Sarratt Rd
Durrants Drive	Riddeens Lane (W)	The Grn A412	Sarratt Rd
Durrants Drive	Riddeens Lane (W)	The Grn A412	Sarratt Rd
Durrants Drive	Riddeens Lane (W)	The Grn A412	Sarratt Rd
Links Way	Riddeens Lane (E)	Rickmansworth Rd (E)	A411
Links Way	Riddeens Lane (E)	Rickmansworth Rd (E)	A411
Links Way	Riddeens Lane (E)	Rickmansworth Rd (E)	A411
Durrants Drive	Riddeens Lane (W)	The Grn A412	A412 Chorleywood Rd
Durrants Drive	Riddeens Lane (W)	The Grn A413	A412 Chorleywood Rd
Durrants Drive	Riddeens Lane (W)	The Grn A414	A412 Chorleywood Rd
Durrants Drive	Riddeens Lane (W)	The Grn A414	A412 Chorleywood Rd
Durrants Drive	Riddeens Lane (W)	The Grn A412	Sarratt Rd
Durrants Drive	Riddeens Lane (W)	The Grn A412	Sarratt Rd
Durrants Drive	Riddeens Lane (W)	The Grn A412	Sarratt Rd
Durrants Drive	Riddeens Lane (W)	The Grn A412	Sarratt Rd
Durrants Drive	Riddeens Lane (W)	The Grn A412	Sarratt Rd
Durrants Drive	Riddeens Lane (W)	The Grn A412	Sarratt Rd
Links Way	Riddeens Lane (E)	Rickmansworth Rd (E)	A411
Links Way	Riddeens Lane (E)	Rickmansworth Rd (E)	A411
Links Way	Riddeens Lane (E)	Rickmansworth Rd (E)	A411
Durrants Drive	Riddeens Lane (W)	The Grn A412	A412 Chorleywood Rd
Durrants Drive	Riddeens Lane (W)	The Grn A413	A412 Chorleywood Rd
Durrants Drive	Riddeens Lane (W)	The Grn A414	A412 Chorleywood Rd
Durrants Drive	Riddeens Lane (W)	The Grn A412	Sarratt Rd
Links Way	Riddeens Lane (E)	Rickmansworth Rd (E)	A411
Links Way	Riddeens Lane (E)	Rickmansworth Rd (E)	A411
Durrants Drive	Riddeens Lane (W)	The Grn A414	A412 Chorleywood Rd
Durrants Drive	Riddeens Lane (W)	The Grn A415	A412 Chorleywood Rd
Links Way	Riddeens Lane (E)	Rickmansworth Rd (E)	A411
Durrants Drive	Riddeens Lane (W)	The Grn A415	A412 Chorleywood Rd

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

usual residence
population

place of work : 2011 census merged local authority district	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
Three Rivers	465	23	15	88	1
Watford	428	57	28	21	0
Westminster,City of Lor	23	0	2	2	0
Dacorum	164	10	2	0	0
Hillingdon	145	1	0	0	0
Hertsmere	116	4	2	2	1
Harrow	77	4	3	0	0
St Albans	82	2	2	1	0
Camden	14	1	0	0	0
Barnet	50	1	0	0	0
Welwyn Hatfield	49	0	0	1	0
Brent	29	0	0	0	1
Chiltern	40	1	2	0	0
Islington	13	0	0	0	0
Ealing	30	0	1	0	0
South Bucks	30	0	1	0	0
Tower Hamlets	4	0	0	0	0
Southwark	4	0	0	0	0
Wycombe	20	0	0	0	0
Luton	20	1	0	0	0
Hammersmith and Fulh	4	0	0	0	0
Hounslow	17	0	0	0	0
Slough	17	0	0	0	0
Enfield	16	0	0	0	0
Kensington and Chelse	3	0	0	0	0
Aylesbury Vale	12	1	0	0	0
Broxbourne	11	0	0	1	0
Milton Keynes	9	2	0	0	0
East Hertfordshire	9	1	0	1	0
Hackney	2	0	0	0	0
Central Bedfordshire	8	0	0	0	0
North Hertfordshire	9	0	0	0	0
Haringey	7	0	1	0	0
Reading	5	1	0	1	0
Runnymede	7	0	0	0	0
Spelthorne	7	0	0	0	0
Epping Forest	5	0	0	0	0
Lambeth	2	0	0	0	0
Stevenage	5	0	0	0	0
Merton	3	0	0	0	0
Windsor and Maidenhe	5	0	0	0	0
Newham	1	0	0	0	0
Guildford	4	0	0	0	0
Total excl <4	**2,019**	**110**	**60**	**118**	**3**

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
usual residence	E02004958 : Three Rivers 003 (2011 super output area - middle layer)

place of work : 2011 super output area - middle layer	All categories: Method of travel to work (2001 specification)	Work mainly at or from home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
E02004958 : Three Rivers 003	127	0	4	1	0	0	1	76	3	4	37	1
E02004961 : Three Rivers 006	122	0	0	1	1	0	0	100	1	3	16	0
E02004966 : Three Rivers 011	76	0	1	4	0	0	0	64	3	1	3	0
E02004959 : Three Rivers 004	68	0	0	0	1	0	0	57	4	1	5	0
E02004956 : Three Rivers 001	58	0	0	0	1	0	1	41	3	1	11	0
E02004962 : Three Rivers 007	53	0	0	0	4	0	0	38	4	3	4	0
E02004957 : Three Rivers 002	38	0	0	0	0	0	0	23	2	2	11	0
E02004960 : Three Rivers 005	28	0	0	0	0	0	0	25	3	0	0	0
E02004964 : Three Rivers 009	28	0	0	1	0	1	0	26	0	0	0	0
E02004965 : Three Rivers 010	8	0	0	0	0	0	0	8	0	0	0	0
E02004967 : Three Rivers 012	8	0	0	1	0	0	0	6	0	0	1	0
Total	**615**	**0**	**5**	**8**	**7**	**1**	**2**	**465**	**23**	**15**	**88**	**1**
Total exc <4	614	0	5	8	7	1	2	464	23	15	88	1

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
usual residence	E02004958 : Three Rivers 003 (2011 super output area - middle layer)

place of work : 2011 super output area - middle layer	All categories: Method of travel to work (2001 specification)	Work mainly at or from home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
E02004956 : Three Rivers 001	58	0	0	0	1	0	1	41	3	1	11	0
E02004957 : Three Rivers 002	38	0	0	0	0	0	0	23	2	2	11	0
E02004958 : Three Rivers 003	127	0	4	1	0	0	1	76	3	4	37	1
E02004959 : Three Rivers 004	68	0	0	0	1	0	0	57	4	1	5	0
E02004960 : Three Rivers 005	28	0	0	0	0	0	0	25	3	0	0	0
E02004961 : Three Rivers 006	122	0	0	1	1	0	0	100	1	3	16	0
E02004962 : Three Rivers 007	53	0	0	0	4	0	0	38	4	3	4	0
E02004963 : Three Rivers 008	1	0	0	0	0	0	0	1	0	0	0	0
E02004964 : Three Rivers 009	28	0	0	1	0	1	0	26	0	0	0	0
E02004965 : Three Rivers 010	8	0	0	0	0	0	0	8	0	0	0	0
E02004966 : Three Rivers 011	76	0	1	4	0	0	0	64	3	1	3	0
E02004967 : Three Rivers 012	8	0	0	1	0	0	0	6	0	0	1	0

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2021
cost centre	2300139559 - Three Rivers BID (2021 super output area - middle layer)

place of work - MSOA, current, merged local authorities	All categories: Method of travel to work (2001 specification)	Work mainly at or from home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
Hartlepool	0	0	0	0	0	0	0	0	0	0	0	0
Middlesbrough	0	0	0	0	0	0	0	0	0	0	0	0
Redcar and Cleveland	0	0	0	0	0	0	0	0	0	0	0	0
Stockton-on-Tees	0	0	0	0	0	0	0	0	0	0	0	0
Darlington	0	0	0	0	0	0	0	0	0	0	0	0
County Durham	0	0	0	0	0	0	0	0	0	0	0	0
Northumberland	0	0	0	0	0	0	0	0	0	0	0	0
Gateshead	0	0	0	0	0	0	0	0	0	0	0	0
Newcastle upon Tyne	0	0	0	0	0	0	0	0	0	0	0	0
North Tyneside	0	0	0	0	0	0	0	0	0	0	0	0
South Tyneside	0	0	0	0	0	0	0	0	0	0	0	0
Sunderland	0	0	0	0	0	0	0	0	0	0	0	0
Allerdale	0	0	0	0	0	0	0	0	0	0	0	0
Warrington	1	0	0	0	0	0	0	1	0	0	0	0
Blackburn with Darwen	0	0	0	0	0	0	0	0	0	0	0	0
Blackpool	0	0	0	0	0	0	0	0	0	0	0	0
Cheshire East	0	0	0	0	0	0	0	0	0	0	0	0
Cheshire West and Chester	0	0	0	0	0	0	0	0	0	0	0	0
Allerdale	0	0	0	0	0	0	0	0	0	0	0	0
Carlisle	0	0	0	0	0	0	0	0	0	0	0	0
Copeland	0	0	0	0	0	0	0	0	0	0	0	0
Eden	0	0	0	0	0	0	0	0	0	0	0	0
South Lakeland	0	0	0	0	0	0	0	0	0	0	0	0
Barrow	0	0	0	0	0	0	0	0	0	0	0	0
Burnley	0	0	0	0	0	0	0	0	0	0	0	0
Pendle	0	0	0	0	0	0	0	0	0	0	0	0
Rossendale	0	0	0	0	0	0	0	0	0	0	0	0
Ribble Valley	0	0	0	0	0	0	0	0	0	0	0	0
Preston	0	0	0	0	0	0	0	0	0	0	0	0
West Lancashire	0	0	0	0	0	0	0	0	0	0	0	0
Fylde	0	0	0	0	0	0	0	0	0	0	0	0
South Ribble	0	0	0	0	0	0	0	0	0	0	0	0
Lancaster	0	0	0	0	0	0	0	0	0	0	0	0
Wyre	0	0	0	0	0	0	0	0	0	0	0	0
Bolton	1	0	0	0	0	0	0	1	0	0	0	0
Bury	0	0	0	0	0	0	0	0	0	0	0	0
Manchester	0	0	0	0	0	0	0	0	0	0	0	0
Oldham	0	0	0	0	0	0	0	0	0	0	0	0
Rochdale	0	0	0	0	0	0	0	0	0	0	0	0
Salford	0	0	0	0	0	0	0	0	0	0	0	0
Stockport	1	0	0	0	0	0	0	1	0	0	0	0
Tameside	0	0	0	0	0	0	0	0	0	0	0	0
Trafford	0	0	0	0	0	0	0	0	0	0	0	0
Wigan	0	0	0	0	0	0	0	0	0	0	0	0
Knowsley	0	0	0	0	0	0	0	0	0	0	0	0
Liverpool	0	0	0	0	0	0	0	0	0	0	0	0
St. Helens	0	0	0	0	0	0	0	0	0	0	0	0
Sefton	0	0	0	0	0	0	0	0	0	0	0	0
Wirral	0	0	0	0	0	0	0	0	0	0	0	0
Craven	0	0	0	0	0	0	0	0	0	0	0	0
Hambleton	0	0	0	0	0	0	0	0	0	0	0	0
Harrogate	0	0	0	0	0	0	0	0	0	0	0	0
Richmondshire	0	0	0	0	0	0	0	0	0	0	0	0
Ryedale	0	0	0	0	0	0	0	0	0	0	0	0
Scarborough	0	0	0	0	0	0	0	0	0	0	0	0
Selby	0	0	0	0	0	0	0	0	0	0	0	0
Barnsley	0	0	0	0	0	0	0	0	0	0	0	0
Doncaster	0	0	0	0	0	0	0	0	0	0	0	0
Rotherham	0	0	0	0	0	0	0	0	0	0	0	0
Sheffield	0	0	0	0	0	0	0	0	0	0	0	0
Bradford	1	0	0	0	0	0	0	1	0	0	0	0
Calderdale	0	0	0	0	0	0	0	0	0	0	0	0
Kirklees	0	0	0	0	0	0	0	0	0	0	0	0
Leeds	0	0	0	0	0	0	0	0	0	0	0	0
Wakefield	0	0	0	0	0	0	0	0	0	0	0	0
York	0	0	0	0	0	0	0	0	0	0	0	0
Lancaster	0	0	0	0	0	0	0	0	0	0	0	0
Rutland	0	0	0	0	0	0	0	0	0	0	0	0
Amber Valley	0	0	0	0	0	0	0	0	0	0	0	0
Bolsover	0	0	0	0	0	0	0	0	0	0	0	0
Chesterfield	0	0	0	0	0	0	0	0	0	0	0	0
Derbyshire Dales	0	0	0	0	0	0	0	0	0	0	0	0
Erewash	0	0	0	0	0	0	0	0	0	0	0	0
High Peak	0	0	0	0	0	0	0	0	0	0	0	0
North East Derbyshire	0	0	0	0	0	0	0	0	0	0	0	0
South Derbyshire	0	0	0	0	0	0	0	0	0	0	0	0
Derby	0	0	0	0	0	0	0	0	0	0	0	0
Leicester	0	0	0	0	0	0	0	0	0	0	0	0
Rutland	0	0	0	0	0	0	0	0	0	0	0	0
Nottingham	0	0	0	0	0	0	0	0	0	0	0	0
Blaby	0	0	0	0	0	0	0	0	0	0	0	0
Charnwood	0	0	0	0	0	0	0	0	0	0	0	0
Harborough	0	0	0	0	0	0	0	0	0	0	0	0
Hinckley and Bosworth	0	0	0	0	0	0	0	0	0	0	0	0
Melton	0	0	0	0	0	0	0	0	0	0	0	0
North West Leicestershire	0	0	0	0	0	0	0	0	0	0	0	0
Oadby and Wigston	0	0	0	0	0	0	0	0	0	0	0	0
Boston	0	0	0	0	0	0	0	0	0	0	0	0
East Lindsey	0	0	0	0	0	0	0	0	0	0	0	0
Lincoln	0	0	0	0	0	0	0	0	0	0	0	0
North Kesteven	0	0	0	0	0	0	0	0	0	0	0	0
South Holland	0	0	0	0	0	0	0	0	0	0	0	0
South Kesteven	0	0	0	0	0	0	0	0	0	0	0	0
West Lindsey	0	0	0	0	0	0	0	0	0	0	0	0	0
Corby	0	0	0	0	0	0	0	0	0	0	0	0
Daventry	2	0	0	0	0	0	0	2	0	0	0	0
East Northamptonshire	0	0	0	0	0	0	0	0	0	0	0	0
Kettering	0	0	0	0	0	0	0	0	0	0	0	0
Northampton	1	0	0	0	0	0	0	1	0	0	0	0
South Northamptonshire	0	0	0	0	0	0	0	0	0	0	0	0
Wellingborough	1	0	0	0	0	0	0	1	0	0	0	0
Ashford	0	0	0	0	0	0	0	0	0	0	0	0
Basildon	0	0	0	0	0	0	0	0	0	0	0	0
Braintree	0	0	0	0	0	0	0	0	0	0	0	0
Brentwood	0	0	0	0	0	0	0	0	0	0	0	0
Canterbury	0	0	0	0	0	0	0	0	0	0	0	0
Castle Point	0	0	0	0	0	0	0	0	0	0	0	0
Chelmsford	0	0	0	0	0	0	0	0	0	0	0	0
Colchester	0	0	0	0	0	0	0	0	0	0	0	0
Epping Forest	0	0	0	0	0	0	0	0	0	0	0	0
Harlow	0	0	0	0	0	0	0	0	0	0	0	0
Maldon	0	0	0	0	0	0	0	0	0	0	0	0
Rochford	0	0	0	0	0	0	0	0	0	0	0	0
Tendring	0	0	0	0	0	0	0	0	0	0	0	0
Uttlesford	1	0	0	0	0	0	0	1	0	0	0	0
Bracknell Forest	0	0	0	0	0	0	0	0	0	0	0	0
Dartford	161	0	0	0	0	0	0	154	0	0	0	0
East Hertfordshire	11	0	0	0	0	0	0	9	1	0	0	0
Gravesham	0	0	0	0	0	0	0	0	0	0	0	0
North Hertfordshire	8	0	0	0	0	0	0	6	1	0	0	0
St Albans	61	0	0	1	2	0	1	52	2	2	1	0
Stevenage	0	0	0	0	0	0	0	0	0	0	0	0
Three Rivers	615	0	0	7	0	0	2	465	23	10	88	0
Watford	559	0	0	9	41	0	0	434	57	26	31	0
Welwyn Hatfield	0	0	0	0	0	0	0	0	0	0	0	0
Bassetlaw	0	0	0	0	0	0	0	0	0	0	0	0
Broxtowe	0	0	0	0	0	0	0	0	0	0	0	0
Gedling	0	0	0	0	0	0	0	0	0	0	0	0
Mansfield	0	0	0	0	0	0	0	0	0	0	0	0
Newark and Sherwood	0	0	0	0	0	0	0	0	0	0	0	0
Rushcliffe	0	0	0	0	0	0	0	0	0	0	0	0
Ashford	0	0	0	0	0	0	0	0	0	0	0	0
Canterbury	0	0	0	0	0	0	0	0	0	0	0	0
Dover	0	0	0	0	0	0	0	0	0	0	0	0
Folkestone and Hythe	0	0	0	0	0	0	0	0	0	0	0	0
Maidstone	0	0	0	0	0	0	0	0	0	0	0	0
Sevenoaks	0	0	0	0	0	0	0	0	0	0	0	0
Shepway	0	0	0	0	0	0	0	0	0	0	0	0
Swale	0	0	0	0	0	0	0	0	0	0	0	0
Thanet	0	0	0	0	0	0	0	0	0	0	0	0
Tonbridge and Malling	0	0	0	0	0	0	0	0	0	0	0	0
Tunbridge Wells	0	0	0	0	0	0	0	0	0	0	0	0
Cherwell	0	0	0	0	0	0	0	0	0	0	0	0
Oxford	0	0	0	0	0	0	0	0	0	0	0	0
South Oxfordshire	0	0	0	0	0	0	0	0	0	0	0	0
Vale of White Horse	0	0	0	0	0	0	0	0	0	0	0	0
West Oxfordshire	1	0	0	0	0	0	0	0	0	1	0	0
Elmbridge	0	0	0	0	0	0	0	0	0	0	0	0
Epsom and Ewell	1	0	0	0	0	0	0	1	0	0	0	0
Guildford	4	0	0	0	0	0	0	4	0	0	0	0
Mole Valley	0	0	0	0	0	0	0	0	0	0	0	0
Reigate and Banstead	2	0	0	0	0	0	0	2	0	0	0	0
Runnymede	7	0	0	0	0	0	0	7	0	0	0	0
Spelthorne	0	0	0	0	0	0	0	0	0	0	0	0
Surrey Heath	2	0	0	0	0	0	0	2	0	0	0	0
Tandridge	0	0	0	0	0	0	0	0	0	0	0	0
Waverley	0	0	0	0	0	0	0	0	0	0	0	0
Woking	2	0	0	0	0	0	0	2	0	0	0	0
Adur	0	0	0	0	0	0	0	0	0	0	0	0
Arun	0	0	0	0	0	0	0	0	0	0	0	0
Chichester	1	0	0	0	0	0	0	1	0	0	0	0
Crawley	1	0	0	0	0	0	0	1	0	0	0	0
Horsham	0	0	0	0	0	0	0	0	0	0	0	0
Mid Sussex	0	0	0	0	0	0	0	0	0	0	0	0
Worthing	0	0	0	0	0	0	0	0	0	0	0	0
Bristol, City of	0	0	0	0	0	0	0	0	0	0	0	0
North Somerset	0	0	0	0	0	0	0	0	0	0	0	0
South Gloucestershire	0	0	0	0	0	0	0	0	0	0	0	0
Plymouth	0	0	0	0	0	0	0	0	0	0	0	0
Torbay	0	0	0	0	0	0	0	0	0	0	0	0
Bournemouth	0	0	0	0	0	0	0	0	0	0	0	0
Poole	0	0	0	0	0	0	0	0	0	0	0	0
Swindon	0	0	0	0	0	0	0	0	0	0	0	0
Wiltshire	0	0	0	0	0	0	0	0	0	0	0	0
Bristol	0	0	0	0	0	0	0	0	0	0	0	0
Mid Devon	0	0	0	0	0	0	0	0	0	0	0	0
North Devon	0	0	0	0	0	0	0	0	0	0	0	0
South Hams	0	0	0	0	0	0	0	0	0	0	0	0
Teignbridge	0	0	0	0	0	0	0	0	0	0	0	0
Torridge	0	0	0	0	0	0	0	0	0	0	0	0
West Devon	0	0	0	0	0	0	0	0	0	0	0	0
Christchurch	0	0	0	0	0	0	0	0	0	0	0	0
East Dorset	0	0	0	0	0	0	0	0	0	0	0	0
North Dorset	0	0	0	0	0	0	0	0	0	0	0	0
Purbeck	0	0	0	0	0	0	0	0	0	0	0	0
West Dorset	0	0	0	0	0	0	0	0	0	0	0	0
Weymouth and Portland	0	0	0	0	0	0	0	0	0	0	0	0
Gloucester	0	0	0	0	0	0	0	0	0	0	0	0
Cheltenham	0	0	0	0	0	0	0	0	0	0	0	0
Cotswold	0	0	0	0	0	0	0	0	0	0	0	0
Forest of Dean	0	0	0	0	0	0	0	0	0	0	0	0
Stroud	0	0	0	0	0	0	0	0	0	0	0	0
Tewkesbury	0	0	0	0	0	0	0	0	0	0	0	0
Mendip	1	0	0	0	0	0	0	1	0	0	0	0
Sedgemoor	0	0	0	0	0	0	0	0	0	0	0	0
South Somerset	0	0	0	0	0	0	0	0	0	0	0	0
Taunton Deane	0	0	0	0	0	0	0	0	0	0	0	0
West Somerset	0	0	0	0	0	0	0	0	0	0	0	0
Isles of Scilly	0	0	0	0	0	0	0	0	0	0	0	0
Gwynedd	0	0	0	0	0	0	0	0	0	0	0	0
Anglesey	0	0	0	0	0	0	0	0	0	0	0	0
Conwy	0	0	0	0	0	0	0	0	0	0	0	0
Denbighshire	0	0	0	0	0	0	0	0	0	0	0	0
Flintshire	0	0	0	0	0	0	0	0	0	0	0	0
Wrexham	0	0	0	0	0	0	0	0	0	0	0	0
Ceredigion	0	0	0	0	0	0	0	0	0	0	0	0
Pembrokeshire	0	0	0	0	0	0	0	0	0	0	0	0
Carmarthenshire	0	0	0	0	0	0	0	0	0	0	0	0
Swansea	0	0	0	0	0	0	0	0	0	0	0	0
Neath Port Talbot	0	0	0	0	0	0	0	0	0	0	0	0
Bridgend	0	0	0	0	0	0	0	0	0	0	0	0
Vale of Glamorgan	1	0	0	0	0	0	0	1	0	0	0	0
Cardiff	0	0	0	0	0	0	0	0	0	0	0	0
Rhondda Cynon Taf	0	0	0	0	0	0	0	0	0	0	0	0
Caerphilly	0	0	0	0	0	0	0	0	0	0	0	0
Blaenau Gwent	0	0	0	0	0	0	0	0	0	0	0	0
Torfaen	0	0	0	0	0	0	0	0	0	0	0	0
Monmouthshire	0	0	0	0	0	0	0	0	0	0	0	0
Newport	0	0	0	0	0	0	0	0	0	0	0	0
Powys	0	0	0	0	0	0	0	0	0	0	0	0
Merthyr Tydfil	0	0	0	0	0	0	0	0	0	0	0	0
Three Rivers	**4,854**	**0**	**207**	**170**	**43**	**7**	**24**	**3,944**	**119**	**38**	**102**	**0**

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix I

Junctions 11 PICADY Output – Site Access Junction – Little Green Lane (NE)/ Durrants Drive/ Little Green Lane (SW)

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
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For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: T24544 - Durrants Drive, LGL 2030 + comm + dev.j11
Path: C:\Users\JasminRema\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24544 Little Green Lane, Croxley Green\Modelling\Picady\T24544 - Rev D modelling
Report generation date: 18/09/2025 14:31:56

»D1 - 2030 + Comm + Dev | Future Year Base + Comm + Dev | AM
»D2 - 2030 + Comm + Dev | Future Year Base + Comm + Dev | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2030 + Comm + Dev - Future Year Base + Comm + Dev									
Stream B-ACD	D1	0.1	8.11	0.07	A	D2	0.1	7.59	0.05	A
Stream A-BCD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-ABC		0.1	8.54	0.09	A		0.1	8.09	0.06	A
Stream C-ABD		0.0	5.88	0.01	A		0.0	5.56	0.00	A

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

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

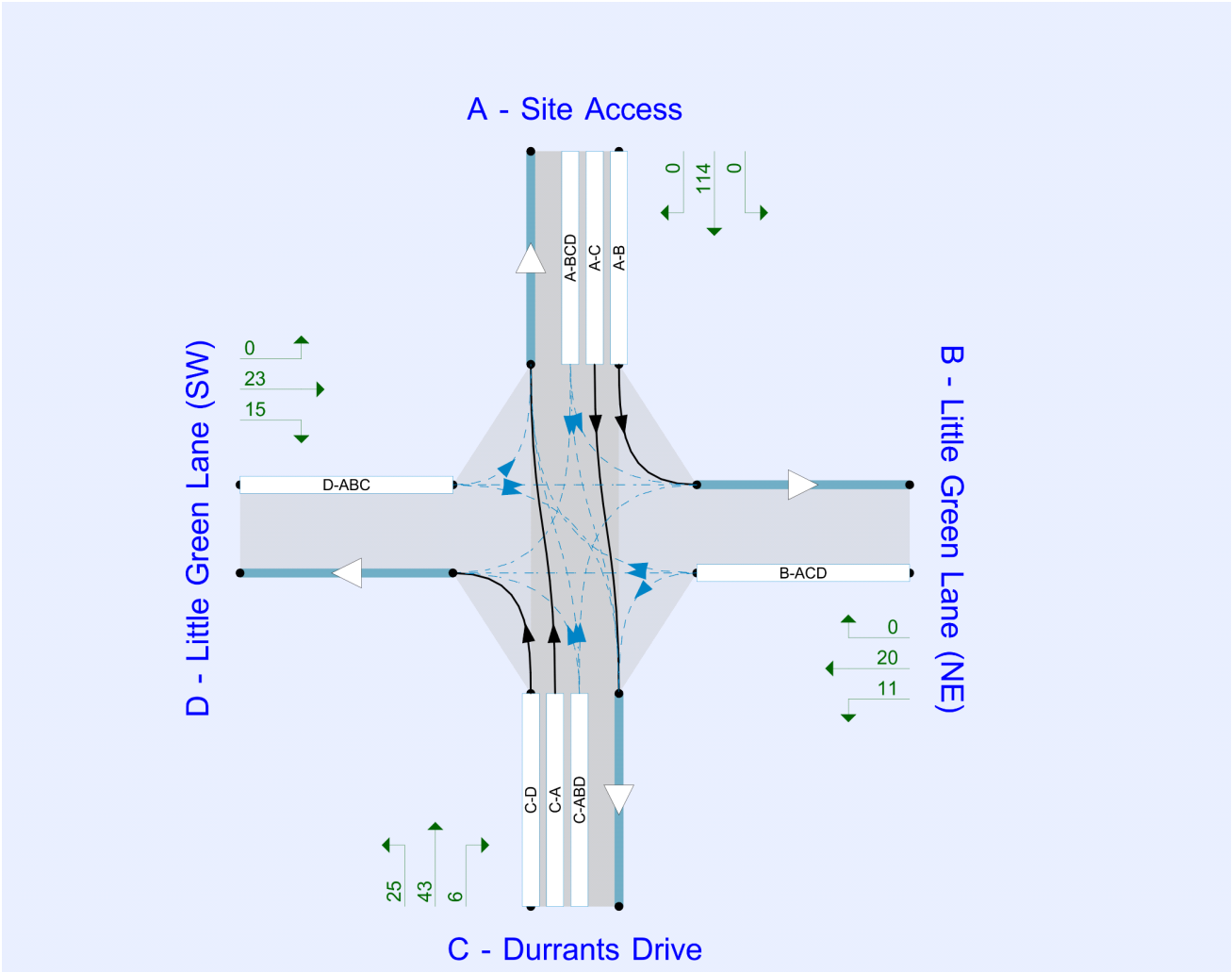
File summary

File Description

Title	Site Access, Durrants Drive, LGL
Location	Croxley Green
Site number	
Date	13/11/2024
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T24544
Enumerator	AzureAD\JasminRema
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	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
PICADY 4.1			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)
D1	2030 + Comm + Dev	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15
D2	2030 + Comm + Dev	Future Year Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2030 + Comm + Dev | Future Year Base + Comm + Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		2.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.39	A

Arms

Arms

Arm	Name	Description	Arm type
A	Site Access		Major
B	Little Green Lane (NE)		Minor
C	Durrants Drive		Major
D	Little Green Lane (SW)		Minor

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)
A - Site Access	6.40			137.0	✓	0.00
C - Durrants Drive	6.40			51.0	✓	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 - Little Green Lane (NE)	One lane	3.00	28	15
D - Little Green Lane (SW)	One lane	3.00	43	43

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	653	-	-	-	-	-	-	0.249	0.355	0.249	-	-	-
B-A	494	0.088	0.223	0.223	-	-	-	0.141	0.319	-	0.223	0.223	0.112
B-C	633	0.095	0.241	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	494	0.088	0.223	0.223	-	-	-	0.141	0.319	0.141	-	-	-
B-D, offside lane	494	0.088	0.223	0.223	-	-	-	0.141	0.319	0.141	-	-	-
C-B	603	0.230	0.230	0.328	-	-	-	-	-	-	-	-	-
D-A	651	-	-	-	-	-	-	0.248	-	0.098	-	-	-
D-B, nearside lane	513	0.146	0.146	0.331	-	-	-	0.232	0.232	0.092	-	-	-
D-B, offside lane	513	0.146	0.146	0.331	-	-	-	0.232	0.232	0.092	-	-	-
D-C	513	-	0.146	0.331	0.116	0.232	0.232	0.232	0.232	0.092	-	-	-

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)
D1	2030 + Comm + Dev	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Site Access		✓	114	100.000
B - Little Green Lane (NE)		✓	31	100.000
C - Durrants Drive		✓	74	100.000
D - Little Green Lane (SW)		✓	38	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Site Access	B - Little Green Lane (NE)	C - Durrants Drive	D - Little Green Lane (SW)
From	A - Site Access	0	0	114	0
	B - Little Green Lane (NE)	0	0	11	20
	C - Durrants Drive	43	6	0	25
	D - Little Green Lane (SW)	0	23	15	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Site Access	B - Little Green Lane (NE)	C - Durrants Drive	D - Little Green Lane (SW)
From	A - Site Access	0	0	0	0
	B - Little Green Lane (NE)	0	0	13	0
	C - Durrants Drive	0	0	0	5
	D - Little Green Lane (SW)	0	0	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.07	8.11	0.1	A
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.09	8.54	0.1	A
C-ABD	0.01	5.88	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	23	0.00	509	0.046	23	0.0	7.714	A
A-BCD	0	0.00	639	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	86	0.00			86			
D-ABC	29	0.00	488	0.059	28	0.1	8.068	A
C-ABD	5	0.00	618	0.008	5	0.0	5.876	A
C-D	19	0.00			19			
C-A	32	0.00			32			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	28	0.00	504	0.055	28	0.1	7.877	A
A-BCD	0	0.00	636	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	102	0.00			102			
D-ABC	34	0.00	483	0.071	34	0.1	8.262	A
C-ABD	6	0.00	621	0.010	6	0.0	5.858	A
C-D	22	0.00			22			
C-A	38	0.00			38			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	34	0.00	497	0.069	34	0.1	8.104	A
A-BCD	0	0.00	632	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	126	0.00			126			
D-ABC	42	0.00	476	0.088	42	0.1	8.533	A
C-ABD	8	0.00	626	0.012	7	0.0	5.834	A
C-D	27	0.00			27			
C-A	47	0.00			47			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	34	0.00	497	0.069	34	0.1	8.105	A
A-BCD	0	0.00	632	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	126	0.00			126			
D-ABC	42	0.00	476	0.088	42	0.1	8.537	A
C-ABD	8	0.00	626	0.012	8	0.0	5.835	A
C-D	27	0.00			27			
C-A	47	0.00			47			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	28	0.00	504	0.055	28	0.1	7.881	A
A-BCD	0	0.00	636	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	102	0.00			102			
D-ABC	34	0.00	483	0.071	34	0.1	8.268	A
C-ABD	6	0.00	621	0.010	6	0.0	5.860	A
C-D	22	0.00			22			
C-A	38	0.00			38			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	23	0.00	509	0.046	23	0.1	7.722	A
A-BCD	0	0.00	639	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	86	0.00			86			
D-ABC	29	0.00	488	0.059	29	0.1	8.078	A
C-ABD	5	0.00	618	0.008	5	0.0	5.879	A
C-D	19	0.00			19			
C-A	32	0.00			32			

D2 - 2030 + Comm + Dev | Future Year Base + Comm + Dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		1.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.93	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)
D2	2030 + Comm + Dev	Future Year Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Site Access		✓	52	100.000
B - Little Green Lane (NE)		✓	24	100.000
C - Durrants Drive		✓	111	100.000
D - Little Green Lane (SW)		✓	27	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Site Access	B - Little Green Lane (NE)	C - Durrants Drive	D - Little Green Lane (SW)
From	A - Site Access	0	0	52	0
	B - Little Green Lane (NE)	0	0	7	17
	C - Durrants Drive	100	2	0	9
	D - Little Green Lane (SW)	0	16	11	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Site Access	B - Little Green Lane (NE)	C - Durrants Drive	D - Little Green Lane (SW)
From	A - Site Access	0	0	0	0
	B - Little Green Lane (NE)	0	0	0	0
	C - Durrants Drive	0	0	0	0
	D - Little Green Lane (SW)	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.05	7.59	0.1	A
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.06	8.09	0.1	A
C-ABD	0.00	5.56	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	18	0.00	509	0.035	18	0.0	7.327	A
A-BCD	0	0.00	632	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	39	0.00			39			
D-ABC	20	0.00	487	0.042	20	0.0	7.711	A
C-ABD	2	0.00	649	0.003	2	0.0	5.557	A
C-D	7	0.00			7			
C-A	75	0.00			75			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	22	0.00	505	0.043	22	0.0	7.438	A
A-BCD	0	0.00	628	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	47	0.00			47			
D-ABC	24	0.00	482	0.050	24	0.1	7.867	A
C-ABD	2	0.00	658	0.003	2	0.0	5.484	A
C-D	8	0.00			8			
C-A	90	0.00			90			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	26	0.00	500	0.053	26	0.1	7.594	A
A-BCD	0	0.00	623	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	57	0.00			57			
D-ABC	30	0.00	475	0.063	30	0.1	8.085	A
C-ABD	3	0.00	671	0.004	3	0.0	5.386	A
C-D	10	0.00			10			
C-A	110	0.00			110			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	26	0.00	500	0.053	26	0.1	7.594	A
A-BCD	0	0.00	623	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	57	0.00			57			
D-ABC	30	0.00	475	0.063	30	0.1	8.087	A
C-ABD	3	0.00	671	0.004	3	0.0	5.388	A
C-D	10	0.00			10			
C-A	110	0.00			110			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	22	0.00	505	0.043	22	0.0	7.443	A
A-BCD	0	0.00	628	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	47	0.00			47			
D-ABC	24	0.00	482	0.050	24	0.1	7.871	A
C-ABD	2	0.00	658	0.003	2	0.0	5.486	A
C-D	8	0.00			8			
C-A	90	0.00			90			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	18	0.00	509	0.035	18	0.0	7.331	A
A-BCD	0	0.00	632	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	39	0.00			39			
D-ABC	20	0.00	487	0.042	20	0.0	7.719	A
C-ABD	2	0.00	649	0.003	2	0.0	5.557	A
C-D	7	0.00			7			
C-A	75	0.00			75			

Appendix J

Junctions 11 PICADY Output – Little Green Lane (NE)/ Links Way / Little Green Lane (SW)

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
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Filename: T24544 - Links Way, LGL 2030 + comm + dev.j11
Path: C:\Users\JasminRema\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24544 Little Green Lane, Croxley Green\Modelling\Picady\T24544 - Rev D modelling
Report generation date: 18/09/2025 14:35:41

»D7 - 2030 + Comm + Dev | Future Year Base + Comm + Dev | AM
»D8 - 2030 + Comm + Dev | Future Year Base + Comm + Dev | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2030 + Comm + Dev - Future Year Base + Comm + Dev									
Stream B-ACD	D7	0.1	8.41	0.09	A	D8	0.1	7.31	0.06	A
Stream A-BCD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-ABC		0.1	9.61	0.09	A		0.1	9.10	0.05	A
Stream C-ABD		0.1	6.65	0.06	A		0.1	5.73	0.05	A

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

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

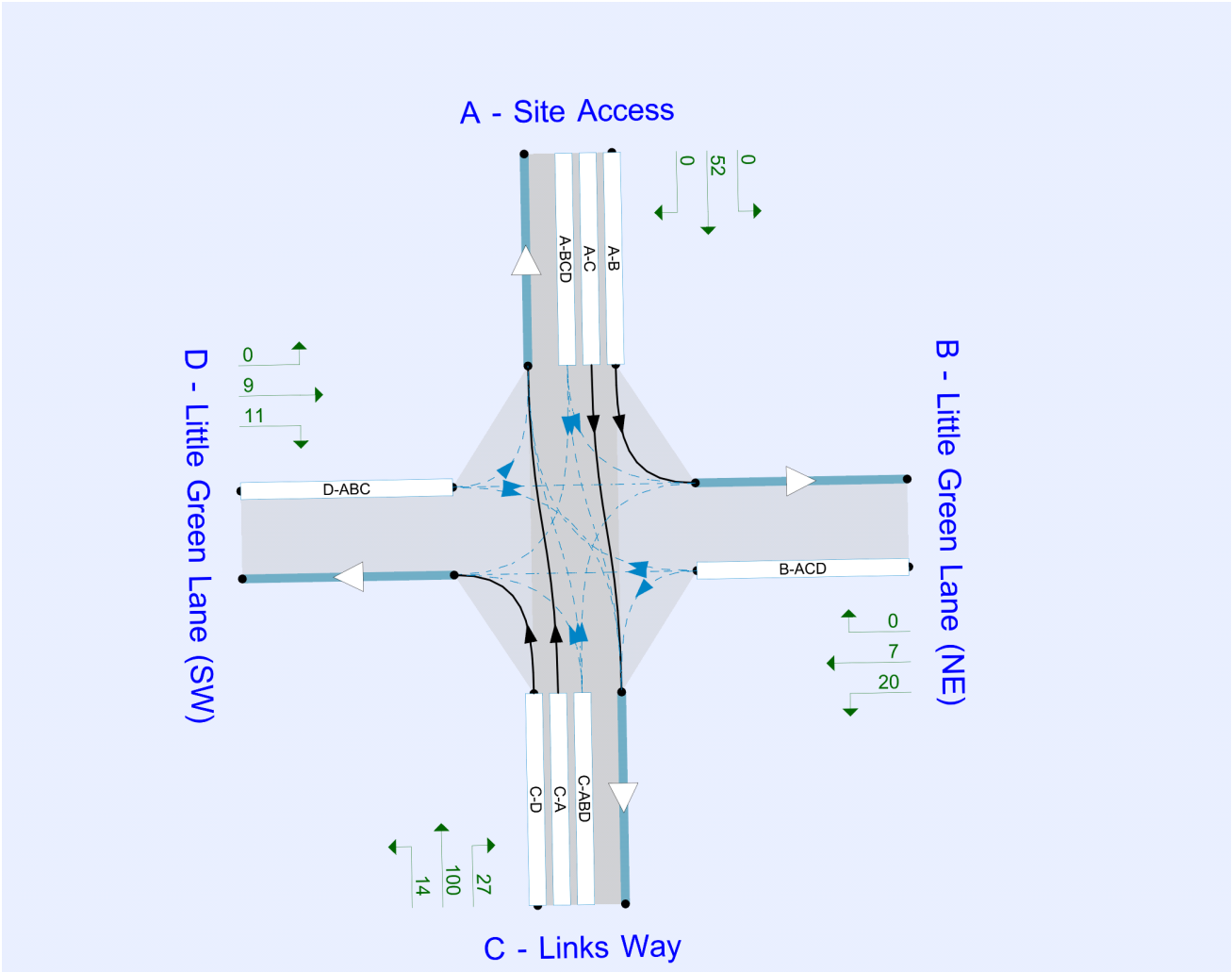
File summary

File Description

Title	Site Access, Links Way, LGL
Location	Croxley Green
Site number	
Date	13/11/2024
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T24544
Enumerator	AzureAD\JasminRema
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	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
PICADY 4.1			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)
D7	2030 + Comm + Dev	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15
D8	2030 + Comm + Dev	Future Year Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D7 - 2030 + Comm + Dev | Future Year Base + Comm + Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		3.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.14	A

Arms

Arms

Arm	Name	Description	Arm type
A	Site Access		Major
B	Little Green Lane (NE)		Minor
C	Links Way		Major
D	Little Green Lane (SW)		Minor

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)
A - Site Access	7.50			133.2	✓	0.00
C - Links Way	7.50			50.0	✓	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 - Little Green Lane (NE)	One lane	2.20	23	16
D - Little Green Lane (SW)	One lane	2.20	13	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	651	-	-	-	-	-	-	0.236	0.337	0.236	-	-	-
B-A	453	0.077	0.195	0.195	-	-	-	0.123	0.279	-	0.195	0.195	0.098
B-C	583	0.084	0.211	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	453	0.077	0.195	0.195	-	-	-	0.123	0.279	0.123	-	-	-
B-D, offside lane	453	0.077	0.195	0.195	-	-	-	0.123	0.279	0.123	-	-	-
C-B	603	0.218	0.218	0.312	-	-	-	-	-	-	-	-	-
D-A	591	-	-	-	-	-	-	0.214	-	0.085	-	-	-
D-B, nearside lane	457	0.124	0.124	0.281	-	-	-	0.197	0.197	0.078	-	-	-
D-B, offside lane	457	0.124	0.124	0.281	-	-	-	0.197	0.197	0.078	-	-	-
D-C	457	-	0.124	0.281	0.098	0.197	0.197	0.197	0.197	0.078	-	-	-

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)
D7	2030 + Comm + Dev	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Site Access		✓	114	100.000
B - Little Green Lane (NE)		✓	41	100.000
C - Links Way		✓	88	100.000
D - Little Green Lane (SW)		✓	33	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Site Access	B - Little Green Lane (NE)	C - Links Way	D - Little Green Lane (SW)
From	A - Site Access	0	0	114	0
	B - Little Green Lane (NE)	0	0	27	14
	C - Links Way	43	28	0	17
	D - Little Green Lane (SW)	0	12	21	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Site Access	B - Little Green Lane (NE)	C - Links Way	D - Little Green Lane (SW)
From	A - Site Access	0	0	0	0
	B - Little Green Lane (NE)	0	0	4	9
	C - Links Way	0	9	0	7
	D - Little Green Lane (SW)	0	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.09	8.41	0.1	A
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.09	9.61	0.1	A
C-ABD	0.06	6.65	0.1	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	31	0.00	508	0.061	31	0.1	7.962	A
A-BCD	0	0.00	633	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	86	0.00			86			
D-ABC	25	0.00	431	0.058	25	0.1	9.043	A
C-ABD	23	0.00	615	0.037	23	0.0	6.591	A
C-D	12	0.00			12			
C-A	31	0.00			31			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	37	0.00	503	0.073	37	0.1	8.149	A
A-BCD	0	0.00	630	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	102	0.00			102			
D-ABC	30	0.00	426	0.070	30	0.1	9.280	A
C-ABD	28	0.00	617	0.045	28	0.1	6.618	A
C-D	15	0.00			15			
C-A	37	0.00			37			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	45	0.00	497	0.091	45	0.1	8.409	A
A-BCD	0	0.00	625	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	126	0.00			126			
D-ABC	36	0.00	419	0.087	36	0.1	9.610	A
C-ABD	35	0.00	620	0.056	34	0.1	6.650	A
C-D	18	0.00			18			
C-A	45	0.00			45			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	45	0.00	497	0.091	45	0.1	8.413	A
A-BCD	0	0.00	625	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	126	0.00			126			
D-ABC	36	0.00	419	0.087	36	0.1	9.614	A
C-ABD	35	0.00	620	0.056	35	0.1	6.649	A
C-D	18	0.00			18			
C-A	45	0.00			45			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	37	0.00	503	0.073	37	0.1	8.153	A
A-BCD	0	0.00	630	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	102	0.00			102			
D-ABC	30	0.00	426	0.070	30	0.1	9.286	A
C-ABD	28	0.00	617	0.045	28	0.1	6.614	A
C-D	15	0.00			15			
C-A	37	0.00			37			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	31	0.00	508	0.061	31	0.1	7.974	A
A-BCD	0	0.00	633	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	86	0.00			86			
D-ABC	25	0.00	431	0.058	25	0.1	9.060	A
C-ABD	23	0.00	615	0.037	23	0.0	6.594	A
C-D	12	0.00			12			
C-A	31	0.00			31			

D8 - 2030 + Comm + Dev | Future Year Base + Comm + Dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		2.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.35	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2030 + Comm + Dev	Future Year Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Site Access		✓	52	100.000
B - Little Green Lane (NE)		✓	27	100.000
C - Links Way		✓	141	100.000
D - Little Green Lane (SW)		✓	20	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Site Access	B - Little Green Lane (NE)	C - Links Way	D - Little Green Lane (SW)
From	A - Site Access	0	0	52	0
	B - Little Green Lane (NE)	0	0	20	7
	C - Links Way	100	27	0	14
	D - Little Green Lane (SW)	0	9	11	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Site Access	B - Little Green Lane (NE)	C - Links Way	D - Little Green Lane (SW)
From	A - Site Access	0	0	0	0
	B - Little Green Lane (NE)	0	0	0	0
	C - Links Way	0	0	0	0
	D - Little Green Lane (SW)	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.06	7.31	0.1	A
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.05	9.10	0.1	A
C-ABD	0.05	5.73	0.1	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	20	0.00	529	0.038	20	0.0	7.079	A
A-BCD	0	0.00	624	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	39	0.00			39			
D-ABC	15	0.00	430	0.035	15	0.0	8.668	A
C-ABD	23	0.00	652	0.036	23	0.0	5.725	A
C-D	10	0.00			10			
C-A	73	0.00			73			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	24	0.00	526	0.046	24	0.0	7.177	A
A-BCD	0	0.00	619	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	47	0.00			47			
D-ABC	18	0.00	425	0.042	18	0.0	8.847	A
C-ABD	29	0.00	661	0.043	29	0.1	5.691	A
C-D	12	0.00			12			
C-A	86	0.00			86			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	30	0.00	522	0.057	30	0.1	7.314	A
A-BCD	0	0.00	611	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	57	0.00			57			
D-ABC	22	0.00	418	0.053	22	0.1	9.096	A
C-ABD	37	0.00	675	0.054	36	0.1	5.640	A
C-D	15	0.00			15			
C-A	104	0.00			104			

17:30 - 17:45

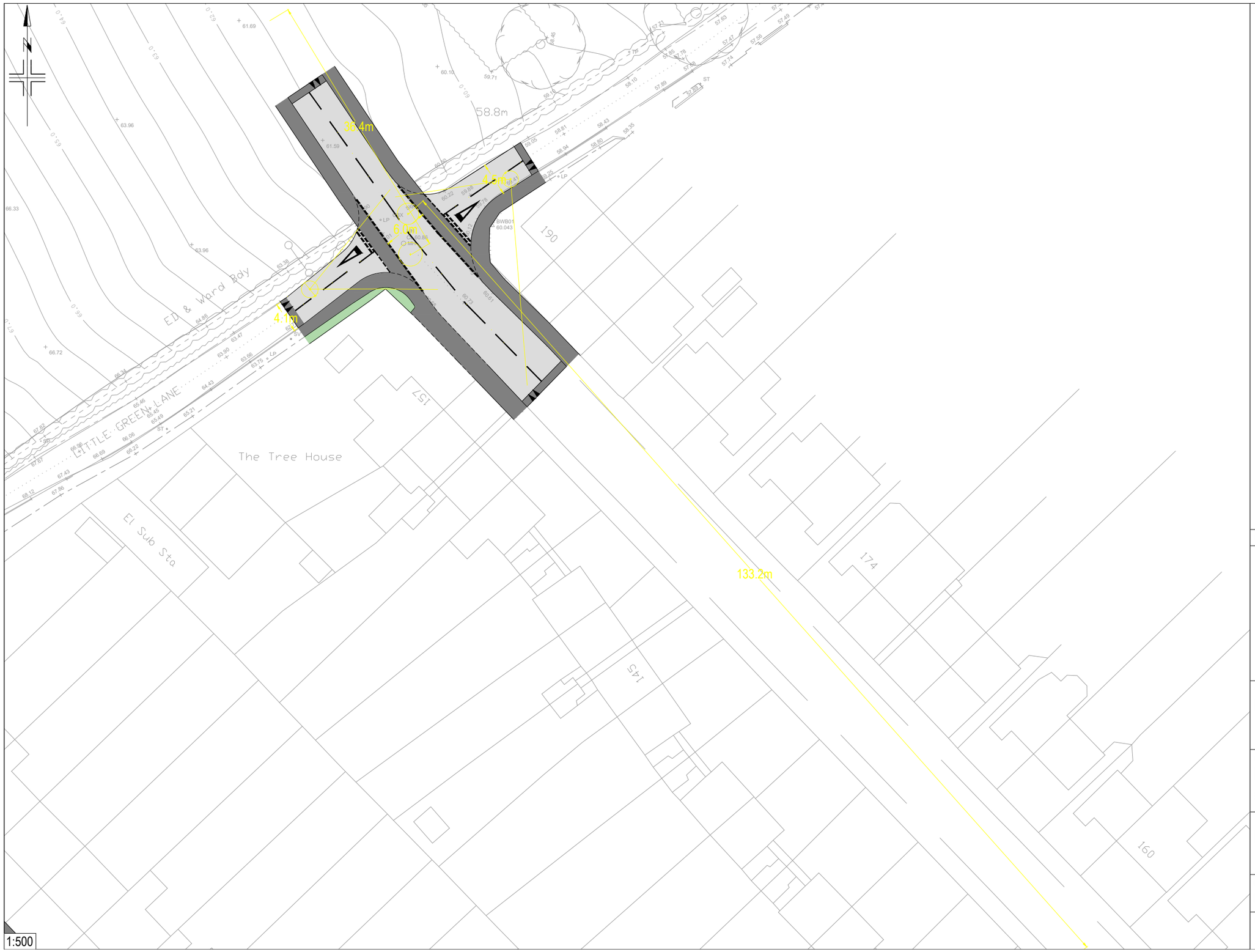
Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	30	0.00	522	0.057	30	0.1	7.315	A
A-BCD	0	0.00	611	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	57	0.00			57			
D-ABC	22	0.00	418	0.053	22	0.1	9.098	A
C-ABD	37	0.00	675	0.054	37	0.1	5.643	A
C-D	15	0.00			15			
C-A	104	0.00			104			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	24	0.00	526	0.046	24	0.0	7.182	A
A-BCD	0	0.00	619	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	47	0.00			47			
D-ABC	18	0.00	425	0.042	18	0.0	8.849	A
C-ABD	29	0.00	661	0.043	29	0.1	5.693	A
C-D	12	0.00			12			
C-A	86	0.00			86			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	20	0.00	529	0.038	20	0.0	7.086	A
A-BCD	0	0.00	624	0.000	0	0.0	0.000	A
A-B	0	0.00			0			
A-C	39	0.00			39			
D-ABC	15	0.00	430	0.035	15	0.0	8.676	A
C-ABD	23	0.00	652	0.036	23	0.0	5.729	A
C-D	10	0.00			10			
C-A	73	0.00			73			



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH

Hub Transport Planning Ltd
Floor 1B
4 Temple Row
Birmingham
B2 5HG

T : 0121 454 5530

CLIENT
RICHBOROUGH

PROJECT
LITTLE GREEN LANE
CROXLEY GREEN

TITLE
PICADY DIMENSIONS SKETCH

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
NB	GM	AS SHOWN	A3	11.06.25

PROJECT NO.	DRAWING NO.	REV
T24544	SK009	-

Appendix K

Junctions 11 PICADY Output – Baldwins Lane(W)/ Links Way/Baldwins Lane (E)

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: T24544 - Staggered Crossroads Baldwins Lane, Links Way, Winton Drive.j11
Path: C:\Users\JasminRema\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24544 Little Green Lane, Croxley Green\Modelling\Picady\T24544 - Rev D modelling
Report generation date: 18/09/2025 14:44:58

»D1 - 2025 | Base | AM
»D2 - 2025 | Base | PM
»D3 - 2030 | Future Base | AM
»D4 - 2030 | Future Base | PM
»D5 - 2030 + Comm | Future Base + Comm Dev | AM
»D6 - 2030 + Comm | Future Base + Comm Dev | PM
»D7 - 2030 + Comm + Dev | Future Base + Comm + Dev | AM
»D8 - 2030 + Comm + Dev | Future Base + Comm + Dev | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2025 - Base									
Stream B-C-D	D1	0.4	17.96	0.27	C	D2	0.2	14.24	0.19	B
Stream B-A-D		1.8	35.04	0.65	E		0.6	25.27	0.39	D
Stream A-B-C		1.3	12.13	0.42	B		2.3	10.62	0.57	B
Stream A-D		0.2	12.84	0.46	B		0.3	11.19	0.57	B
Stream D-A-B		0.3	10.32	0.25	B		0.2	8.83	0.19	A
Stream D-B-C		0.1	14.59	0.13	B		0.1	14.40	0.10	B
Stream C-B		0.0	7.41	0.05	A		0.1	9.57	0.07	A
	2030 - Future Base									
Stream B-C-D	D3	0.5	23.61	0.34	C	D4	0.3	19.36	0.26	C
Stream B-A-D		2.4	45.43	0.71	E		0.9	36.63	0.50	E
Stream A-B-C		1.4	12.60	0.44	B		4.6	15.39	0.72	C
Stream A-D		0.2	13.40	0.48	B		0.4	15.38	0.70	C
Stream D-A-B		0.4	10.87	0.27	B		0.3	9.62	0.22	A
Stream D-B-C		0.2	15.63	0.14	C		0.1	16.42	0.12	C
Stream C-B		0.1	7.52	0.05	A		0.1	11.52	0.08	B
	2030 + Comm - Future Base + Comm Dev									
Stream B-C-D	D5	0.6	25.73	0.36	D	D6	0.4	20.44	0.27	C
Stream B-A-D		2.6	49.14	0.73	E		1.0	39.06	0.51	E
Stream A-B-C		1.5	12.77	0.45	B		4.8	15.95	0.73	C
Stream A-D		0.2	13.60	0.49	B		0.4	15.86	0.70	C
Stream D-A-B		0.4	11.10	0.27	B		0.3	9.74	0.22	A
Stream D-B-C		0.2	16.15	0.14	C		0.1	16.82	0.12	C
Stream C-B		0.1	7.56	0.05	A		0.1	11.68	0.09	B
	2030 + Comm + Dev - Future Base + Comm + Dev									
Stream B-C-D	D7	1.8	83.57	0.66	F	D8	0.8	41.31	0.45	E
Stream B-A-D		5.1	99.69	0.85	F		1.9	80.22	0.69	F
Stream A-B-C		1.7	14.00	0.49	B		8.6	24.26	0.84	C
Stream A-D		0.3	15.35	0.54	C		0.9	21.46	0.77	C
Stream D-A-B		0.9	19.53	0.48	C		0.4	13.05	0.31	B
Stream D-B-C		0.9	33.76	0.49	D		0.5	27.69	0.34	D
Stream C-B		0.1	7.75	0.05	A		0.1	13.45	0.10	B

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

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

File summary

File Description

Title	T24544
Location	Baldwins Lane, Winton Drive, Links Way
Site number	
Date	06/05/2025
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T24544
Enumerator	AzureAD\JasminRema
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	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
PICADY 4.1			0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2025	Base	AM	FLAT	07:45	09:15	90	15
D2	2025	Base	PM	ONE HOUR	16:45	18:15		15
D3	2030	Future Base	AM	FLAT	07:45	09:15	90	15
D4	2030	Future Base	PM	ONE HOUR	16:45	18:15		15
D5	2030 + Comm	Future Base + Comm Dev	AM	FLAT	07:45	09:15	90	15
D6	2030 + Comm	Future Base + Comm Dev	PM	ONE HOUR	16:45	18:15		15
D7	2030 + Comm + Dev	Future Base + Comm + Dev	AM	FLAT	07:45	09:15	90	15
D8	2030 + Comm + Dev	Future Base + Comm + Dev	PM	ONE HOUR	16:45	18:15		15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2025 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Winton Drive - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	D - Links Way - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Baldwins Lane, Links Way, Winton Drive Stagger	Crossroads	Two-way	Two-way	Two-way	Two-way		10.17	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.17	B

Arms

Arms

Arm	Name	Description	Arm type
A	Baldwins Lane (E)		Major
B	Winton Drive		Minor
C	Baldwins Lane (W)		Major
D	Links Way		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Baldwins Lane (E)	6.30		✓	3.00	140.0		-
C - Baldwins Lane (W)	6.30		✓	2.29	85.0		-

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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Winton Drive	One lane plus flare	10.00	4.85	3.00	3.00	3.00	✓	1.00	30	51
D - Links Way	One lane plus flare	9.10	3.50	3.50	3.50	3.50		1.00	24	27

Minor Arm Geometry Notes

Arm	Notes
B - Winton Drive	Visibility to right components is 1 as Badlwins Lane east of Winton Drive is of a single lane carriageway
D - Links Way	

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
A - Baldwins Lane (E)	3.00	3.00	2.90	3.00	8.00	9.00	7.00

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	712	-	-	-	-	-	-	0.272	0.389	0.272	-	-	-
B-A	537	0.096	0.244	0.244	-	-	-	0.153	0.348	-	0.244	0.244	0.122
B-C	672	0.102	0.257	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	525	0.094	0.238	0.238	-	-	-	0.150	0.341	0.150	-	-	-
B-D, offside lane	537	0.096	0.244	0.244	-	-	-	0.153	0.348	0.153	-	-	-
C-B	629	0.241	0.241	0.344	-	-	-	-	-	-	-	-	-
D-A	692	-	-	-	-	-	-	0.265	-	0.105	-	-	-
D-B, nearside lane	538	0.154	0.154	0.349	-	-	-	0.245	0.245	0.097	-	-	-
D-B, offside lane	553	0.158	0.158	0.359	-	-	-	0.251	0.251	0.099	-	-	-
D-C	553	-	0.158	0.359	0.126	0.251	0.251	0.251	0.251	0.099	-	-	-

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 period length (min)	Time segment length (min)
D1	2025	Base	AM	FLAT	07:45	09:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Baldwins Lane (E)		✓	467	100.000
B - Winton Drive		✓	264	100.000
C - Baldwins Lane (W)		✓	648	100.000
D - Links Way		✓	153	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Baldwins Lane (E)	305.00
B - Winton Drive	
C - Baldwins Lane (W)	
D - Links Way	

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Baldwins Lane (E)	B - Winton Drive	C - Baldwins Lane (W)	D - Links Way
From	A - Baldwins Lane (E)	0	105	310	52
	B - Winton Drive	183	0	47	34
	C - Baldwins Lane (W)	617	24	0	7
	D - Links Way	103	26	24	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Baldwins Lane (E)	B - Winton Drive	C - Baldwins Lane (W)	D - Links Way
From	A - Baldwins Lane (E)	0	0	3	2
	B - Winton Drive	1	0	5	0
	C - Baldwins Lane (W)	3	0	0	0
	D - Links Way	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.27	17.96	0.4	C
B-AD	0.65	35.04	1.8	E
A-BC	0.42	12.13	1.3	B
A-D	0.46	12.84	0.2	B
D-AB	0.25	10.32	0.3	B
D-BC	0.13	14.59	0.1	B
C-D				
C-A				
C-B	0.05	7.41	0.0	A

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	74	0.00	296	0.251	73	0.3	16.526	C
B-AD	190	0.00	295	0.643	183	1.6	30.879	D
A-BC	415	305.00	985	0.421	410	1.3	12.131	B
A-D	52	305.00	113	0.461	51	0.2	12.842	B
D-AB	117	0.00	467	0.251	116	0.3	10.224	B
D-BC	36	0.00	285	0.126	35	0.1	14.410	B
C-D	7	0.00			7			
C-A	617	0.00			617			
C-B	24	0.00	512	0.047	24	0.0	7.375	A

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	75	0.00	282	0.265	75	0.4	17.849	C
B-AD	189	0.00	293	0.646	189	1.7	34.685	D
A-BC	415	305.00	998	0.416	415	1.3	11.898	B
A-D	52	305.00	116	0.446	52	0.2	12.414	B
D-AB	117	0.00	466	0.251	117	0.3	10.324	B
D-BC	36	0.00	283	0.127	36	0.1	14.588	B
C-D	7	0.00			7			
C-A	617	0.00			617			
C-B	24	0.00	510	0.047	24	0.0	7.406	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	75	0.00	282	0.265	75	0.4	17.922	C
B-AD	189	0.00	293	0.646	189	1.8	34.905	D
A-BC	415	305.00	998	0.416	415	1.3	11.906	B
A-D	52	305.00	116	0.447	52	0.2	12.424	B
D-AB	117	0.00	466	0.251	117	0.3	10.324	B
D-BC	36	0.00	283	0.127	36	0.1	14.591	B
C-D	7	0.00			7			
C-A	617	0.00			617			
C-B	24	0.00	510	0.047	24	0.0	7.405	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	75	0.00	282	0.266	75	0.4	17.947	C
B-AD	189	0.00	293	0.646	189	1.8	34.980	D
A-BC	415	305.00	997	0.416	415	1.3	11.910	B
A-D	52	305.00	116	0.447	52	0.2	12.429	B
D-AB	117	0.00	466	0.251	117	0.3	10.324	B
D-BC	36	0.00	283	0.127	36	0.1	14.592	B
C-D	7	0.00			7			
C-A	617	0.00			617			
C-B	24	0.00	510	0.047	24	0.0	7.405	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	75	0.00	281	0.266	75	0.4	17.956	C
B-AD	189	0.00	293	0.646	189	1.8	35.017	E
A-BC	415	305.00	997	0.416	415	1.3	11.911	B
A-D	52	305.00	116	0.447	52	0.2	12.431	B
D-AB	117	0.00	466	0.251	117	0.3	10.324	B
D-BC	36	0.00	283	0.127	36	0.1	14.592	B
C-D	7	0.00			7			
C-A	617	0.00			617			
C-B	24	0.00	510	0.047	24	0.0	7.405	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	75	0.00	281	0.266	75	0.4	17.962	C
B-AD	189	0.00	293	0.646	189	1.8	35.040	E
A-BC	415	305.00	997	0.416	415	1.3	11.911	B
A-D	52	305.00	116	0.447	52	0.2	12.429	B
D-AB	117	0.00	466	0.251	117	0.3	10.324	B
D-BC	36	0.00	283	0.127	36	0.1	14.593	B
C-D	7	0.00			7			
C-A	617	0.00			617			
C-B	24	0.00	510	0.047	24	0.0	7.405	A

D2 - 2025 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Winton Drive - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	D - Links Way - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Baldwins Lane, Links Way, Winton Drive Stagger	Crossroads	Two-way	Two-way	Two-way	Two-way		9.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.13	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)
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Baldwins Lane (E)		✓	805	100.000
B - Winton Drive		✓	139	100.000
C - Baldwins Lane (W)		✓	357	100.000
D - Links Way		✓	115	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Baldwins Lane (E)	44.00
B - Winton Drive	
C - Baldwins Lane (W)	
D - Links Way	

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Baldwins Lane (E)	B - Winton Drive	C - Baldwins Lane (W)	D - Links Way
From	A - Baldwins Lane (E)	0	0	719	86
	B - Winton Drive	75	0	36	28
	C - Baldwins Lane (W)	305	25	0	27
	D - Links Way	76	24	15	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Baldwins Lane (E)	B - Winton Drive	C - Baldwins Lane (W)	D - Links Way
From	A - Baldwins Lane (E)	0	0	0	0
	B - Winton Drive	0	0	0	0
	C - Baldwins Lane (W)	2	0	0	0
	D - Links Way	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.19	14.24	0.2	B
B-AD	0.39	25.27	0.6	D
A-BC	0.57	10.62	2.3	B
A-D	0.57	11.19	0.3	B
D-AB	0.19	8.83	0.2	A
D-BC	0.10	14.40	0.1	B
C-D				
C-A				
C-B	0.07	9.57	0.1	A

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	39	0.00	442	0.089	39	0.1	8.927	A
B-AD	65	0.00	340	0.192	64	0.2	13.032	B
A-BC	541	33.13	1459	0.371	537	1.1	7.306	A
A-D	65	33.13	163	0.397	64	0.1	7.613	A
D-AB	67	0.00	565	0.118	66	0.1	7.209	A
D-BC	20	0.00	368	0.054	20	0.1	10.323	B
C-D	20	0.00			20			
C-A	230	0.00			230			
C-B	19	0.00	477	0.039	19	0.0	7.856	A

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	48	0.00	393	0.122	48	0.1	10.421	B
B-AD	77	0.00	296	0.260	77	0.3	16.378	C
A-BC	646	39.56	1433	0.451	645	1.5	8.443	A
A-D	77	39.56	164	0.472	77	0.2	8.883	A
D-AB	80	0.00	541	0.147	79	0.2	7.791	A
D-BC	24	0.00	331	0.072	24	0.1	11.717	B
C-D	24	0.00			24			
C-A	274	0.00			274			
C-B	22	0.00	446	0.050	22	0.1	8.498	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	61	0.00	316	0.192	60	0.2	14.053	B
B-AD	93	0.00	236	0.392	91	0.6	24.758	C
A-BC	792	48.44	1397	0.566	788	2.3	10.585	B
A-D	95	48.44	165	0.573	94	0.3	11.185	B
D-AB	98	0.00	506	0.193	97	0.2	8.808	A
D-BC	29	0.00	280	0.103	29	0.1	14.335	B
C-D	30	0.00			30			
C-A	336	0.00			336			
C-B	28	0.00	405	0.068	27	0.1	9.543	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	61	0.00	313	0.193	61	0.2	14.238	B
B-AD	92	0.00	235	0.394	92	0.6	25.274	D
A-BC	792	48.44	1400	0.566	792	2.3	10.624	B
A-D	95	48.44	166	0.571	95	0.3	11.193	B
D-AB	98	0.00	505	0.193	98	0.2	8.829	A
D-BC	29	0.00	279	0.104	29	0.1	14.401	B
C-D	30	0.00			30			
C-A	336	0.00			336			
C-B	28	0.00	404	0.068	28	0.1	9.570	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	48	0.00	390	0.123	48	0.1	10.551	B
B-AD	77	0.00	294	0.262	78	0.4	16.720	C
A-BC	646	39.56	1436	0.450	650	1.5	8.489	A
A-D	77	39.56	165	0.469	78	0.2	8.911	A
D-AB	80	0.00	541	0.147	80	0.2	7.814	A
D-BC	24	0.00	330	0.072	24	0.1	11.784	B
C-D	24	0.00			24			
C-A	274	0.00			274			
C-B	22	0.00	445	0.051	23	0.1	8.533	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	39	0.00	439	0.090	40	0.1	9.018	A
B-AD	65	0.00	338	0.193	66	0.2	13.258	B
A-BC	541	33.13	1462	0.370	543	1.1	7.352	A
A-D	65	33.13	164	0.394	65	0.1	7.649	A
D-AB	67	0.00	564	0.118	67	0.1	7.237	A
D-BC	20	0.00	367	0.055	20	0.1	10.385	B
C-D	20	0.00			20			
C-A	230	0.00			230			
C-B	19	0.00	475	0.040	19	0.0	7.893	A

D3 - 2030 | Future Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Winton Drive - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	D - Links Way - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Baldwins Lane, Links Way, Winton Drive Stagger	Crossroads	Two-way	Two-way	Two-way	Two-way		11.94	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.94	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2030	Future Base	AM	FLAT	07:45	09:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Baldwins Lane (E)		✓	492	100.000
B - Winton Drive		✓	278	100.000
C - Baldwins Lane (W)		✓	681	100.000
D - Links Way		✓	160	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Baldwins Lane (E)	305.00
B - Winton Drive	
C - Baldwins Lane (W)	
D - Links Way	

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Baldwins Lane (E)	B - Winton Drive	C - Baldwins Lane (W)	D - Links Way
From	A - Baldwins Lane (E)	0	111	326	55
	B - Winton Drive	193	0	49	36
	C - Baldwins Lane (W)	649	25	0	7
	D - Links Way	108	27	25	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Baldwins Lane (E)	B - Winton Drive	C - Baldwins Lane (W)	D - Links Way
From	A - Baldwins Lane (E)	0	0	3	2
	B - Winton Drive	1	0	5	0
	C - Baldwins Lane (W)	3	0	0	0
	D - Links Way	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.34	23.61	0.5	C
B-AD	0.71	45.43	2.4	E
A-BC	0.44	12.60	1.4	B
A-D	0.48	13.40	0.2	B
D-AB	0.27	10.87	0.4	B
D-BC	0.14	15.63	0.2	C
C-D				
C-A				
C-B	0.05	7.52	0.1	A

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	79	0.00	258	0.306	77	0.4	20.287	C
B-AD	199	0.00	281	0.708	190	2.1	37.341	E
A-BC	437	305.00	983	0.444	431	1.4	12.596	B
A-D	55	305.00	114	0.484	54	0.2	13.400	B
D-AB	123	0.00	455	0.270	121	0.4	10.742	B
D-BC	37	0.00	270	0.138	37	0.2	15.387	C
C-D	7	0.00			7			
C-A	649	0.00			649			
C-B	25	0.00	505	0.049	25	0.1	7.489	A

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	80	0.00	239	0.333	79	0.5	23.172	C
B-AD	198	0.00	278	0.714	198	2.3	44.362	E
A-BC	437	305.00	997	0.438	437	1.4	12.321	B
A-D	55	305.00	118	0.467	55	0.2	12.891	B
D-AB	123	0.00	454	0.270	123	0.4	10.866	B
D-BC	37	0.00	268	0.139	37	0.2	15.623	C
C-D	7	0.00			7			
C-A	649	0.00			649			
C-B	25	0.00	504	0.050	25	0.1	7.521	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	80	0.00	238	0.335	80	0.5	23.446	C
B-AD	198	0.00	278	0.714	198	2.4	45.008	E
A-BC	437	305.00	997	0.439	437	1.4	12.333	B
A-D	55	305.00	118	0.468	55	0.2	12.905	B
D-AB	123	0.00	454	0.270	123	0.4	10.867	B
D-BC	37	0.00	267	0.139	37	0.2	15.631	C
C-D	7	0.00			7			
C-A	649	0.00			649			
C-B	25	0.00	504	0.050	25	0.1	7.521	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	80	0.00	237	0.336	80	0.5	23.535	C
B-AD	198	0.00	278	0.714	198	2.4	45.248	E
A-BC	437	305.00	996	0.439	437	1.4	12.337	B
A-D	55	305.00	118	0.468	55	0.2	12.911	B
D-AB	123	0.00	454	0.270	123	0.4	10.867	B
D-BC	37	0.00	267	0.139	37	0.2	15.633	C
C-D	7	0.00			7			
C-A	649	0.00			649			
C-B	25	0.00	504	0.050	25	0.1	7.521	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	80	0.00	237	0.336	80	0.5	23.578	C
B-AD	198	0.00	278	0.714	198	2.4	45.358	E
A-BC	437	305.00	996	0.439	437	1.4	12.338	B
A-D	55	305.00	118	0.468	55	0.2	12.911	B
D-AB	123	0.00	454	0.270	123	0.4	10.867	B
D-BC	37	0.00	267	0.139	37	0.2	15.634	C
C-D	7	0.00			7			
C-A	649	0.00			649			
C-B	25	0.00	504	0.050	25	0.1	7.521	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	80	0.00	237	0.337	80	0.5	23.605	C
B-AD	198	0.00	278	0.714	198	2.4	45.432	E
A-BC	437	305.00	996	0.439	437	1.4	12.340	B
A-D	55	305.00	118	0.468	55	0.2	12.915	B
D-AB	123	0.00	454	0.270	123	0.4	10.867	B
D-BC	37	0.00	267	0.139	37	0.2	15.635	C
C-D	7	0.00			7			
C-A	649	0.00			649			
C-B	25	0.00	504	0.050	25	0.1	7.521	A

D4 - 2030 | Future Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Winton Drive - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	D - Links Way - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Baldwins Lane, Links Way, Winton Drive Stagger	Crossroads	Two-way	Two-way	Two-way	Two-way		13.08	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.08	B

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)
D4	2030	Future Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Baldwins Lane (E)		✓	1030	100.000
B - Winton Drive		✓	147	100.000
C - Baldwins Lane (W)		✓	375	100.000
D - Links Way		✓	121	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Baldwins Lane (E)	44.00
B - Winton Drive	
C - Baldwins Lane (W)	
D - Links Way	

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Baldwins Lane (E)	B - Winton Drive	C - Baldwins Lane (W)	D - Links Way
From	A - Baldwins Lane (E)	0	181	758	91
	B - Winton Drive	79	0	38	30
	C - Baldwins Lane (W)	321	26	0	28
	D - Links Way	80	25	16	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Baldwins Lane (E)	B - Winton Drive	C - Baldwins Lane (W)	D - Links Way
From	A - Baldwins Lane (E)	0	0	0	0
	B - Winton Drive	0	0	0	0
	C - Baldwins Lane (W)	2	0	0	0
	D - Links Way	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.26	19.36	0.3	C
B-AD	0.50	36.63	0.9	E
A-BC	0.72	15.39	4.6	C
A-D	0.70	15.38	0.4	C
D-AB	0.22	9.62	0.3	A
D-BC	0.12	16.42	0.1	C
C-D				
C-A				
C-B	0.08	11.52	0.1	B

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	42	0.00	413	0.102	42	0.1	9.671	A
B-AD	69	0.00	314	0.218	68	0.3	14.529	B
A-BC	707	33.13	1492	0.474	700	1.6	8.431	A
A-D	69	33.13	140	0.488	68	0.2	8.791	A
D-AB	70	0.00	551	0.127	69	0.1	7.458	A
D-BC	21	0.00	349	0.061	21	0.1	10.959	B
C-D	21	0.00			21			
C-A	242	0.00			242			
C-B	20	0.00	436	0.045	19	0.0	8.645	A

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	51	0.00	355	0.144	51	0.2	11.829	B
B-AD	81	0.00	265	0.305	80	0.4	19.418	C
A-BC	844	39.56	1467	0.575	841	2.4	10.423	B
A-D	82	39.56	142	0.577	82	0.2	10.857	B
D-AB	84	0.00	523	0.160	84	0.2	8.187	A
D-BC	25	0.00	308	0.082	25	0.1	12.727	B
C-D	25	0.00			25			
C-A	289	0.00			289			
C-B	23	0.00	396	0.059	23	0.1	9.652	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	66	0.00	258	0.255	65	0.3	18.630	C
B-AD	96	0.00	196	0.490	94	0.9	34.736	D
A-BC	1034	48.44	1432	0.722	1026	4.4	14.972	B
A-D	100	48.44	144	0.696	100	0.4	15.080	C
D-AB	103	0.00	478	0.215	102	0.3	9.573	A
D-BC	30	0.00	251	0.121	30	0.1	16.268	C
C-D	31	0.00			31			
C-A	353	0.00			353			
C-B	29	0.00	343	0.083	29	0.1	11.428	B

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	66	0.00	252	0.262	66	0.3	19.358	C
B-AD	96	0.00	194	0.495	96	0.9	36.628	E
A-BC	1034	48.44	1434	0.721	1033	4.6	15.385	C
A-D	100	48.44	144	0.694	100	0.4	15.380	C
D-AB	103	0.00	477	0.216	103	0.3	9.620	A
D-BC	30	0.00	250	0.122	30	0.1	16.418	C
C-D	31	0.00			31			
C-A	353	0.00			353			
C-B	29	0.00	341	0.084	29	0.1	11.516	B

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	51	0.00	349	0.148	52	0.2	12.154	B
B-AD	81	0.00	262	0.308	83	0.5	20.281	C
A-BC	844	39.56	1473	0.573	852	2.5	10.642	B
A-D	82	39.56	143	0.572	82	0.3	10.994	B
D-AB	84	0.00	522	0.160	84	0.2	8.232	A
D-BC	25	0.00	305	0.082	25	0.1	12.863	B
C-D	25	0.00			25			
C-A	289	0.00			289			
C-B	23	0.00	393	0.059	23	0.1	9.743	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	42	0.00	409	0.103	42	0.1	9.821	A
B-AD	69	0.00	312	0.220	69	0.3	14.897	B
A-BC	707	33.13	1497	0.472	710	1.7	8.550	A
A-D	69	33.13	142	0.484	69	0.2	8.885	A
D-AB	70	0.00	550	0.127	70	0.1	7.497	A
D-BC	21	0.00	347	0.061	21	0.1	11.054	B
C-D	21	0.00			21			
C-A	242	0.00			242			
C-B	20	0.00	433	0.045	20	0.0	8.712	A

D5 - 2030 + Comm | Future Base + Comm Dev | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Winton Drive - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	D - Links Way - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Baldwins Lane, Links Way, Winton Drive Stagger	Crossroads	Two-way	Two-way	Two-way	Two-way		12.42	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.42	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2030 + Comm	Future Base + Comm Dev	AM	FLAT	07:45	09:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Baldwins Lane (E)		✓	502	100.000
B - Winton Drive		✓	278	100.000
C - Baldwins Lane (W)		✓	703	100.000
D - Links Way		✓	160	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Baldwins Lane (E)	305.00
B - Winton Drive	
C - Baldwins Lane (W)	
D - Links Way	

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Baldwins Lane (E)	B - Winton Drive	C - Baldwins Lane (W)	D - Links Way
From	A - Baldwins Lane (E)	0	111	336	55
	B - Winton Drive	193	0	49	36
	C - Baldwins Lane (W)	671	25	0	7
	D - Links Way	108	27	25	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Baldwins Lane (E)	B - Winton Drive	C - Baldwins Lane (W)	D - Links Way
From	A - Baldwins Lane (E)	0	0	3	2
	B - Winton Drive	1	0	5	0
	C - Baldwins Lane (W)	3	0	0	0
	D - Links Way	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.36	25.73	0.6	D
B-AD	0.73	49.14	2.6	E
A-BC	0.45	12.77	1.5	B
A-D	0.49	13.60	0.2	B
D-AB	0.27	11.10	0.4	B
D-BC	0.14	16.15	0.2	C
C-D				
C-A				
C-B	0.05	7.56	0.1	A

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	79	0.00	248	0.320	77	0.5	21.516	C
B-AD	199	0.00	275	0.723	190	2.2	39.438	E
A-BC	447	305.00	985	0.454	441	1.5	12.770	B
A-D	55	305.00	112	0.492	54	0.2	13.598	B
D-AB	123	0.00	448	0.274	121	0.4	10.967	B
D-BC	37	0.00	263	0.142	37	0.2	15.872	C
C-D	7	0.00			7			
C-A	671	0.00			671			
C-B	25	0.00	503	0.050	25	0.1	7.527	A

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	80	0.00	227	0.352	80	0.5	25.100	D
B-AD	198	0.00	272	0.729	197	2.5	47.699	E
A-BC	447	305.00	999	0.447	447	1.5	12.485	B
A-D	55	305.00	116	0.474	55	0.2	13.062	B
D-AB	123	0.00	447	0.275	123	0.4	11.101	B
D-BC	37	0.00	260	0.143	37	0.2	16.136	C
C-D	7	0.00			7			
C-A	671	0.00			671			
C-B	25	0.00	501	0.050	25	0.1	7.560	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	80	0.00	225	0.355	80	0.6	25.491	D
B-AD	198	0.00	271	0.730	198	2.5	48.558	E
A-BC	447	305.00	999	0.448	447	1.5	12.498	B
A-D	55	305.00	116	0.475	55	0.2	13.083	B
D-AB	123	0.00	447	0.275	123	0.4	11.102	B
D-BC	37	0.00	260	0.143	37	0.2	16.146	C
C-D	7	0.00			7			
C-A	671	0.00			671			
C-B	25	0.00	501	0.050	25	0.1	7.560	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	80	0.00	225	0.356	80	0.6	25.613	D
B-AD	198	0.00	271	0.730	198	2.6	48.879	E
A-BC	447	305.00	999	0.448	447	1.5	12.500	B
A-D	55	305.00	116	0.475	55	0.2	13.085	B
D-AB	123	0.00	447	0.275	123	0.4	11.102	B
D-BC	37	0.00	260	0.143	37	0.2	16.149	C
C-D	7	0.00			7			
C-A	671	0.00			671			
C-B	25	0.00	501	0.050	25	0.1	7.560	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	80	0.00	224	0.357	80	0.6	25.691	D
B-AD	198	0.00	271	0.730	198	2.6	49.040	E
A-BC	447	305.00	999	0.448	447	1.5	12.503	B
A-D	55	305.00	116	0.475	55	0.2	13.089	B
D-AB	123	0.00	447	0.275	123	0.4	11.102	B
D-BC	37	0.00	260	0.143	37	0.2	16.150	C
C-D	7	0.00			7			
C-A	671	0.00			671			
C-B	25	0.00	501	0.050	25	0.1	7.560	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	80	0.00	224	0.357	80	0.6	25.732	D
B-AD	198	0.00	271	0.730	198	2.6	49.141	E
A-BC	447	305.00	999	0.448	447	1.5	12.504	B
A-D	55	305.00	116	0.475	55	0.2	13.090	B
D-AB	123	0.00	447	0.275	123	0.4	11.102	B
D-BC	37	0.00	260	0.143	37	0.2	16.151	C
C-D	7	0.00			7			
C-A	671	0.00			671			
C-B	25	0.00	501	0.050	25	0.1	7.560	A

D6 - 2030 + Comm | Future Base + Comm Dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Winton Drive - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	D - Links Way - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Baldwins Lane, Links Way, Winton Drive Stagger	Crossroads	Two-way	Two-way	Two-way	Two-way		13.56	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.56	B

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)
D6	2030 + Comm	Future Base + Comm Dev	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Baldwins Lane (E)		✓	1046	100.000
B - Winton Drive		✓	147	100.000
C - Baldwins Lane (W)		✓	383	100.000
D - Links Way		✓	121	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Baldwins Lane (E)	44.00
B - Winton Drive	
C - Baldwins Lane (W)	
D - Links Way	

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Baldwins Lane (E)	B - Winton Drive	C - Baldwins Lane (W)	D - Links Way
From	A - Baldwins Lane (E)	0	181	774	91
	B - Winton Drive	79	0	38	30
	C - Baldwins Lane (W)	329	26	0	28
	D - Links Way	80	25	16	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Baldwins Lane (E)	B - Winton Drive	C - Baldwins Lane (W)	D - Links Way
From	A - Baldwins Lane (E)	0	0	0	0
	B - Winton Drive	0	0	0	0
	C - Baldwins Lane (W)	2	0	0	0
	D - Links Way	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.27	20.44	0.4	C
B-AD	0.51	39.06	1.0	E
A-BC	0.73	15.95	4.8	C
A-D	0.70	15.86	0.4	C
D-AB	0.22	9.74	0.3	A
D-BC	0.12	16.82	0.1	C
C-D				
C-A				
C-B	0.09	11.68	0.1	B

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	42	0.00	409	0.103	42	0.1	9.780	A
B-AD	69	0.00	310	0.221	67	0.3	14.765	B
A-BC	719	33.13	1495	0.481	712	1.7	8.528	A
A-D	69	33.13	138	0.495	68	0.2	8.891	A
D-AB	70	0.00	549	0.127	69	0.1	7.496	A
D-BC	21	0.00	346	0.061	21	0.1	11.082	B
C-D	21	0.00			21			
C-A	248	0.00			248			
C-B	20	0.00	433	0.045	19	0.0	8.706	A

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	51	0.00	350	0.147	51	0.2	12.050	B
B-AD	81	0.00	260	0.310	80	0.4	19.928	C
A-BC	859	39.56	1470	0.584	855	2.5	10.609	B
A-D	82	39.56	140	0.584	81	0.2	11.038	B
D-AB	84	0.00	520	0.161	84	0.2	8.247	A
D-BC	25	0.00	304	0.083	25	0.1	12.915	B
C-D	25	0.00			25			
C-A	296	0.00			296			
C-B	23	0.00	393	0.060	23	0.1	9.744	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	66	0.00	249	0.265	65	0.4	19.547	C
B-AD	96	0.00	190	0.505	94	0.9	36.765	E
A-BC	1051	48.44	1435	0.733	1043	4.7	15.429	C
A-D	100	48.44	142	0.704	99	0.4	15.462	C
D-AB	103	0.00	474	0.217	102	0.3	9.692	A
D-BC	30	0.00	246	0.123	30	0.1	16.648	C
C-D	31	0.00			31			
C-A	362	0.00			362			
C-B	29	0.00	339	0.084	29	0.1	11.588	B

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	66	0.00	242	0.273	66	0.4	20.438	C
B-AD	96	0.00	187	0.511	95	1.0	39.056	E
A-BC	1051	48.44	1436	0.732	1051	4.8	15.950	C
A-D	100	48.44	142	0.703	100	0.4	15.856	C
D-AB	103	0.00	472	0.218	103	0.3	9.742	A
D-BC	30	0.00	244	0.124	30	0.1	16.816	C
C-D	31	0.00			31			
C-A	362	0.00			362			
C-B	29	0.00	337	0.085	29	0.1	11.684	B

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	52	0.00	343	0.150	52	0.2	12.420	B
B-AD	81	0.00	257	0.314	83	0.5	20.910	C
A-BC	859	39.56	1475	0.582	867	2.6	10.857	B
A-D	82	39.56	141	0.579	83	0.3	11.192	B
D-AB	84	0.00	518	0.161	84	0.2	8.294	A
D-BC	25	0.00	301	0.083	25	0.1	13.064	B
C-D	25	0.00			25			
C-A	296	0.00			296			
C-B	23	0.00	389	0.060	23	0.1	9.842	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	42	0.00	405	0.104	42	0.1	9.937	A
B-AD	69	0.00	307	0.223	69	0.3	15.157	C
A-BC	719	33.13	1499	0.480	723	1.7	8.656	A
A-D	69	33.13	140	0.490	69	0.2	8.993	A
D-AB	70	0.00	548	0.128	70	0.1	7.539	A
D-BC	21	0.00	344	0.061	21	0.1	11.174	B
C-D	21	0.00			21			
C-A	248	0.00			248			
C-B	20	0.00	430	0.046	20	0.0	8.776	A

D7 - 2030 + Comm + Dev | Future Base + Comm + Dev | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Winton Drive - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	D - Links Way - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Baldwins Lane, Links Way, Winton Drive Stagger	Crossroads	Two-way	Two-way	Two-way	Two-way		22.01	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	22.01	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	2030 + Comm + Dev	Future Base + Comm + Dev	AM	FLAT	07:45	09:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Baldwins Lane (E)		✓	540	100.000
B - Winton Drive		✓	278	100.000
C - Baldwins Lane (W)		✓	773	100.000
D - Links Way		✓	275	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Baldwins Lane (E)	305.00
B - Winton Drive	
C - Baldwins Lane (W)	
D - Links Way	

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Baldwins Lane (E)	B - Winton Drive	C - Baldwins Lane (W)	D - Links Way
From	A - Baldwins Lane (E)	0	111	355	74
	B - Winton Drive	193	0	49	36
	C - Baldwins Lane (W)	716	25	0	32
	D - Links Way	153	27	95	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Baldwins Lane (E)	B - Winton Drive	C - Baldwins Lane (W)	D - Links Way
From	A - Baldwins Lane (E)	0	0	3	2
	B - Winton Drive	1	0	5	0
	C - Baldwins Lane (W)	3	0	0	0
	D - Links Way	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.66	83.57	1.8	F
B-AD	0.85	99.69	5.1	F
A-BC	0.49	14.00	1.7	B
A-D	0.54	15.35	0.3	C
D-AB	0.48	19.53	0.9	C
D-BC	0.49	33.76	0.9	D
C-D				
C-A				
C-B	0.05	7.75	0.1	A

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	81	0.00	184	0.441	78	0.8	34.189	D
B-AD	197	0.00	237	0.830	183	3.4	57.882	F
A-BC	466	305.00	946	0.493	459	1.7	14.002	B
A-D	74	305.00	137	0.542	73	0.3	15.352	C
D-AB	172	0.00	366	0.470	169	0.9	17.926	C
D-BC	103	0.00	217	0.476	100	0.9	30.024	D
C-D	32	0.00			32			
C-A	716	0.00			716			
C-B	25	0.00	492	0.051	25	0.1	7.707	A

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	82	0.00	143	0.576	80	1.2	57.579	F
B-AD	196	0.00	231	0.846	193	4.2	83.893	F
A-BC	466	305.00	964	0.484	466	1.7	13.478	B
A-D	74	305.00	144	0.514	74	0.3	14.343	B
D-AB	172	0.00	358	0.481	172	0.9	19.304	C
D-BC	103	0.00	211	0.487	103	0.9	32.959	D
C-D	32	0.00			32			
C-A	716	0.00			716			
C-B	25	0.00	490	0.051	25	0.1	7.747	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	82	0.00	134	0.613	82	1.5	68.289	F
B-AD	196	0.00	230	0.849	194	4.6	91.240	F
A-BC	466	305.00	963	0.484	466	1.7	13.516	B
A-D	74	305.00	144	0.516	74	0.3	14.399	B
D-AB	172	0.00	357	0.482	172	0.9	19.431	C
D-BC	103	0.00	210	0.489	103	0.9	33.434	D
C-D	32	0.00			32			
C-A	716	0.00			716			
C-B	25	0.00	490	0.051	25	0.1	7.746	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	83	0.00	130	0.634	82	1.6	74.942	F
B-AD	195	0.00	230	0.851	194	4.8	95.215	F
A-BC	466	305.00	963	0.484	466	1.7	13.522	B
A-D	74	305.00	143	0.516	74	0.3	14.408	B
D-AB	172	0.00	357	0.483	172	0.9	19.482	C
D-BC	103	0.00	210	0.490	103	0.9	33.594	D
C-D	32	0.00			32			
C-A	716	0.00			716			
C-B	25	0.00	490	0.051	25	0.1	7.746	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	83	0.00	127	0.648	82	1.7	79.788	F
B-AD	195	0.00	229	0.852	195	5.0	97.815	F
A-BC	466	305.00	963	0.484	466	1.7	13.523	B
A-D	74	305.00	143	0.516	74	0.3	14.412	B
D-AB	172	0.00	357	0.483	172	0.9	19.512	C
D-BC	103	0.00	209	0.491	103	0.9	33.693	D
C-D	32	0.00			32			
C-A	716	0.00			716			
C-B	25	0.00	490	0.051	25	0.1	7.746	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	83	0.00	126	0.658	82	1.8	83.570	F
B-AD	195	0.00	229	0.853	195	5.1	99.689	F
A-BC	466	305.00	963	0.484	466	1.7	13.525	B
A-D	74	305.00	143	0.516	74	0.3	14.414	B
D-AB	172	0.00	357	0.483	172	0.9	19.532	C
D-BC	103	0.00	209	0.491	103	0.9	33.763	D
C-D	32	0.00			32			
C-A	716	0.00			716			
C-B	25	0.00	490	0.051	25	0.1	7.746	A

D8 - 2030 + Comm + Dev | Future Base + Comm + Dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Winton Drive - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	D - Links Way - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Baldwins Lane, Links Way, Winton Drive Stagger	Crossroads	Two-way	Two-way	Two-way	Two-way		21.17	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	21.17	C

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)
D8	2030 + Comm + Dev	Future Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Baldwins Lane (E)		✓	1160	100.000
B - Winton Drive		✓	147	100.000
C - Baldwins Lane (W)		✓	443	100.000
D - Links Way		✓	173	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Baldwins Lane (E)	44.00
B - Winton Drive	
C - Baldwins Lane (W)	
D - Links Way	

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Baldwins Lane (E)	B - Winton Drive	C - Baldwins Lane (W)	D - Links Way
From	A - Baldwins Lane (E)	0	181	831	148
	B - Winton Drive	79	0	38	30
	C - Baldwins Lane (W)	346	26	0	71
	D - Links Way	97	25	51	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Baldwins Lane (E)	B - Winton Drive	C - Baldwins Lane (W)	D - Links Way
From	A - Baldwins Lane (E)	0	0	0	0
	B - Winton Drive	0	0	0	0
	C - Baldwins Lane (W)	2	0	0	0
	D - Links Way	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.45	41.31	0.8	E
B-AD	0.69	80.22	1.9	F
A-BC	0.84	24.26	8.6	C
A-D	0.77	21.46	0.9	C
D-AB	0.31	13.05	0.4	B
D-BC	0.34	27.69	0.5	D
C-D				
C-A				
C-B	0.10	13.45	0.1	B

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	42	0.00	384	0.110	42	0.1	10.518	B
B-AD	68	0.00	280	0.244	67	0.3	16.806	C
A-BC	762	33.13	1405	0.542	754	2.0	9.779	A
A-D	111	33.13	199	0.560	110	0.3	10.513	B
D-AB	84	0.00	526	0.159	83	0.2	8.108	A
D-BC	47	0.00	317	0.147	46	0.2	13.267	B
C-D	53	0.00			53			
C-A	260	0.00			260			
C-B	20	0.00	408	0.048	19	0.0	9.267	A

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	52	0.00	312	0.167	52	0.2	13.809	B
B-AD	80	0.00	223	0.359	79	0.5	24.855	C
A-BC	910	39.56	1376	0.661	905	3.2	12.807	B
A-D	133	39.56	205	0.650	132	0.5	13.489	B
D-AB	100	0.00	484	0.207	100	0.3	9.377	A
D-BC	55	0.00	268	0.206	55	0.3	16.873	C
C-D	64	0.00			64			
C-A	311	0.00			311			
C-B	23	0.00	362	0.065	23	0.1	10.619	B

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	68	0.00	175	0.391	67	0.6	32.877	D
B-AD	94	0.00	141	0.662	89	1.6	64.599	F
A-BC	1114	48.44	1331	0.837	1095	8.0	21.880	C
A-D	163	48.44	211	0.771	161	0.9	20.226	C
D-AB	124	0.00	406	0.307	124	0.4	12.737	B
D-BC	66	0.00	200	0.331	65	0.5	26.548	D
C-D	78	0.00			78			
C-A	381	0.00			381			
C-B	29	0.00	301	0.095	28	0.1	13.185	B

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	69	0.00	155	0.446	69	0.8	41.306	E
B-AD	93	0.00	135	0.689	92	1.9	80.217	F
A-BC	1114	48.44	1331	0.837	1112	8.6	24.258	C
A-D	163	48.44	211	0.772	163	0.9	21.459	C
D-AB	124	0.00	400	0.311	124	0.4	13.053	B
D-BC	66	0.00	196	0.337	66	0.5	27.692	D
C-D	78	0.00			78			
C-A	381	0.00			381			
C-B	29	0.00	296	0.097	29	0.1	13.450	B

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	53	0.00	295	0.178	55	0.2	15.080	C
B-AD	80	0.00	216	0.369	85	0.6	28.434	D
A-BC	910	39.56	1381	0.659	930	3.5	13.859	B
A-D	133	39.56	206	0.647	135	0.5	14.155	B
D-AB	100	0.00	479	0.210	101	0.3	9.546	A
D-BC	55	0.00	262	0.210	56	0.3	17.545	C
C-D	64	0.00			64			
C-A	311	0.00			311			
C-B	23	0.00	355	0.066	24	0.1	10.862	B

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	42	0.00	377	0.112	43	0.1	10.777	B
B-AD	68	0.00	276	0.247	69	0.3	17.502	C
A-BC	762	33.13	1412	0.539	767	2.1	9.959	A
A-D	111	33.13	203	0.550	112	0.3	10.598	B
D-AB	84	0.00	524	0.160	84	0.2	8.187	A
D-BC	47	0.00	313	0.149	47	0.2	13.532	B
C-D	53	0.00			53			
C-A	260	0.00			260			
C-B	20	0.00	404	0.049	20	0.1	9.379	A

Appendix L

Junctions 11 PICADY Output – A412 Watford Road (W)/New Road/ A412 Watford Road(E)

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
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Filename: T24544 - New Road, A412 Watford Road.j11
Path: C:\Users\JasminRema\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24544 Little Green Lane, Croxley Green\Modelling\Picady\T24544 - Rev D modelling
Report generation date: 18/09/2025 14:54:25

»D1 - 2024 | Base | AM
»D2 - 2024 | Base | PM
»D3 - 2030 | Future Year Base | AM
»D4 - 2030 | Future Year Base | PM
»D5 - 2030 + Comm | Future Year Base + Comm | AM
»D6 - 2030 + Comm | Future Year Base + Comm | PM
»D7 - 2030 + Comm + Dev | Future Year Base + Comm + Dev | AM
»D8 - 2030 + Comm + Dev | Future Year Base + Comm + Dev | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024 - Base									
Stream B-AC	D1	0.4	11.47	0.30	B	D2	0.6	12.43	0.36	B
Stream C-AB		1.6	8.09	0.46	A		1.9	7.71	0.50	A
	2030 - Future Year Base									
Stream B-AC	D3	0.5	12.12	0.33	B	D4	0.6	13.39	0.39	B
Stream C-AB		1.9	8.70	0.50	A		2.3	8.48	0.55	A
	2030 + Comm - Future Year Base + Comm									
Stream B-AC	D5	0.5	12.12	0.33	B	D6	0.6	13.39	0.39	B
Stream C-AB		1.9	8.70	0.50	A		2.3	8.48	0.55	A
	2030 + Comm + Dev - Future Year Base + Comm + Dev									
Stream B-AC	D7	0.5	12.12	0.33	B	D8	0.6	13.39	0.39	B
Stream C-AB		1.9	8.70	0.50	A		2.3	8.48	0.55	A

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

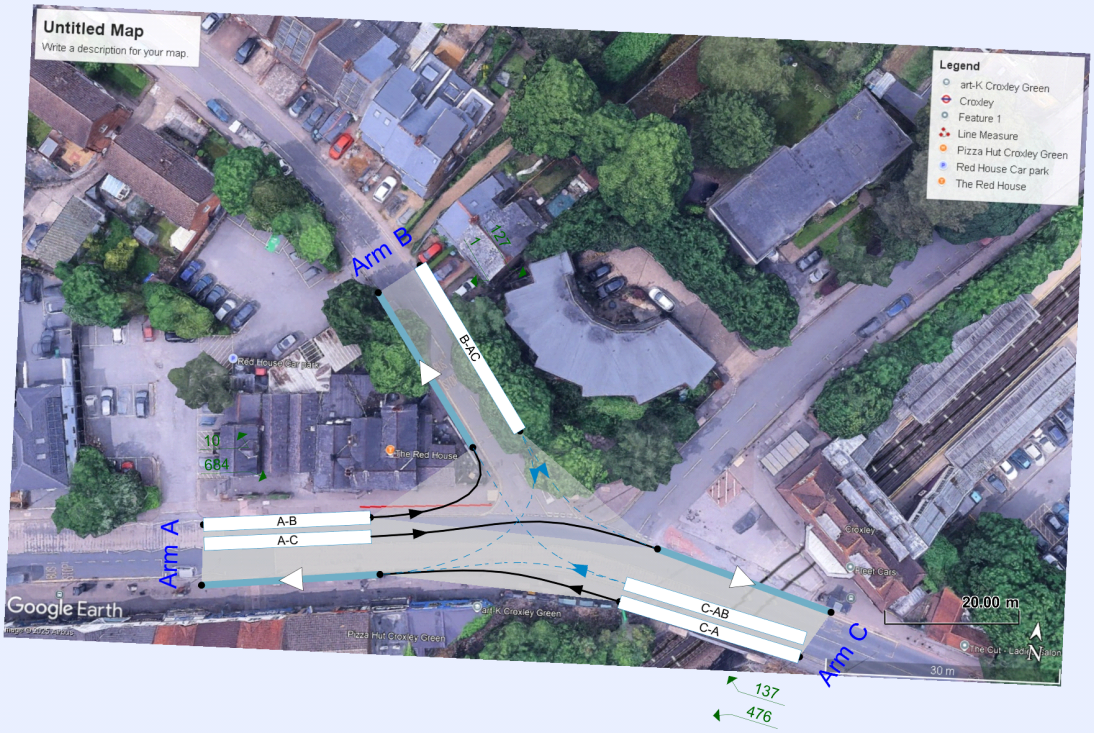
File summary

File Description

Title	New Road, A412 Watford Rd
Location	Croxley Green
Site number	
Date	11/11/2024
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T24544
Enumerator	AzureAD\JasminRema
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	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
PICADY 4.1			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)
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15
D3	2030	Future Year Base	AM	ONE HOUR	07:45	09:15	15
D4	2030	Future Year Base	PM	ONE HOUR	16:45	18:15	15
D5	2030 + Comm	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15
D6	2030 + Comm	Future Year Base + Comm	PM	ONE HOUR	16:45	18:15	15
D7	2030 + Comm + Dev	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15
D8	2030 + Comm + Dev	Future Year Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2024 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.75	A

Arms

Arms

Arm	Name	Description	Arm type
A	A412 Watford Road (W)		Major
B	New Road (SW)		Minor
C	A412 Watford Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.30			135.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.20	36	17

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	508	0.087	0.220	0.139	0.315
B-C	647	0.094	0.237	-	-
C-B	652	0.238	0.238	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	694	100.000
B		✓	128	100.000
C		✓	613	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	10	684
	B	1	0	127
	C	476	137	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	3
	B	0	0	3
	C	5	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.30	11.47	0.4	B
C-AB	0.46	8.09	1.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	0.00	522	0.185	95	0.2	8.673	A
C-AB	191	0.00	781	0.244	188	0.5	6.275	A
C-A	271	0.00			271			
A-B	8	0.00			8			
A-C	515	0.00			515			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	115	0.00	498	0.231	115	0.3	9.671	A
C-AB	262	0.00	812	0.322	261	0.8	6.770	A
C-A	289	0.00			289			
A-B	9	0.00			9			
A-C	615	0.00			615			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	141	0.00	464	0.304	140	0.4	11.435	B
C-AB	391	0.00	859	0.455	388	1.5	7.973	A
C-A	284	0.00			284			
A-B	11	0.00			11			
A-C	753	0.00			753			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	141	0.00	464	0.304	141	0.4	11.474	B
C-AB	393	0.00	860	0.456	392	1.6	8.085	A
C-A	282	0.00			282			
A-B	11	0.00			11			
A-C	753	0.00			753			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	115	0.00	498	0.231	116	0.3	9.716	A
C-AB	264	0.00	814	0.324	266	0.9	6.889	A
C-A	287	0.00			287			
A-B	9	0.00			9			
A-C	615	0.00			615			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	0.00	522	0.185	97	0.2	8.722	A
C-AB	192	0.00	782	0.246	193	0.6	6.359	A
C-A	269	0.00			269			
A-B	8	0.00			8			
A-C	515	0.00			515			

D2 - 2024 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.23	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)
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	592	100.000
B		✓	151	100.000
C		✓	709	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	50	542
	B	13	0	138
	C	563	146	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.36	12.43	0.6	B
C-AB	0.50	7.71	1.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	114	0.00	516	0.220	113	0.3	8.901	A
C-AB	222	0.00	841	0.263	219	0.6	5.813	A
C-A	312	0.00			312			
A-B	38	0.00			38			
A-C	408	0.00			408			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	136	0.00	492	0.276	135	0.4	10.095	B
C-AB	309	0.00	885	0.349	308	0.9	6.291	A
C-A	328	0.00			328			
A-B	45	0.00			45			
A-C	487	0.00			487			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	166	0.00	456	0.365	166	0.6	12.356	B
C-AB	470	0.00	947	0.497	467	1.8	7.587	A
C-A	310	0.00			310			
A-B	55	0.00			55			
A-C	597	0.00			597			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	166	0.00	456	0.365	166	0.6	12.425	B
C-AB	473	0.00	949	0.498	473	1.9	7.709	A
C-A	308	0.00			308			
A-B	55	0.00			55			
A-C	597	0.00			597			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	136	0.00	491	0.276	136	0.4	10.165	B
C-AB	311	0.00	887	0.351	315	1.0	6.407	A
C-A	326	0.00			326			
A-B	45	0.00			45			
A-C	487	0.00			487			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	114	0.00	516	0.220	114	0.3	8.973	A
C-AB	223	0.00	843	0.265	225	0.6	5.891	A
C-A	310	0.00			310			
A-B	38	0.00			38			
A-C	408	0.00			408			

D3 - 2030 | Future Year Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.04	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)
D3	2030	Future Year Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	731	100.000
B		✓	135	100.000
C		✓	645	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	11	720
	B	1	0	134
	C	501	144	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	3
	B	0	0	3
	C	5	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.33	12.12	0.5	B
C-AB	0.50	8.70	1.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	0.00	516	0.197	101	0.2	8.914	A
C-AB	208	0.00	789	0.263	205	0.6	6.374	A
C-A	278	0.00			278			
A-B	8	0.00			8			
A-C	542	0.00			542			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	0.00	490	0.248	121	0.3	10.038	B
C-AB	288	0.00	823	0.350	287	0.9	6.974	A
C-A	292	0.00			292			
A-B	10	0.00			10			
A-C	647	0.00			647			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	149	0.00	454	0.327	148	0.5	12.072	B
C-AB	436	0.00	872	0.500	432	1.9	8.539	A
C-A	274	0.00			274			
A-B	12	0.00			12			
A-C	793	0.00			793			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	149	0.00	454	0.327	149	0.5	12.120	B
C-AB	438	0.00	874	0.501	438	1.9	8.700	A
C-A	272	0.00			272			
A-B	12	0.00			12			
A-C	793	0.00			793			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	0.00	490	0.248	122	0.3	10.091	B
C-AB	290	0.00	825	0.352	294	1.0	7.126	A
C-A	290	0.00			290			
A-B	10	0.00			10			
A-C	647	0.00			647			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	0.00	516	0.197	102	0.3	8.973	A
C-AB	210	0.00	791	0.265	211	0.6	6.475	A
C-A	276	0.00			276			
A-B	8	0.00			8			
A-C	542	0.00			542			

D4 - 2030 | Future Year Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.65	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)
D4	2030	Future Year Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	624	100.000
B		✓	159	100.000
C		✓	747	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	53	571
	B	14	0	145
	C	593	154	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.39	13.39	0.6	B
C-AB	0.55	8.48	2.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	0.00	509	0.235	118	0.3	9.200	A
C-AB	243	0.00	853	0.285	241	0.7	5.908	A
C-A	319	0.00			319			
A-B	40	0.00			40			
A-C	430	0.00			430			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	143	0.00	482	0.296	142	0.4	10.574	B
C-AB	343	0.00	899	0.381	341	1.1	6.513	A
C-A	329	0.00			329			
A-B	48	0.00			48			
A-C	513	0.00			513			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	175	0.00	444	0.394	174	0.6	13.286	B
C-AB	530	0.00	966	0.548	525	2.3	8.284	A
C-A	293	0.00			293			
A-B	58	0.00			58			
A-C	629	0.00			629			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	175	0.00	444	0.394	175	0.6	13.386	B
C-AB	533	0.00	969	0.551	533	2.3	8.478	A
C-A	289	0.00			289			
A-B	58	0.00			58			
A-C	629	0.00			629			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	143	0.00	482	0.296	144	0.4	10.668	B
C-AB	346	0.00	902	0.383	351	1.2	6.674	A
C-A	325	0.00			325			
A-B	48	0.00			48			
A-C	513	0.00			513			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	0.00	508	0.235	120	0.3	9.285	A
C-AB	246	0.00	855	0.287	247	0.7	6.007	A
C-A	317	0.00			317			
A-B	40	0.00			40			
A-C	430	0.00			430			

D5 - 2030 + Comm | Future Year Base + Comm | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.04	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)
D5	2030 + Comm	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	731	100.000
B		✓	135	100.000
C		✓	645	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	11	720
	B	1	0	134
	C	501	144	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	3
	B	0	0	3
	C	5	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.33	12.12	0.5	B
C-AB	0.50	8.70	1.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	0.00	516	0.197	101	0.2	8.914	A
C-AB	208	0.00	789	0.263	205	0.6	6.374	A
C-A	278	0.00			278			
A-B	8	0.00			8			
A-C	542	0.00			542			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	0.00	490	0.248	121	0.3	10.038	B
C-AB	288	0.00	823	0.350	287	0.9	6.974	A
C-A	292	0.00			292			
A-B	10	0.00			10			
A-C	647	0.00			647			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	149	0.00	454	0.327	148	0.5	12.072	B
C-AB	436	0.00	872	0.500	432	1.9	8.539	A
C-A	274	0.00			274			
A-B	12	0.00			12			
A-C	793	0.00			793			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	149	0.00	454	0.327	149	0.5	12.120	B
C-AB	438	0.00	874	0.501	438	1.9	8.700	A
C-A	272	0.00			272			
A-B	12	0.00			12			
A-C	793	0.00			793			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	0.00	490	0.248	122	0.3	10.091	B
C-AB	290	0.00	825	0.352	294	1.0	7.126	A
C-A	290	0.00			290			
A-B	10	0.00			10			
A-C	647	0.00			647			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	0.00	516	0.197	102	0.3	8.973	A
C-AB	210	0.00	791	0.265	211	0.6	6.475	A
C-A	276	0.00			276			
A-B	8	0.00			8			
A-C	542	0.00			542			

D6 - 2030 + Comm | Future Year Base + Comm | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.65	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)
D6	2030 + Comm	Future Year Base + Comm	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	624	100.000
B		✓	159	100.000
C		✓	747	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	53	571
	B	14	0	145
	C	593	154	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.39	13.39	0.6	B
C-AB	0.55	8.48	2.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	0.00	509	0.235	118	0.3	9.200	A
C-AB	243	0.00	853	0.285	241	0.7	5.908	A
C-A	319	0.00			319			
A-B	40	0.00			40			
A-C	430	0.00			430			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	143	0.00	482	0.296	142	0.4	10.574	B
C-AB	343	0.00	899	0.381	341	1.1	6.513	A
C-A	329	0.00			329			
A-B	48	0.00			48			
A-C	513	0.00			513			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	175	0.00	444	0.394	174	0.6	13.286	B
C-AB	530	0.00	966	0.548	525	2.3	8.284	A
C-A	293	0.00			293			
A-B	58	0.00			58			
A-C	629	0.00			629			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	175	0.00	444	0.394	175	0.6	13.386	B
C-AB	533	0.00	969	0.551	533	2.3	8.478	A
C-A	289	0.00			289			
A-B	58	0.00			58			
A-C	629	0.00			629			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	143	0.00	482	0.296	144	0.4	10.668	B
C-AB	346	0.00	902	0.383	351	1.2	6.674	A
C-A	325	0.00			325			
A-B	48	0.00			48			
A-C	513	0.00			513			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	0.00	508	0.235	120	0.3	9.285	A
C-AB	246	0.00	855	0.287	247	0.7	6.007	A
C-A	317	0.00			317			
A-B	40	0.00			40			
A-C	430	0.00			430			

D7 - 2030 + Comm + Dev | Future Year Base + Comm + Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.04	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2030 + Comm + Dev	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	731	100.000
B		✓	135	100.000
C		✓	645	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	11	720
	B	1	0	134
	C	501	144	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	3
	B	0	0	3
	C	5	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.33	12.12	0.5	B
C-AB	0.50	8.70	1.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	0.00	516	0.197	101	0.2	8.914	A
C-AB	208	0.00	789	0.263	205	0.6	6.374	A
C-A	278	0.00			278			
A-B	8	0.00			8			
A-C	542	0.00			542			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	0.00	490	0.248	121	0.3	10.038	B
C-AB	288	0.00	823	0.350	287	0.9	6.974	A
C-A	292	0.00			292			
A-B	10	0.00			10			
A-C	647	0.00			647			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	149	0.00	454	0.327	148	0.5	12.072	B
C-AB	436	0.00	872	0.500	432	1.9	8.539	A
C-A	274	0.00			274			
A-B	12	0.00			12			
A-C	793	0.00			793			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	149	0.00	454	0.327	149	0.5	12.120	B
C-AB	438	0.00	874	0.501	438	1.9	8.700	A
C-A	272	0.00			272			
A-B	12	0.00			12			
A-C	793	0.00			793			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	0.00	490	0.248	122	0.3	10.091	B
C-AB	290	0.00	825	0.352	294	1.0	7.126	A
C-A	290	0.00			290			
A-B	10	0.00			10			
A-C	647	0.00			647			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	0.00	516	0.197	102	0.3	8.973	A
C-AB	210	0.00	791	0.265	211	0.6	6.475	A
C-A	276	0.00			276			
A-B	8	0.00			8			
A-C	542	0.00			542			

D8 - 2030 + Comm + Dev | Future Year Base + Comm + Dev | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.65	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)
D8	2030 + Comm + Dev	Future Year Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	624	100.000
B		✓	159	100.000
C		✓	747	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	53	571
	B	14	0	145
	C	593	154	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.39	13.39	0.6	B
C-AB	0.55	8.48	2.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
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C-AB	243	0.00	853	0.285	241	0.7	5.908	A
C-A	319	0.00			319			
A-B	40	0.00			40			
A-C	430	0.00			430			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	143	0.00	482	0.296	142	0.4	10.574	B
C-AB	343	0.00	899	0.381	341	1.1	6.513	A
C-A	329	0.00			329			
A-B	48	0.00			48			
A-C	513	0.00			513			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	175	0.00	444	0.394	174	0.6	13.286	B
C-AB	530	0.00	966	0.548	525	2.3	8.284	A
C-A	293	0.00			293			
A-B	58	0.00			58			
A-C	629	0.00			629			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	175	0.00	444	0.394	175	0.6	13.386	B
C-AB	533	0.00	969	0.551	533	2.3	8.478	A
C-A	289	0.00			289			
A-B	58	0.00			58			
A-C	629	0.00			629			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	143	0.00	482	0.296	144	0.4	10.668	B
C-AB	346	0.00	902	0.383	351	1.2	6.674	A
C-A	325	0.00			325			
A-B	48	0.00			48			
A-C	513	0.00			513			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	0.00	508	0.235	120	0.3	9.285	A
C-AB	246	0.00	855	0.287	247	0.7	6.007	A
C-A	317	0.00			317			
A-B	40	0.00			40			
A-C	430	0.00			430			



Legend

Geometries

Google Satellite

Geometries for New Road, Watford Road junction

Richborough

hub TRANSPORT PLANNING LTD

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0 10 20 30 40 50 m

Appendix M

Junctions 11 PICADY Output – Winton Drive/A412 Watford Road

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: T24544 - Winton Drive, A412 Watford Road.j11
Path: C:\Users\JasminRema\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24544 Little Green Lane, Croxley Green\Modelling\Picady\T24544 - Rev D modelling
Report generation date: 18/09/2025 15:01:01

»D1 - 2024 | Base | AM
»D2 - 2024 | Base | PM
»D3 - 2030 | Future Year Base | AM
»D4 - 2030 | Future Year Base | PM
»D5 - 2030 | Future Year Base + Comm | AM
»D6 - 2030 | Future Year Base + Comm | PM
»D7 - 2030 | Future Year Base + Comm + Dev | AM
»D8 - 2030 | Future Year Base + Comm + Dev | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024 - Base									
Stream B-AC	D1	0.4	15.85	0.28	C	D2	0.3	14.31	0.22	B
Stream C-AB		0.0	4.66	0.03	A		0.1	4.28	0.06	A
	2030 - Future Year Base									
Stream B-AC	D3	0.4	17.44	0.31	C	D4	0.3	15.49	0.25	C
Stream C-AB		0.0	4.61	0.03	A		0.1	4.23	0.07	A
	2030 - Future Year Base + Comm									
Stream B-AC	D5	0.4	17.44	0.31	C	D6	0.3	15.49	0.25	C
Stream C-AB		0.0	4.61	0.03	A		0.1	4.23	0.07	A
	2030 - Future Year Base + Comm + Dev									
Stream B-AC	D7	0.4	17.44	0.31	C	D8	0.3	15.49	0.25	C
Stream C-AB		0.0	4.61	0.03	A		0.1	4.23	0.07	A

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

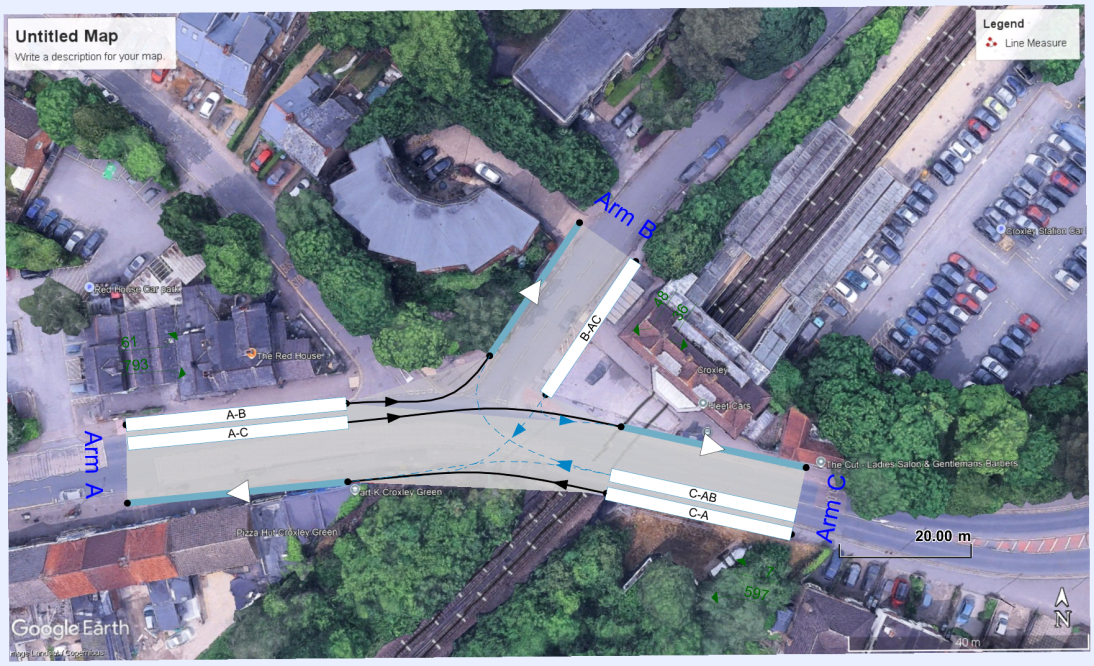
File summary

File Description

Title	Winton Drive, A412 Watford Road
Location	Croxley Green
Site number	
Date	11/11/2024
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T24544
Enumerator	AzureAD\JasminRema
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	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
PICADY 4.1			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)
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15
D3	2030	Future Year Base	AM	ONE HOUR	07:45	09:15	15
D4	2030	Future Year Base	PM	ONE HOUR	16:45	18:15	15
D5	2030	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15
D6	2030	Future Year Base + Comm	PM	ONE HOUR	16:45	18:15	15
D7	2030	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15
D8	2030	Future Year Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2024 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.93	A

Arms

Arms

Arm	Name	Description	Arm type
A	A412 Watford Road (SW)		Major
B	Winton Drive		Minor
C	A412 Watford Road (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			104.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.74	54	65

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	566	0.099	0.249	0.157	0.356
B-C	714	0.105	0.265	-	-
C-B	634	0.235	0.235	-	-

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)
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	811	100.000
B		✓	80	100.000
C		✓	574	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	58	753
	B	46	0	34
	C	567	7	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	4
	B	2	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.28	15.85	0.4	C
C-AB	0.03	4.66	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	0.00	418	0.144	60	0.2	10.148	B
C-AB	11	0.00	801	0.014	11	0.0	4.652	A
C-A	421	0.00			421			
A-B	44	0.00			44			
A-C	567	0.00			567			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	0.00	376	0.191	72	0.2	11.934	B
C-AB	16	0.00	842	0.019	16	0.0	4.459	A
C-A	500	0.00			500			
A-B	52	0.00			52			
A-C	677	0.00			677			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	0.00	318	0.277	88	0.4	15.775	C
C-AB	25	0.00	901	0.028	25	0.0	4.214	A
C-A	607	0.00			607			
A-B	64	0.00			64			
A-C	829	0.00			829			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	0.00	318	0.277	88	0.4	15.850	C
C-AB	25	0.00	902	0.028	25	0.0	4.222	A
C-A	607	0.00			607			
A-B	64	0.00			64			
A-C	829	0.00			829			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	0.00	376	0.191	72	0.2	12.000	B
C-AB	16	0.00	842	0.019	16	0.0	4.474	A
C-A	500	0.00			500			
A-B	52	0.00			52			
A-C	677	0.00			677			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	0.00	418	0.144	61	0.2	10.200	B
C-AB	11	0.00	801	0.014	11	0.0	4.661	A
C-A	421	0.00			421			
A-B	44	0.00			44			
A-C	567	0.00			567			

D2 - 2024 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.81	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)
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	666	100.000
B		✓	66	100.000
C		✓	678	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	83	583
	B	46	0	20
	C	663	15	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.22	14.31	0.3	B
C-AB	0.06	4.28	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	0.00	416	0.119	49	0.1	9.801	A
C-AB	26	0.00	872	0.030	26	0.0	4.279	A
C-A	484	0.00			484			
A-B	62	0.00			62			
A-C	439	0.00			439			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	0.00	378	0.157	59	0.2	11.286	B
C-AB	38	0.00	926	0.041	38	0.1	4.077	A
C-A	572	0.00			572			
A-B	75	0.00			75			
A-C	524	0.00			524			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	0.00	324	0.224	72	0.3	14.267	B
C-AB	61	0.00	1005	0.060	60	0.1	3.838	A
C-A	686	0.00			686			
A-B	91	0.00			91			
A-C	642	0.00			642			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	0.00	324	0.224	73	0.3	14.313	B
C-AB	61	0.00	1005	0.060	61	0.1	3.843	A
C-A	686	0.00			686			
A-B	91	0.00			91			
A-C	642	0.00			642			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	0.00	378	0.157	60	0.2	11.331	B
C-AB	38	0.00	926	0.041	38	0.1	4.082	A
C-A	571	0.00			571			
A-B	75	0.00			75			
A-C	524	0.00			524			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	0.00	416	0.119	50	0.1	9.841	A
C-AB	27	0.00	872	0.030	27	0.0	4.282	A
C-A	484	0.00			484			
A-B	62	0.00			62			
A-C	439	0.00			439			

D3 - 2030 | Future Year Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.01	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)
D3	2030	Future Year Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	854	100.000
B		✓	84	100.000
C		✓	604	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	61	793
	B	48	0	36
	C	597	7	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	4
	B	2	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.31	17.44	0.4	C
C-AB	0.03	4.61	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	0.00	407	0.155	63	0.2	10.538	B
C-AB	12	0.00	812	0.015	12	0.0	4.596	A
C-A	443	0.00			443			
A-B	46	0.00			46			
A-C	597	0.00			597			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	0.00	364	0.208	75	0.3	12.611	B
C-AB	17	0.00	855	0.020	17	0.0	4.395	A
C-A	526	0.00			526			
A-B	55	0.00			55			
A-C	713	0.00			713			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	0.00	301	0.307	92	0.4	17.330	C
C-AB	27	0.00	920	0.029	27	0.0	4.141	A
C-A	638	0.00			638			
A-B	67	0.00			67			
A-C	873	0.00			873			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	0.00	301	0.307	92	0.4	17.441	C
C-AB	27	0.00	920	0.030	27	0.0	4.147	A
C-A	638	0.00			638			
A-B	67	0.00			67			
A-C	873	0.00			873			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	0.00	364	0.208	76	0.3	12.699	B
C-AB	17	0.00	855	0.020	17	0.0	4.410	A
C-A	526	0.00			526			
A-B	55	0.00			55			
A-C	713	0.00			713			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	0.00	407	0.155	64	0.2	10.604	B
C-AB	12	0.00	812	0.015	12	0.0	4.607	A
C-A	443	0.00			443			
A-B	46	0.00			46			
A-C	597	0.00			597			

D4 - 2030 | Future Year Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.87	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)
D4	2030	Future Year Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	701	100.000
B		✓	69	100.000
C		✓	715	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	87	614
	B	48	0	21
	C	699	16	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.25	15.49	0.3	C
C-AB	0.07	4.23	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	0.00	406	0.128	51	0.1	10.143	B
C-AB	30	0.00	887	0.033	29	0.0	4.222	A
C-A	509	0.00			509			
A-B	65	0.00			65			
A-C	462	0.00			462			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	0.00	365	0.170	62	0.2	11.848	B
C-AB	43	0.00	945	0.046	43	0.1	4.017	A
C-A	600	0.00			600			
A-B	78	0.00			78			
A-C	552	0.00			552			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	0.00	308	0.246	75	0.3	15.423	C
C-AB	70	0.00	1029	0.068	70	0.1	3.780	A
C-A	717	0.00			717			
A-B	96	0.00			96			
A-C	676	0.00			676			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	0.00	308	0.246	76	0.3	15.486	C
C-AB	70	0.00	1029	0.068	70	0.1	3.786	A
C-A	717	0.00			717			
A-B	96	0.00			96			
A-C	676	0.00			676			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	0.00	365	0.170	62	0.2	11.902	B
C-AB	43	0.00	945	0.046	43	0.1	4.024	A
C-A	600	0.00			600			
A-B	78	0.00			78			
A-C	552	0.00			552			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	0.00	406	0.128	52	0.1	10.190	B
C-AB	30	0.00	887	0.034	30	0.0	4.226	A
C-A	509	0.00			509			
A-B	65	0.00			65			
A-C	462	0.00			462			

D5 - 2030 | Future Year Base + Comm | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.01	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)
D5	2030	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	854	100.000
B		✓	84	100.000
C		✓	604	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	61	793
	B	48	0	36
	C	597	7	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	4
	B	2	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.31	17.44	0.4	C
C-AB	0.03	4.61	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	0.00	407	0.155	63	0.2	10.538	B
C-AB	12	0.00	812	0.015	12	0.0	4.596	A
C-A	443	0.00			443			
A-B	46	0.00			46			
A-C	597	0.00			597			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	0.00	364	0.208	75	0.3	12.611	B
C-AB	17	0.00	855	0.020	17	0.0	4.395	A
C-A	526	0.00			526			
A-B	55	0.00			55			
A-C	713	0.00			713			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	0.00	301	0.307	92	0.4	17.330	C
C-AB	27	0.00	920	0.029	27	0.0	4.141	A
C-A	638	0.00			638			
A-B	67	0.00			67			
A-C	873	0.00			873			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	0.00	301	0.307	92	0.4	17.441	C
C-AB	27	0.00	920	0.030	27	0.0	4.147	A
C-A	638	0.00			638			
A-B	67	0.00			67			
A-C	873	0.00			873			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	0.00	364	0.208	76	0.3	12.699	B
C-AB	17	0.00	855	0.020	17	0.0	4.410	A
C-A	526	0.00			526			
A-B	55	0.00			55			
A-C	713	0.00			713			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	0.00	407	0.155	64	0.2	10.604	B
C-AB	12	0.00	812	0.015	12	0.0	4.607	A
C-A	443	0.00			443			
A-B	46	0.00			46			
A-C	597	0.00			597			

D6 - 2030 | Future Year Base + Comm | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.87	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)
D6	2030	Future Year Base + Comm	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	701	100.000
B		✓	69	100.000
C		✓	715	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	87	614
	B	48	0	21
	C	699	16	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.25	15.49	0.3	C
C-AB	0.07	4.23	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	0.00	406	0.128	51	0.1	10.143	B
C-AB	30	0.00	887	0.033	29	0.0	4.222	A
C-A	509	0.00			509			
A-B	65	0.00			65			
A-C	462	0.00			462			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	0.00	365	0.170	62	0.2	11.848	B
C-AB	43	0.00	945	0.046	43	0.1	4.017	A
C-A	600	0.00			600			
A-B	78	0.00			78			
A-C	552	0.00			552			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	0.00	308	0.246	75	0.3	15.423	C
C-AB	70	0.00	1029	0.068	70	0.1	3.780	A
C-A	717	0.00			717			
A-B	96	0.00			96			
A-C	676	0.00			676			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	0.00	308	0.246	76	0.3	15.486	C
C-AB	70	0.00	1029	0.068	70	0.1	3.786	A
C-A	717	0.00			717			
A-B	96	0.00			96			
A-C	676	0.00			676			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	0.00	365	0.170	62	0.2	11.902	B
C-AB	43	0.00	945	0.046	43	0.1	4.024	A
C-A	600	0.00			600			
A-B	78	0.00			78			
A-C	552	0.00			552			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	0.00	406	0.128	52	0.1	10.190	B
C-AB	30	0.00	887	0.034	30	0.0	4.226	A
C-A	509	0.00			509			
A-B	65	0.00			65			
A-C	462	0.00			462			

D7 - 2030 | Future Year Base + Comm + Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.01	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)
D7	2030	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	854	100.000
B		✓	84	100.000
C		✓	604	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	61	793
	B	48	0	36
	C	597	7	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	4
	B	2	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.31	17.44	0.4	C
C-AB	0.03	4.61	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	0.00	407	0.155	63	0.2	10.538	B
C-AB	12	0.00	812	0.015	12	0.0	4.596	A
C-A	443	0.00			443			
A-B	46	0.00			46			
A-C	597	0.00			597			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	0.00	364	0.208	75	0.3	12.611	B
C-AB	17	0.00	855	0.020	17	0.0	4.395	A
C-A	526	0.00			526			
A-B	55	0.00			55			
A-C	713	0.00			713			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	0.00	301	0.307	92	0.4	17.330	C
C-AB	27	0.00	920	0.029	27	0.0	4.141	A
C-A	638	0.00			638			
A-B	67	0.00			67			
A-C	873	0.00			873			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	0.00	301	0.307	92	0.4	17.441	C
C-AB	27	0.00	920	0.030	27	0.0	4.147	A
C-A	638	0.00			638			
A-B	67	0.00			67			
A-C	873	0.00			873			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	0.00	364	0.208	76	0.3	12.699	B
C-AB	17	0.00	855	0.020	17	0.0	4.410	A
C-A	526	0.00			526			
A-B	55	0.00			55			
A-C	713	0.00			713			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	0.00	407	0.155	64	0.2	10.604	B
C-AB	12	0.00	812	0.015	12	0.0	4.607	A
C-A	443	0.00			443			
A-B	46	0.00			46			
A-C	597	0.00			597			

D8 - 2030 | Future Year Base + Comm + Dev | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.87	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)
D8	2030	Future Year Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	701	100.000
B		✓	69	100.000
C		✓	715	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	87	614
	B	48	0	21
	C	699	16	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.25	15.49	0.3	C
C-AB	0.07	4.23	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	0.00	406	0.128	51	0.1	10.143	B
C-AB	30	0.00	887	0.033	29	0.0	4.222	A
C-A	509	0.00			509			
A-B	65	0.00			65			
A-C	462	0.00			462			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	0.00	365	0.170	62	0.2	11.848	B
C-AB	43	0.00	945	0.046	43	0.1	4.017	A
C-A	600	0.00			600			
A-B	78	0.00			78			
A-C	552	0.00			552			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	0.00	308	0.246	75	0.3	15.423	C
C-AB	70	0.00	1029	0.068	70	0.1	3.780	A
C-A	717	0.00			717			
A-B	96	0.00			96			
A-C	676	0.00			676			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	0.00	308	0.246	76	0.3	15.486	C
C-AB	70	0.00	1029	0.068	70	0.1	3.786	A
C-A	717	0.00			717			
A-B	96	0.00			96			
A-C	676	0.00			676			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	0.00	365	0.170	62	0.2	11.902	B
C-AB	43	0.00	945	0.046	43	0.1	4.024	A
C-A	600	0.00			600			
A-B	78	0.00			78			
A-C	552	0.00			552			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	0.00	406	0.128	52	0.1	10.190	B
C-AB	30	0.00	887	0.034	30	0.0	4.226	A
C-A	509	0.00			509			
A-B	65	0.00			65			
A-C	462	0.00			462			

Appendix N

Junctions 11 PICADY Output – Winton Approach/A412 Watford Road

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
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Filename: T24544 - Winton Approach, A412 Watford Road.j11
Path: C:\Users\JasminRema\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24544 Little Green Lane, Croxley Green\Modelling\Picady\T24544 - Rev D modelling
Report generation date: 18/09/2025 15:31:59

»D1 - 2024 | Base | AM
»D2 - 2024 | Base | PM
»D3 - 2030 | Future Year Base | AM
»D4 - 2030 | Future Year Base | PM
»D5 - 2030 + Comm | Future Year Base + Comm | AM
»D6 - 2030 + Comm | Future Year Base + Comm | PM
»D7 - 2030 + Comm + Dev | Future Year Base + Comm + Dev | AM
»D8 - 2030 + Comm + Dev | Future Year Base + Comm + Dev | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024 - Base									
Stream B-AC	D1	0.5	16.64	0.35	C	D2	0.2	12.14	0.19	B
Stream C-AB		1.1	6.05	0.31	A		0.7	4.72	0.24	A
	2030 - Future Year Base									
Stream B-AC	D3	0.6	18.54	0.38	C	D4	0.3	12.91	0.21	B
Stream C-AB		1.3	6.26	0.34	A		0.9	4.78	0.26	A
	2030 + Comm - Future Year Base + Comm									
Stream B-AC	D5	0.6	18.55	0.38	C	D6	0.3	12.99	0.21	B
Stream C-AB		1.3	6.26	0.34	A		0.9	4.78	0.26	A
	2030 + Comm + Dev - Future Year Base + Comm + Dev									
Stream B-AC	D7	0.6	18.60	0.38	C	D8	0.3	13.02	0.21	B
Stream C-AB		1.3	6.25	0.35	A		0.9	4.79	0.26	A

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

File summary

File Description

Title	Winton Approach, A412
Location	Croxley Green
Site number	
Date	11/11/2024
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T24544
Enumerator	AzureAD\JasminRema
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	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
PICADY 4.1			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)
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15
D3	2030	Future Year Base	AM	ONE HOUR	07:45	09:15	15
D4	2030	Future Year Base	PM	ONE HOUR	16:45	18:15	15
D5	2030 + Comm	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15
D6	2030 + Comm	Future Year Base + Comm	PM	ONE HOUR	16:45	18:15	15
D7	2030 + Comm + Dev	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15
D8	2030 + Comm + Dev	Future Year Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2024 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.96	A

Arms

Arms

Arm	Name	Description	Arm type
A	A412 Watford Road		Major
B	Winton Approach		Minor
C	A412 Watford Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.70			130.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.40	37	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	521	0.092	0.233	0.146	0.332
B-C	665	0.099	0.250	-	-
C-B	649	0.244	0.244	-	-

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)
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	821	100.000
B		✓	108	100.000
C		✓	643	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	43	778
	B	26	0	82
	C	565	78	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	2	3
	B	4	0	3
	C	5	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.35	16.64	0.5	C
C-AB	0.31	6.05	1.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	0.00	439	0.185	80	0.2	10.326	B
C-AB	124	0.00	806	0.154	123	0.4	5.483	A
C-A	360	0.00			360			
A-B	32	0.00			32			
A-C	586	0.00			586			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	0.00	400	0.243	97	0.3	12.229	B
C-AB	177	0.00	845	0.209	176	0.6	5.613	A
C-A	401	0.00			401			
A-B	39	0.00			39			
A-C	699	0.00			699			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	119	0.00	342	0.347	118	0.5	16.506	C
C-AB	278	0.00	904	0.308	277	1.0	6.011	A
C-A	429	0.00			429			
A-B	47	0.00			47			
A-C	857	0.00			857			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	119	0.00	342	0.348	119	0.5	16.641	C
C-AB	280	0.00	905	0.309	280	1.1	6.054	A
C-A	428	0.00			428			
A-B	47	0.00			47			
A-C	857	0.00			857			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	0.00	400	0.243	98	0.3	12.336	B
C-AB	178	0.00	847	0.210	180	0.6	5.667	A
C-A	400	0.00			400			
A-B	39	0.00			39			
A-C	699	0.00			699			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	0.00	439	0.185	82	0.2	10.409	B
C-AB	125	0.00	807	0.155	126	0.4	5.528	A
C-A	359	0.00			359			
A-B	32	0.00			32			
A-C	586	0.00			586			

D2 - 2024 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.18	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)
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	591	100.000
B		✓	63	100.000
C		✓	708	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	28	563
	B	23	0	40
	C	645	63	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.19	12.14	0.2	B
C-AB	0.24	4.72	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	0.00	448	0.106	47	0.1	8.974	A
C-AB	106	0.00	880	0.120	105	0.3	4.666	A
C-A	427	0.00			427			
A-B	21	0.00			21			
A-C	424	0.00			424			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	0.00	414	0.137	56	0.2	10.054	B
C-AB	151	0.00	933	0.162	150	0.4	4.635	A
C-A	486	0.00			486			
A-B	25	0.00			25			
A-C	506	0.00			506			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	0.00	366	0.189	69	0.2	12.108	B
C-AB	237	0.00	1008	0.235	236	0.7	4.707	A
C-A	543	0.00			543			
A-B	31	0.00			31			
A-C	620	0.00			620			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	0.00	366	0.190	69	0.2	12.139	B
C-AB	238	0.00	1009	0.236	238	0.7	4.721	A
C-A	542	0.00			542			
A-B	31	0.00			31			
A-C	620	0.00			620			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	0.00	414	0.137	57	0.2	10.086	B
C-AB	151	0.00	934	0.162	153	0.4	4.659	A
C-A	485	0.00			485			
A-B	25	0.00			25			
A-C	506	0.00			506			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	0.00	447	0.106	48	0.1	9.009	A
C-AB	107	0.00	881	0.121	107	0.3	4.689	A
C-A	426	0.00			426			
A-B	21	0.00			21			
A-C	424	0.00			424			

D3 - 2030 | Future Year Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.16	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)
D3	2030	Future Year Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	864	100.000
B		✓	113	100.000
C		✓	677	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	45	819
	B	27	0	86
	C	595	82	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	2	3
	B	4	0	3
	C	5	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.38	18.54	0.6	C
C-AB	0.34	6.26	1.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	0.00	430	0.198	84	0.3	10.726	B
C-AB	137	0.00	816	0.168	135	0.4	5.499	A
C-A	373	0.00			373			
A-B	34	0.00			34			
A-C	617	0.00			617			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	0.00	388	0.262	101	0.4	12.948	B
C-AB	197	0.00	859	0.229	196	0.7	5.675	A
C-A	412	0.00			412			
A-B	40	0.00			40			
A-C	736	0.00			736			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	0.00	325	0.383	123	0.6	18.318	C
C-AB	316	0.00	922	0.343	314	1.2	6.208	A
C-A	430	0.00			430			
A-B	50	0.00			50			
A-C	902	0.00			902			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	0.00	325	0.383	124	0.6	18.535	C
C-AB	317	0.00	923	0.344	317	1.3	6.262	A
C-A	428	0.00			428			
A-B	50	0.00			50			
A-C	902	0.00			902			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	0.00	387	0.262	103	0.4	13.099	B
C-AB	198	0.00	861	0.231	201	0.7	5.740	A
C-A	410	0.00			410			
A-B	40	0.00			40			
A-C	736	0.00			736			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	0.00	429	0.198	86	0.3	10.828	B
C-AB	138	0.00	818	0.169	139	0.4	5.550	A
C-A	372	0.00			372			
A-B	34	0.00			34			
A-C	617	0.00			617			

D4 - 2030 | Future Year Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.26	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)
D4	2030	Future Year Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	623	100.000
B		✓	66	100.000
C		✓	746	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	30	593
	B	24	0	42
	C	680	66	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.21	12.91	0.3	B
C-AB	0.26	4.78	0.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	0.00	439	0.113	49	0.1	9.222	A
C-AB	116	0.00	895	0.130	115	0.3	4.644	A
C-A	445	0.00			445			
A-B	23	0.00			23			
A-C	446	0.00			446			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	0.00	404	0.147	59	0.2	10.446	B
C-AB	168	0.00	950	0.176	167	0.5	4.632	A
C-A	503	0.00			503			
A-B	27	0.00			27			
A-C	533	0.00			533			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	0.00	352	0.207	72	0.3	12.868	B
C-AB	268	0.00	1031	0.260	267	0.9	4.757	A
C-A	553	0.00			553			
A-B	33	0.00			33			
A-C	653	0.00			653			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	0.00	352	0.207	73	0.3	12.909	B
C-AB	269	0.00	1032	0.261	269	0.9	4.778	A
C-A	552	0.00			552			
A-B	33	0.00			33			
A-C	653	0.00			653			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	0.00	403	0.147	60	0.2	10.488	B
C-AB	168	0.00	952	0.177	170	0.5	4.658	A
C-A	502	0.00			502			
A-B	27	0.00			27			
A-C	533	0.00			533			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	0.00	439	0.113	50	0.1	9.261	A
C-AB	117	0.00	896	0.131	118	0.3	4.670	A
C-A	444	0.00			444			
A-B	23	0.00			23			
A-C	446	0.00			446			

D5 - 2030 + Comm | Future Year Base + Comm | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.16	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)
D5	2030 + Comm	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	864	100.000
B		✓	113	100.000
C		✓	678	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	45	819
	B	27	0	86
	C	596	82	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	2	3
	B	4	0	3
	C	5	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.38	18.55	0.6	C
C-AB	0.34	6.26	1.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	0.00	430	0.198	84	0.3	10.728	B
C-AB	137	0.00	817	0.168	135	0.4	5.496	A
C-A	373	0.00			373			
A-B	34	0.00			34			
A-C	617	0.00			617			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	0.00	388	0.262	101	0.4	12.952	B
C-AB	197	0.00	859	0.230	196	0.7	5.670	A
C-A	412	0.00			412			
A-B	40	0.00			40			
A-C	736	0.00			736			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	0.00	325	0.383	123	0.6	18.331	C
C-AB	316	0.00	923	0.343	314	1.2	6.204	A
C-A	430	0.00			430			
A-B	50	0.00			50			
A-C	902	0.00			902			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	0.00	325	0.383	124	0.6	18.547	C
C-AB	318	0.00	924	0.344	318	1.3	6.260	A
C-A	429	0.00			429			
A-B	50	0.00			50			
A-C	902	0.00			902			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	0.00	387	0.262	103	0.4	13.101	B
C-AB	199	0.00	861	0.231	201	0.7	5.737	A
C-A	411	0.00			411			
A-B	40	0.00			40			
A-C	736	0.00			736			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	0.00	429	0.198	86	0.3	10.828	B
C-AB	138	0.00	818	0.169	139	0.4	5.549	A
C-A	372	0.00			372			
A-B	34	0.00			34			
A-C	617	0.00			617			

D6 - 2030 + Comm | Future Year Base + Comm | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.26	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)
D6	2030 + Comm	Future Year Base + Comm	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	628	100.000
B		✓	66	100.000
C		✓	748	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	30	598
	B	24	0	42
	C	682	66	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.21	12.99	0.3	B
C-AB	0.26	4.78	0.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	0.00	438	0.113	49	0.1	9.248	A
C-AB	117	0.00	895	0.130	115	0.3	4.644	A
C-A	447	0.00			447			
A-B	23	0.00			23			
A-C	450	0.00			450			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	0.00	402	0.148	59	0.2	10.488	B
C-AB	168	0.00	951	0.177	168	0.5	4.631	A
C-A	504	0.00			504			
A-B	27	0.00			27			
A-C	538	0.00			538			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	0.00	350	0.208	72	0.3	12.951	B
C-AB	270	0.00	1032	0.261	268	0.9	4.762	A
C-A	554	0.00			554			
A-B	33	0.00			33			
A-C	658	0.00			658			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	0.00	350	0.208	73	0.3	12.992	B
C-AB	270	0.00	1033	0.262	270	0.9	4.780	A
C-A	553	0.00			553			
A-B	33	0.00			33			
A-C	658	0.00			658			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	0.00	402	0.148	60	0.2	10.530	B
C-AB	169	0.00	952	0.178	171	0.5	4.660	A
C-A	503	0.00			503			
A-B	27	0.00			27			
A-C	538	0.00			538			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	0.00	438	0.114	50	0.1	9.289	A
C-AB	118	0.00	896	0.131	118	0.3	4.672	A
C-A	446	0.00			446			
A-B	23	0.00			23			
A-C	450	0.00			450			

D7 - 2030 + Comm + Dev | Future Year Base + Comm + Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.17	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)
D7	2030 + Comm + Dev	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	865	100.000
B		✓	113	100.000
C		✓	681	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	45	820
	B	27	0	86
	C	599	82	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	2	3
	B	4	0	3
	C	5	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.38	18.60	0.6	C
C-AB	0.35	6.25	1.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	0.00	429	0.198	84	0.3	10.739	B
C-AB	137	0.00	819	0.168	136	0.4	5.488	A
C-A	375	0.00			375			
A-B	34	0.00			34			
A-C	617	0.00			617			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	0.00	387	0.262	101	0.4	12.993	B
C-AB	198	0.00	861	0.230	197	0.7	5.662	A
C-A	414	0.00			414			
A-B	40	0.00			40			
A-C	737	0.00			737			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	0.00	324	0.384	123	0.6	18.392	C
C-AB	318	0.00	925	0.344	316	1.3	6.199	A
C-A	431	0.00			431			
A-B	50	0.00			50			
A-C	903	0.00			903			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	0.00	324	0.384	124	0.6	18.597	C
C-AB	320	0.00	926	0.345	320	1.3	6.254	A
C-A	430	0.00			430			
A-B	50	0.00			50			
A-C	903	0.00			903			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	0.00	387	0.263	103	0.4	13.124	B
C-AB	200	0.00	863	0.231	202	0.7	5.730	A
C-A	412	0.00			412			
A-B	40	0.00			40			
A-C	737	0.00			737			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	0.00	429	0.198	86	0.3	10.842	B
C-AB	139	0.00	820	0.169	140	0.4	5.539	A
C-A	374	0.00			374			
A-B	34	0.00			34			
A-C	617	0.00			617			

D8 - 2030 + Comm + Dev | Future Year Base + Comm + Dev | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.26	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)
D8	2030 + Comm + Dev	Future Year Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	630	100.000
B		✓	66	100.000
C		✓	748	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	30	600
	B	24	0	42
	C	682	66	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.21	13.02	0.3	B
C-AB	0.26	4.79	0.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	0.00	438	0.114	49	0.1	9.257	A
C-AB	117	0.00	895	0.130	115	0.3	4.646	A
C-A	447	0.00			447			
A-B	23	0.00			23			
A-C	452	0.00			452			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	0.00	402	0.148	59	0.2	10.502	B
C-AB	168	0.00	951	0.177	168	0.5	4.635	A
C-A	504	0.00			504			
A-B	27	0.00			27			
A-C	539	0.00			539			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	0.00	349	0.208	72	0.3	12.977	B
C-AB	270	0.00	1032	0.262	268	0.9	4.763	A
C-A	554	0.00			554			
A-B	33	0.00			33			
A-C	661	0.00			661			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	0.00	349	0.208	73	0.3	13.020	B
C-AB	271	0.00	1033	0.262	271	0.9	4.786	A
C-A	553	0.00			553			
A-B	33	0.00			33			
A-C	661	0.00			661			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	0.00	401	0.148	60	0.2	10.543	B
C-AB	169	0.00	952	0.178	171	0.5	4.662	A
C-A	503	0.00			503			
A-B	27	0.00			27			
A-C	539	0.00			539			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	0.00	437	0.114	50	0.1	9.297	A
C-AB	118	0.00	896	0.131	118	0.3	4.673	A
C-A	446	0.00			446			
A-B	23	0.00			23			
A-C	452	0.00			452			



Legend

Geometries

Google Satellite

Geometries for Winton Approach, Watford Road junction

Richborough

hub TRANSPORT PLANNING LTD

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0 5 10 15 20 25 m

Appendix O

Junctions 11 ARCADY Output – Manor Way/ Baldwins Lane/ Repton Way

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.0.2307
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: T24544 - Baldwins Lane, Repton Way, Manor Way MINI roundabout.j11
Path: C:\Users\JasminRema\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24544 Little Green Lane, Croxley Green\Modelling\Arcady\T24544 - Rev D Modelling
Report generation date: 18/09/2025 15:47:51

»D1 - 2024 | Base | AM
»D2 - 2024 | Base | PM
»D3 - 2030 | Future Year Base | AM
»D4 - 2030 | Future Year Base | PM
»D5 - 2030 + Comm | Future Year Base + Comm | AM
»D6 - 2030 + Comm | Future Year Base + Comm | PM
»D7 - 2030 + Comm + Dev | Future Year Base + Comm + Dev | AM
»D8 - 2030 + Comm + Dev | Future Year Base + Comm + Dev | PM
»D9 - 2030 + Comm + Dev Sensitivity | Future Year Base + Comm + Dev Sensitivity | AM
»D10 - 2030 + Comm + Dev Sensitivity | Future Year Base + Comm + Dev Sensitivity | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024 - Base									
Arm A	D1	0.5	8.82	0.32	A	D2	0.1	5.89	0.12	A
Arm B		1.0	11.90	0.50	B		3.7	25.72	0.80	D
Arm C		0.3	6.46	0.23	A		0.3	8.00	0.23	A
Arm D		2.9	19.59	0.75	C		1.4	11.77	0.59	B
	2030 - Future Year Base									
Arm A	D3	0.5	9.41	0.34	A	D4	0.1	6.06	0.13	A
Arm B		1.2	12.89	0.53	B		5.0	33.41	0.85	D
Arm C		0.3	6.70	0.25	A		0.3	8.48	0.25	A
Arm D		3.6	23.62	0.79	C		1.6	12.85	0.62	B
	2030 + Comm - Future Year Base + Comm									
Arm A	D5	0.6	9.77	0.35	A	D6	0.2	6.13	0.13	A
Arm B		1.2	13.33	0.55	B		6.1	40.19	0.88	E
Arm C		0.3	6.78	0.25	A		0.4	8.71	0.25	A
Arm D		4.4	27.77	0.83	D		1.7	13.37	0.64	B
	2030 + Comm + Dev - Future Year Base + Comm + Dev									
Arm A	D7	0.6	10.63	0.37	B	D8	0.2	6.78	0.14	A
Arm B		3.7	28.60	0.80	D		11.8	70.39	0.96	F
Arm C		0.4	8.18	0.29	A		0.4	9.31	0.27	A
Arm D		7.3	43.15	0.90	E		3.1	20.32	0.76	C
	2030 + Comm + Dev Sensitivity - Future Year Base + Comm + Dev Sensitivity									
Arm A	D9	0.6	10.49	0.37	B	D10	0.2	6.65	0.14	A
Arm B		3.1	24.46	0.76	C		10.6	64.45	0.94	F
Arm C		0.4	7.93	0.28	A		0.4	9.20	0.27	A
Arm D		6.8	40.14	0.89	E		2.8	18.86	0.74	C

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

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

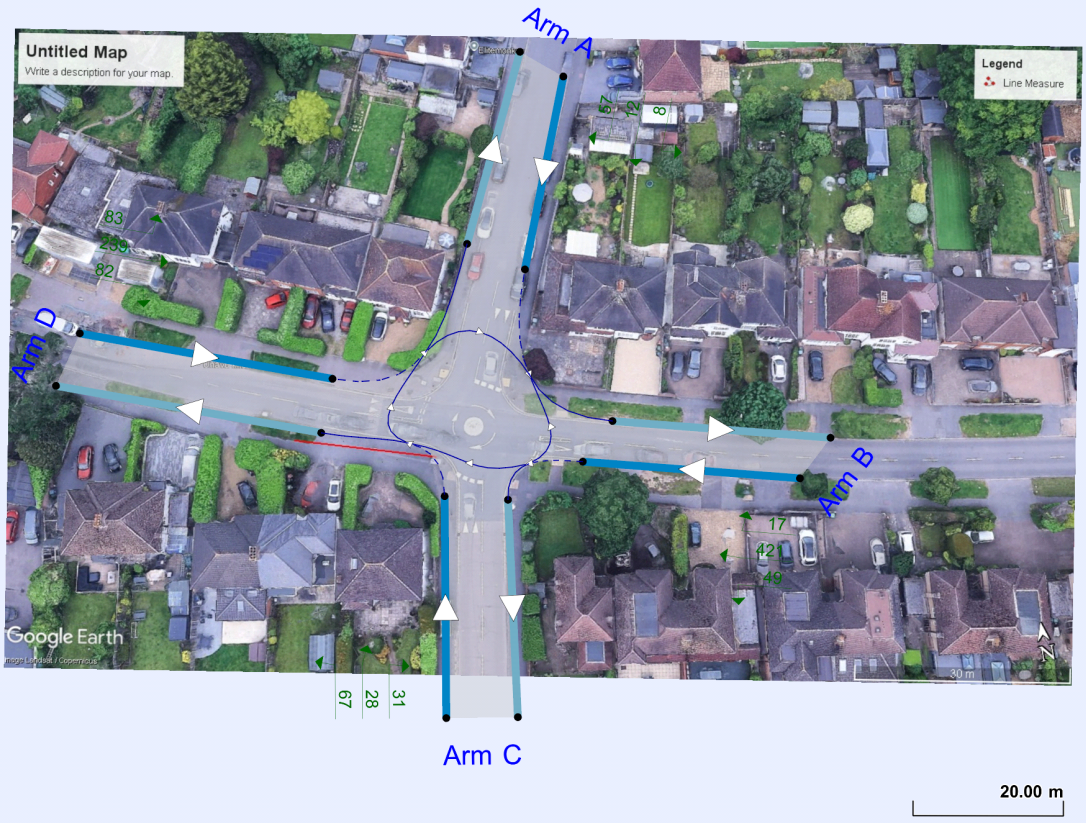
File summary

File Description

Title	Manor Way,Badlwins Lane, Repton Way,
Location	Croxley Green
Site number	
Date	08/11/2024
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T24544
Enumerator	AzureAD\JasminRema
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	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr)

The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			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)
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15
D3	2030	Future Year Base	AM	ONE HOUR	07:45	09:15	15
D4	2030	Future Year Base	PM	ONE HOUR	16:45	18:15	15
D5	2030 + Comm	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15
D6	2030 + Comm	Future Year Base + Comm	PM	ONE HOUR	16:45	18:15	15
D7	2030 + Comm + Dev	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15
D8	2030 + Comm + Dev	Future Year Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15
D9	2030 + Comm + Dev Sensitivity	Future Year Base + Comm + Dev Sensitivity	AM	ONE HOUR	07:45	09:15	15
D10	2030 + Comm + Dev Sensitivity	Future Year Base + Comm + Dev Sensitivity	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2024 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and D have 70% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C, D	14.10	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		14.10	B

Arms

Arms

Arm	Name	Description
A	Manor Way	
B	Baldwins Lane (E)	
C	Repton Way	
D	Baldwins Lane (W)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A	3.13	3.10	3.93	1.0	11.56	7.10	0.0	
B	2.80	2.37	3.00	0.9	9.89	7.01	0.0	
C	3.15	3.06	3.44	1.3	11.36	8.30	0.0	
D	2.74	2.57	3.16	0.8	9.02	5.48	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.603	929
B	0.574	770
C	0.601	935
D	0.581	803

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 segment length (min)
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	177	100.000
B		✓	283	100.000
C		✓	156	100.000
D		✓	500	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	19	77	81
	B	21	0	58	204
	C	53	35	0	68
	D	58	370	72	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	6	1	3
	B	12	0	10	1
	C	0	3	0	0
	D	4	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.32	8.82	0.5	A
B	0.50	11.90	1.0	B
C	0.23	6.46	0.3	A
D	0.75	19.59	2.9	C

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	133	356	715	0.186	132	0.2	6.316	A
B	213	172	671	0.317	211	0.5	8.066	A
C	117	228	798	0.147	117	0.2	5.314	A
D	376	82	756	0.498	373	1.0	9.340	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	159	427	672	0.237	159	0.3	7.179	A
B	254	206	651	0.391	254	0.7	9.350	A
C	140	274	770	0.182	140	0.2	5.748	A
D	449	98	746	0.602	447	1.5	12.012	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	195	520	616	0.317	194	0.5	8.736	A
B	312	252	625	0.498	310	1.0	11.772	B
C	172	336	734	0.234	171	0.3	6.441	A
D	551	120	734	0.750	545	2.8	18.657	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	195	525	613	0.318	195	0.5	8.817	A
B	312	253	624	0.499	312	1.0	11.899	B
C	172	337	733	0.234	172	0.3	6.458	A
D	551	120	734	0.750	550	2.9	19.590	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	159	434	668	0.238	160	0.3	7.261	A
B	254	208	650	0.391	256	0.7	9.476	A
C	140	276	769	0.182	141	0.2	5.769	A
D	449	98	746	0.602	455	1.6	12.625	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	133	361	712	0.187	134	0.2	6.383	A
B	213	174	670	0.318	214	0.5	8.181	A
C	117	231	796	0.147	118	0.2	5.340	A
D	376	82	756	0.498	379	1.0	9.650	A

D2 - 2024 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and D have 81% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C, D	17.13	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		17.13	C

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)
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	77	100.000
B		✓	487	100.000
C		✓	126	100.000
D		✓	404	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	8	12	57
	B	17	0	49	421
	C	28	31	0	67
	D	83	239	82	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	7	0
	C	0	12	0	3
	D	1	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.12	5.89	0.1	A
B	0.80	25.72	3.7	D
C	0.23	8.00	0.3	A
D	0.59	11.77	1.4	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	58	263	771	0.075	58	0.1	5.044	A
B	367	113	705	0.520	362	1.1	10.454	B
C	95	369	714	0.133	94	0.2	6.058	A
D	304	57	770	0.395	302	0.7	7.745	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	69	316	739	0.094	69	0.1	5.372	A
B	438	135	692	0.633	435	1.7	13.983	B
C	113	443	669	0.169	113	0.2	6.755	A
D	363	68	764	0.476	362	0.9	9.066	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	85	386	697	0.122	85	0.1	5.878	A
B	536	166	675	0.795	529	3.5	23.737	C
C	139	538	612	0.227	138	0.3	7.924	A
D	445	83	755	0.589	443	1.4	11.615	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	85	387	696	0.122	85	0.1	5.890	A
B	536	166	674	0.795	535	3.7	25.722	D
C	139	544	608	0.228	139	0.3	8.002	A
D	445	84	755	0.589	445	1.4	11.766	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	69	318	738	0.094	69	0.1	5.389	A
B	438	136	692	0.633	445	1.8	15.124	C
C	113	452	664	0.171	114	0.2	6.833	A
D	363	69	763	0.476	365	0.9	9.213	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	58	266	769	0.075	58	0.1	5.064	A
B	367	114	704	0.521	369	1.1	10.907	B
C	95	375	710	0.134	95	0.2	6.113	A
D	304	57	770	0.395	305	0.7	7.873	A

D3 - 2030 | Future Year Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and D have 70% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C, D	16.27	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		16.27	C

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)
D3	2030	Future Year Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	186	100.000
B		✓	298	100.000
C		✓	165	100.000
D		✓	526	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	20	81	85
	B	22	0	61	215
	C	56	37	0	72
	D	61	389	76	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	6	1	3
	B	12	0	10	1
	C	0	3	0	0
	D	4	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.34	9.41	0.5	A
B	0.53	12.89	1.2	B
C	0.25	6.70	0.3	A
D	0.79	23.62	3.6	C

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	140	374	704	0.199	139	0.3	6.513	A
B	224	181	666	0.337	222	0.5	8.357	A
C	124	240	791	0.157	123	0.2	5.425	A
D	396	86	753	0.526	392	1.1	9.884	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	167	449	659	0.254	167	0.3	7.492	A
B	268	217	645	0.415	267	0.7	9.828	A
C	148	289	762	0.195	148	0.2	5.904	A
D	473	103	743	0.636	470	1.7	13.124	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	205	546	600	0.341	204	0.5	9.294	A
B	328	265	618	0.531	326	1.1	12.710	B
C	182	353	723	0.251	181	0.3	6.683	A
D	579	126	730	0.793	572	3.5	21.940	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	205	552	597	0.343	205	0.5	9.408	A
B	328	266	617	0.532	328	1.2	12.887	B
C	182	354	722	0.252	182	0.3	6.702	A
D	579	127	730	0.794	578	3.6	23.616	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	167	458	653	0.256	168	0.4	7.606	A
B	268	219	644	0.416	270	0.8	9.992	A
C	148	291	760	0.195	149	0.2	5.927	A
D	473	104	743	0.636	480	1.8	14.108	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	140	380	700	0.200	140	0.3	6.594	A
B	224	183	665	0.337	225	0.5	8.493	A
C	124	243	789	0.157	124	0.2	5.454	A
D	396	87	753	0.526	399	1.1	10.288	B

D4 - 2030 | Future Year Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and D have 81% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C, D	21.02	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		21.02	C

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)
D4	2030	Future Year Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	81	100.000
B		✓	514	100.000
C		✓	134	100.000
D		✓	425	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	8	13	60
	B	18	0	52	444
	C	30	33	0	71
	D	87	252	86	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	7	0
	C	0	12	0	3
	D	1	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.13	6.06	0.1	A
B	0.85	33.41	5.0	D
C	0.25	8.48	0.3	A
D	0.62	12.85	1.6	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	61	277	763	0.080	61	0.1	5.126	A
B	387	119	702	0.552	382	1.2	11.185	B
C	101	388	702	0.144	100	0.2	6.238	A
D	320	60	768	0.417	317	0.7	8.043	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	73	333	729	0.100	73	0.1	5.485	A
B	462	143	688	0.672	459	2.0	15.618	C
C	120	466	655	0.184	120	0.2	7.022	A
D	382	73	761	0.502	381	1.0	9.570	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	89	406	684	0.130	89	0.1	6.044	A
B	566	174	670	0.845	555	4.6	29.317	D
C	148	565	596	0.248	147	0.3	8.369	A
D	468	89	752	0.622	465	1.6	12.636	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	89	408	683	0.131	89	0.1	6.059	A
B	566	175	669	0.846	564	5.0	33.409	D
C	148	573	591	0.250	148	0.3	8.476	A
D	468	89	752	0.623	468	1.6	12.852	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	73	336	727	0.100	73	0.1	5.505	A
B	462	144	687	0.672	473	2.2	17.705	C
C	120	479	647	0.186	121	0.2	7.143	A
D	382	73	761	0.502	384	1.0	9.763	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	61	280	760	0.080	61	0.1	5.147	A
B	387	120	701	0.552	391	1.3	11.808	B
C	101	396	697	0.145	101	0.2	6.306	A
D	320	61	768	0.417	321	0.7	8.198	A

D5 - 2030 + Comm | Future Year Base + Comm | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and D have 70% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C, D	18.45	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		18.45	C

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)
D5	2030 + Comm	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	186	100.000
B		✓	307	100.000
C		✓	165	100.000
D		✓	548	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	20	81	85
	B	22	0	61	224
	C	56	37	0	72
	D	61	411	76	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	6	1	3
	B	12	0	10	1
	C	0	3	0	0
	D	4	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.35	9.77	0.6	A
B	0.55	13.33	1.2	B
C	0.25	6.78	0.3	A
D	0.83	27.77	4.4	D

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	140	390	694	0.202	139	0.3	6.628	A
B	231	181	666	0.347	229	0.5	8.476	A
C	124	247	787	0.158	123	0.2	5.457	A
D	413	86	753	0.548	408	1.2	10.330	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	167	469	647	0.258	167	0.4	7.672	A
B	276	217	645	0.428	275	0.8	10.031	B
C	148	297	757	0.196	148	0.2	5.951	A
D	493	103	743	0.663	490	1.9	14.097	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	205	569	587	0.349	204	0.5	9.621	A
B	338	265	618	0.547	336	1.2	13.126	B
C	182	363	717	0.253	181	0.3	6.756	A
D	603	126	730	0.827	594	4.1	25.087	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	205	576	582	0.352	205	0.6	9.766	A
B	338	266	617	0.548	338	1.2	13.331	B
C	182	364	716	0.254	182	0.3	6.777	A
D	603	127	730	0.827	602	4.4	27.771	D

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	167	480	640	0.261	168	0.4	7.818	A
B	276	220	644	0.429	278	0.8	10.220	B
C	148	299	755	0.196	149	0.2	5.978	A
D	493	104	743	0.663	502	2.1	15.543	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	140	397	690	0.203	140	0.3	6.715	A
B	231	183	665	0.348	232	0.6	8.623	A
C	124	250	785	0.158	124	0.2	5.490	A
D	413	87	753	0.548	416	1.2	10.830	B

D6 - 2030 + Comm | Future Year Base + Comm | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and D have 81% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C, D	24.43	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		24.43	C

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)
D6	2030 + Comm	Future Year Base + Comm	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	81	100.000
B		✓	533	100.000
C		✓	134	100.000
D		✓	435	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	8	13	60
	B	18	0	52	463
	C	30	33	0	71
	D	87	262	86	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	7	0
	C	0	12	0	3
	D	1	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.13	6.13	0.2	A
B	0.88	40.19	6.1	E
C	0.25	8.71	0.4	A
D	0.64	13.37	1.7	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	61	284	758	0.080	61	0.1	5.159	A
B	401	119	702	0.572	396	1.3	11.670	B
C	101	402	693	0.145	100	0.2	6.323	A
D	327	60	768	0.426	325	0.7	8.175	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	73	341	724	0.101	73	0.1	5.531	A
B	479	143	688	0.697	476	2.2	16.779	C
C	120	483	645	0.187	120	0.2	7.156	A
D	391	73	761	0.514	390	1.0	9.798	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	89	417	678	0.132	89	0.2	6.111	A
B	587	174	670	0.876	574	5.5	33.718	D
C	148	584	585	0.252	147	0.3	8.578	A
D	479	89	752	0.637	476	1.7	13.116	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	89	419	677	0.132	89	0.2	6.127	A
B	587	175	669	0.877	584	6.1	40.195	E
C	148	593	579	0.255	148	0.4	8.713	A
D	479	89	752	0.637	479	1.7	13.367	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	73	345	722	0.101	73	0.1	5.552	A
B	479	144	687	0.697	494	2.5	19.952	C
C	120	500	635	0.190	121	0.2	7.316	A
D	391	74	761	0.514	394	1.1	10.018	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	61	288	756	0.081	61	0.1	5.181	A
B	401	120	701	0.573	406	1.4	12.438	B
C	101	411	688	0.147	101	0.2	6.405	A
D	327	61	768	0.427	329	0.8	8.342	A

D7 - 2030 + Comm + Dev | Future Year Base + Comm + Dev | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and D have 74% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C, D	30.01	D

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		30.01	D

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)
D7	2030 + Comm + Dev	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	186	100.000
B		✓	446	100.000
C		✓	165	100.000
D		✓	596	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	20	81	85
	B	22	0	61	363
	C	56	37	0	72
	D	61	459	76	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	6	1	3
	B	12	0	10	1
	C	0	3	0	0
	D	4	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.37	10.63	0.6	B
B	0.80	28.60	3.7	D
C	0.29	8.18	0.4	A
D	0.90	43.15	7.3	E

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	140	425	673	0.208	139	0.3	6.889	A
B	336	181	666	0.504	332	1.0	10.921	B
C	124	350	725	0.171	123	0.2	6.016	A
D	449	86	753	0.596	443	1.4	11.445	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	167	511	622	0.269	167	0.4	8.099	A
B	401	217	645	0.621	399	1.6	14.818	B
C	148	420	683	0.217	148	0.3	6.774	A
D	536	103	743	0.721	532	2.4	16.750	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	205	615	559	0.367	204	0.6	10.373	B
B	491	264	618	0.794	484	3.5	26.020	D
C	182	511	628	0.289	181	0.4	8.093	A
D	656	126	730	0.899	640	6.5	35.023	E

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	205	627	552	0.371	205	0.6	10.625	B
B	491	266	617	0.796	490	3.7	28.603	D
C	182	517	625	0.291	182	0.4	8.177	A
D	656	127	730	0.899	653	7.3	43.152	E

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	167	531	610	0.274	168	0.4	8.367	A
B	401	221	643	0.623	409	1.8	16.245	C
C	148	430	677	0.219	149	0.3	6.867	A
D	536	104	743	0.721	554	2.8	20.713	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	140	435	667	0.210	140	0.3	7.010	A
B	336	183	665	0.505	339	1.1	11.430	B
C	124	356	721	0.172	125	0.2	6.079	A
D	449	87	753	0.596	454	1.5	12.276	B

D8 - 2030 + Comm + Dev | Future Year Base + Comm + Dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and D have 83% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C, D	40.46	E

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		40.46	E

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)
D8	2030 + Comm + Dev	Future Year Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	81	100.000
B		✓	581	100.000
C		✓	134	100.000
D		✓	521	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	8	13	60
	B	18	0	52	511
	C	30	33	0	71
	D	87	348	86	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	7	0
	C	0	12	0	3
	D	1	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.14	6.78	0.2	A
B	0.96	70.39	11.8	F
C	0.27	9.31	0.4	A
D	0.76	20.32	3.1	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	61	348	720	0.085	61	0.1	5.460	A
B	437	119	702	0.623	431	1.6	13.092	B
C	101	437	672	0.150	100	0.2	6.557	A
D	392	60	768	0.511	388	1.0	9.514	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	73	418	677	0.107	73	0.1	5.952	A
B	522	142	688	0.759	517	2.9	20.546	C
C	120	525	620	0.194	120	0.2	7.514	A
D	468	73	761	0.615	466	1.6	12.297	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	89	509	622	0.143	89	0.2	6.747	A
B	640	174	670	0.955	614	9.4	49.691	E
C	148	625	560	0.264	147	0.4	9.095	A
D	574	88	752	0.763	568	3.0	19.241	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	89	514	620	0.144	89	0.2	6.784	A
B	640	175	669	0.956	630	11.8	70.392	F
C	148	640	551	0.268	147	0.4	9.311	A
D	574	89	752	0.763	573	3.1	20.322	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	73	425	673	0.108	73	0.1	5.997	A
B	522	144	687	0.760	555	3.5	32.412	D
C	120	560	599	0.201	121	0.3	7.869	A
D	468	74	760	0.616	474	1.7	13.017	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	61	354	716	0.085	61	0.1	5.495	A
B	437	120	701	0.624	445	1.7	14.499	B
C	101	450	665	0.152	101	0.2	6.668	A
D	392	61	768	0.511	395	1.1	9.860	A

D9 - 2030 + Comm + Dev Sensitivity | Future Year Base + Comm + Dev Sensitivity | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and D have 74% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C, D	27.32	D

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		27.32	D

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)
D9	2030 + Comm + Dev Sensitivity	Future Year Base + Comm + Dev Sensitivity	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	186	100.000
B		✓	425	100.000
C		✓	165	100.000
D		✓	589	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	20	81	85
	B	22	0	61	342
	C	56	37	0	72
	D	61	452	76	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	6	1	3
	B	12	0	10	1
	C	0	3	0	0
	D	4	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.37	10.49	0.6	B
B	0.76	24.46	3.1	C
C	0.28	7.93	0.4	A
D	0.89	40.14	6.8	E

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	140	420	676	0.207	139	0.3	6.854	A
B	320	181	666	0.480	316	0.9	10.462	B
C	124	334	734	0.169	123	0.2	5.925	A
D	443	86	753	0.589	438	1.4	11.269	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	167	504	625	0.267	167	0.4	8.034	A
B	382	217	645	0.592	380	1.4	13.802	B
C	148	402	694	0.214	148	0.3	6.636	A
D	529	103	743	0.712	526	2.3	16.308	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	205	609	562	0.364	204	0.6	10.262	B
B	468	264	618	0.757	462	2.9	22.821	C
C	182	489	641	0.283	181	0.4	7.865	A
D	649	126	730	0.888	634	6.0	33.249	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	205	619	556	0.368	205	0.6	10.494	B
B	468	266	617	0.758	467	3.1	24.456	C
C	182	494	639	0.285	182	0.4	7.931	A
D	649	127	730	0.889	646	6.8	40.139	E

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	167	523	614	0.272	168	0.4	8.278	A
B	382	220	643	0.594	388	1.6	14.807	B
C	148	409	689	0.215	149	0.3	6.708	A
D	529	104	743	0.713	546	2.6	19.667	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	140	430	670	0.209	140	0.3	6.965	A
B	320	183	665	0.481	322	1.0	10.875	B
C	124	340	731	0.170	125	0.2	5.979	A
D	443	87	753	0.589	448	1.5	12.034	B

D10 - 2030 + Comm + Dev Sensitivity | Future Year Base + Comm + Dev Sensitivity | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and D have 83% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C, D	37.27	E

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		37.27	E

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)
D10	2030 + Comm + Dev Sensitivity	Future Year Base + Comm + Dev Sensitivity	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	81	100.000
B		✓	574	100.000
C		✓	134	100.000
D		✓	508	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	8	13	60
	B	18	0	52	504
	C	33	30	0	71
	D	87	335	86	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	7	0
	C	0	12	0	3
	D	1	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.14	6.65	0.2	A
B	0.94	64.45	10.6	F
C	0.27	9.20	0.4	A
D	0.74	18.86	2.8	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	61	336	727	0.084	61	0.1	5.401	A
B	432	119	702	0.616	426	1.6	12.864	B
C	101	432	676	0.149	100	0.2	6.505	A
D	382	60	768	0.498	379	1.0	9.286	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	73	404	686	0.106	73	0.1	5.869	A
B	516	143	688	0.750	511	2.8	19.907	C
C	120	519	624	0.193	120	0.2	7.441	A
D	457	73	761	0.600	455	1.5	11.844	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	89	492	633	0.141	89	0.2	6.620	A
B	632	174	670	0.943	609	8.6	46.852	E
C	148	619	563	0.262	147	0.4	8.998	A
D	559	88	752	0.744	554	2.7	18.008	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	89	496	630	0.141	89	0.2	6.652	A
B	632	175	669	0.944	624	10.6	64.445	F
C	148	634	555	0.266	148	0.4	9.204	A
D	559	89	752	0.744	559	2.8	18.856	C

17:45 - 18:00

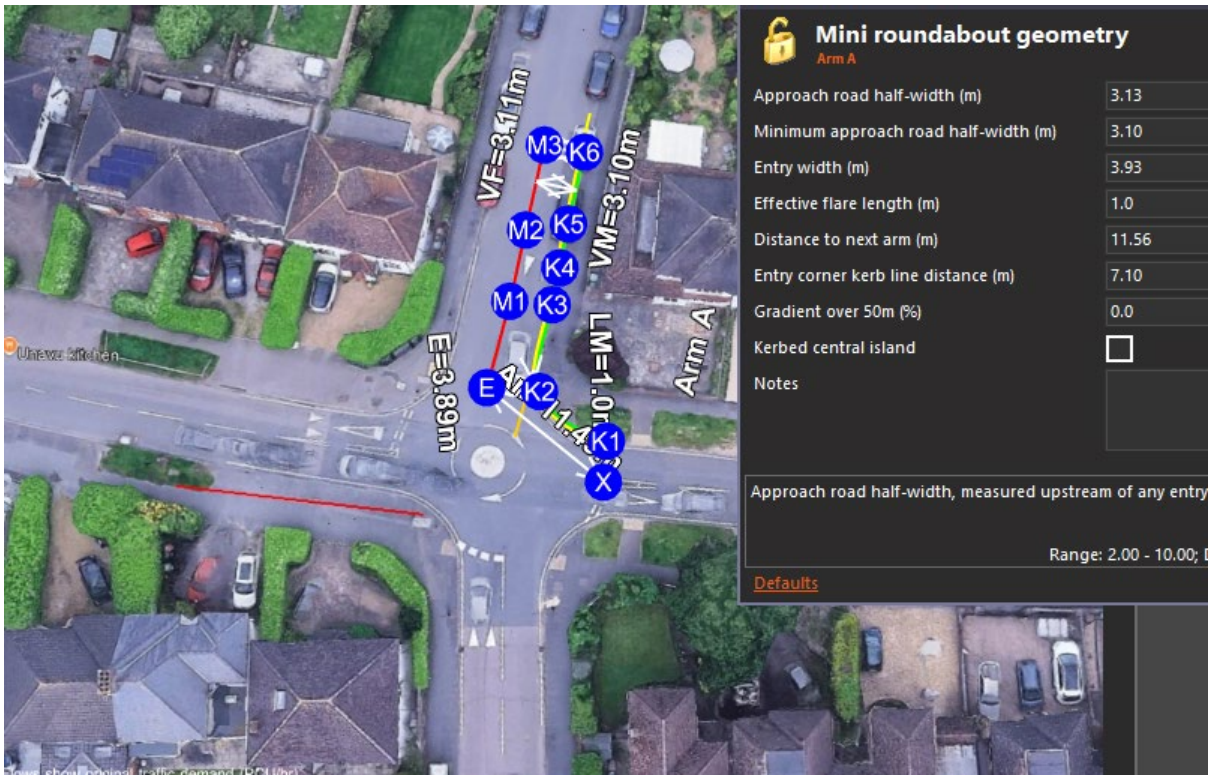
Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	73	410	682	0.107	73	0.1	5.907	A
B	516	144	687	0.751	545	3.3	29.424	D
C	120	550	605	0.199	121	0.3	7.752	A
D	457	74	760	0.601	462	1.6	12.433	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	61	341	724	0.084	61	0.1	5.435	A
B	432	120	701	0.617	439	1.7	14.144	B
C	101	444	668	0.151	101	0.2	6.610	A
D	382	61	768	0.498	385	1.0	9.592	A

Roundabout: Manor Way, Baldwins Lane (E), Repton Way, Baldwin Lane (W)

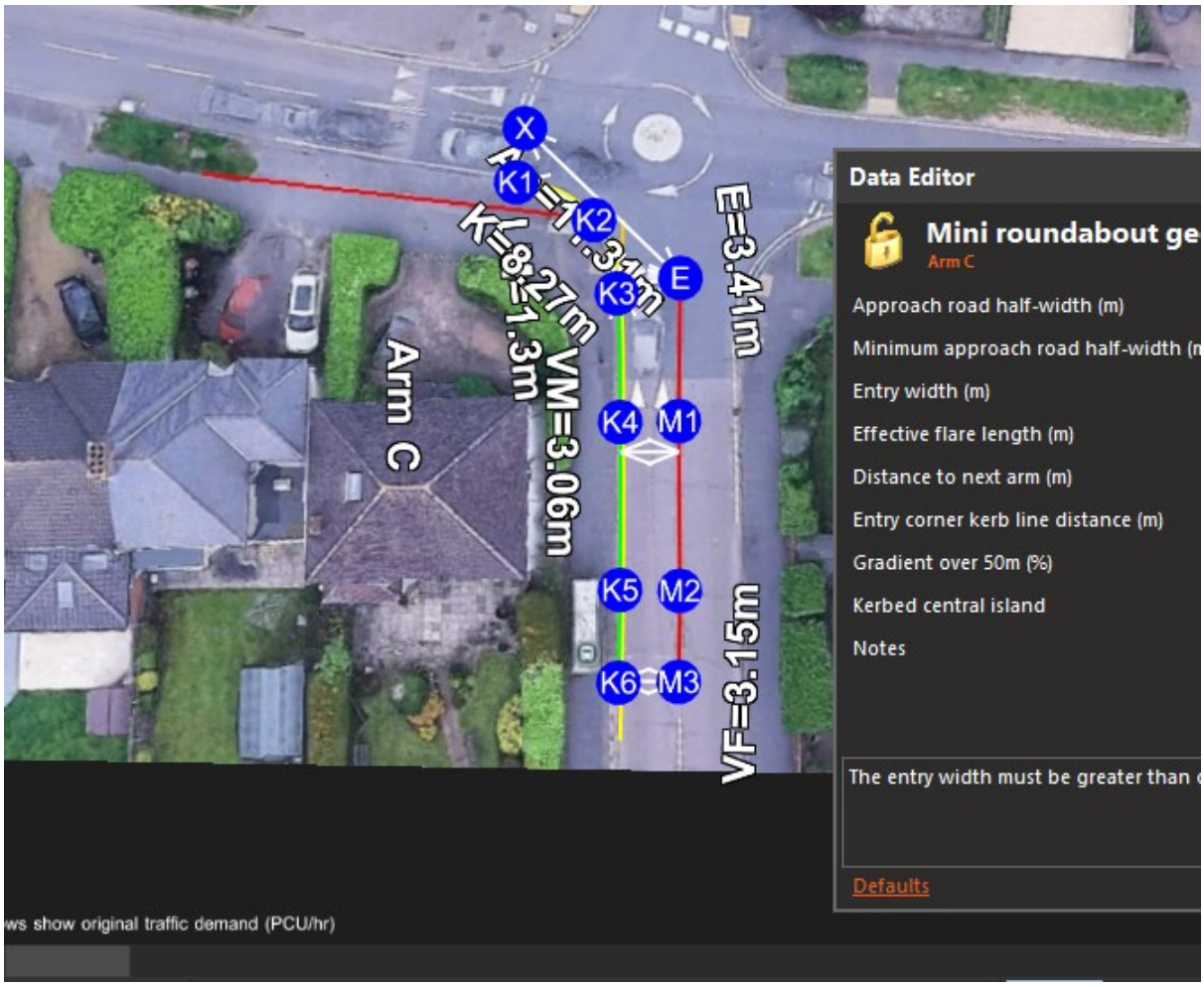
ARM A: Manor Way



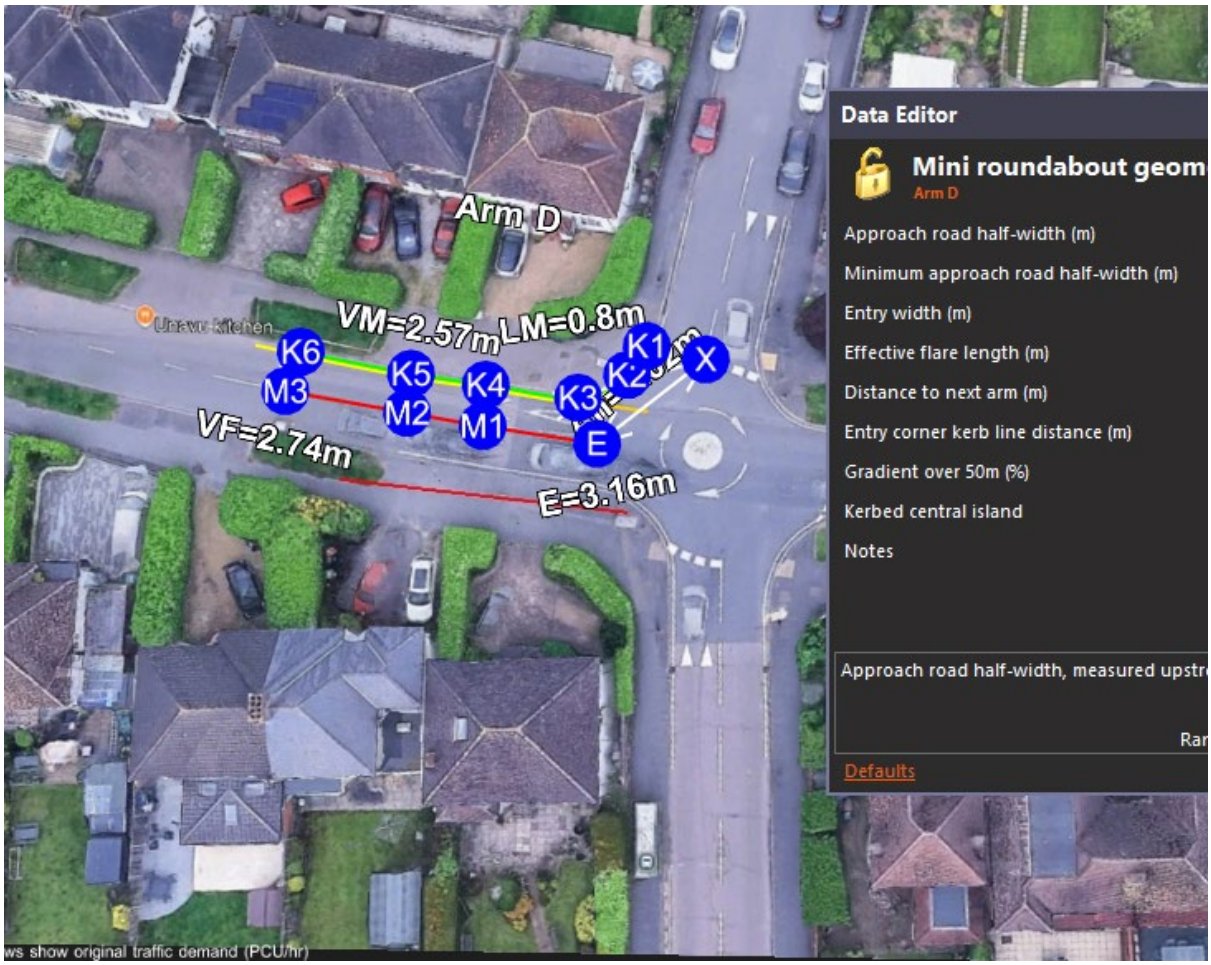
ARM B: Baldwins Lane (E)



ARM C: Repton Way



ARM D: Baldwins Lane (W)



Appendix P

Junctions 11 ARCADY Output – A412 Watford Road (E)/ Sea Cadets/ A412 Watford Road (S)/Baldwins Lane/ Car Planet

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.0.2307
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For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: T24544 - Sea Cadets, A412 Watford Road, Baldwins Lane Roundab.j11
Path: C:\Users\JasminRema\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24544 Little Green Lane, Croxley Green\Modelling\Arcady\T24544 - Rev D Modelling
Report generation date: 18/09/2025 16:05:00

»D1 - 2024 | Base | AM
»D2 - 2024 | Base | PM
»D3 - 2030 | Future Year Base | AM
»D4 - 2030 | Future Year Base | PM
»D5 - 2030 + Comm | Future Year Base + Comm | AM
»D6 - 2030 + Comm | Future Year Base + Comm | PM
»D7 - 2030 + Comm + Dev | Future Year Base + Comm + Dev | AM
»D8 - 2030 + Comm + Dev | Future Year Base + Comm + Dev | PM
»D9 - 2030 + Comm + Dev Sensitivity | Future Year Base + Comm + Dev Sensitivity | AM
»D10 - 2030 + Comm + Dev Sensitivity | Future Year Base + Comm + Dev Sensitivity | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2024 - Base										
A - A412 Watford Road (E)	D1	1.4	4.66	0.58	A	D2	5.2	11.97	0.84	B
B - Sea Cadets		0.0	0.00	0.00	A		0.0	15.11	0.03	C
C - A412 Watford Road (S)		5.5	21.70	0.85	C		2.8	14.71	0.74	B
D - Baldwins Lane		3.7	18.10	0.80	C		0.6	5.32	0.39	A
E - Car Planet		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2030 - Future Year Base										
A - A412 Watford Road (E)	D3	1.6	5.04	0.61	A	D4	7.5	16.62	0.89	C
B - Sea Cadets		0.0	0.00	0.00	A		0.0	18.20	0.04	C
C - A412 Watford Road (S)		8.6	32.50	0.91	D		3.8	19.28	0.80	C
D - Baldwins Lane		5.6	26.26	0.86	D		0.7	5.68	0.41	A
E - Car Planet		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2030 + Comm - Future Year Base + Comm										
A - A412 Watford Road (E)	D5	1.6	5.10	0.61	A	D6	7.6	16.75	0.89	C
B - Sea Cadets		0.0	0.00	0.00	A		0.0	18.29	0.04	C
C - A412 Watford Road (S)		8.8	33.50	0.91	D		3.8	19.44	0.80	C
D - Baldwins Lane		6.7	30.79	0.89	D		0.7	5.78	0.42	A
E - Car Planet		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2030 + Comm + Dev - Future Year Base + Comm + Dev										
A - A412 Watford Road (E)	D7	1.8	5.39	0.63	A	D8	15.0	31.63	0.95	D
B - Sea Cadets		0.0	0.00	0.00	A		0.1	24.91	0.05	C
C - A412 Watford Road (S)		10.7	40.52	0.93	E		5.6	29.05	0.86	D
D - Baldwins Lane		17.4	68.82	0.99	F		0.8	6.10	0.46	A
E - Car Planet		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2030 + Comm + Dev Sensitivity - Future Year Base + Comm + Dev Sensitivity										
A - A412 Watford Road (E)	D9	1.8	5.35	0.63	A	D10	13.3	28.37	0.94	D
B - Sea Cadets		0.0	0.00	0.00	A		0.0	23.74	0.05	C
C - A412 Watford Road (S)		10.4	39.21	0.93	E		5.3	27.15	0.85	D
D - Baldwins Lane		14.8	60.33	0.97	F		0.8	6.10	0.46	A
E - Car Planet		0.0	0.00	0.00	A		0.0	0.00	0.00	A

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

File summary

File Description

Title	Sea Cadets, A412 Watford Road, Baldwins Lane
Location	Croxley Green
Site number	T24544
Date	09/10/2024
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T24544
Enumerator	AzureAD\JasminRema
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	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr)

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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)
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15
D2	2024	Base	PM	ONE HOUR	16:15	17:45	15
D3	2030	Future Year Base	AM	ONE HOUR	07:45	09:15	15
D4	2030	Future Year Base	PM	ONE HOUR	16:15	17:45	15
D5	2030 + Comm	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15
D6	2030 + Comm	Future Year Base + Comm	PM	ONE HOUR	16:15	17:45	15
D7	2030 + Comm + Dev	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15
D8	2030 + Comm + Dev	Future Year Base + Comm + Dev	PM	ONE HOUR	16:15	17:45	15
D9	2030 + Comm + Dev Sensitivity	Future Year Base + Comm + Dev Sensitivity	AM	ONE HOUR	07:45	09:15	15
D10	2030 + Comm + Dev Sensitivity	Future Year Base + Comm + Dev Sensitivity	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2024 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	14.13	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.13	B

Arms

Arms

Arm	Name	Description	No give-way line
A	A412 Watford Road (E)		
B	Sea Cadets		
C	A412 Watford Road (S)		
D	Baldwins Lane		
E	Car Planet		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - A412 Watford Road (E)	5.65	6.29	21.8	22.2	54.5	22.5		
B - Sea Cadets	3.00	3.50	3.3	12.0	54.5	21.6		
C - A412 Watford Road (S)	3.05	5.60	10.8	18.9	54.5	27.6		
D - Baldwins Lane	3.90	4.70	19.0	28.6	54.5	16.0		
E - Car Planet	2.99	3.62	1.9	5.5	54.5	37.0		

Geometry Notes

Arm	Notes
A - A412 Watford Road (E)	
B - Sea Cadets	Note that vegetation and trees cover some areas of Arm B, therefore some geometries are estimates
C - A412 Watford Road (S)	
D - Baldwins Lane	
E - Car Planet	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A412 Watford Road (E)	0.641	1948
B - Sea Cadets	0.459	1007
C - A412 Watford Road (S)	0.529	1372
D - Baldwins Lane	0.565	1484
E - Car Planet	0.389	846

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 segment length (min)
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A412 Watford Road (E)		✓	993	100.000
B - Sea Cadets		✓	3	100.000
C - A412 Watford Road (S)		✓	876	100.000
D - Baldwins Lane		✓	700	100.000
E - Car Planet		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A412 Watford Road (E)	B - Sea Cadets	C - A412 Watford Road (S)	D - Baldwins Lane	E - Car Planet
From	A - A412 Watford Road (E)	4	0	579	410	0
	B - Sea Cadets	2	0	1	0	0
	C - A412 Watford Road (S)	826	1	0	49	0
	D - Baldwins Lane	626	2	72	0	0
	E - Car Planet	0	0	0	0	0

Vehicle Mix

Heavy Vehicle %

		To				
		A - A412 Watford Road (E)	B - Sea Cadets	C - A412 Watford Road (S)	D - Baldwins Lane	E - Car Planet
From	A - A412 Watford Road (E)	0	0	5	2	0
	B - Sea Cadets	0	0	0	0	0
	C - A412 Watford Road (S)	3	0	0	4	0
	D - Baldwins Lane	0	0	3	0	0
	E - Car Planet	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - A412 Watford Road (E)	0.58	4.66	1.4	A
B - Sea Cadets	0.00	0.00	0.0	A
C - A412 Watford Road (S)	0.85	21.70	5.5	C
D - Baldwins Lane	0.80	18.10	3.7	C
E - Car Planet	0.00	0.00	0.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	748	56	1912	0.391	745	0.7	3.194	A
B - Sea Cadets	0	799	640	0.000	0	0.0	0.000	A
C - A412 Watford Road (S)	659	311	1208	0.546	655	1.2	6.651	A
D - Baldwins Lane	527	621	1133	0.465	524	0.9	5.894	A
E - Car Planet	0	1145	401	0.000	0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	893	67	1904	0.469	892	0.9	3.683	A
B - Sea Cadets	0	956	568	0.000	0	0.0	0.000	A
C - A412 Watford Road (S)	788	372	1175	0.670	784	2.0	9.408	A
D - Baldwins Lane	629	744	1063	0.592	627	1.4	8.234	A
E - Car Planet	0	1371	313	0.000	0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1093	82	1895	0.577	1091	1.4	4.634	A
B - Sea Cadets	0	1170	470	0.000	0	0.0	0.000	A
C - A412 Watford Road (S)	964	455	1131	0.853	952	5.2	19.414	C
D - Baldwins Lane	771	903	974	0.792	762	3.5	16.484	C
E - Car Planet	0	1665	198	0.000	0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1093	82	1895	0.577	1093	1.4	4.658	A
B - Sea Cadets	0	1172	468	0.000	0	0.0	0.000	A
C - A412 Watford Road (S)	964	456	1131	0.853	963	5.5	21.700	C
D - Baldwins Lane	771	914	967	0.797	770	3.7	18.096	C
E - Car Planet	0	1684	191	0.000	0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	893	68	1904	0.469	895	0.9	3.706	A
B - Sea Cadets	0	960	566	0.000	0	0.0	0.000	A
C - A412 Watford Road (S)	788	373	1175	0.670	801	2.2	10.268	B
D - Baldwins Lane	629	760	1054	0.597	638	1.5	8.851	A
E - Car Planet	0	1398	302	0.000	0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	748	57	1911	0.391	749	0.7	3.216	A
B - Sea Cadets	0	803	638	0.000	0	0.0	0.000	A
C - A412 Watford Road (S)	659	312	1207	0.546	663	1.3	6.869	A
D - Baldwins Lane	527	629	1128	0.467	530	0.9	6.057	A
E - Car Planet	0	1159	395	0.000	0	0.0	0.000	A

D2 - 2024 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	11.64	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.64	B

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)
D2	2024	Base	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A412 Watford Road (E)		✓	1468	100.000
B - Sea Cadets		✓	7	100.000
C - A412 Watford Road (S)		✓	633	100.000
D - Baldwins Lane		✓	390	100.000
E - Car Planet		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A412 Watford Road (E)	B - Sea Cadets	C - A412 Watford Road (S)	D - Baldwins Lane	E - Car Planet
From	A - A412 Watford Road (E)	11	6	732	719	0
	B - Sea Cadets	2	0	3	2	0
	C - A412 Watford Road (S)	585	0	0	48	0
	D - Baldwins Lane	347	0	43	0	0
	E - Car Planet	0	0	0	0	0

Vehicle Mix

Heavy Vehicle %

		To				
		A - A412 Watford Road (E)	B - Sea Cadets	C - A412 Watford Road (S)	D - Baldwins Lane	E - Car Planet
From	A - A412 Watford Road (E)	0	0	1	1	0
	B - Sea Cadets	0	0	0	0	0
	C - A412 Watford Road (S)	2	0	0	0	0
	D - Baldwins Lane	1	0	0	0	0
	E - Car Planet	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - A412 Watford Road (E)	0.84	11.97	5.2	B
B - Sea Cadets	0.03	15.11	0.0	C
C - A412 Watford Road (S)	0.74	14.71	2.8	B
D - Baldwins Lane	0.39	5.32	0.6	A
E - Car Planet	0.00	0.00	0.0	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1105	32	1927	0.574	1100	1.3	4.368	A
B - Sea Cadets	5	1128	489	0.011	5	0.0	7.442	A
C - A412 Watford Road (S)	477	550	1081	0.441	473	0.8	6.002	A
D - Baldwins Lane	294	447	1231	0.239	292	0.3	3.865	A
E - Car Planet	0	740	558	0.000	0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1320	39	1923	0.686	1316	2.2	5.963	A
B - Sea Cadets	6	1350	387	0.016	6	0.0	9.458	A
C - A412 Watford Road (S)	569	658	1024	0.556	567	1.2	7.996	A
D - Baldwins Lane	351	536	1181	0.297	350	0.4	4.370	A
E - Car Planet	0	886	501	0.000	0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1616	47	1917	0.843	1605	5.0	11.241	B
B - Sea Cadets	8	1646	251	0.031	8	0.0	14.793	B
C - A412 Watford Road (S)	697	802	948	0.735	691	2.7	13.992	B
D - Baldwins Lane	429	653	1115	0.385	429	0.6	5.286	A
E - Car Planet	0	1082	425	0.000	0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1616	47	1917	0.843	1616	5.2	11.975	B
B - Sea Cadets	8	1656	246	0.031	8	0.0	15.107	C
C - A412 Watford Road (S)	697	808	945	0.738	697	2.8	14.713	B
D - Baldwins Lane	429	658	1112	0.386	429	0.6	5.321	A
E - Car Planet	0	1087	423	0.000	0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1320	39	1923	0.686	1332	2.3	6.267	A
B - Sea Cadets	6	1365	380	0.017	6	0.0	9.637	A
C - A412 Watford Road (S)	569	666	1020	0.558	575	1.3	8.343	A
D - Baldwins Lane	351	543	1177	0.298	351	0.4	4.404	A
E - Car Planet	0	895	498	0.000	0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1105	32	1927	0.574	1109	1.4	4.462	A
B - Sea Cadets	5	1137	485	0.011	5	0.0	7.507	A
C - A412 Watford Road (S)	477	554	1079	0.442	479	0.8	6.130	A
D - Baldwins Lane	294	452	1228	0.239	294	0.3	3.889	A
E - Car Planet	0	746	556	0.000	0	0.0	0.000	A

D3 - 2030 | Future Year Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	20.18	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.18	C

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)
D3	2030	Future Year Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A412 Watford Road (E)		✓	1045	100.000
B - Sea Cadets		✓	3	100.000
C - A412 Watford Road (S)		✓	922	100.000
D - Baldwins Lane		✓	737	100.000
E - Car Planet		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A412 Watford Road (E)	B - Sea Cadets	C - A412 Watford Road (S)	D - Baldwins Lane	E - Car Planet
From	A - A412 Watford Road (E)	4	0	609	432	0
	B - Sea Cadets	2	0	1	0	0
	C - A412 Watford Road (S)	869	1	0	52	0
	D - Baldwins Lane	659	2	76	0	0
	E - Car Planet	0	0	0	0	0

Vehicle Mix

Heavy Vehicle %

		To				
		A - A412 Watford Road (E)	B - Sea Cadets	C - A412 Watford Road (S)	D - Baldwins Lane	E - Car Planet
From	A - A412 Watford Road (E)	0	0	5	2	0
	B - Sea Cadets	0	0	0	0	0
	C - A412 Watford Road (S)	3	0	0	4	0
	D - Baldwins Lane	0	0	3	0	0
	E - Car Planet	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - A412 Watford Road (E)	0.61	5.04	1.6	A
B - Sea Cadets	0.00	0.00	0.0	A
C - A412 Watford Road (S)	0.91	32.50	8.6	D
D - Baldwins Lane	0.86	26.26	5.6	D
E - Car Planet	0.00	0.00	0.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	787	59	1910	0.412	784	0.7	3.308	A
B - Sea Cadets	0	841	621	0.000	0	0.0	0.000	A
C - A412 Watford Road (S)	694	327	1199	0.579	689	1.4	7.193	A
D - Baldwins Lane	555	653	1115	0.498	551	1.0	6.361	A
E - Car Planet	0	1204	378	0.000	0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	939	71	1902	0.494	938	1.0	3.868	A
B - Sea Cadets	0	1006	545	0.000	0	0.0	0.000	A
C - A412 Watford Road (S)	829	391	1165	0.712	825	2.4	10.769	B
D - Baldwins Lane	663	782	1042	0.636	660	1.7	9.372	A
E - Car Planet	0	1441	286	0.000	0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1151	86	1893	0.608	1148	1.6	4.999	A
B - Sea Cadets	0	1231	442	0.000	0	0.0	0.000	A
C - A412 Watford Road (S)	1015	479	1119	0.908	994	7.7	26.311	D
D - Baldwins Lane	811	943	951	0.853	798	5.0	21.963	C
E - Car Planet	0	1741	169	0.000	0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1151	87	1892	0.608	1151	1.6	5.035	A
B - Sea Cadets	0	1234	440	0.000	0	0.0	0.000	A
C - A412 Watford Road (S)	1015	480	1118	0.908	1011	8.6	32.495	D
D - Baldwins Lane	811	959	942	0.861	809	5.6	26.262	D
E - Car Planet	0	1768	159	0.000	0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	939	73	1901	0.494	942	1.0	3.902	A
B - Sea Cadets	0	1012	542	0.000	0	0.0	0.000	A
C - A412 Watford Road (S)	829	393	1164	0.712	853	2.7	12.737	B
D - Baldwins Lane	663	808	1027	0.645	677	1.9	10.735	B
E - Car Planet	0	1485	268	0.000	0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	787	60	1909	0.412	788	0.7	3.332	A
B - Sea Cadets	0	845	619	0.000	0	0.0	0.000	A
C - A412 Watford Road (S)	694	329	1198	0.579	699	1.4	7.503	A
D - Baldwins Lane	555	663	1109	0.500	558	1.0	6.592	A
E - Car Planet	0	1221	371	0.000	0	0.0	0.000	A

D4 - 2030 | Future Year Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	15.59	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.59	C

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)
D4	2030	Future Year Base	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A412 Watford Road (E)		✓	1547	100.000
B - Sea Cadets		✓	7	100.000
C - A412 Watford Road (S)		✓	667	100.000
D - Baldwins Lane		✓	411	100.000
E - Car Planet		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A412 Watford Road (E)	B - Sea Cadets	C - A412 Watford Road (S)	D - Baldwins Lane	E - Car Planet
From	A - A412 Watford Road (E)	12	6	771	758	0
	B - Sea Cadets	2	0	3	2	0
	C - A412 Watford Road (S)	616	0	0	51	0
	D - Baldwins Lane	366	0	45	0	0
	E - Car Planet	0	0	0	0	0

Vehicle Mix

Heavy Vehicle %

		To				
		A - A412 Watford Road (E)	B - Sea Cadets	C - A412 Watford Road (S)	D - Baldwins Lane	E - Car Planet
From	A - A412 Watford Road (E)	0	0	1	1	0
	B - Sea Cadets	0	0	0	0	0
	C - A412 Watford Road (S)	2	0	0	0	0
	D - Baldwins Lane	1	0	0	0	0
	E - Car Planet	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - A412 Watford Road (E)	0.89	16.62	7.5	C
B - Sea Cadets	0.04	18.20	0.0	C
C - A412 Watford Road (S)	0.80	19.28	3.8	C
D - Baldwins Lane	0.41	5.68	0.7	A
E - Car Planet	0.00	0.00	0.0	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1165	34	1926	0.605	1159	1.5	4.702	A
B - Sea Cadets	5	1188	461	0.011	5	0.0	7.893	A
C - A412 Watford Road (S)	502	580	1065	0.471	499	0.9	6.429	A
D - Baldwins Lane	309	471	1218	0.254	308	0.3	3.988	A
E - Car Planet	0	779	543	0.000	0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1391	40	1922	0.724	1387	2.6	6.739	A
B - Sea Cadets	6	1422	354	0.018	6	0.0	10.357	B
C - A412 Watford Road (S)	600	694	1005	0.597	597	1.5	8.939	A
D - Baldwins Lane	369	564	1165	0.317	369	0.5	4.560	A
E - Car Planet	0	933	483	0.000	0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1703	49	1916	0.889	1685	7.1	14.740	B
B - Sea Cadets	8	1728	213	0.036	8	0.0	17.530	C
C - A412 Watford Road (S)	734	843	926	0.793	726	3.6	17.624	C
D - Baldwins Lane	453	686	1096	0.413	452	0.7	5.626	A
E - Car Planet	0	1137	404	0.000	0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1703	50	1916	0.889	1701	7.5	16.618	C
B - Sea Cadets	8	1744	206	0.038	8	0.0	18.200	C
C - A412 Watford Road (S)	734	851	922	0.797	734	3.8	19.276	C
D - Baldwins Lane	453	693	1092	0.414	452	0.7	5.677	A
E - Car Planet	0	1145	401	0.000	0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1391	41	1922	0.724	1410	2.7	7.359	A
B - Sea Cadets	6	1445	343	0.018	6	0.0	10.694	B
C - A412 Watford Road (S)	600	705	999	0.600	608	1.6	9.593	A
D - Baldwins Lane	369	575	1159	0.319	370	0.5	4.611	A
E - Car Planet	0	945	478	0.000	0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1165	34	1926	0.605	1169	1.6	4.835	A
B - Sea Cadets	5	1199	456	0.012	5	0.0	7.983	A
C - A412 Watford Road (S)	502	585	1063	0.473	505	0.9	6.604	A
D - Baldwins Lane	309	477	1214	0.255	310	0.3	4.018	A
E - Car Planet	0	787	540	0.000	0	0.0	0.000	A

D5 - 2030 + Comm | Future Year Base + Comm | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	21.81	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	21.81	C

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)
D5	2030 + Comm	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A412 Watford Road (E)		✓	1052	100.000
B - Sea Cadets		✓	3	100.000
C - A412 Watford Road (S)		✓	922	100.000
D - Baldwins Lane		✓	758	100.000
E - Car Planet		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A412 Watford Road (E)	B - Sea Cadets	C - A412 Watford Road (S)	D - Baldwins Lane	E - Car Planet
From	A - A412 Watford Road (E)	4	0	609	439	0
	B - Sea Cadets	2	0	1	0	0
	C - A412 Watford Road (S)	869	1	0	52	0
	D - Baldwins Lane	678	2	78	0	0
	E - Car Planet	0	0	0	0	0

Vehicle Mix

Heavy Vehicle %

		To				
		A - A412 Watford Road (E)	B - Sea Cadets	C - A412 Watford Road (S)	D - Baldwins Lane	E - Car Planet
From	A - A412 Watford Road (E)	0	0	5	2	0
	B - Sea Cadets	0	0	0	0	0
	C - A412 Watford Road (S)	3	0	0	4	0
	D - Baldwins Lane	0	0	3	0	0
	E - Car Planet	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - A412 Watford Road (E)	0.61	5.10	1.6	A
B - Sea Cadets	0.00	0.00	0.0	A
C - A412 Watford Road (S)	0.91	33.50	8.8	D
D - Baldwins Lane	0.89	30.79	6.7	D
E - Car Planet	0.00	0.00	0.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	792	61	1909	0.415	789	0.7	3.326	A
B - Sea Cadets	0	847	618	0.000	0	0.0	0.000	A
C - A412 Watford Road (S)	694	332	1196	0.580	689	1.4	7.233	A
D - Baldwins Lane	571	653	1115	0.512	567	1.0	6.538	A
E - Car Planet	0	1219	372	0.000	0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	946	72	1901	0.497	945	1.0	3.898	A
B - Sea Cadets	0	1014	541	0.000	0	0.0	0.000	A
C - A412 Watford Road (S)	829	398	1162	0.714	825	2.5	10.870	B
D - Baldwins Lane	681	782	1042	0.654	678	1.8	9.836	A
E - Car Planet	0	1460	278	0.000	0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1158	87	1891	0.612	1156	1.6	5.059	A
B - Sea Cadets	0	1240	437	0.000	0	0.0	0.000	A
C - A412 Watford Road (S)	1015	487	1114	0.911	994	7.8	26.891	D
D - Baldwins Lane	835	942	951	0.877	819	5.8	24.678	C
E - Car Planet	0	1761	161	0.000	0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1158	89	1891	0.613	1158	1.6	5.097	A
B - Sea Cadets	0	1244	436	0.000	0	0.0	0.000	A
C - A412 Watford Road (S)	1015	488	1114	0.911	1011	8.8	33.497	D
D - Baldwins Lane	835	959	942	0.886	831	6.7	30.792	D
E - Car Planet	0	1790	150	0.000	0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	946	75	1900	0.498	948	1.0	3.933	A
B - Sea Cadets	0	1020	538	0.000	0	0.0	0.000	A
C - A412 Watford Road (S)	829	399	1161	0.714	853	2.7	12.959	B
D - Baldwins Lane	681	809	1027	0.664	700	2.0	11.644	B
E - Car Planet	0	1509	259	0.000	0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	792	61	1908	0.415	793	0.7	3.351	A
B - Sea Cadets	0	852	615	0.000	0	0.0	0.000	A
C - A412 Watford Road (S)	694	334	1195	0.581	699	1.5	7.551	A
D - Baldwins Lane	571	663	1109	0.514	575	1.1	6.799	A
E - Car Planet	0	1237	365	0.000	0	0.0	0.000	A

D6 - 2030 + Comm | Future Year Base + Comm | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	15.69	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.69	C

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)
D6	2030 + Comm	Future Year Base + Comm	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A412 Watford Road (E)		✓	1548	100.000
B - Sea Cadets		✓	7	100.000
C - A412 Watford Road (S)		✓	668	100.000
D - Baldwins Lane		✓	421	100.000
E - Car Planet		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A412 Watford Road (E)	B - Sea Cadets	C - A412 Watford Road (S)	D - Baldwins Lane	E - Car Planet
From	A - A412 Watford Road (E)	12	6	771	759	0
	B - Sea Cadets	2	0	3	2	0
	C - A412 Watford Road (S)	616	0	0	52	0
	D - Baldwins Lane	375	0	46	0	0
	E - Car Planet	0	0	0	0	0

Vehicle Mix

Heavy Vehicle %

		To				
		A - A412 Watford Road (E)	B - Sea Cadets	C - A412 Watford Road (S)	D - Baldwins Lane	E - Car Planet
From	A - A412 Watford Road (E)	0	0	1	1	0
	B - Sea Cadets	0	0	0	0	0
	C - A412 Watford Road (S)	2	0	0	0	0
	D - Baldwins Lane	1	0	0	0	0
	E - Car Planet	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - A412 Watford Road (E)	0.89	16.75	7.6	C
B - Sea Cadets	0.04	18.29	0.0	C
C - A412 Watford Road (S)	0.80	19.44	3.8	C
D - Baldwins Lane	0.42	5.78	0.7	A
E - Car Planet	0.00	0.00	0.0	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1165	34	1925	0.605	1159	1.5	4.701	A
B - Sea Cadets	5	1189	461	0.011	5	0.0	7.904	A
C - A412 Watford Road (S)	503	580	1065	0.472	499	0.9	6.442	A
D - Baldwins Lane	317	471	1218	0.260	316	0.4	4.021	A
E - Car Planet	0	786	540	0.000	0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1392	41	1921	0.724	1387	2.6	6.758	A
B - Sea Cadets	6	1423	353	0.018	6	0.0	10.381	B
C - A412 Watford Road (S)	601	695	1005	0.598	598	1.5	8.969	A
D - Baldwins Lane	378	564	1165	0.325	378	0.5	4.612	A
E - Car Planet	0	942	480	0.000	0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1704	51	1915	0.890	1686	7.1	14.830	B
B - Sea Cadets	8	1730	212	0.036	8	0.0	17.610	C
C - A412 Watford Road (S)	735	844	926	0.795	727	3.6	17.747	C
D - Baldwins Lane	464	686	1096	0.423	463	0.7	5.721	A
E - Car Planet	0	1148	399	0.000	0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1704	51	1915	0.890	1703	7.6	16.749	C
B - Sea Cadets	8	1747	205	0.038	8	0.0	18.292	C
C - A412 Watford Road (S)	735	852	921	0.798	735	3.8	19.439	C
D - Baldwins Lane	464	693	1092	0.424	463	0.7	5.776	A
E - Car Planet	0	1156	396	0.000	0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1392	41	1921	0.724	1411	2.7	7.386	A
B - Sea Cadets	6	1447	342	0.018	6	0.0	10.722	B
C - A412 Watford Road (S)	601	706	998	0.601	609	1.6	9.634	A
D - Baldwins Lane	378	575	1159	0.327	379	0.5	4.667	A
E - Car Planet	0	954	475	0.000	0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1165	35	1925	0.605	1170	1.6	4.844	A
B - Sea Cadets	5	1200	456	0.012	5	0.0	7.997	A
C - A412 Watford Road (S)	503	586	1062	0.473	505	0.9	6.615	A
D - Baldwins Lane	317	477	1214	0.261	317	0.4	4.052	A
E - Car Planet	0	794	537	0.000	0	0.0	0.000	A

D7 - 2030 + Comm + Dev | Future Year Base + Comm + Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	35.55	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	35.55	E

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)
D7	2030 + Comm + Dev	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A412 Watford Road (E)		✓	1084	100.000
B - Sea Cadets		✓	3	100.000
C - A412 Watford Road (S)		✓	927	100.000
D - Baldwins Lane		✓	844	100.000
E - Car Planet		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A412 Watford Road (E)	B - Sea Cadets	C - A412 Watford Road (S)	D - Baldwins Lane	E - Car Planet
From	A - A412 Watford Road (E)	4	0	609	471	0
	B - Sea Cadets	2	0	1	0	0
	C - A412 Watford Road (S)	869	1	0	57	0
	D - Baldwins Lane	755	2	87	0	0
	E - Car Planet	0	0	0	0	0

Vehicle Mix

Heavy Vehicle %

		To				
		A - A412 Watford Road (E)	B - Sea Cadets	C - A412 Watford Road (S)	D - Baldwins Lane	E - Car Planet
From	A - A412 Watford Road (E)	0	0	5	2	0
	B - Sea Cadets	0	0	0	0	0
	C - A412 Watford Road (S)	3	0	0	4	0
	D - Baldwins Lane	0	0	3	0	0
	E - Car Planet	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - A412 Watford Road (E)	0.63	5.39	1.8	A
B - Sea Cadets	0.00	0.00	0.0	A
C - A412 Watford Road (S)	0.93	40.52	10.7	E
D - Baldwins Lane	0.99	68.82	17.4	F
E - Car Planet	0.00	0.00	0.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	816	67	1904	0.429	813	0.8	3.408	A
B - Sea Cadets	0	878	604	0.000	0	0.0	0.000	A
C - A412 Watford Road (S)	698	356	1183	0.590	692	1.5	7.466	A
D - Baldwins Lane	635	653	1115	0.570	630	1.3	7.372	A
E - Car Planet	0	1283	347	0.000	0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	974	80	1896	0.514	973	1.1	4.037	A
B - Sea Cadets	0	1051	524	0.000	0	0.0	0.000	A
C - A412 Watford Road (S)	833	426	1146	0.727	829	2.6	11.505	B
D - Baldwins Lane	759	781	1042	0.728	754	2.6	12.300	B
E - Car Planet	0	1535	249	0.000	0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1194	95	1887	0.633	1191	1.8	5.342	A
B - Sea Cadets	0	1283	418	0.000	0	0.0	0.000	A
C - A412 Watford Road (S)	1021	522	1096	0.931	994	9.2	30.703	D
D - Baldwins Lane	929	938	954	0.974	890	12.3	42.190	E
E - Car Planet	0	1828	135	0.000	0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1194	97	1885	0.633	1193	1.8	5.392	A
B - Sea Cadets	0	1287	416	0.000	0	0.0	0.000	A
C - A412 Watford Road (S)	1021	523	1095	0.932	1014	10.7	40.521	E
D - Baldwins Lane	929	956	943	0.985	909	17.4	68.820	F
E - Car Planet	0	1865	121	0.000	0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	974	87	1892	0.515	977	1.1	4.091	A
B - Sea Cadets	0	1061	519	0.000	0	0.0	0.000	A
C - A412 Watford Road (S)	833	428	1145	0.728	865	2.9	14.551	B
D - Baldwins Lane	759	815	1023	0.742	816	3.1	21.701	C
E - Car Planet	0	1631	212	0.000	0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	816	68	1904	0.429	817	0.8	3.441	A
B - Sea Cadets	0	884	601	0.000	0	0.0	0.000	A
C - A412 Watford Road (S)	698	358	1182	0.590	703	1.5	7.832	A
D - Baldwins Lane	635	663	1109	0.573	642	1.4	7.845	A
E - Car Planet	0	1305	338	0.000	0	0.0	0.000	A

D8 - 2030 + Comm + Dev | Future Year Base + Comm + Dev | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	26.85	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	26.85	D

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)
D8	2030 + Comm + Dev	Future Year Base + Comm + Dev	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A412 Watford Road (E)		✓	1655	100.000
B - Sea Cadets		✓	7	100.000
C - A412 Watford Road (S)		✓	674	100.000
D - Baldwins Lane		✓	452	100.000
E - Car Planet		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A412 Watford Road (E)	B - Sea Cadets	C - A412 Watford Road (S)	D - Baldwins Lane	E - Car Planet
From	A - A412 Watford Road (E)	12	6	771	866	0
	B - Sea Cadets	2	0	3	2	0
	C - A412 Watford Road (S)	616	0	0	58	0
	D - Baldwins Lane	403	0	49	0	0
	E - Car Planet	0	0	0	0	0

Vehicle Mix

Heavy Vehicle %

		To				
		A - A412 Watford Road (E)	B - Sea Cadets	C - A412 Watford Road (S)	D - Baldwins Lane	E - Car Planet
From	A - A412 Watford Road (E)	0	0	1	1	0
	B - Sea Cadets	0	0	0	0	0
	C - A412 Watford Road (S)	2	0	0	0	0
	D - Baldwins Lane	1	0	0	0	0
	E - Car Planet	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - A412 Watford Road (E)	0.95	31.63	15.0	D
B - Sea Cadets	0.05	24.91	0.1	C
C - A412 Watford Road (S)	0.86	29.05	5.6	D
D - Baldwins Lane	0.46	6.10	0.8	A
E - Car Planet	0.00	0.00	0.0	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1246	37	1924	0.648	1239	1.8	5.250	A
B - Sea Cadets	5	1271	423	0.012	5	0.0	8.614	A
C - A412 Watford Road (S)	507	660	1023	0.496	503	1.0	7.005	A
D - Baldwins Lane	340	471	1218	0.279	339	0.4	4.126	A
E - Car Planet	0	809	531	0.000	0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1488	44	1919	0.775	1482	3.4	8.192	A
B - Sea Cadets	6	1520	308	0.020	6	0.0	11.910	B
C - A412 Watford Road (S)	606	790	954	0.635	603	1.7	10.343	B
D - Baldwins Lane	406	564	1165	0.349	406	0.5	4.775	A
E - Car Planet	0	969	469	0.000	0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1822	54	1913	0.953	1784	12.8	23.392	C
B - Sea Cadets	8	1832	165	0.047	8	0.0	22.808	C
C - A412 Watford Road (S)	742	951	869	0.854	729	5.0	24.153	C
D - Baldwins Lane	498	681	1099	0.453	497	0.8	6.020	A
E - Car Planet	0	1178	388	0.000	0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1822	54	1913	0.953	1813	15.0	31.630	D
B - Sea Cadets	8	1861	152	0.051	8	0.1	24.911	C
C - A412 Watford Road (S)	742	966	861	0.862	740	5.6	29.050	D
D - Baldwins Lane	498	691	1093	0.455	498	0.8	6.099	A
E - Car Planet	0	1189	384	0.000	0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1488	44	1919	0.775	1533	3.6	10.458	B
B - Sea Cadets	6	1572	285	0.022	6	0.0	12.940	B
C - A412 Watford Road (S)	606	817	940	0.645	621	1.9	11.989	B
D - Baldwins Lane	406	580	1156	0.352	407	0.6	4.860	A
E - Car Planet	0	988	462	0.000	0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1246	37	1924	0.648	1253	1.9	5.473	A
B - Sea Cadets	5	1285	416	0.013	5	0.0	8.757	A
C - A412 Watford Road (S)	507	668	1019	0.498	511	1.0	7.266	A
D - Baldwins Lane	340	478	1214	0.280	341	0.4	4.165	A
E - Car Planet	0	819	528	0.000	0	0.0	0.000	A

D9 - 2030 + Comm + Dev Sensitivity | Future Year Base + Comm + Dev Sensitivity | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	32.51	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	32.51	D

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)
D9	2030 + Comm + Dev Sensitivity	Future Year Base + Comm + Dev Sensitivity	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A412 Watford Road (E)		✓	1079	100.000
B - Sea Cadets		✓	3	100.000
C - A412 Watford Road (S)		✓	926	100.000
D - Baldwins Lane		✓	831	100.000
E - Car Planet		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A412 Watford Road (E)	B - Sea Cadets	C - A412 Watford Road (S)	D - Baldwins Lane	E - Car Planet
From	A - A412 Watford Road (E)	4	0	609	466	0
	B - Sea Cadets	2	0	1	0	0
	C - A412 Watford Road (S)	869	1	0	56	0
	D - Baldwins Lane	743	2	86	0	0
	E - Car Planet	0	0	0	0	0

Vehicle Mix

Heavy Vehicle %

		To				
		A - A412 Watford Road (E)	B - Sea Cadets	C - A412 Watford Road (S)	D - Baldwins Lane	E - Car Planet
From	A - A412 Watford Road (E)	0	0	5	2	0
	B - Sea Cadets	0	0	0	0	0
	C - A412 Watford Road (S)	3	0	0	4	0
	D - Baldwins Lane	0	0	3	0	0
	E - Car Planet	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - A412 Watford Road (E)	0.63	5.35	1.8	A
B - Sea Cadets	0.00	0.00	0.0	A
C - A412 Watford Road (S)	0.93	39.21	10.4	E
D - Baldwins Lane	0.97	60.33	14.8	F
E - Car Planet	0.00	0.00	0.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	812	66	1905	0.426	809	0.8	3.396	A
B - Sea Cadets	0	873	606	0.000	0	0.0	0.000	A
C - A412 Watford Road (S)	697	353	1185	0.588	691	1.4	7.429	A
D - Baldwins Lane	626	653	1115	0.561	621	1.3	7.234	A
E - Car Planet	0	1273	351	0.000	0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	970	80	1897	0.511	969	1.1	4.017	A
B - Sea Cadets	0	1046	527	0.000	0	0.0	0.000	A
C - A412 Watford Road (S)	832	422	1149	0.725	828	2.6	11.395	B
D - Baldwins Lane	747	781	1042	0.717	742	2.4	11.858	B
E - Car Planet	0	1524	254	0.000	0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1188	94	1887	0.630	1185	1.7	5.298	A
B - Sea Cadets	0	1277	420	0.000	0	0.0	0.000	A
C - A412 Watford Road (S)	1020	516	1099	0.928	994	8.9	30.019	D
D - Baldwins Lane	915	938	953	0.960	881	10.9	38.756	E
E - Car Planet	0	1820	139	0.000	0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1188	96	1886	0.630	1188	1.8	5.347	A
B - Sea Cadets	0	1281	418	0.000	0	0.0	0.000	A
C - A412 Watford Road (S)	1020	517	1098	0.928	1014	10.4	39.209	E
D - Baldwins Lane	915	957	943	0.970	900	14.8	60.328	F
E - Car Planet	0	1856	124	0.000	0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	970	85	1893	0.512	973	1.1	4.067	A
B - Sea Cadets	0	1055	522	0.000	0	0.0	0.000	A
C - A412 Watford Road (S)	832	424	1148	0.725	863	2.9	14.248	B
D - Baldwins Lane	747	814	1024	0.730	795	2.9	18.693	C
E - Car Planet	0	1609	221	0.000	0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	812	68	1904	0.427	814	0.8	3.425	A
B - Sea Cadets	0	879	603	0.000	0	0.0	0.000	A
C - A412 Watford Road (S)	697	354	1184	0.589	703	1.5	7.783	A
D - Baldwins Lane	626	663	1109	0.564	632	1.3	7.663	A
E - Car Planet	0	1295	342	0.000	0	0.0	0.000	A

D10 - 2030 + Comm + Dev Sensitivity | Future Year Base + Comm + Dev Sensitivity | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	24.43	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	24.43	C

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)
D10	2030 + Comm + Dev Sensitivity	Future Year Base + Comm + Dev Sensitivity	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A412 Watford Road (E)		✓	1639	100.000
B - Sea Cadets		✓	7	100.000
C - A412 Watford Road (S)		✓	673	100.000
D - Baldwins Lane		✓	452	100.000
E - Car Planet		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - A412 Watford Road (E)	B - Sea Cadets	C - A412 Watford Road (S)	D - Baldwins Lane	E - Car Planet
From	A - A412 Watford Road (E)	12	6	771	850	0
	B - Sea Cadets	2	0	3	2	0
	C - A412 Watford Road (S)	616	0	0	57	0
	D - Baldwins Lane	403	0	49	0	0
	E - Car Planet	0	0	0	0	0

Vehicle Mix

Heavy Vehicle %

		To				
		A - A412 Watford Road (E)	B - Sea Cadets	C - A412 Watford Road (S)	D - Baldwins Lane	E - Car Planet
From	A - A412 Watford Road (E)	0	0	1	1	0
	B - Sea Cadets	0	0	0	0	0
	C - A412 Watford Road (S)	2	0	0	0	0
	D - Baldwins Lane	1	0	0	0	0
	E - Car Planet	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A - A412 Watford Road (E)	0.94	28.37	13.3	D
B - Sea Cadets	0.05	23.74	0.0	C
C - A412 Watford Road (S)	0.85	27.15	5.3	D
D - Baldwins Lane	0.46	6.10	0.8	A
E - Car Planet	0.00	0.00	0.0	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1234	37	1924	0.641	1227	1.8	5.164	A
B - Sea Cadets	5	1259	429	0.012	5	0.0	8.503	A
C - A412 Watford Road (S)	507	648	1029	0.492	503	1.0	6.913	A
D - Baldwins Lane	340	471	1218	0.279	339	0.4	4.126	A
E - Car Planet	0	809	531	0.000	0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1473	44	1919	0.768	1468	3.2	7.947	A
B - Sea Cadets	6	1506	315	0.020	6	0.0	11.661	B
C - A412 Watford Road (S)	605	775	962	0.629	602	1.7	10.110	B
D - Baldwins Lane	406	564	1165	0.349	406	0.5	4.775	A
E - Car Planet	0	969	469	0.000	0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1805	54	1913	0.943	1771	11.6	21.753	C
B - Sea Cadets	8	1818	172	0.045	8	0.0	21.950	C
C - A412 Watford Road (S)	741	936	877	0.845	729	4.8	22.995	C
D - Baldwins Lane	498	682	1098	0.453	497	0.8	6.025	A
E - Car Planet	0	1179	388	0.000	0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1805	54	1913	0.943	1798	13.3	28.372	D
B - Sea Cadets	8	1845	159	0.048	8	0.0	23.741	C
C - A412 Watford Road (S)	741	950	870	0.852	739	5.3	27.152	D
D - Baldwins Lane	498	692	1093	0.455	498	0.8	6.101	A
E - Car Planet	0	1189	383	0.000	0	0.0	0.000	A

17:15 - 17:30

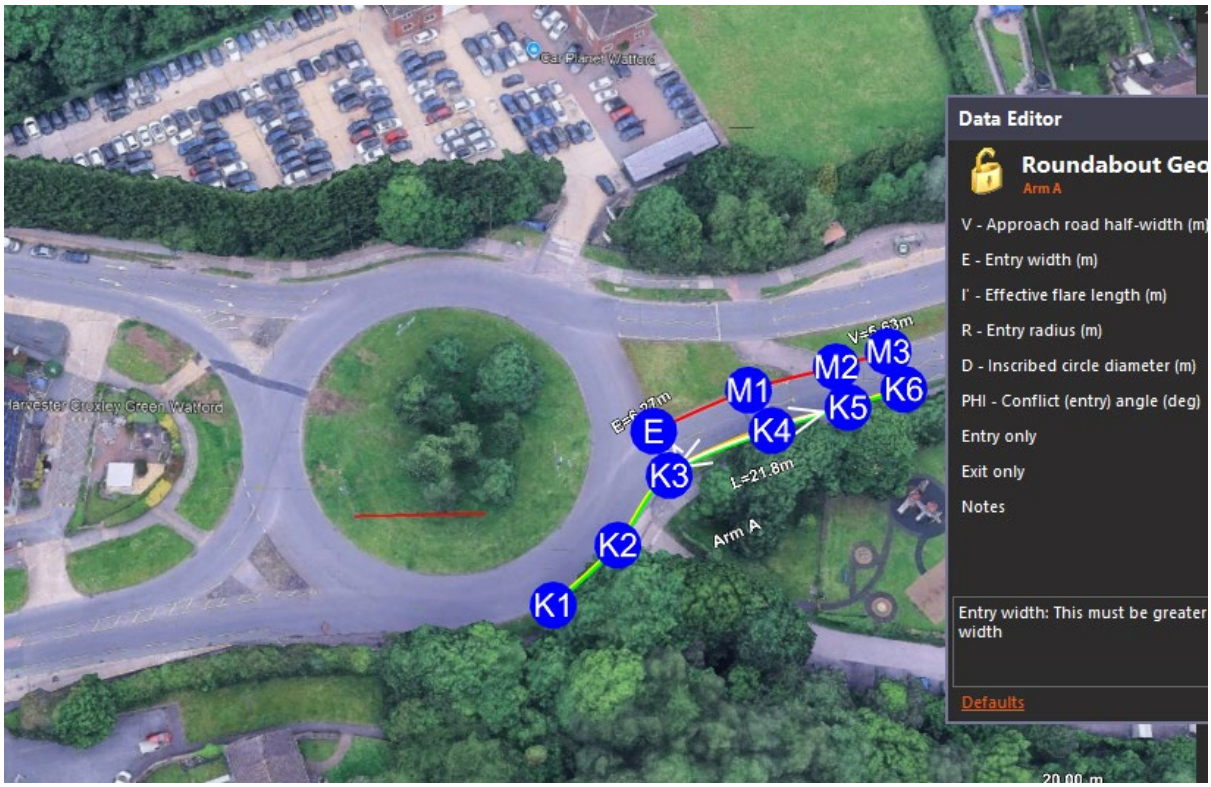
Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1473	44	1919	0.768	1513	3.5	9.758	A
B - Sea Cadets	6	1552	294	0.021	6	0.0	12.515	B
C - A412 Watford Road (S)	605	799	949	0.637	619	1.8	11.522	B
D - Baldwins Lane	406	579	1156	0.351	407	0.6	4.856	A
E - Car Planet	0	987	462	0.000	0	0.0	0.000	A

17:30 - 17:45

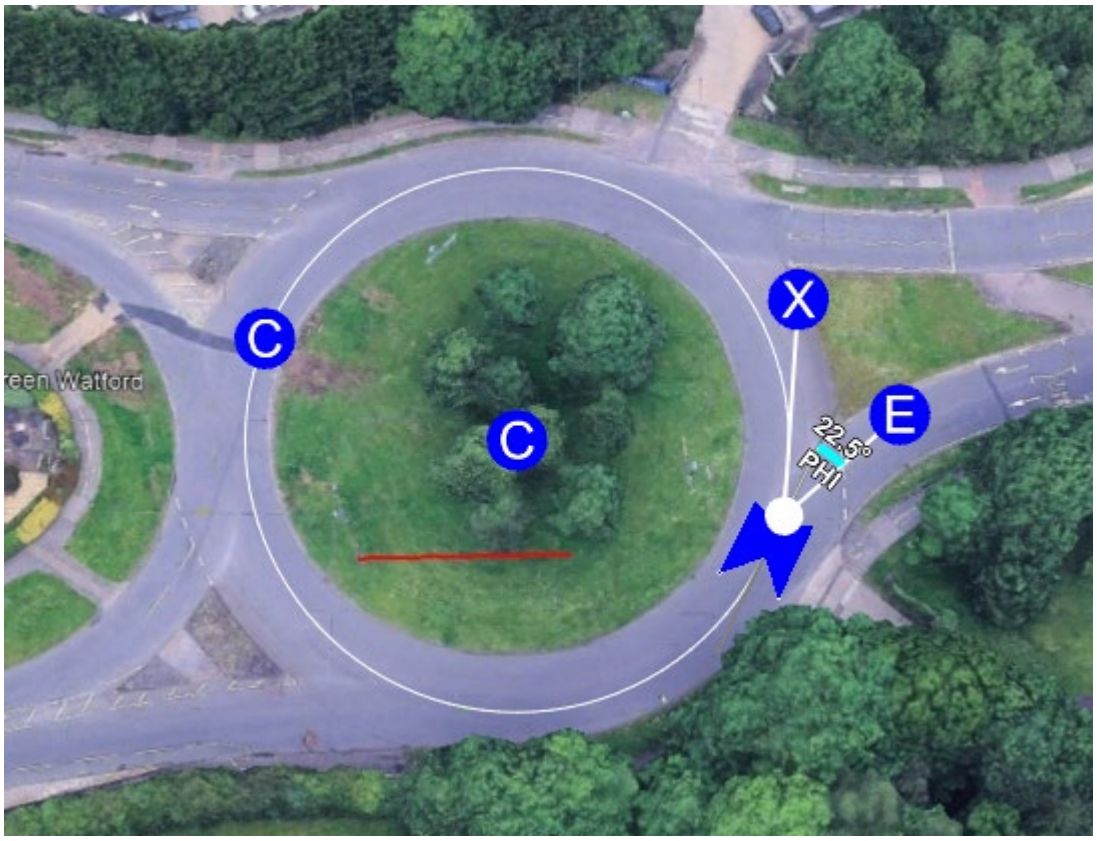
Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A412 Watford Road (E)	1234	37	1924	0.641	1240	1.8	5.371	A
B - Sea Cadets	5	1273	422	0.012	5	0.0	8.636	A
C - A412 Watford Road (S)	507	655	1025	0.494	510	1.0	7.160	A
D - Baldwins Lane	340	477	1214	0.280	341	0.4	4.163	A
E - Car Planet	0	818	528	0.000	0	0.0	0.000	A

Roundabout: A412 Watford Road (E), Sea Cadets, A412 Watford Road (S), Baldwins Lane, Car Planet

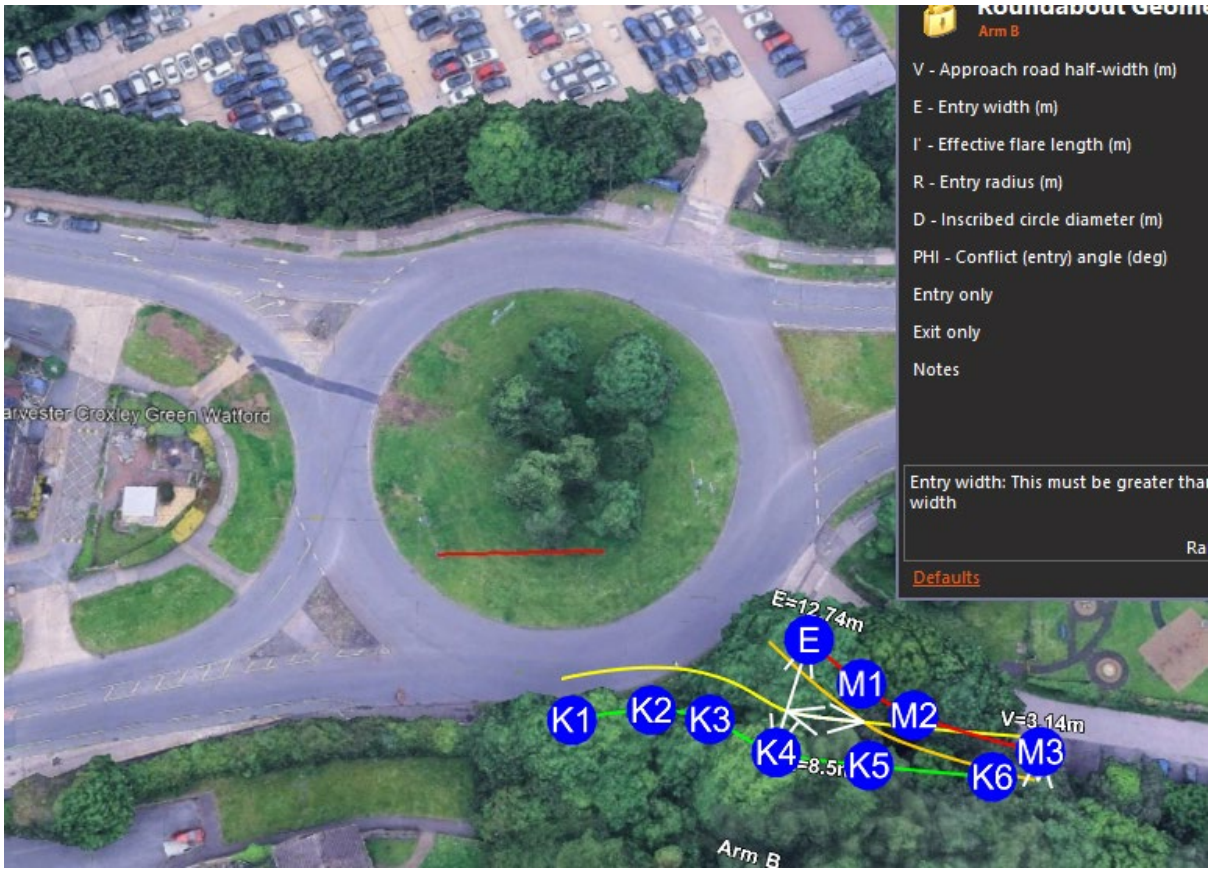
ARM A: A412 Watford Road (E)



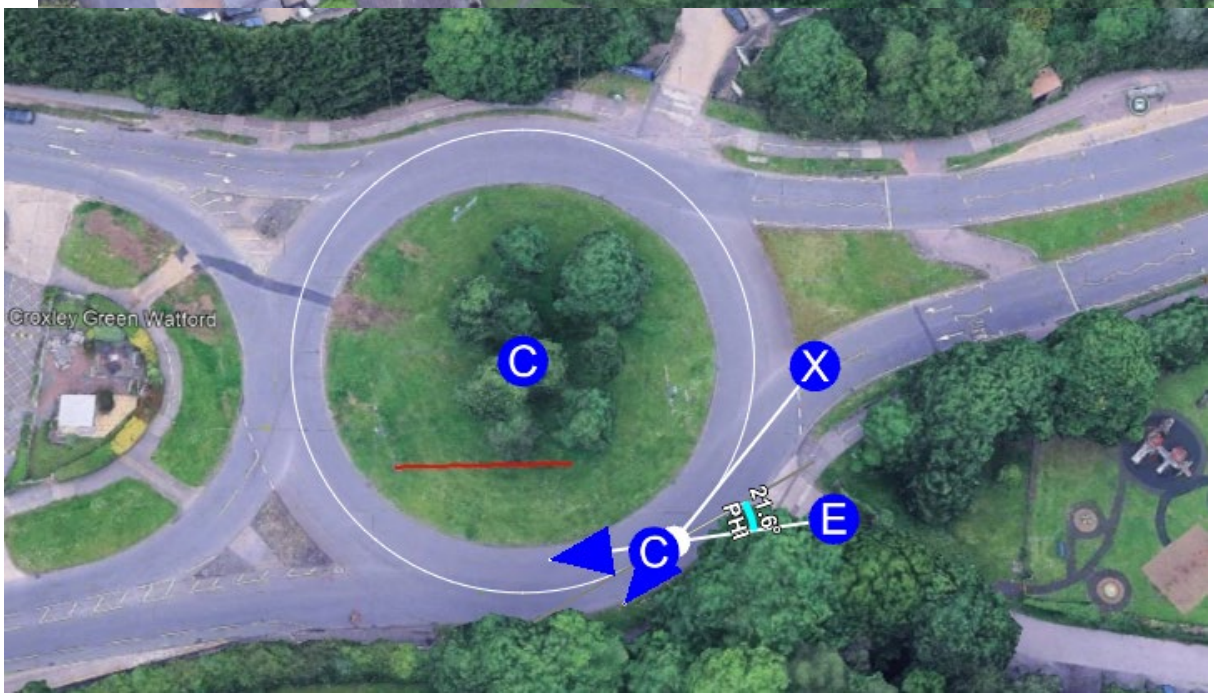



C
X
C
E
22.5°
PHI

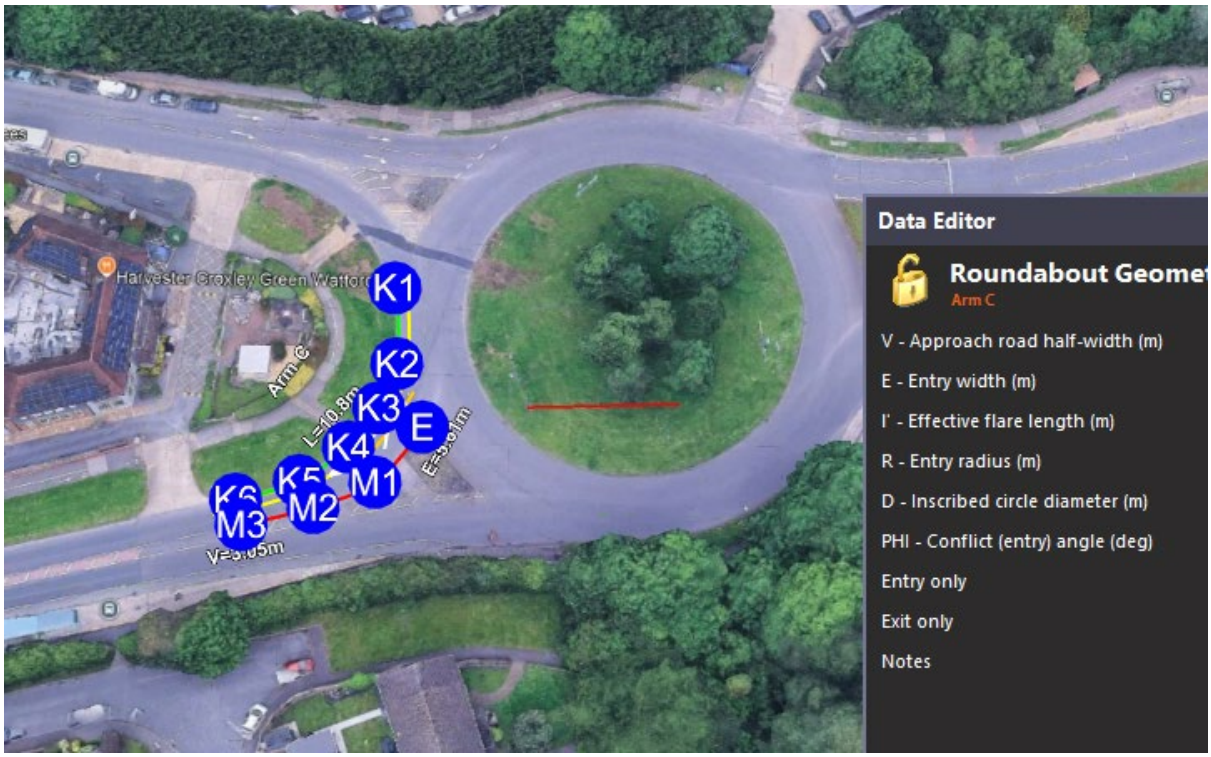
ARM B: Sea Cadets



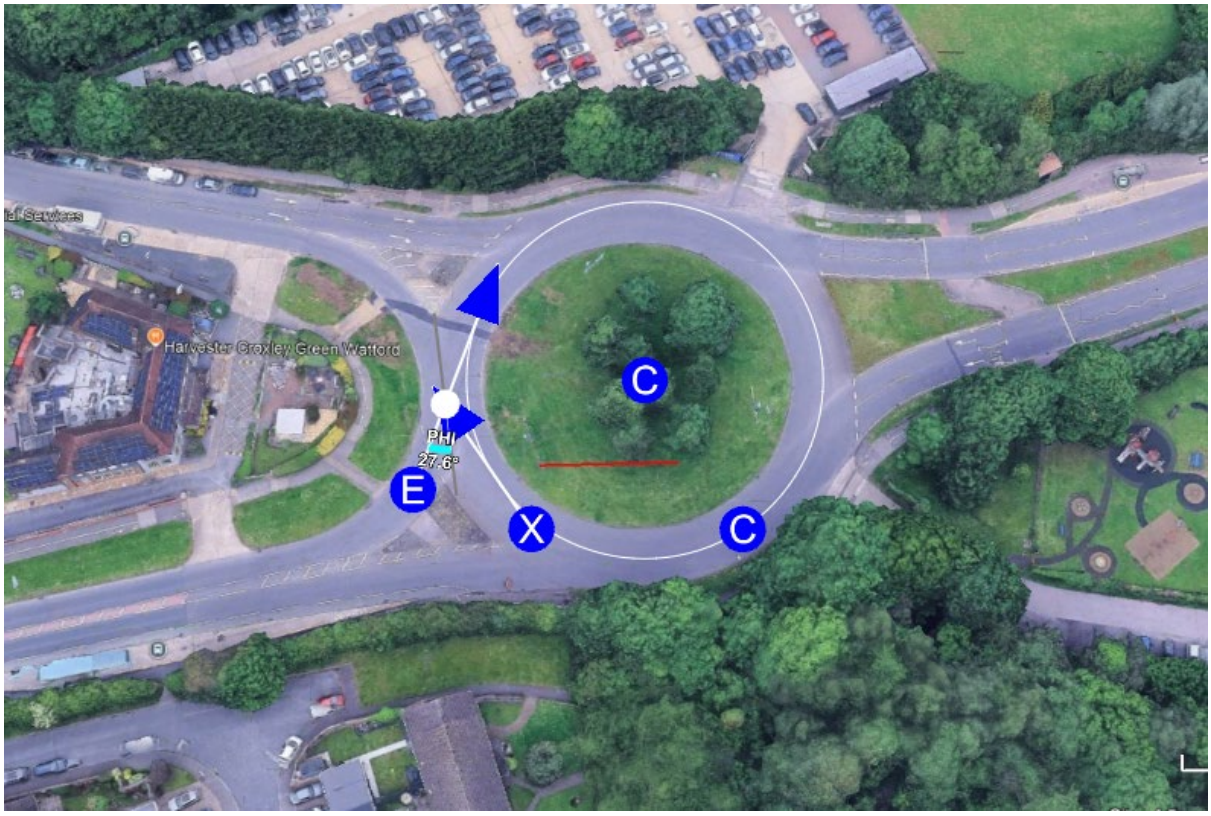

ester Croxley Green Watford
20m
R
17.1m
Site of


Croxley Green Watford
C
X
21.6°
PH
E
C

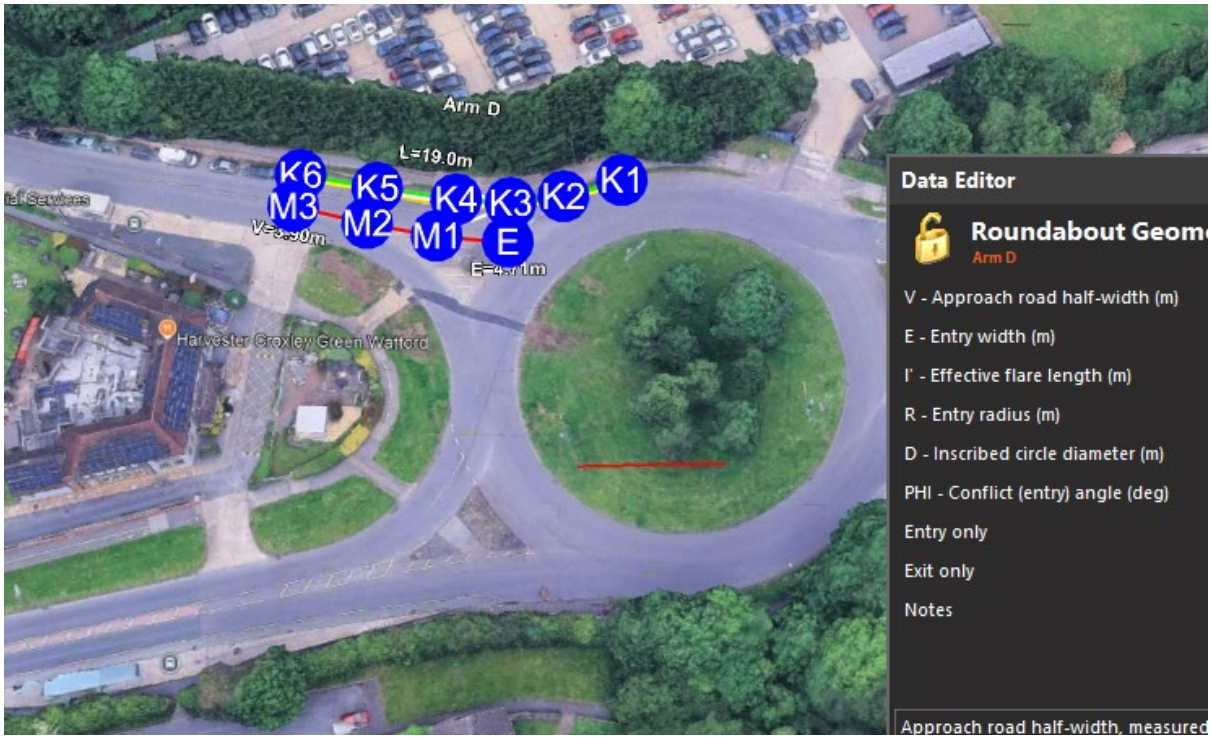
ARM C: A412 Watford Road (S)



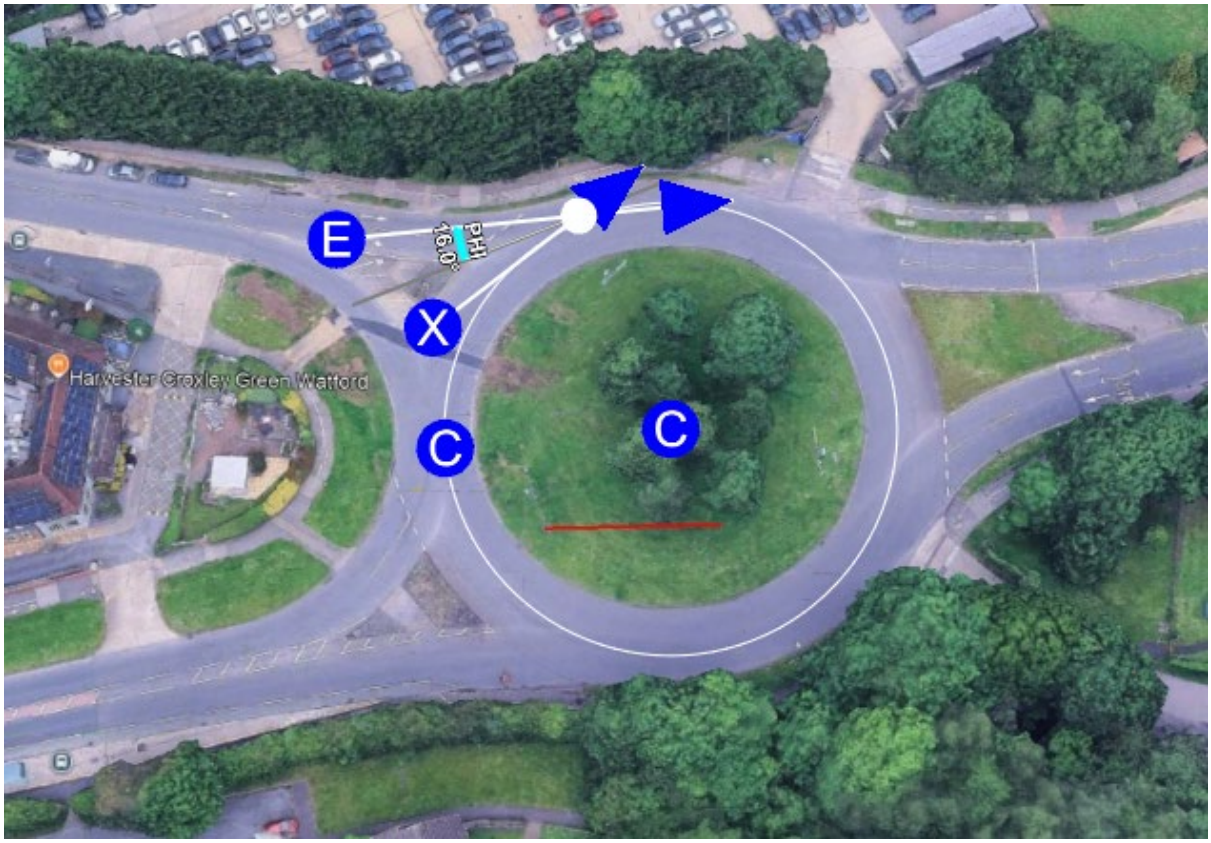


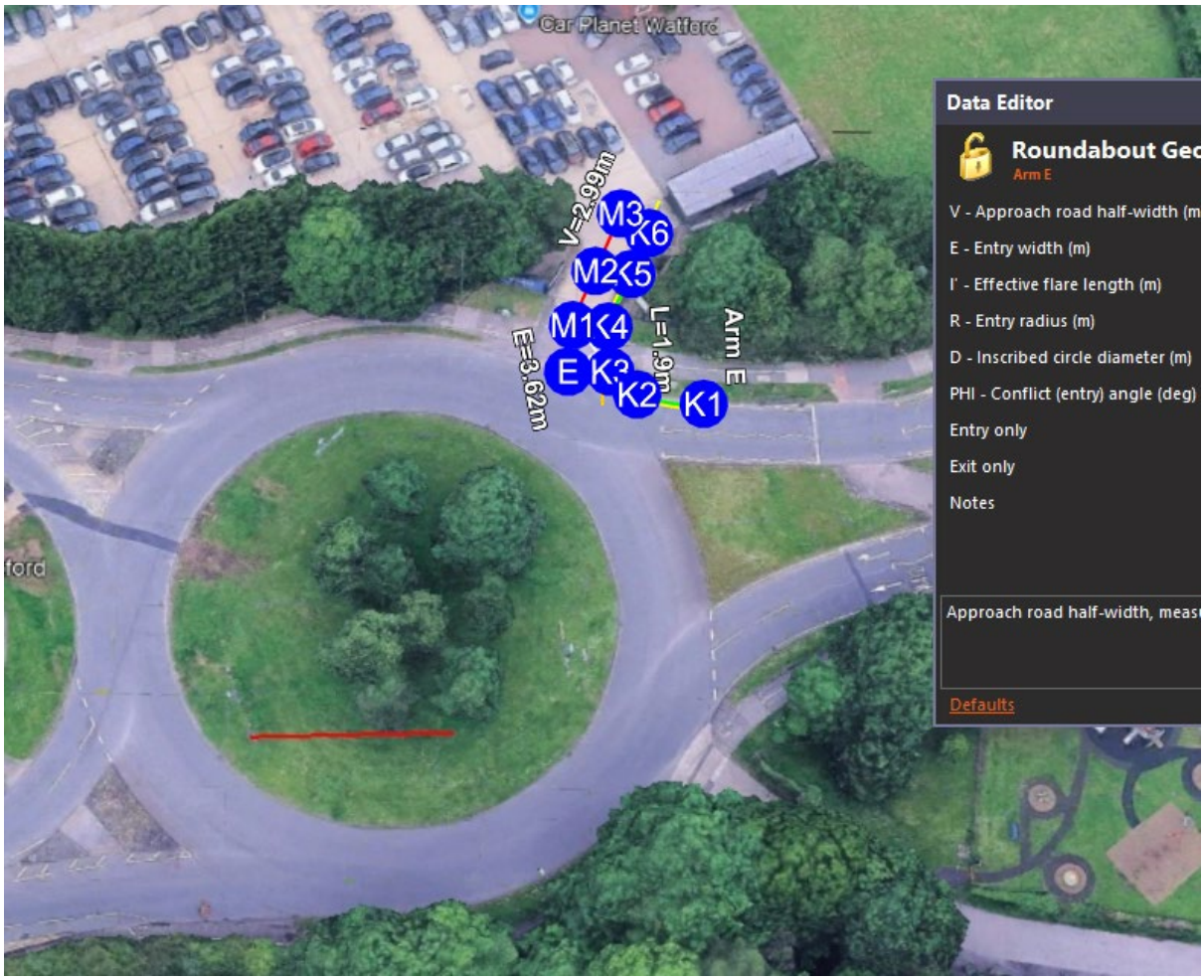


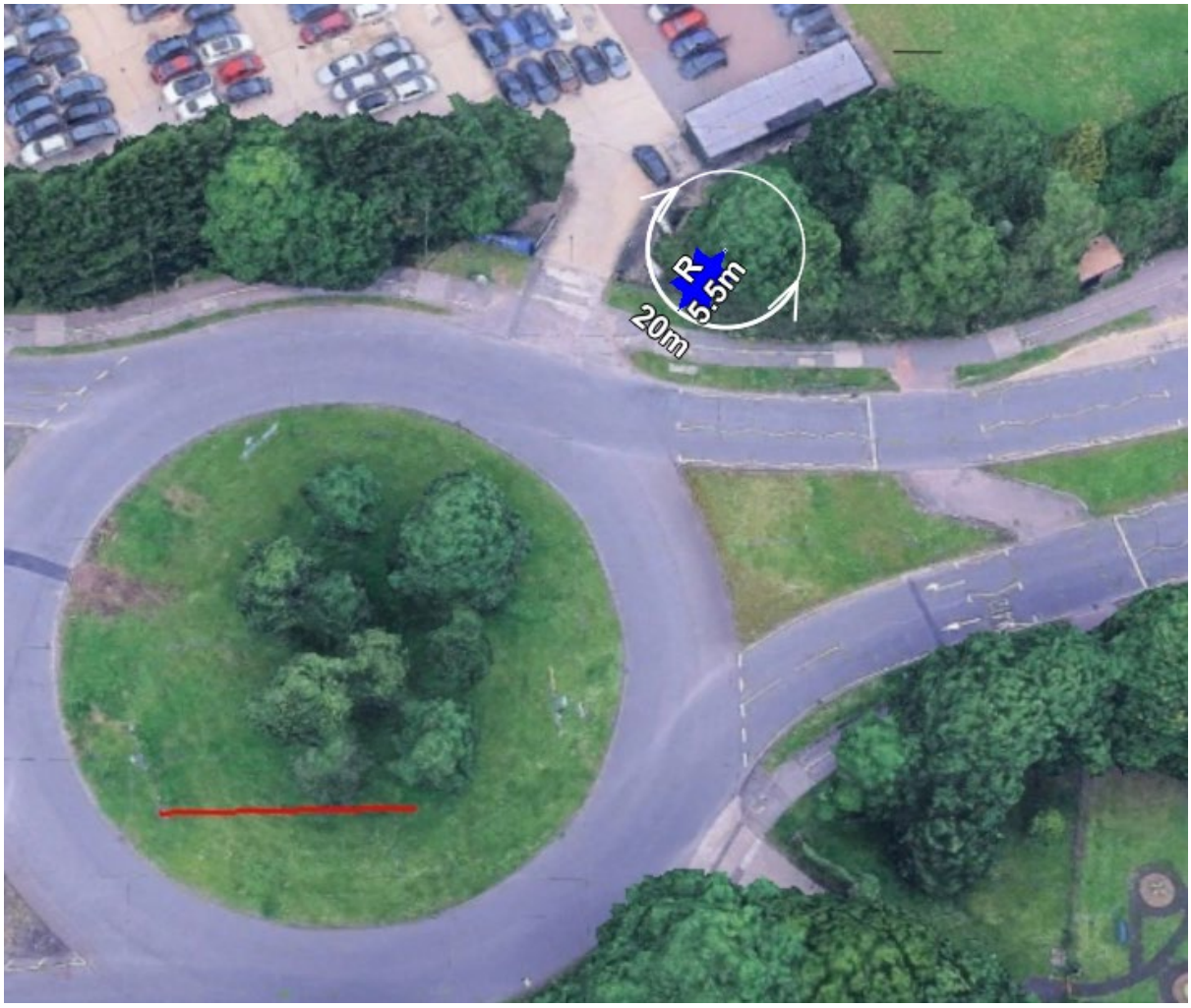
ARM D: Baldwins Lane



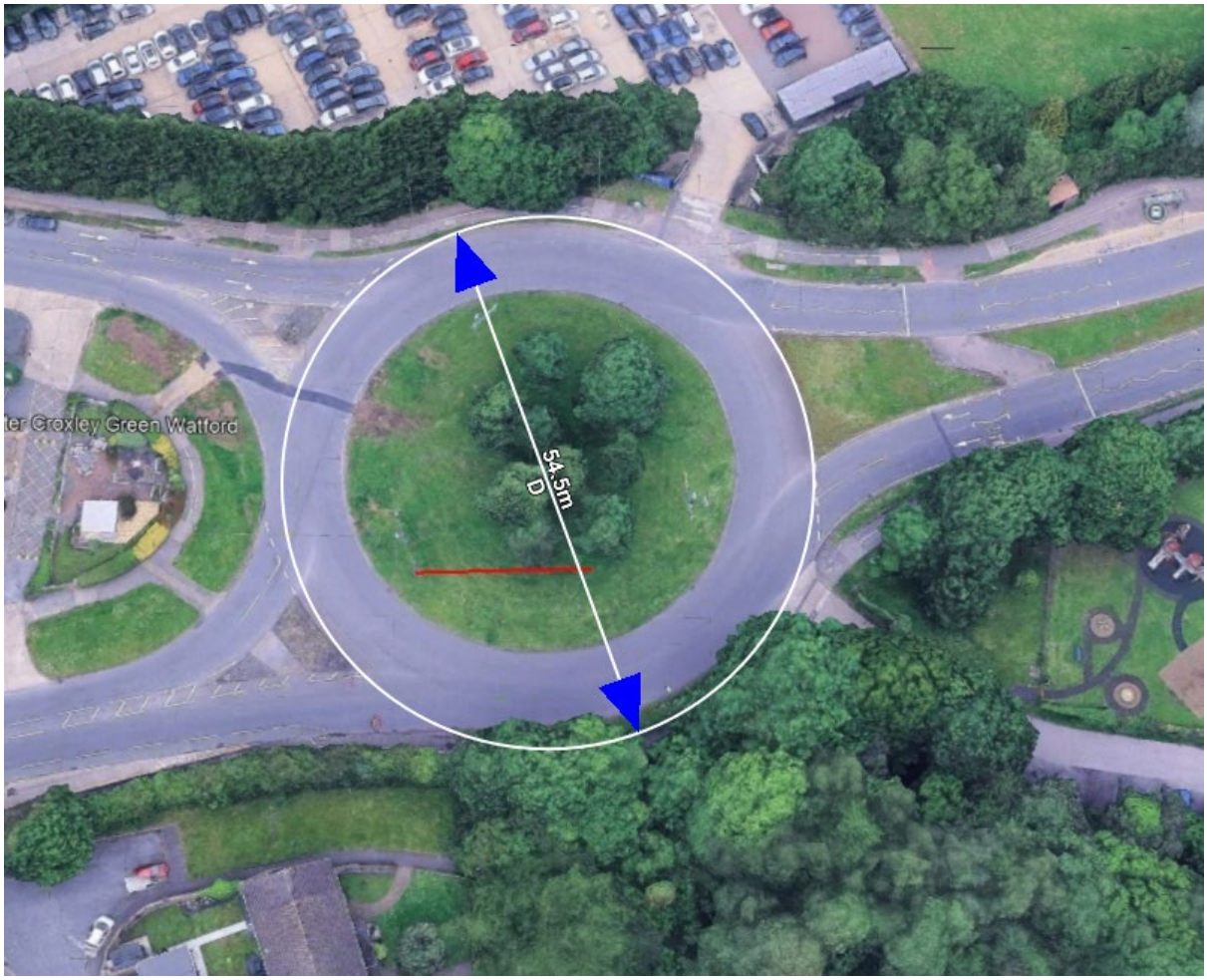

28.6m
20m
Harvester Croxley Green Watford


E
PHI
16.0°
X
C
C
Harvester Croxley Green Watford


Car Planet Watford
V=2.99m
M3
K6
M2
K5
M1
K4
E
K3
K2
K1
L=1.9m
E=3.62m
Arm E
Data Editor
Roundabout Geo
Arm E
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
Notes
Approach road half-width, meas
Defaults


R
5.5m
20m

ICD for roundabout



Appendix Q

Junctions 11 ARCADY Output – A412 Rickmansworth Road linked Ascot Road roundabout

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.0.2307
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: T24544 - Ascot Road Roundabouts Lane Sim_ JR Rev D callibrated - Copy.j11
Path: C:\Users\JasminRema\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24544 Little Green Lane, Croxley Green\Modelling\Arcady\T24544 - Rev D Modelling
Report generation date: 19/09/2025 11:13:53

»D1 - 2024 | Base | AM
»D2 - 2024 | Base | PM
»D3 - 2030 | Future Year Base | AM
»D4 - 2030 | Future Year Base | PM
»D5 - 2030 | Future Year Base + Comm | AM
»D6 - 2030 | Future Year Base + Comm | PM
»D7 - 2030 | Future Year Base + Comm + Dev | AM
»D8 - 2030 | Future Year Base + Comm + Dev | PM
»D9 - 2030 | Future Year Base + Comm + Dev Sensitivity | AM
»D10 - 2030 | Future Year Base + Comm + Dev Sensitivity | PM

Summary of junction performance

	AM								
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Dela (s)
	[Lane Simulation] - 2024 - Base								
1 - Rickmansworth Road/Ascot Road Roundabout (North) - 1 - A412 Rickmansworth Road (E)	D1	3.2	11.56	0.60	B	% [ ]	D2	1.5	7.09
1 - Rickmansworth Road/Ascot Road Roundabout (North) - 2 - Ascot Road (S)		1.1	4.12		A			2.2	4.90
1 - Rickmansworth Road/Ascot Road Roundabout (North) - 3 - A412 Rickmansworth Road (W)		4.7	11.05	0.55	B			2.0	5.85
2 - Raven Close/Whippendell Road/ Ascot Road - 3 - Raven Close		0.1	15.17	0.12	C			0.0	6.72
2 - Raven Close/Whippendell Road/ Ascot Road - 4 - Whippendell Road		18.3	84.64	0.96	F			1.9	8.82
2 - Raven Close/Whippendell Road/ Ascot Road - 1 - Ascot Road (S)		0.8	4.68	0.24	A			2.4	6.55
2 - Raven Close/Whippendell Road/ Ascot Road - 2 - Ascot Road (N)		2.3	5.67		A			1.0	5.05
	[Lane Simulation] - 2030 - Future Year								
1 - Rickmansworth Road/Ascot Road Roundabout (North) - 1 - A412 Rickmansworth Road (E)	D3	3.7	12.87	0.73	B	% [ ]	D4	1.9	7.32
1 - Rickmansworth Road/Ascot Road Roundabout (North) - 2 - Ascot Road (S)		1.2	4.19		A			2.1	5.11
1 - Rickmansworth Road/Ascot Road Roundabout (North) - 3 - A412 Rickmansworth Road (W)		5.8	13.46	0.59	B			1.7	6.12
2 - Raven Close/Whippendell Road/ Ascot Road - 3 - Raven Close		0.2	18.83	0.14	C			0.0	7.66
2 - Raven Close/Whippendell Road/ Ascot Road - 4 - Whippendell Road		47.7	192.97	1.03	F			2.0	9.62
2 - Raven Close/Whippendell Road/ Ascot Road - 1 - Ascot Road (S)		0.8	4.71	0.26	A			2.5	7.07
2 - Raven Close/Whippendell Road/ Ascot Road - 2 - Ascot Road (N)		2.3	5.81		A			1.0	5.14
	[Lane Simulation] - 2030 - Future Year Bas								
1 - Rickmansworth Road/Ascot Road Roundabout (North) - 1 - A412 Rickmansworth Road (E)	D5	4.1	13.80	0.71	B	% [ ]	D6	1.8	7.31
1 - Rickmansworth Road/Ascot Road Roundabout (North) - 2 - Ascot Road (S)		1.2	4.22		A			2.2	5.08
1 - Rickmansworth Road/Ascot Road Roundabout (North) - 3 - A412 Rickmansworth Road (W)		6.7	15.39	0.59	C			2.2	6.12
2 - Raven Close/Whippendell Road/ Ascot Road - 3 - Raven Close		0.4	28.93	0.15	D			0.0	6.93
2 - Raven Close/Whippendell Road/ Ascot Road - 4 - Whippendell Road		46.6	185.46	1.05	F			2.0	9.72
2 - Raven Close/Whippendell Road/ Ascot Road - 1 - Ascot Road (S)		0.9	4.66	0.26	A			2.7	6.99
2 - Raven Close/Whippendell Road/ Ascot Road - 2 - Ascot Road (N)		2.4	5.94		A			0.9	5.16
	[Lane Simulation] - 2030 - Future Year Base +								
1 - Rickmansworth Road/Ascot Road Roundabout (North) - 1 - A412 Rickmansworth Road (E)	D7	4.5	15.65	0.74	C	% [ ]	D8	1.9	8.00
1 - Rickmansworth Road/Ascot Road Roundabout (North) - 2 - Ascot Road (S)		1.1	4.25		A			2.4	5.39
1 - Rickmansworth Road/Ascot Road Roundabout (North) - 3 - A412 Rickmansworth Road (W)		10.1	20.88	0.61	C			1.8	6.12
2 - Raven Close/Whippendell Road/ Ascot Road - 3 - Raven Close		0.3	30.16	0.18	D			0.0	7.01
2 - Raven Close/Whippendell Road/ Ascot Road - 4 - Whippendell Road		56.8	226.11	1.11	F			2.1	10.12
2 - Raven Close/Whippendell Road/ Ascot Road - 1 - Ascot Road (S)		0.9	4.71	0.26	A			3.3	7.55
2 - Raven Close/Whippendell Road/ Ascot Road - 2 - Ascot Road (N)		2.5	6.09		A			1.2	5.22
	[Lane Simulation] - 2030 - Future Year Base + Com								
1 - Rickmansworth Road/Ascot Road Roundabout (North) - 1 - A412 Rickmansworth Road (E)	D9	4.6	15.62	0.72	C	% [ ]	D10	2.2	7.76
1 - Rickmansworth Road/Ascot Road Roundabout (North) - 2 - Ascot Road (S)		1.2	4.20		A			2.4	5.28
1 - Rickmansworth Road/Ascot Road Roundabout (North) - 3 - A412 Rickmansworth Road (W)		8.5	19.50	0.60	C			1.9	6.12
2 - Raven Close/Whippendell Road/ Ascot Road - 3 - Raven Close		0.2	23.67	0.15	C			0.0	7.41
2 - Raven Close/Whippendell Road/ Ascot Road - 4 - Whippendell Road		59.4	240.04	1.03	F			2.1	9.54
2 - Raven Close/Whippendell Road/ Ascot Road - 1 - Ascot Road (S)		0.9	4.78	0.27	A			3.0	7.09
2 - Raven Close/Whippendell Road/ Ascot Road - 2 - Ascot Road (N)		2.6	6.11		A			1.0	5.23

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

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

File summary

File Description

Title	Little Green Lane, Croxley Green
Location	Ascot Road/Whippendell Road roundabouts
Site number	
Date	09/06/2025
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T24544
Enumerator	AzureAD\MarkFleming
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	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr)

Lane simulation visualisation time: 07:45:00

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	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		

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Calculate RFCs	Relaxation factor for capacity/RFC runs	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials
Delay	1.00	100000	100000	Calculate for all arms	3.00	-1	3	1	60	✓			1397380682	211

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	Base	AM	FLAT	07:45	08:45	60	15	✓
D2	2024	Base	PM	FLAT	16:45	17:45	60	15	✓
D3	2030	Future Year Base	AM	FLAT	07:45	08:45	60	15	✓
D4	2030	Future Year Base	PM	FLAT	16:45	17:45	60	15	✓
D5	2030	Future Year Base + Comm	AM	FLAT	07:45	08:45	60	15	✓
D6	2030	Future Year Base + Comm	PM	FLAT	16:45	17:45	60	15	✓
D7	2030	Future Year Base + Comm + Dev	AM	FLAT	07:45	08:45	60	15	✓
D8	2030	Future Year Base + Comm + Dev	PM	FLAT	16:45	17:45	60	15	✓
D9	2030	Future Year Base + Comm + Dev Sensitivity	AM	FLAT	07:45	08:45	60	15	✓
D10	2030	Future Year Base + Comm + Dev Sensitivity	PM	FLAT	16:45	17:45	60	15	✓

Analysis Set Details

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

D1 - 2024 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	2 - Raven Close/Whippendell Road/ Ascot Road - 4 - Whippendell Road	Arm 4: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Linked junctions	1 - Rickmansworth Road/Ascot Road Roundabout (North)	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.
Warning	Linked junction	1 - Rickmansworth Road/Ascot Road Roundabout (North) - 2 - Ascot Road (S)	Linked arm: Junction 1 Arm 2 has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Linked junction	2 - Raven Close/Whippendell Road/ Ascot Road - 2 - Ascot Road (N)	Linked arm: Junction 2 Arm 2 has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.
Info	Linked junctions	1 - Rickmansworth Road/Ascot Road Roundabout (North)	Capacities and RFCs in lane simulation mode will not be reported for linked arms.
Info	Linked junctions	2 - Raven Close/Whippendell Road/ Ascot Road	Capacities and RFCs in lane simulation mode will not be reported for linked arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Rickmansworth Road/Ascot Road Roundabout (North)	Standard Roundabout		1, 2, 3	9.42	A
2	Raven Close/Whippendell Road/ Ascot Road	Standard Roundabout		3, 4, 5, 1, 2	26.99	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.35	C

Arms

Arms

Junction	Arm	Name	Description	No give-way line
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1	A412 Rickmansworth Road (E)		
	2	Ascot Road (S)		
	3	A412 Rickmansworth Road (W)		
2 - Raven Close/Whippendell Road/ Ascot Road	3	Raven Close		
	4	Whippendell Road		
	5	Ascot Road (SE)		
	1	Ascot Road (S)		
	2	Ascot Road (N)		

Roundabout Geometry

Junction	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	E o
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	4.86	13.28	23.9	33.0	54.5	21.5		
	2 - Ascot Road (S)	10.45	10.45	0.0	35.0	54.5	28.0		
	3 - A412 Rickmansworth Road (W)	6.46	11.95	9.0	32.0	54.5	22.0		
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	3.00	3.95	0.7	8.5	38.0	23.0		
	4 - Whippendell Road	3.53	7.99	8.8	27.0	38.0	30.7		
	5 - Ascot Road (SE)								
	1 - Ascot Road (S)	6.73	10.03	22.5	38.5	38.0	28.0		
	2 - Ascot Road (N)	10.80	10.80	0.0	11.0	38.0	28.4		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Junction	Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Direct	Calibration	0
	2 - Ascot Road (S)	Direct		0
	3 - A412 Rickmansworth Road (W)	Direct	Surveyed Queues	0
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	None		
	4 - Whippendell Road	None		
	5 - Ascot Road (SE)			
	1 - Ascot Road (S)	None		
	2 - Ascot Road (N)	None		

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	0.802	2802
	2 - Ascot Road (S)	0.878	3255
	3 - A412 Rickmansworth Road (W)	0.771	2637
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	0.477	923
	4 - Whippendell Road	0.630	1601
	5 - Ascot Road (SE)		
	1 - Ascot Road (S)	0.877	2802
	2 - Ascot Road (N)	0.929	3160

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

Arm Capacity Adjustments

Junction	Arm	Type	Reason	Direct capacity adjustment (PCU/hr)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Direct		50
	2 - Ascot Road (S)	Direct	calibration	100
	3 - A412 Rickmansworth Road (W)	Direct	Surveyed Queues	200
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Direct		100
	4 - Whippendell Road	Direct		7
	1 - Ascot Road (S)	Direct		80
	2 - Ascot Road (N)	Direct		100

Lane Simulation: Arm options

Junction	Arm	Lane capacity source	Traffic considering secondary lanes (%)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Evenly split	10.00
	2 - Ascot Road (S)	Evenly split	10.00
	3 - A412 Rickmansworth Road (W)	Evenly split	10.00
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Evenly split	10.00
	4 - Whippendell Road	Evenly split	10.00
	5 - Ascot Road (SE)	Evenly split	10.00
	1 - Ascot Road (S)	Evenly split	10.00
	2 - Ascot Road (N)	Evenly split	10.00

Lanes

Junction	Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	ob
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	✓	5.00		
				2	2	✓	5.00		
				3	3	✓	5.00		
				4	1, 3	✓	5.00		
			2	1	(2)	✓	5.00		
				2	(1, 3)	✓	5.00		
			3	1	((1, 2, 3))		Infinity		
		Exit	1	1			Infinity		
	2 - Ascot Road (S)	Entry	1	1	3	✓	4.00		
				2	1, 3	✓	4.00		
				3	1, 2	✓	4.00		
		Exit	1	1		✓	1.00		
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	✓	6.00		
				2	1	✓	6.00		
				3	2, 3	✓	5.00		
				4	2, 3	✓	5.00		
			2	1	(1)		Infinity		
				2	(2, 3)		Infinity		
		Exit	1	1			Infinity		
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5		Infinity		
		Exit	1	1			Infinity		
	4 - Whippendell Road	Entry	1	1	1, 2, 5	✓	3.00		
				2	2, 3, 4	✓	3.00		
			2	1	(1, 2, 3, 4, 5)		Infinity		
		Exit	1	1			Infinity		
	5 - Ascot Road (SE)	Exit	1	1			Infinity		
	1 - Ascot Road (S)	Entry	1	1	2	✓	7.00		
				2	2, 3	✓	7.00		
				3	1, 4, 5	✓	6.00		
			2	1	(2)		Infinity		
				2	(1, 2, 3, 4, 5)		Infinity		
		Exit	1	1			Infinity		
	2 - Ascot Road (N)	Entry	1	1	3	✓	3.00		
				2	1, 4, 5	✓	3.00		
				3	1, 2	✓	3.00		
		Exit	1	1		✓	1.00		

Entry Lane slope and intercept

Junction	Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	0.200	701
				2	0.200	701
				3	0.200	701
				4	0.200	701
	2 - Ascot Road (S)	Entry	1	1	0.293	1085
				2	0.293	1085
				3	0.293	1085
	3 - A412 Rickmansworth Road (W)	Entry	1	1	0.193	659
				2	0.193	659
				3	0.193	659
				4	0.193	659
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	0.477	923
	4 - Whippendell Road	Entry	1	1	0.315	801
				2	0.315	801
	1 - Ascot Road (S)	Entry	1	1	0.292	934
				2	0.292	934
				3	0.292	934
	2 - Ascot Road (N)	Entry	1	1	0.310	1053
				2	0.310	1053
				3	0.310	1053

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				A412 Rickmansworth Road (E)	Ascot Road (S)	A412 Rickmansworth Road (W)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	1	1		✓	
			2		✓	
			3			✓
			4	✓		✓
		2	1		✓	
			2	✓		✓
		3	1	✓	✓	✓
	2 - Ascot Road (S)	1	1			✓
			2	✓		✓
			3	✓	✓	
	3 - A412 Rickmansworth Road (W)	1	1	✓		
			2	✓		
			3		✓	✓
			4		✓	✓
		2	1	✓		
			2		✓	✓

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm				
				Ascot Road (S)	Ascot Road (N)	Raven Close	Whippendell Road	Ascot Road (SE)
2 - Raven Close/Whippendell Road/ Ascot Road	1 - Ascot Road (S)	1	1		✓			
			2		✓	✓		
			3	✓			✓	✓
		2	1		✓			
			2	✓	✓	✓	✓	✓
	2 - Ascot Road (N)	1	1			✓		
			2	✓			✓	✓
			3	✓	✓			
	3 - Raven Close	1	1	✓	✓	✓	✓	✓
	4 - Whippendell Road	1	1	✓	✓			✓
			2		✓	✓	✓	
		2	1	✓	✓	✓	✓	✓

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	2024	Base	AM	FLAT	07:45	08:45	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	2 - Ascot Road (S)	2	2	Simple (vertical queueing)	Normal	0	100.00	
2 - Raven Close/Whippendell Road/ Ascot Road	2 - Ascot Road (N)	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)		FLAT	✓	963	100.000
	2 - Ascot Road (S)	✓				
	3 - A412 Rickmansworth Road (W)		FLAT	✓	1472	100.000
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close		FLAT	✓	35	100.000
	4 - Whippendell Road		FLAT	✓	731	100.000
	5 - Ascot Road (SE)					
	1 - Ascot Road (S)		FLAT	✓	583	100.000
	2 - Ascot Road (N)	✓				

Origin-Destination Data

Demand (PCU/hr)

1 - Rickmansworth Road/Ascot Road Roundabout (North)

		To		
		1 - A412 Rickmansworth Road (E)	2 - Ascot Road (S)	3 - A412 Rickmansworth Road (W)
From	1 - A412 Rickmansworth Road (E)	0	502	461
	2 - Ascot Road (S)	281	2	526
	3 - A412 Rickmansworth Road (W)	611	857	4

2 - Raven Close/Whippendell Road/ Ascot Road

Demand (PCU/hr)

		To				
		3 - Raven Close	4 - Whippendell Road	5 - Ascot Road (SE)	1 - Ascot Road (S)	2 - Ascot Road (N)
From	3 - Raven Close	0	9	3	2	21
	4 - Whippendell Road	0	15	71	271	374
	5 - Ascot Road (SE)	0	0	0	0	0
	1 - Ascot Road (S)	1	154	3	0	425
	2 - Ascot Road (N)	14	322	181	844	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80

1 - Rickmansworth Road/Ascot Road Roundabout (North)

Heavy Vehicle %

		To		
		1 - A412 Rickmansworth Road (E)	2 - Ascot Road (S)	3 - A412 Rickmansworth Road (W)
From	1 - A412 Rickmansworth Road (E)	0	3	2
	2 - Ascot Road (S)	6	0	5
	3 - A412 Rickmansworth Road (W)	2	2	0

Cyclist %

From	1 - A412 Rickmansworth Road	
	2 - Ascot Road (S)	
	3 - A412 Rickmansworth Road	

2 - Raven Close/Whippendell Road/ Ascot Road

Heavy Vehicle %

		To				
		3 - Raven Close	4 - Whippendell Road	5 - Ascot Road (SE)	1 - Ascot Road (S)	2 - Ascot Road (N)
From	3 - Raven Close	0	0	0	0	0
	4 - Whippendell Road	0	18	0	3	4
	5 - Ascot Road (SE)	0	0	0	0	0
	1 - Ascot Road (S)	0	5	0	7	0
	2 - Ascot Road (N)	0	2	2	2	0

Cyclist %

		To	
		3 - Raven Close	W
From	3 - Raven Close	0	
	4 - Whippendell Road	0	
	5 - Ascot Road (SE)	0	
	1 - Ascot Road (S)	0	
	2 - Ascot Road (N)	0	

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	0.60	11.56	3.2	B	965	965
	2 - Ascot Road (S)		4.12	1.1	A	845	845
	3 - A412 Rickmansworth Road (W)	0.55	11.05	4.7	B	1474	1474
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	0.12	15.17	0.1	C	34	34
	4 - Whippendell Road	0.96	84.64	18.3	F	734	734
	5 - Ascot Road (SE)						
	1 - Ascot Road (S)	0.24	4.68	0.8	A	584	584
	2 - Ascot Road (N)		5.67	2.3	A	1354	1354

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	960	240	857	1648	0.583	961	
	2 - Ascot Road (S)	836	209	468			836	
	3 - A412 Rickmansworth Road (W)	1464	366	294	2725	0.537	1462	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	33	8	1516	304	0.110	33	
	4 - Whippendell Road	730	182	1043	769	0.949	706	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	592	148	393	2439	0.243	593	
	2 - Ascot Road (N)	1346	336	180			1350	

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	965	241	856	1596	0.605	963	
	2 - Ascot Road (S)	845	211	469			846	
	3 - A412 Rickmansworth Road (W)	1469	367	297	2722	0.540	1472	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	34	9	1502	297	0.116	35	
	4 - Whippendell Road	729	182	1043	762	0.956	724	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	583	146	403	2416	0.241	583	
	2 - Ascot Road (N)	1345	336	172			1344	

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	964	241	870	1619	0.596	966	
	2 - Ascot Road (S)	850	213	467			849	
	3 - A412 Rickmansworth Road (W)	1470	367	294	2705	0.543	1478	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	34	8	1528	284	0.119	34	
	4 - Whippendell Road	740	185	1062	798	0.927	730	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	584	146	414	2425	0.241	585	
	2 - Ascot Road (N)	1363	341	179			1363	

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th (
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	972	243	874	1682	0.578	971	
	2 - Ascot Road (S)	851	213	477			851	
	3 - A412 Rickmansworth Road (W)	1495	374	296	2730	0.548	1492	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	33	8	1517	312	0.107	34	
	4 - Whippendell Road	737	184	1059	808	0.912	736	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	578	144	417	2387	0.242	577	
	2 - Ascot Road (N)	1362	340	171			1360	

Lane Results

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

Lanes: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	245	579	0.424	2
				2	2	250	579	0.433	2
				3	3	233	579	0.402	2
				4	1, 3	232	579	0.401	2
			2	1	(2)	495			4
				2	(1, 3)	465			4
			3	1	((1, 2, 3))	960			9
		Exit	1	1		899			8
	2 - Ascot Road (S)	Entry	1	1	3	291	1048	0.278	2
				2	1, 3	368	1048	0.351	3
				3	1, 2	177	1048	0.169	1
		Exit	1	1		1351			13
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	304	803	0.378	3
				2	1	303	803	0.378	3
				3	2, 3	431	803	0.537	4
				4	2, 3	424	803	0.528	4
			2	1	(1)	607			6
				2	(2, 3)	857			8
		Exit	1	1		1010			10
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	33	299	0.112	3
		Exit	1	1		14			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	431	479	0.900	4
				2	2, 3, 4	276	479	0.576	2
			2	1	(1, 2, 3, 4, 5)	730			7
		Exit	1	1		506			5
	5 - Ascot Road (SE)	Exit	1	1		254			2
	1 - Ascot Road (S)	Entry	1	1	2	215	899	0.239	2
				2	2, 3	213	899	0.237	2
				3	1, 4, 5	164	899	0.182	1
			2	1	(2)	218			2
				2	(1, 2, 3, 4, 5)	374			3
		Exit	1	1		1101			11
	2 - Ascot Road (N)	Entry	1	1	3	13	1098	0.012	1
				2	1, 4, 5	798	1098	0.727	8
				3	1, 2	534	1098	0.487	5
		Exit	1	1		806			8

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	248	579	0.429	2
				2	2	254	579	0.439	2
				3	3	235	579	0.405	2
				4	1, 3	228	579	0.394	2
			2	1	(2)	502			5
				2	(1, 3)	463			4
			3	1	((1, 2, 3))	965			9
		Exit	1	1		913			9
	2 - Ascot Road (S)	Entry	1	1	3	296	1047	0.283	2
				2	1, 3	369	1047	0.352	3
				3	1, 2	180	1047	0.171	1
		Exit	1	1		1350			13
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	315	802	0.393	3
				2	1	302	802	0.377	3
				3	2, 3	426	802	0.531	4
				4	2, 3	426	802	0.531	4
			2	1	(1)	617			6
				2	(2, 3)	851			8
		Exit	1	1		1017			10
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	34	306	0.112	3
		Exit	1	1		14			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	436	479	0.911	4
				2	2, 3, 4	286	479	0.597	2
			2	1	(1, 2, 3, 4, 5)	729			7
		Exit	1	1		493			4
	5 - Ascot Road (SE)	Exit	1	1		257			2
	1 - Ascot Road (S)	Entry	1	1	2	210	896	0.234	2
				2	2, 3	218	896	0.243	2
				3	1, 4, 5	156	896	0.174	1
			2	1	(2)	212			2
				2	(1, 2, 3, 4, 5)	371			3
		Exit	1	1		1107			11
	2 - Ascot Road (N)	Entry	1	1	3	13	1100	0.012	1
				2	1, 4, 5	798	1100	0.725	7
				3	1, 2	534	1100	0.485	5
		Exit	1	1		814			8

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	253	576	0.439	2
				2	2	246	576	0.427	2
				3	3	233	576	0.404	2
				4	1, 3	232	576	0.402	2
			2	1	(2)	500			4
				2	(1, 3)	464			4
			3	1	((1, 2, 3))	964			9
		Exit	1	1		902			9
	2 - Ascot Road (S)	Entry	1	1	3	299	1048	0.285	2
				2	1, 3	379	1048	0.361	3
				3	1, 2	173	1048	0.165	1
		Exit	1	1		1369			13
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	308	803	0.384	3
				2	1	302	803	0.376	3
				3	2, 3	437	803	0.544	4
				4	2, 3	428	803	0.534	4
			2	1	(1)	610			6
				2	(2, 3)	860			8
		Exit	1	1		1021			10
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	34	294	0.115	3
		Exit	1	1		15			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	446	473	0.942	4
				2	2, 3, 4	285	473	0.603	2
			2	1	(1, 2, 3, 4, 5)	740			7
		Exit	1	1		499			4
	5 - Ascot Road (SE)	Exit	1	1		260			2
	1 - Ascot Road (S)	Entry	1	1	2	210	893	0.235	2
				2	2, 3	212	893	0.238	2
				3	1, 4, 5	162	893	0.182	1
			2	1	(2)	207			2
				2	(1, 2, 3, 4, 5)	378			3
		Exit	1	1		1119			11
	2 - Ascot Road (N)	Entry	1	1	3	14	1098	0.013	1
				2	1, 4, 5	805	1098	0.733	8
				3	1, 2	545	1098	0.496	5
		Exit	1	1		820			8

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	252	575	0.438	2
				2	2	249	575	0.433	2
				3	3	235	575	0.409	2
				4	1, 3	236	575	0.409	2
			2	1	(2)	502			5
				2	(1, 3)	471			4
			3	1	((1, 2, 3))	972			9
		Exit	1	1		914			9
	2 - Ascot Road (S)	Entry	1	1	3	299	1045	0.286	3
				2	1, 3	376	1045	0.360	3
				3	1, 2	176	1045	0.168	1
		Exit	1	1		1368			13
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	310	802	0.386	3
				2	1	310	802	0.387	3
				3	2, 3	435	802	0.543	4
				4	2, 3	437	802	0.544	4
			2	1	(1)	620			6
				2	(2, 3)	875			8
		Exit	1	1		1033			10
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	33	299	0.112	3
		Exit	1	1		14			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	448	474	0.945	4
				2	2, 3, 4	288	474	0.608	2
			2	1	(1, 2, 3, 4, 5)	737			7
		Exit	1	1		491			4
	5 - Ascot Road (SE)	Exit	1	1		257			2
	1 - Ascot Road (S)	Entry	1	1	2	210	892	0.236	2
				2	2, 3	211	892	0.236	2
				3	1, 4, 5	156	892	0.175	1
			2	1	(2)	208			2
				2	(1, 2, 3, 4, 5)	369			3
		Exit	1	1		1122			11
	2 - Ascot Road (N)	Entry	1	1	3	13	1100	0.012	1
				2	1, 4, 5	809	1100	0.736	8
				3	1, 2	540	1100	0.490	5
		Exit	1	1		823			8

Lane movements: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
			1	1	1	0	0	0	0
					2	245	61	701	578
					3	0	0	0	0
				2	1	0	0	0	0
					2	250	63	701	578
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	233	58	701	578
					1	0	0	0	0

1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry		4	2	0	0	0	0
					3	232	58	701	577
			2	1	1	0	0	0	0
					2	495	124	-	-
					3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	465	116	-	-
			3	1	1	0	0	0	0
					2	495	124	-	-
					3	465	116	-	-
	2 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	291	73	1085	1047
				2	1	118	29	1085	1047
					2	0	0	0	0
					3	250	63	1085	1047
				3	1	174	43	1085	1047
					2	3	0.73	540	530
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	304	76	659	802
					2	0	0	0	0
					3	0	0	0	0
				2	1	303	76	659	803
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	429	107	659	802
					3	2	0.47	278	342
				4	1	0	0	0	0
					2	422	106	659	803
					3	2	0.43	291	358
			2	1	1	607	152	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	853	213	-	-
					3	4	0.91	-	-
	3 - Raven Close	Entry	1	1	1	1	0.37	350	180
					2	20	5	918	308
					3	0	0	0	0
					4	10	2	874	321
					5	3	0.63	455	206
	4 - Whippendell Road	Entry	1	1	1	267	67	801	479
					2	99	25	801	480
					3	0	0	0	0
					4	0	0	0	0
					5	66	16	801	478
				2	1	0	0	0	0
					2	261	65	801	480
					3	0	0	0	0
					4	15	4	759	466
					5	0	0	0	0
			2	1	1	275	69	-	-
					2	371	93	-	-
					3	0	0	0	0
					4	15	4	-	-
					5	68	17	-	-

2 - Raven Close/Whippendell Road/ Ascot Road	1 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	215	54	934	898
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	213	53	934	900
					3	0.74	0.18	208	204
					4	0	0	0	0
					5	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	0	0	0	0
					4	161	40	934	899
					5	3	0.73	478	465
			2	1	1	0	0	0	0
					2	218	54	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	210	52	-	-
					3	0.74	0.18	-	-
					4	161	40	-	-
					5	3	0.73	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	13	3	1003	1049
					4	0	0	0	0
					5	0	0	0	0
				2	1	297	74	1053	1097
					2	0	0	0	0
					3	0	0	0	0
					4	319	80	1053	1097
					5	182	46	1053	1098
				3	1	534	134	1053	1097
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
	1 - A412 Rickmansworth Road (E)	Entry	1	1	1	0	0	0	0
					2	248	62	701	579
					3	0	0	0	0
				2	1	0	0	0	0
					2	254	64	701	578
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	235	59	701	579
				4	1	0	0	0	0
					2	0	0	0	0
					3	228	57	701	578
			2	1	1	0	0	0	0
					2	502	126	-	-

1 - Rickmansworth Road/Ascot Road Roundabout (North)			2		3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	463	116	-	-
			3	1	1	0	0	0	0
					2	502	126	-	-
					3	463	116	-	-
	2 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	296	74	1085	1047
				2	1	118	30	1085	1048
					2	0	0	0	0
					3	251	63	1085	1047
				3	1	178	44	1085	1047
					2	2	0.44	452	437
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	315	79	659	802
					2	0	0	0	0
					3	0	0	0	0
				2	1	302	75	659	802
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	424	106	659	802
					3	2	0.61	269	327
				4	1	0	0	0	0
					2	423	106	659	802
					3	2	0.57	253	308
			2	1	1	617	154	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	847	212	-	-
					3	5	1	-	-
	3 - Raven Close	Entry	1	1	1	2	0.53	424	132
					2	22	5	918	305
					3	0	0	0	0
					4	8	2	839	274
					5	2	0.60	542	172
	4 - Whippendell Road	Entry	1	1	1	273	68	801	478
					2	93	23	801	479
					3	0	0	0	0
					4	0	0	0	0
					5	71	18	801	480
				2	1	0	0	0	0
					2	271	68	801	479
					3	0	0	0	0
					4	16	4	766	457
					5	0	0	0	0
			2	1	1	277	69	-	-
					2	366	92	-	-
					3	0	0	0	0
					4	15	4	-	-
					5	71	18	-	-
				1	1	0	0	0	0
					2	210	52	934	897
					3	0	0	0	0
					4	0	0	0	0

2 - Raven Close/Whippendell Road/ Ascot Road	1 - Ascot Road (S)	Entry	1		5	0	0	0	0
				2	1	0	0	0	0
					2	217	54	934	896
					3	0.74	0.18	213	204
					4	0	0	0	0
					5	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	0	0	0	0
					4	153	38	934	897
					5	3	0.77	514	490
			2	1	1	0	0	0	0
					2	212	53	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	214	54	-	-
					3	0.74	0.18	-	-
					4	153	38	-	-
					5	3	0.77	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	13	3	1023	1069
					4	0	0	0	0
					5	0	0	0	0
				2	1	301	75	1053	1100
					2	0	0	0	0
					3	0	0	0	0
					4	317	79	1053	1100
					5	179	45	1053	1100
				3	1	534	133	1053	1100
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
	1 - A412 Rickmansworth Road (E)	Entry	1	1	1	0	0	0	0
					2	253	63	701	577
					3	0	0	0	0
				2	1	0	0	0	0
					2	246	62	701	577
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	233	58	701	576
				4	1	0	0	0	0
					2	0	0	0	0
					3	232	58	701	576
			2	1	1	0	0	0	0
					2	500	125	-	-
					3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	464	116	-	-

1 - Rickmansworth Road/Ascot Road Roundabout (North)			3	1	1	0	0	0	0
					2	500	125	-	-
					3	464	116	-	-
	2 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	299	75	1085	1049
				2	1	121	30	1085	1048
					2	0	0	0	0
					3	257	64	1085	1048
				3	1	171	43	1085	1049
					2	2	0.48	437	423
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	308	77	659	803
					2	0	0	0	0
					3	0	0	0	0
				2	1	302	76	659	803
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	435	109	659	803
					3	2	0.48	256	312
				4	1	0	0	0	0
					2	426	106	659	803
					3	2	0.54	256	312
			2	1	1	610	152	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	856	214	-	-
					3	4	1	-	-
	3 - Raven Close	Entry	1	1	1	2	0.38	420	133
					2	21	5	923	298
					3	0	0	0	0
					4	8	2	839	267
					5	3	0.74	542	170
	4 - Whippendell Road	Entry	1	1	1	269	67	801	473
					2	106	27	801	474
					3	0	0	0	0
					4	0	0	0	0
					5	70	18	801	473
				2	1	0	0	0	0
					2	270	67	801	473
					3	0	0	0	0
					4	16	4	755	448
					5	0	0	0	0
			2	1	1	268	67	-	-
					2	384	96	-	-
					3	0	0	0	0
					4	15	4	-	-
					5	73	18	-	-
			1	1	1	0	0	0	0
					2	210	52	934	894
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	211	53	934	894
					3	0.80	0.20	190	182

2 - Raven Close/Whippendell Road/ Ascot Road	1 - Ascot Road (S)	Entry			4	0	0	0	0
					5	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	0	0	0	0
					4	159	40	934	893
					5	4	0.92	509	488
			2	1	1	0	0	0	0
					2	207	52	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	214	54	-	-
					3	0.80	0.20	-	-
					4	159	40	-	-
					5	4	0.92	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	14	4	1018	1063
					4	0	0	0	0
					5	0	0	0	0
				2	1	305	76	1053	1098
					2	0	0	0	0
					3	0	0	0	0
					4	317	79	1053	1098
					5	183	46	1053	1097
				3	1	545	136	1053	1098
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
	1 - A412 Rickmansworth Road (E)	Entry	1	1	1	0	0	0	0
					2	252	63	701	577
					3	0	0	0	0
				2	1	0	0	0	0
					2	249	62	701	576
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	235	59	701	576
				4	1	0	0	0	0
					2	0	0	0	0
					3	236	59	701	576
			2	1	1	0	0	0	0
					2	502	125	-	-
					3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	471	118	-	-
			3	1	1	0	0	0	0
					2	502	125	-	-
					3	471	118	-	-
					1	0	0	0	0

1 - Rickmansworth Road/Ascot Road Roundabout (North)	2 - Ascot Road (S)	Entry	1	1	2	0	0	0	0
					3	299	75	1085	1045
				2	1	121	30	1085	1046
					2	0	0	0	0
					3	254	64	1085	1044
				3	1	174	43	1085	1045
					2	2	0.38	432	417
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	310	77	659	802
					2	0	0	0	0
					3	0	0	0	0
				2	1	310	78	659	802
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	434	108	659	802
					3	2	0.45	278	339
				4	1	0	0	0	0
					2	435	109	659	802
					3	2	0.47	297	362
			2	1	1	620	155	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	871	218	-	-
					3	4	0.94	-	-
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1	2	0.44	376	122
					2	21	5	923	303
					3	0	0	0	0
					4	8	2	848	277
					5	3	0.71	533	173
	4 - Whippendell Road	Entry	1	1	1	273	68	801	475
					2	105	26	801	475
					3	0	0	0	0
					4	0	0	0	0
					5	70	18	801	475
				2	1	0	0	0	0
					2	275	69	801	473
					3	0	0	0	0
					4	13	3	766	460
					5	0	0	0	0
			2	1	1	273	68	-	-
					2	380	95	-	-
					3	0	0	0	0
					4	13	3	-	-
					5	71	18	-	-
			1	1	1	0	0	0	0
					2	210	53	934	892
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	210	52	934	892
					3	1	0.33	199	190
					4	0	0	0	0
					5	0	0	0	0
					1	0	0	0	0
					2	0	0	0	0

	1 - Ascot Road (S)	Entry		3	3	0	0	0	0
					4	153	38	934	892
					5	3	0.77	491	469
			2	1	1	0	0	0	0
					2	208	52	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	212	53	-	-
					3	1	0.33	-	-
					4	153	38	-	-
					5	3	0.77	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	13	3	1033	1079
					4	0	0	0	0
					5	0	0	0	0
				2	1	312	78	1053	1100
					2	0	0	0	0
					3	0	0	0	0
					4	316	79	1053	1100
					5	181	45	1053	1101
				3	1	540	135	1053	1100
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

D2 - 2024 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked junction	1 - Rickmansworth Road/Ascot Road Roundabout (North) - 2 - Ascot Road (S)	Linked arm: Junction 1 Arm 2 has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Linked junction	2 - Raven Close/Whippendell Road/ Ascot Road - 2 - Ascot Road (N)	Linked arm: Junction 2 Arm 2 has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.
Info	Linked junctions	1 - Rickmansworth Road/Ascot Road Roundabout (North)	Capacities and RFCs in lane simulation mode will not be reported for linked arms.
Info	Linked junctions	2 - Raven Close/Whippendell Road/ Ascot Road	Capacities and RFCs in lane simulation mode will not be reported for linked arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Rickmansworth Road/Ascot Road Roundabout (North)	Standard Roundabout		1, 2, 3	5.72	A
2	Raven Close/Whippendell Road/ Ascot Road	Standard Roundabout		3, 4, 5, 1, 2	6.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.20	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	2024	Base	PM	FLAT	16:45	17:45	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	2 - Ascot Road (S)	2	2	Simple (vertical queueing)	Normal	0	100.00	
2 - Raven Close/Whippendell Road/ Ascot Road	2 - Ascot Road (N)	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)		FLAT	✓	738	100.000
	2 - Ascot Road (S)	✓				
	3 - A412 Rickmansworth Road (W)		FLAT	✓	959	100.000
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close		FLAT	✓	9	100.000
	4 - Whippendell Road		FLAT	✓	675	100.000
	5 - Ascot Road (SE)					
	1 - Ascot Road (S)		FLAT	✓	1251	100.000
	2 - Ascot Road (N)	✓				

Origin-Destination Data

1 - Rickmansworth Road/Ascot Road Roundabout (North)

Demand (PCU/hr)

		To		
		1 - A412 Rickmansworth Road (E)	2 - Ascot Road (S)	3 - A412 Rickmansworth Road (W)
From	1 - A412 Rickmansworth Road (E)	0	186	552
	2 - Ascot Road (S)	498	0	878
	3 - A412 Rickmansworth Road (W)	508	451	0

2 - Raven Close/Whippendell Road/ Ascot Road

Demand (PCU/hr)

		To				
		3 - Raven Close	4 - Whippendell Road	5 - Ascot Road (SE)	1 - Ascot Road (S)	2 - Ascot Road (N)
From	3 - Raven Close	0	3	1	1	4
	4 - Whippendell Road	2	12	82	132	447
	5 - Ascot Road (SE)	0	0	0	0	0
	1 - Ascot Road (S)	4	302	7	1	937
	2 - Ascot Road (N)	6	282	121	235	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80

1 - Rickmansworth Road/Ascot Road Roundabout (North)

Heavy Vehicle %

		To		
		1 - A412 Rickmansworth Road (E)	2 - Ascot Road (S)	3 - A412 Rickmansworth Road (W)
From	1 - A412 Rickmansworth Road (E)	0	3	2
	2 - Ascot Road (S)	2	0	1
	3 - A412 Rickmansworth Road (W)	2	1	0

Cyclist %

From	1 - A412 Rickmansworth Road	
	2 - Ascot Road (S)	
	3 - A412 Rickmansworth Road	

2 - Raven Close/Whippendell Road/ Ascot Road

Heavy Vehicle %

		To				
		3 - Raven Close	4 - Whippendell Road	5 - Ascot Road (SE)	1 - Ascot Road (S)	2 - Ascot Road (N)
From	3 - Raven Close	0	0	0	0	0
	4 - Whippendell Road	0	10	1	1	1
	5 - Ascot Road (SE)	0	0	0	0	0
	1 - Ascot Road (S)	0	0	0	0	1
	2 - Ascot Road (N)	0	1	0	3	0

Cyclist %

		To	
		3 - Raven Close	W
From	3 - Raven Close	0	
	4 - Whippendell Road	0	
	5 - Ascot Road (SE)	0	
	1 - Ascot Road (S)	0	
	2 - Ascot Road (N)	0	

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	0.43	7.09	1.5	A	737	737
	2 - Ascot Road (S)		4.90	2.2	A	1395	1395
	3 - A412 Rickmansworth Road (W)	0.33	5.85	2.0	A	964	964
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	0.02	6.72	0.0	A	11	11
	4 - Whippendell Road	0.55	8.82	1.9	A	678	678
	5 - Ascot Road (SE)						
	1 - Ascot Road (S)	0.59	6.55	2.4	A	1251	1251
	2 - Ascot Road (N)		5.05	1.0	A	635	635

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	729	182	451	1762	0.414	726	
	2 - Ascot Road (S)	1376	344	544			1378	
	3 - A412 Rickmansworth Road (W)	961	240	498	2955	0.325	960	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	10	3	947	582	0.018	10	
	4 - Whippendell Road	683	171	361	1232	0.554	676	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	1232	308	467	2179	0.566	1235	
	2 - Ascot Road (N)	632	158	332			628	

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	753	188	448	1731	0.435	757	
	2 - Ascot Road (S)	1399	350	568			1399	
	3 - A412 Rickmansworth Road (W)	975	244	515	2968	0.328	975	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	10	2	952	580	0.017	10	
	4 - Whippendell Road	671	168	374	1226	0.548	673	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	1251	313	470	2164	0.578	1251	
	2 - Ascot Road (N)	636	159	326			636	

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	721	180	456	1771	0.407	721	
	2 - Ascot Road (S)	1415	354	546			1411	
	3 - A412 Rickmansworth Road (W)	947	237	505	2939	0.322	946	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	13	3	953	564	0.024	14	
	4 - Whippendell Road	689	172	362	1270	0.542	692	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	1266	317	475	2191	0.578	1269	
	2 - Ascot Road (N)	632	158	334			631	

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	744	186	454	1748	0.426	744	
	2 - Ascot Road (S)	1392	348	558			1391	
	3 - A412 Rickmansworth Road (W)	973	243	509	2922	0.333	968	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	10	3	956	570	0.018	11	
	4 - Whippendell Road	670	168	371	1209	0.554	673	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	1253	313	462	2121	0.591	1256	
	2 - Ascot Road (N)	639	160	330			637	

Lane Results

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

Lanes: Main Results for each time segment

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	94	660	0.142	9
				2	2	87	660	0.132	8
				3	3	278	660	0.421	2
				4	1, 3	270	660	0.409	2
			2	1	(2)	181			1
				2	(1, 3)	548			5
			3	1	((1, 2, 3))	729			7
		Exit	1	1		1007			10
	2 - Ascot Road (S)	Entry	1	1	3	485	1025	0.472	4
				2	1, 3	574	1025	0.560	5
				3	1, 2	318	1025	0.310	3
		Exit	1	1		633			6
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	251	763	0.329	2
				2	1	257	763	0.336	2
				3	2, 3	228	763	0.299	2
				4	2, 3	225	763	0.295	2
			2	1	(1)	508			5
				2	(2, 3)	453			4
		Exit	1	1		1424			14
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	10	570	0.018	1
		Exit	1	1		13			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	394	694	0.568	3
				2	2, 3, 4	288	694	0.415	2
			2	1	(1, 2, 3, 4, 5)	683			6
		Exit	1	1		597			5
	5 - Ascot Road (SE)	Exit	1	1		207			2
	1 - Ascot Road (S)	Entry	1	1	2	463	878	0.528	4
				2	2, 3	457	878	0.520	4
				3	1, 4, 5	313	878	0.356	3
			2	1	(2)	451			4
				2	(1, 2, 3, 4, 5)	782			7
		Exit	1	1		364			3
	2 - Ascot Road (N)	Entry	1	1	3	6	1050	0.006	
				2	1, 4, 5	477	1050	0.454	4
				3	1, 2	149	1050	0.141	1
		Exit	1	1		1370			13

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	94	661	0.142	9
				2	2	94	661	0.142	9
				3	3	284	661	0.430	2
				4	1, 3	281	661	0.425	2
			2	1	(2)	188			1
				2	(1, 3)	565			5
			3	1	((1, 2, 3))	753			7
		Exit	1	1		1042			10
	2 - Ascot Road (S)	Entry	1	1	3	490	1018	0.481	4
				2	1, 3	580	1018	0.569	5
				3	1, 2	329	1018	0.323	3
		Exit	1	1		636			6
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	264	760	0.347	2
				2	1	264	760	0.347	2
				3	2, 3	226	760	0.297	2
				4	2, 3	221	760	0.291	2
			2	1	(1)	528			5
				2	(2, 3)	447			4
		Exit	1	1		1452			14
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	10	568	0.017	1
		Exit	1	1		10			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	391	690	0.567	3
				2	2, 3, 4	281	690	0.407	2
			2	1	(1, 2, 3, 4, 5)	671			6
		Exit	1	1		588			5
	5 - Ascot Road (SE)	Exit	1	1		218			2
	1 - Ascot Road (S)	Entry	1	1	2	463	877	0.528	4
				2	2, 3	479	877	0.547	4
				3	1, 4, 5	309	877	0.352	3
			2	1	(2)	476			4
				2	(1, 2, 3, 4, 5)	776			7
		Exit	1	1		359			3
	2 - Ascot Road (N)	Entry	1	1	3	5	1052	0.004	
				2	1, 4, 5	484	1052	0.460	4
				3	1, 2	147	1052	0.140	1
		Exit	1	1		1395			13

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	87	659	0.131	8
				2	2	88	659	0.134	8
				3	3	269	659	0.408	2
				4	1, 3	277	659	0.421	2
			2	1	(2)	175			1
				2	(1, 3)	547			5
			3	1	((1, 2, 3))	721			7
		Exit	1	1		994			9
	2 - Ascot Road (S)	Entry	1	1	3	498	1025	0.486	4
				2	1, 3	592	1025	0.578	5
				3	1, 2	325	1025	0.317	3
		Exit	1	1		631			6
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	243	762	0.319	2
				2	1	246	762	0.323	2
				3	2, 3	228	762	0.300	2
				4	2, 3	230	762	0.301	2
			2	1	(1)	489			4
				2	(2, 3)	458			4
		Exit	1	1		1453			14
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	13	568	0.024	1
		Exit	1	1		11			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	402	694	0.580	4
				2	2, 3, 4	286	694	0.413	2
			2	1	(1, 2, 3, 4, 5)	689			6
		Exit	1	1		605			6
	5 - Ascot Road (SE)	Exit	1	1		208			2
	1 - Ascot Road (S)	Entry	1	1	2	482	875	0.551	4
				2	2, 3	468	875	0.535	4
				3	1, 4, 5	316	875	0.361	3
			2	1	(2)	482			4
				2	(1, 2, 3, 4, 5)	784			7
		Exit	1	1		371			3
	2 - Ascot Road (N)	Entry	1	1	3	7	1050	0.006	
				2	1, 4, 5	472	1050	0.450	4
				3	1, 2	153	1050	0.146	1
		Exit	1	1		1410			14

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	96	660	0.145	9
				2	2	89	660	0.135	8
				3	3	277	660	0.419	2
				4	1, 3	283	660	0.429	2
			2	1	(2)	185			1
				2	(1, 3)	559			5
			3	1	((1, 2, 3))	744			7
		Exit	1	1		1024			10
	2 - Ascot Road (S)	Entry	1	1	3	489	1021	0.478	4
				2	1, 3	578	1021	0.566	5
				3	1, 2	325	1021	0.318	3
		Exit	1	1		639			6
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	257	761	0.338	2
				2	1	260	761	0.342	2
				3	2, 3	230	761	0.303	2
				4	2, 3	226	761	0.297	2
			2	1	(1)	518			5
				2	(2, 3)	456			4
		Exit	1	1		1440			14
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	10	566	0.018	1
		Exit	1	1		11			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	391	691	0.566	3
				2	2, 3, 4	279	691	0.403	2
			2	1	(1, 2, 3, 4, 5)	670			6
		Exit	1	1		595			5
	5 - Ascot Road (SE)	Exit	1	1		206			2
	1 - Ascot Road (S)	Entry	1	1	2	468	879	0.532	4
				2	2, 3	474	879	0.539	4
				3	1, 4, 5	311	879	0.354	3
			2	1	(2)	472			4
				2	(1, 2, 3, 4, 5)	781			7
		Exit	1	1		376			3
	2 - Ascot Road (N)	Entry	1	1	3	5	1051	0.005	
				2	1, 4, 5	479	1051	0.456	4
				3	1, 2	156	1051	0.148	1
		Exit	1	1		1388			13

Lane movements: Main Results for each time segment

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
			1	1	1	0	0	0	0
					2	94	23	701	661
					3	0	0	0	0
				2	1	0	0	0	0
					2	87	22	701	660
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	278	69	701	660
					1	0	0	0	0

1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry		4	2	0	0	0	0
					3	270	67	701	660
			2	1	1	0	0	0	0
					2	181	45	-	-
					3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	548	137	-	-
			3	1	1	0	0	0	0
					2	181	45	-	-
					3	548	137	-	-
	2 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	485	121	1085	1026
				2	1	178	45	1085	1025
					2	0	0	0	0
					3	396	99	1085	1025
				3	1	318	79	1085	1025
					2	0	0	0	0
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	251	63	659	764
					2	0	0	0	0
					3	0	0	0	0
				2	1	257	64	659	763
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	228	57	659	763
					3	0	0	0	0
				4	1	0	0	0	0
					2	225	56	659	763
					3	0	0	0	0
			2	1	1	508	127	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	453	113	-	-
					3	0	0	0	0
	3 - Raven Close	Entry	1	1	1	1	0.30	256	185
					2	5	1	658	435
					3	0	0	0	0
					4	3	0.68	557	399
					5	0.83	0.21	237	181
	4 - Whippendell Road	Entry	1	1	1	134	33	801	694
					2	178	44	801	695
					3	0	0	0	0
					4	0	0	0	0
					5	83	21	801	694
				2	1	0	0	0	0
					2	274	68	801	695
					3	2	0.56	293	256
					4	12	3	729	636
					5	0	0	0	0
			2	1	1	134	33	-	-
					2	452	113	-	-
					3	2	0.56	-	-
					4	12	3	-	-
					5	83	21	-	-

2 - Raven Close/Whippendell Road/ Ascot Road	1 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	463	116	934	877
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	452	113	934	877
					3	5	1	675	645
					4	0	0	0	0
					5	0	0	0	0
				3	1	0.83	0.21	185	179
					2	0	0	0	0
					3	0	0	0	0
					4	306	76	934	877
					5	6	2	758	715
			2	1	1	0	0	0	0
					2	451	113	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0.83	0.21	-	-
					2	464	116	-	-
					3	5	1	-	-
					4	306	76	-	-
					5	6	2	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	6	1	886	894
					4	0	0	0	0
					5	0	0	0	0
				2	1	81	20	1053	1050
					2	0	0	0	0
					3	0	0	0	0
					4	277	69	1053	1051
					5	119	30	1053	1050
				3	1	149	37	1053	1051
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
	1 - A412 Rickmansworth Road (E)	Entry	1	1	1	0	0	0	0
					2	94	23	701	660
					3	0	0	0	0
				2	1	0	0	0	0
					2	94	23	701	659
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	284	71	701	660
				4	1	0	0	0	0
					2	0	0	0	0
					3	281	70	701	660
			2	1	1	0	0	0	0
					2	188	47	-	-

1 - Rickmansworth Road/Ascot Road Roundabout (North)			2		3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	565	141	-	-
			3	1	1	0	0	0	0
					2	188	47	-	-
					3	565	141	-	-
	2 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	490	122	1085	1019
				2	1	185	46	1085	1019
					2	0	0	0	0
					3	394	99	1085	1019
				3	1	329	82	1085	1019
					2	0	0	0	0
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	264	66	659	760
					2	0	0	0	0
					3	0	0	0	0
				2	1	264	66	659	760
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	226	56	659	760
					3	0	0	0	0
				4	1	0	0	0	0
					2	221	55	659	760
					3	0	0	0	0
			2	1	1	528	132	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	447	112	-	-
					3	0	0	0	0
	3 - Raven Close	Entry	1	1	1	1	0.30	283	171
					2	5	1	740	460
					3	0	0	0	0
					4	2	0.56	694	427
					5	2	0.42	292	179
	4 - Whippendell Road	Entry	1	1	1	127	32	801	691
					2	184	46	801	690
					3	0	0	0	0
					4	0	0	0	0
					5	80	20	801	690
				2	1	0	0	0	0
					2	268	67	801	689
					3	1	0.36	262	226
					4	11	3	713	615
					5	0	0	0	0
			2	1	1	127	32	-	-
					2	452	113	-	-
					3	1	0.36	-	-
					4	11	3	-	-
					5	80	20	-	-
			1	1	1	0	0	0	0
					2	463	116	934	877
					3	0	0	0	0
					4	0	0	0	0

2 - Raven Close/Whippendell Road/ Ascot Road	1 - Ascot Road (S)	Entry	1		5	0	0	0	0
				2	1	0	0	0	0
					2	476	119	934	877
					3	3	0.86	536	505
					4	0	0	0	0
					5	0	0	0	0
				3	1	0.71	0.18	166	157
					2	0	0	0	0
					3	0	0	0	0
					4	300	75	934	878
					5	8	2	805	755
			2	1	1	0	0	0	0
					2	476	119	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0.71	0.18	-	-
					2	463	116	-	-
					3	3	0.86	-	-
					4	300	75	-	-
					5	8	2	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	5	1	793	791
					4	0	0	0	0
					5	0	0	0	0
				2	1	81	20	1053	1053
					2	0	0	0	0
					3	0	0	0	0
					4	274	69	1053	1053
					5	128	32	1053	1054
				3	1	147	37	1053	1053
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
	1 - A412 Rickmansworth Road (E)	Entry	1	1	1	0	0	0	0
					2	87	22	701	659
					3	0	0	0	0
				2	1	0	0	0	0
					2	88	22	701	659
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	269	67	701	659
				4	1	0	0	0	0
					2	0	0	0	0
					3	277	69	701	659
			2	1	1	0	0	0	0
					2	175	44	-	-
					3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	547	137	-	-

1 - Rickmansworth Road/Ascot Road Roundabout (North)			3	1	1	0	0	0	0
					2	175	44	-	-
					3	547	137	-	-
	2 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	498	125	1085	1024
				2	1	180	45	1085	1024
					2	0	0	0	0
					3	412	103	1085	1025
				3	1	325	81	1085	1024
					2	0	0	0	0
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	243	61	659	762
					2	0	0	0	0
					3	0	0	0	0
				2	1	246	61	659	762
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	228	57	659	762
					3	0	0	0	0
				4	1	0	0	0	0
					2	230	57	659	762
					3	0	0	0	0
			2	1	1	489	122	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	458	115	-	-
					3	0	0	0	0
	3 - Raven Close	Entry	1	1	1	1	0.27	347	212
					2	5	1	776	477
					3	0	0	0	0
					4	6	1	731	451
					5	1	0.33	320	198
	4 - Whippendell Road	Entry	1	1	1	138	35	801	693
					2	182	45	801	692
					3	0	0	0	0
					4	0	0	0	0
					5	82	21	801	694
				2	1	0	0	0	0
					2	272	68	801	694
					3	2	0.45	262	225
					4	12	3	793	681
					5	0	0	0	0
			2	1	1	138	35	-	-
					2	454	113	-	-
					3	2	0.48	-	-
					4	12	3	-	-
					5	83	21	-	-
			1	1	1	0	0	0	0
					2	482	121	934	875
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	466	116	934	875
					3	3	0.68	536	505

2 - Raven Close/Whippendell Road/ Ascot Road	1 - Ascot Road (S)	Entry			4	0	0	0	0
					5	0	0	0	0
				3	1	0.95	0.24	222	206
					2	0	0	0	0
					3	0	0	0	0
					4	308	77	934	876
					5	7	2	823	774
			2	1	1	0	0	0	0
					2	482	121	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0.95	0.24	-	-
					2	466	116	-	-
					3	3	0.68	-	-
					4	308	77	-	-
					5	7	2	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	7	2	876	872
					4	0	0	0	0
					5	0	0	0	0
				2	1	78	20	1053	1050
					2	0	0	0	0
					3	0	0	0	0
					4	277	69	1053	1050
					5	116	29	1053	1051
				3	1	153	38	1053	1050
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
	1 - A412 Rickmansworth Road (E)	Entry	1	1	1	0	0	0	0
					2	96	24	701	660
					3	0	0	0	0
				2	1	0	0	0	0
					2	89	22	701	660
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	277	69	701	660
				4	1	0	0	0	0
					2	0	0	0	0
					3	283	71	701	660
			2	1	1	0	0	0	0
					2	185	46	-	-
					3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	559	140	-	-
			3	1	1	0	0	0	0
					2	185	46	-	-
					3	559	140	-	-
					1	0	0	0	0

1 - Rickmansworth Road/Ascot Road Roundabout (North)	2 - Ascot Road (S)	Entry	1	1	2	0	0	0	0
					3	489	122	1085	1022
				2	1	181	45	1085	1021
					2	0	0	0	0
					3	397	99	1085	1022
				3	1	325	81	1085	1022
					2	0	0	0	0
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	257	64	659	761
					2	0	0	0	0
					3	0	0	0	0
				2	1	260	65	659	761
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	230	58	659	761
					3	0	0	0	0
				4	1	0	0	0	0
					2	226	56	659	761
					3	0	0	0	0
			2	1	1	518	129	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	456	114	-	-
					3	0	0	0	0
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1	0.95	0.24	237	146
					2	5	1	767	470
					3	0	0	0	0
					4	3	0.74	731	439
					5	1	0.33	329	195
	4 - Whippendell Road	Entry	1	1	1	137	34	801	691
					2	174	43	801	691
					3	0	0	0	0
					4	0	0	0	0
					5	80	20	801	691
				2	1	0	0	0	0
					2	264	66	801	691
					3	2	0.48	309	266
					4	13	3	761	657
					5	0	0	0	0
			2	1	1	137	34	-	-
					2	438	110	-	-
					3	2	0.45	-	-
					4	13	3	-	-
					5	80	20	-	-
			1	1	1	0	0	0	0
					2	468	117	934	880
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	470	118	934	879
					3	4	0.92	592	555
					4	0	0	0	0
					5	0	0	0	0
					1	0.48	0.12	194	184
					2	0	0	0	0

	1 - Ascot Road (S)	Entry		3	3	0	0	0	0
					4	303	76	934	880
					5	8	2	786	739
			2	1	1	0	0	0	0
					2	472	118	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0.48	0.12	-	-
					2	466	116	-	-
					3	4	0.92	-	-
					4	303	76	-	-
					5	8	2	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	5	1	782	779
					4	0	0	0	0
					5	0	0	0	0
				2	1	83	21	1053	1051
					2	0	0	0	0
					3	0	0	0	0
					4	277	69	1053	1051
					5	120	30	1053	1051
				3	1	156	39	1053	1052
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

D3 - 2030 | Future Year Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	2 - Raven Close/Whippendell Road/ Ascot Road - 4 - Whippendell Road	Arm 4: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Linked junctions	1 - Rickmansworth Road/Ascot Road Roundabout (North)	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.
Warning	Linked junction	1 - Rickmansworth Road/Ascot Road Roundabout (North) - 2 - Ascot Road (S)	Linked arm: Junction 1 Arm 2 has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Linked junction	2 - Raven Close/Whippendell Road/ Ascot Road - 2 - Ascot Road (N)	Linked arm: Junction 2 Arm 2 has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.
Info	Linked junctions	1 - Rickmansworth Road/Ascot Road Roundabout (North)	Capacities and RFCs in lane simulation mode will not be reported for linked arms.
Info	Linked junctions	2 - Raven Close/Whippendell Road/ Ascot Road	Capacities and RFCs in lane simulation mode will not be reported for linked arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Rickmansworth Road/Ascot Road Roundabout (North)	Standard Roundabout		1, 2, 3	10.93	B
2	Raven Close/Whippendell Road/ Ascot Road	Standard Roundabout		3, 4, 5, 1, 2	56.48	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	31.61	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2030	Future Year Base	AM	FLAT	07:45	08:45	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	2 - Ascot Road (S)	2	2	Simple (vertical queueing)	Normal	0	100.00	
2 - Raven Close/Whippendell Road/ Ascot Road	2 - Ascot Road (N)	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)		FLAT	✓	1013	100.000
	2 - Ascot Road (S)	✓				
	3 - A412 Rickmansworth Road (W)		FLAT	✓	1549	100.000
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close		FLAT	✓	36	100.000
	4 - Whippendell Road		FLAT	✓	770	100.000
	5 - Ascot Road (SE)					
	1 - Ascot Road (S)		FLAT	✓	613	100.000
	2 - Ascot Road (N)	✓				

Origin-Destination Data

1 - Rickmansworth Road/Ascot Road Roundabout (North)

Demand (PCU/hr)

		To		
		1 - A412 Rickmansworth Road (E)	2 - Ascot Road (S)	3 - A412 Rickmansworth Road (W)
From	1 - A412 Rickmansworth Road (E)	0	528	485
	2 - Ascot Road (S)	296	2	554
	3 - A412 Rickmansworth Road (W)	643	902	4

2 - Raven Close/Whippendell Road/ Ascot Road

Demand (PCU/hr)

		To				
		3 - Raven Close	4 - Whippendell Road	5 - Ascot Road (SE)	1 - Ascot Road (S)	2 - Ascot Road (N)
From	3 - Raven Close	0	9	2	3	22
	4 - Whippendell Road	0	16	75	285	394
	5 - Ascot Road (SE)	0	0	0	0	0
	1 - Ascot Road (S)	1	162	3	0	447
	2 - Ascot Road (N)	15	339	191	888	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80

1 - Rickmansworth Road/Ascot Road Roundabout (North)

Heavy Vehicle %

		To		
		1 - A412 Rickmansworth Road (E)	2 - Ascot Road (S)	3 - A412 Rickmansworth Road (W)
From	1 - A412 Rickmansworth Road (E)	0	3	2
	2 - Ascot Road (S)	6	0	5
	3 - A412 Rickmansworth Road (W)	2	2	0

Cyclist %

From	1 - A412 Rickmansworth Road	
	2 - Ascot Road (S)	
	3 - A412 Rickmansworth Road	

2 - Raven Close/Whippendell Road/ Ascot Road

Heavy Vehicle %

From \ To	3 - Raven Close	4 - Whippendell Road	5 - Ascot Road (SE)	1 - Ascot Road (S)	2 - Ascot Road (N)
3 - Raven Close	0	0	0	0	0
4 - Whippendell Road	0	18	0	3	4
5 - Ascot Road (SE)	0	0	0	0	0
1 - Ascot Road (S)	0	5	0	7	0
2 - Ascot Road (N)	0	2	2	2	0

Cyclist %

From \ To	3 - Raven Close	W
3 - Raven Close	0	
4 - Whippendell Road	0	
5 - Ascot Road (SE)	0	
1 - Ascot Road (S)	0	
2 - Ascot Road (N)	0	

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	0.73	12.87	3.7	B	1013	1013
	2 - Ascot Road (S)		4.19	1.2	A	873	873
	3 - A412 Rickmansworth Road (W)	0.59	13.46	5.8	B	1549	1549
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	0.14	18.83	0.2	C	36	36
	4 - Whippendell Road	1.03	192.97	47.7	F	774	774
	5 - Ascot Road (SE)						
	1 - Ascot Road (S)	0.26	4.71	0.8	A	614	614
	2 - Ascot Road (N)		5.81	2.3	A	1430	1430

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	1016	254	907	1490	0.682	1013	
	2 - Ascot Road (S)	860	215	487			860	
	3 - A412 Rickmansworth Road (W)	1557	389	301	2721	0.572	1558	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	36	9	1598	257	0.142	37	
	4 - Whippendell Road	772	193	1109	770	1.004	712	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	616	154	400	2437	0.253	615	
	2 - Ascot Road (N)	1427	357	184			1429	

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	1011	253	911	1445	0.700	1011	
	2 - Ascot Road (S)	874	219	494			877	
	3 - A412 Rickmansworth Road (W)	1553	388	314	2653	0.585	1550	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	37	9	1591	265	0.138	37	
	4 - Whippendell Road	767	192	1102	773	0.992	740	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	610	153	414	2381	0.256	612	
	2 - Ascot Road (N)	1421	355	183			1424	

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th (
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	1007	252	913	1449	0.695	1012	
	2 - Ascot Road (S)	883	221	483			882	
	3 - A412 Rickmansworth Road (W)	1543	386	308	2709	0.570	1549	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	37	9	1604	261	0.142	37	
	4 - Whippendell Road	786	197	1121	784	1.003	741	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	624	156	417	2407	0.259	624	
	2 - Ascot Road (N)	1434	359	186			1434	

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th (
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	1019	255	917	1394	0.731	1023	
	2 - Ascot Road (S)	876	219	497			875	
	3 - A412 Rickmansworth Road (W)	1544	386	305	2751	0.561	1555	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	36	9	1607	261	0.137	35	
	4 - Whippendell Road	771	193	1113	751	1.027	741	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	607	152	419	2423	0.250	606	
	2 - Ascot Road (N)	1439	360	180			1441	

Lane Results

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

Lanes: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	264	569	0.464	2
				2	2	266	569	0.467	2
				3	3	244	569	0.429	2
				4	1, 3	243	569	0.427	2
			2	1	(2)	530			5
				2	(1, 3)	487			4
			3	1	((1, 2, 3))	1016			10
		Exit	1	1		953			9
	2 - Ascot Road (S)	Entry	1	1	3	301	1042	0.289	3
				2	1, 3	378	1042	0.363	3
				3	1, 2	181	1042	0.174	1
		Exit	1	1		1433			14
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	329	801	0.410	3
				2	1	325	801	0.406	3
				3	2, 3	447	801	0.558	4
				4	2, 3	457	801	0.570	4
			2	1	(1)	654			6
				2	(2, 3)	903			9
		Exit	1	1		1045			10
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	36	260	0.140	3
		Exit	1	1		15			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	430	458	0.938	4
				2	2, 3, 4	287	458	0.625	2
			2	1	(1, 2, 3, 4, 5)	772			7
		Exit	1	1		525			5
	5 - Ascot Road (SE)	Exit	1	1		262			2
	1 - Ascot Road (S)	Entry	1	1	2	223	897	0.248	2
				2	2, 3	224	897	0.250	2
				3	1, 4, 5	169	897	0.188	1
			2	1	(2)	220			2
				2	(1, 2, 3, 4, 5)	396			3
		Exit	1	1		1159			11
	2 - Ascot Road (N)	Entry	1	1	3	14	1096	0.013	1
				2	1, 4, 5	845	1096	0.771	8
				3	1, 2	567	1096	0.517	5
		Exit	1	1		831			8

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	264	568	0.465	2
				2	2	258	568	0.454	2
				3	3	245	568	0.432	2
				4	1, 3	244	568	0.430	2
			2	1	(2)	521			5
				2	(1, 3)	490			4
			3	1	((1, 2, 3))	1011			10
		Exit	1	1		952			9
	2 - Ascot Road (S)	Entry	1	1	3	303	1040	0.291	3
				2	1, 3	384	1040	0.369	3
				3	1, 2	187	1040	0.180	1
		Exit	1	1		1428			14
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	317	799	0.397	3
				2	1	326	799	0.408	3
				3	2, 3	455	799	0.569	4
				4	2, 3	456	799	0.571	4
			2	1	(1)	642			6
				2	(2, 3)	910			9
		Exit	1	1		1057			10
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	37	263	0.139	3
		Exit	1	1		16			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	444	461	0.964	4
				2	2, 3, 4	296	461	0.642	2
			2	1	(1, 2, 3, 4, 5)	767			7
		Exit	1	1		525			5
	5 - Ascot Road (SE)	Exit	1	1		269			2
	1 - Ascot Road (S)	Entry	1	1	2	221	893	0.248	2
				2	2, 3	224	893	0.250	2
				3	1, 4, 5	165	893	0.185	1
			2	1	(2)	219			2
				2	(1, 2, 3, 4, 5)	391			3
		Exit	1	1		1160			11
	2 - Ascot Road (N)	Entry	1	1	3	15	1097	0.013	1
				2	1, 4, 5	839	1097	0.765	8
				3	1, 2	567	1097	0.517	5
		Exit	1	1		843			8

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	262	568	0.462	2
				2	2	265	568	0.467	2
				3	3	243	568	0.427	2
				4	1, 3	238	568	0.419	2
			2	1	(2)	527			5
				2	(1, 3)	480			4
			3	1	((1, 2, 3))	1007			10
		Exit	1	1		944			9
	2 - Ascot Road (S)	Entry	1	1	3	311	1043	0.298	3
				2	1, 3	383	1043	0.367	3
				3	1, 2	189	1043	0.181	1
		Exit	1	1		1442			14
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	322	800	0.403	3
				2	1	321	800	0.401	3
				3	2, 3	445	800	0.556	4
				4	2, 3	459	800	0.574	4
			2	1	(1)	643			6
				2	(2, 3)	900			9
		Exit	1	1		1058			10
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	37	257	0.145	3
		Exit	1	1		16			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	445	455	0.977	4
				2	2, 3, 4	297	455	0.652	2
			2	1	(1, 2, 3, 4, 5)	786			7
		Exit	1	1		521			5
	5 - Ascot Road (SE)	Exit	1	1		266			2
	1 - Ascot Road (S)	Entry	1	1	2	226	892	0.253	2
				2	2, 3	230	892	0.258	2
				3	1, 4, 5	169	892	0.189	1
			2	1	(2)	229			2
				2	(1, 2, 3, 4, 5)	396			3
		Exit	1	1		1179			11
	2 - Ascot Road (N)	Entry	1	1	3	15	1096	0.014	1
				2	1, 4, 5	847	1096	0.773	8
				3	1, 2	573	1096	0.523	5
		Exit	1	1		856			8

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	259	567	0.457	2
				2	2	268	567	0.473	2
				3	3	247	567	0.437	2
				4	1, 3	245	567	0.432	2
			2	1	(2)	526			5
				2	(1, 3)	493			4
			3	1	((1, 2, 3))	1019			10
		Exit	1	1		943			9
	2 - Ascot Road (S)	Entry	1	1	3	309	1039	0.297	3
				2	1, 3	382	1039	0.367	3
				3	1, 2	186	1039	0.179	1
		Exit	1	1		1443			14
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	316	801	0.395	3
				2	1	322	801	0.402	3
				3	2, 3	459	801	0.573	4
				4	2, 3	450	801	0.562	4
			2	1	(1)	638			6
				2	(2, 3)	906			9
		Exit	1	1		1067			10
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	36	256	0.140	3
		Exit	1	1		14			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	441	457	0.965	4
				2	2, 3, 4	298	457	0.651	3
			2	1	(1, 2, 3, 4, 5)	771			7
		Exit	1	1		530			5
	5 - Ascot Road (SE)	Exit	1	1		267			2
	1 - Ascot Road (S)	Entry	1	1	2	221	892	0.247	2
				2	2, 3	223	892	0.251	2
				3	1, 4, 5	163	892	0.183	1
			2	1	(2)	224			2
				2	(1, 2, 3, 4, 5)	383			3
		Exit	1	1		1168			11
	2 - Ascot Road (N)	Entry	1	1	3	14	1097	0.012	1
				2	1, 4, 5	851	1097	0.775	8
				3	1, 2	575	1097	0.524	5
		Exit	1	1		844			8

Lane movements: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
			1	1	1	0	0	0	0
					2	264	66	701	569
					3	0	0	0	0
				2	1	0	0	0	0
					2	266	66	701	569
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	244	61	701	569
					1	0	0	0	0

1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry		4	2	0	0	0	0
					3	243	61	701	569
			2	1	1	0	0	0	0
					2	530	132	-	-
					3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	487	122	-	-
			3	1	1	0	0	0	0
					2	530	132	-	-
					3	487	122	-	-
	2 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	301	75	1085	1042
				2	1	120	30	1085	1042
					2	0	0	0	0
					3	258	64	1085	1042
				3	1	179	45	1085	1042
					2	2	0.43	407	400
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	329	82	659	801
					2	0	0	0	0
					3	0	0	0	0
				2	1	325	81	659	801
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	445	111	659	801
					3	2	0.52	250	308
				4	1	0	0	0	0
					2	455	114	659	801
					3	2	0.47	235	287
			2	1	1	654	164	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	900	225	-	-
					3	4	0.97	-	-
	3 - Raven Close	Entry	1	1	1	3	0.71	459	185
					2	22	6	923	271
					3	0	0	0	0
					4	9	2	810	314
					5	3	0.64	408	178
	4 - Whippendell Road	Entry	1	1	1	264	66	801	459
					2	95	24	801	460
					3	0	0	0	0
					4	0	0	0	0
					5	71	18	801	459
				2	1	0	0	0	0
					2	272	68	801	459
					3	0	0	0	0
					4	15	4	769	455
					5	0	0	0	0
			2	1	1	284	71	-	-
					2	395	99	-	-
					3	0	0	0	0
					4	17	4	-	-
					5	76	19	-	-

2 - Raven Close/Whippendell Road/ Ascot Road	1 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	223	56	934	897
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	224	56	934	897
					3	0.90	0.23	207	203
					4	0	0	0	0
					5	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	0	0	0	0
					4	166	41	934	897
					5	3	0.79	495	485
			2	1	1	0	0	0	0
					2	220	55	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	226	56	-	-
					3	0.90	0.23	-	-
					4	166	41	-	-
					5	3	0.79	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	14	4	1028	1072
					4	0	0	0	0
					5	0	0	0	0
				2	1	324	81	1053	1096
					2	0	0	0	0
					3	0	0	0	0
					4	337	84	1053	1096
					5	185	46	1053	1096
				3	1	567	142	1053	1096
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
	1 - A412 Rickmansworth Road (E)	Entry	1	1	1	0	0	0	0
					2	264	66	701	568
					3	0	0	0	0
				2	1	0	0	0	0
					2	258	64	701	568
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	245	61	701	568
				4	1	0	0	0	0
					2	0	0	0	0
					3	244	61	701	568
			2	1	1	0	0	0	0
					2	521	130	-	-

1 - Rickmansworth Road/Ascot Road Roundabout (North)			2		3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	490	122	-	-
			3	1	1	0	0	0	0
					2	522	130	-	-
					3	490	122	-	-
	2 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	303	76	1085	1040
				2	1	125	31	1085	1040
					2	0	0	0	0
					3	259	65	1085	1041
				3	1	185	46	1085	1041
					2	2	0.51	425	408
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	317	79	659	799
					2	0	0	0	0
					3	0	0	0	0
				2	1	326	81	659	798
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	452	113	659	799
					3	2	0.57	276	335
				4	1	0	0	0	0
					2	454	114	659	799
					3	2	0.56	250	304
			2	1	1	642	161	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	906	226	-	-
					3	5	1	-	-
	3 - Raven Close	Entry	1	1	1	3	0.79	565	156
					2	22	5	923	262
					3	0	0	0	0
					4	9	2	868	244
					5	2	0.53	387	109
	4 - Whippendell Road	Entry	1	1	1	278	69	801	460
					2	95	24	801	462
					3	0	0	0	0
					4	0	0	0	0
					5	72	18	801	462
				2	1	0	0	0	0
					2	281	70	801	462
					3	0	0	0	0
					4	15	4	772	448
					5	0	0	0	0
			2	1	1	290	72	-	-
					2	390	97	-	-
					3	0	0	0	0
					4	16	4	-	-
					5	72	18	-	-
				1	1	0	0	0	0
					2	221	55	934	893
					3	0	0	0	0
					4	0	0	0	0

2 - Raven Close/Whippendell Road/ Ascot Road	1 - Ascot Road (S)	Entry	1		5	0	0	0	0
				2	1	0	0	0	0
					2	223	56	934	893
					3	1	0.26	214	204
					4	0	0	0	0
					5	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	0	0	0	0
					4	162	41	934	892
					5	3	0.71	513	491
			2	1	1	0	0	0	0
					2	219	55	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	225	56	-	-
					3	1	0.26	-	-
					4	162	41	-	-
					5	3	0.71	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	15	4	1016	1058
					4	0	0	0	0
					5	0	0	0	0
				2	1	312	78	1053	1097
					2	0	0	0	0
					3	0	0	0	0
					4	336	84	1053	1096
					5	192	48	1053	1097
				3	1	567	142	1053	1097
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
	1 - A412 Rickmansworth Road (E)	Entry	1	1	1	0	0	0	0
					2	262	66	701	567
					3	0	0	0	0
				2	1	0	0	0	0
					2	265	66	701	568
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	243	61	701	568
				4	1	0	0	0	0
					2	0	0	0	0
					3	238	59	701	568
			2	1	1	0	0	0	0
					2	527	132	-	-
					3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	480	120	-	-

1 - Rickmansworth Road/Ascot Road Roundabout (North)			3	1	1	0	0	0	0
					2	527	132	-	-
					3	480	120	-	-
	2 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	311	78	1085	1043
				2	1	120	30	1085	1044
					2	0	0	0	0
					3	263	66	1085	1044
				3	1	186	47	1085	1043
					2	3	0.66	450	430
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	322	81	659	800
					2	0	0	0	0
					3	0	0	0	0
				2	1	321	80	659	800
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	443	111	659	800
					3	2	0.45	263	320
				4	1	0	0	0	0
					2	457	114	659	800
					3	2	0.57	276	335
			2	1	1	643	161	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	896	224	-	-
					3	4	1.00	-	-
	3 - Raven Close	Entry	1	1	1	3	0.85	565	154
					2	24	6	923	256
					3	0	0	0	0
					4	9	2	853	242
					5	2	0.39	445	128
	4 - Whippendell Road	Entry	1	1	1	279	70	801	455
					2	95	24	801	457
					3	0	0	0	0
					4	0	0	0	0
					5	70	18	801	455
				2	1	0	0	0	0
					2	280	70	801	455
					3	0	0	0	0
					4	16	4	769	438
					5	0	0	0	0
			2	1	1	295	74	-	-
					2	401	100	-	-
					3	0	0	0	0
					4	17	4	-	-
					5	74	18	-	-
			1	1	1	0	0	0	0
					2	226	57	934	892
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	229	57	934	892
					3	1	0.26	229	218

2 - Raven Close/Whippendell Road/ Ascot Road	1 - Ascot Road (S)	Entry			4	0	0	0	0
					5	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	0	0	0	0
					4	166	41	934	893
					5	3	0.74	491	469
			2	1	1	0	0	0	0
					2	229	57	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	226	56	-	-
					3	1	0.26	-	-
					4	166	41	-	-
					5	3	0.74	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	15	4	1045	1088
					4	0	0	0	0
					5	0	0	0	0
				2	1	324	81	1053	1096
					2	0	0	0	0
					3	0	0	0	0
					4	330	82	1053	1095
					5	193	48	1053	1095
				3	1	573	143	1053	1095
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
	1 - A412 Rickmansworth Road (E)	Entry	1	1	1	0	0	0	0
					2	259	65	701	566
					3	0	0	0	0
				2	1	0	0	0	0
					2	268	67	701	566
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	247	62	701	566
				4	1	0	0	0	0
					2	0	0	0	0
					3	245	61	701	566
			2	1	1	0	0	0	0
					2	526	132	-	-
					3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	493	123	-	-
			3	1	1	0	0	0	0
					2	526	132	-	-
					3	493	123	-	-
					1	0	0	0	0

1 - Rickmansworth Road/Ascot Road Roundabout (North)	2 - Ascot Road (S)	Entry	1	1	2	0	0	0	0
					3	309	77	1085	1039
				2	1	119	30	1085	1039
					2	0	0	0	0
					3	262	66	1085	1039
				3	1	184	46	1085	1039
					2	2	0.49	433	418
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	316	79	659	800
					2	0	0	0	0
					3	0	0	0	0
				2	1	322	81	659	800
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	457	114	659	801
					3	2	0.60	263	320
				4	1	0	0	0	0
					2	448	112	659	801
					3	2	0.42	232	282
			2	1	1	638	160	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	901	225	-	-
					3	4	1	-	-
	3 - Raven Close	Entry	1	1	1	3	0.71	572	164
					2	22	6	923	263
					3	0	0	0	0
					4	9	2	850	238
					5	2	0.45	387	107
	4 - Whippendell Road	Entry	1	1	1	270	68	801	456
					2	98	24	801	456
					3	0	0	0	0
					4	0	0	0	0
					5	73	18	801	457
				2	1	0	0	0	0
					2	281	70	801	457
					3	0	0	0	0
					4	16	4	766	437
					5	0	0	0	0
			2	1	1	281	70	-	-
					2	397	99	-	-
					3	0	0	0	0
					4	17	4	-	-
					5	76	19	-	-
			1	1	1	0	0	0	0
					2	221	55	934	892
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	223	56	934	892
					3	0.71	0.18	218	208
					4	0	0	0	0
					5	0	0	0	0
2 - Raven Close/Whippendell Road/ Ascot Road					1	0	0	0	0
					2	0	0	0	0

	1 - Ascot Road (S)	Entry		3	3	0	0	0	0
					4	160	40	934	892
					5	3	0.74	495	472
			2	1	1	0	0	0	0
					2	224	56	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	219	55	-	-
					3	0.71	0.18	-	-
					4	160	40	-	-
					5	3	0.74	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	14	3	999	1042
					4	0	0	0	0
					5	0	0	0	0
				2	1	317	79	1053	1098
					2	0	0	0	0
					3	0	0	0	0
					4	345	86	1053	1098
					5	189	47	1053	1098
				3	1	575	144	1053	1097
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

D4 - 2030 | Future Year Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked junction	1 - Rickmansworth Road/Ascot Road Roundabout (North) - 2 - Ascot Road (S)	Linked arm: Junction 1 Arm 2 has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Linked junction	2 - Raven Close/Whippendell Road/ Ascot Road - 2 - Ascot Road (N)	Linked arm: Junction 2 Arm 2 has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.
Info	Linked junctions	1 - Rickmansworth Road/Ascot Road Roundabout (North)	Capacities and RFCs in lane simulation mode will not be reported for linked arms.
Info	Linked junctions	2 - Raven Close/Whippendell Road/ Ascot Road	Capacities and RFCs in lane simulation mode will not be reported for linked arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Rickmansworth Road/Ascot Road Roundabout (North)	Standard Roundabout		1, 2, 3	5.95	A
2	Raven Close/Whippendell Road/ Ascot Road	Standard Roundabout		3, 4, 5, 1, 2	7.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.54	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2030	Future Year Base	PM	FLAT	16:45	17:45	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	2 - Ascot Road (S)	2	2	Simple (vertical queueing)	Normal	0	100.00	
2 - Raven Close/Whippendell Road/ Ascot Road	2 - Ascot Road (N)	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)		FLAT	✓	778	100.000
	2 - Ascot Road (S)	✓				
	3 - A412 Rickmansworth Road (W)		FLAT	✓	1010	100.000
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close		FLAT	✓	9	100.000
	4 - Whippendell Road		FLAT	✓	711	100.000
	5 - Ascot Road (SE)					
	1 - Ascot Road (S)		FLAT	✓	1317	100.000
	2 - Ascot Road (N)	✓				

Origin-Destination Data

1 - Rickmansworth Road/Ascot Road Roundabout (North)

Demand (PCU/hr)

		To		
		1 - A412 Rickmansworth Road (E)	2 - Ascot Road (S)	3 - A412 Rickmansworth Road (W)
From	1 - A412 Rickmansworth Road (E)	0	196	582
	2 - Ascot Road (S)	525	0	925
	3 - A412 Rickmansworth Road (W)	535	475	0

2 - Raven Close/Whippendell Road/ Ascot Road

Demand (PCU/hr)

		To				
		3 - Raven Close	4 - Whippendell Road	5 - Ascot Road (SE)	1 - Ascot Road (S)	2 - Ascot Road (N)
From	3 - Raven Close	0	3	1	1	4
	4 - Whippendell Road	2	13	86	139	471
	5 - Ascot Road (SE)	0	0	0	0	0
	1 - Ascot Road (S)	4	318	7	1	987
	2 - Ascot Road (N)	6	297	127	248	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80

1 - Rickmansworth Road/Ascot Road Roundabout (North)

Heavy Vehicle %

		To		
		1 - A412 Rickmansworth Road (E)	2 - Ascot Road (S)	3 - A412 Rickmansworth Road (W)
From	1 - A412 Rickmansworth Road (E)	0	3	2
	2 - Ascot Road (S)	2	0	1
	3 - A412 Rickmansworth Road (W)	2	1	0

Cyclist %

From	1 - A412 Rickmansworth Road	
	2 - Ascot Road (S)	
	3 - A412 Rickmansworth Road	

2 - Raven Close/Whippendell Road/ Ascot Road

Heavy Vehicle %

		To				
		3 - Raven Close	4 - Whippendell Road	5 - Ascot Road (SE)	1 - Ascot Road (S)	2 - Ascot Road (N)
From	3 - Raven Close	0	0	0	0	0
	4 - Whippendell Road	0	10	1	1	1
	5 - Ascot Road (SE)	0	0	0	0	0
	1 - Ascot Road (S)	0	0	0	0	1
	2 - Ascot Road (N)	0	1	0	3	0

Cyclist %

		To	
		3 - Raven Close	W
From	3 - Raven Close	0	
	4 - Whippendell Road	0	
	5 - Ascot Road (SE)	0	
	1 - Ascot Road (S)	0	
	2 - Ascot Road (N)	0	

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	0.47	7.32	1.9	A	779	779
	2 - Ascot Road (S)		5.11	2.1	A	1467	1467
	3 - A412 Rickmansworth Road (W)	0.35	6.12	1.7	A	1009	1009
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	0.02	7.66	0.0	A	10	10
	4 - Whippendell Road	0.60	9.62	2.0	A	711	711
	5 - Ascot Road (SE)						
	1 - Ascot Road (S)	0.62	7.07	2.5	A	1310	1310
	2 - Ascot Road (N)		5.14	1.0	A	675	675

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th (
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	784	196	475	1731	0.453	782	
	2 - Ascot Road (S)	1477	369	580			1479	
	3 - A412 Rickmansworth Road (W)	1014	254	534	2906	0.349	1015	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	10	3	1015	524	0.019	10	
	4 - Whippendell Road	703	176	387	1193	0.589	705	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	1327	332	487	2131	0.622	1330	
	2 - Ascot Road (N)	679	170	346			681	

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th (
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	795	199	470	1682	0.472	789	
	2 - Ascot Road (S)	1457	364	591			1457	
	3 - A412 Rickmansworth Road (W)	1012	253	525	2897	0.349	1012	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	11	3	1005	533	0.020	10	
	4 - Whippendell Road	724	181	385	1197	0.605	729	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	1301	325	502	2122	0.613	1303	
	2 - Ascot Road (N)	666	166	352			665	

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	770	193	479	1783	0.432	769	
	2 - Ascot Road (S)	1488	372	574			1488	
	3 - A412 Rickmansworth Road (W)	1000	250	524	2893	0.346	1004	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	12	3	994	551	0.022	12	
	4 - Whippendell Road	708	177	399	1192	0.594	708	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	1317	329	499	2152	0.612	1313	
	2 - Ascot Road (N)	674	169	333			673	

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	765	191	479	1753	0.436	771	
	2 - Ascot Road (S)	1447	362	570			1450	
	3 - A412 Rickmansworth Road (W)	1009	252	522	2887	0.349	1009	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	9	2	1009	556	0.016	9	
	4 - Whippendell Road	710	177	393	1197	0.593	712	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	1296	324	490	2108	0.615	1294	
	2 - Ascot Road (N)	681	170	341			681	

Lane Results

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

Lanes: Main Results for each time segment

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	100	655	0.152	9
				2	2	103	655	0.157	1
				3	3	288	655	0.439	2
				4	1, 3	294	655	0.448	2
			2	1	(2)	203			2
				2	(1, 3)	581			5
			3	1	((1, 2, 3))	784			7
		Exit	1	1		1074			10
	2 - Ascot Road (S)	Entry	1	1	3	525	1015	0.517	5
				2	1, 3	608	1015	0.599	6
				3	1, 2	344	1015	0.339	3
		Exit	1	1		678			6
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	264	756	0.349	2
				2	1	274	756	0.362	2
				3	2, 3	238	756	0.315	2
				4	2, 3	238	756	0.315	2
			2	1	(1)	538			5
				2	(2, 3)	476			4
		Exit	1	1		1525			15
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	10	538	0.019	1
		Exit	1	1		12			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	409	686	0.597	4
				2	2, 3, 4	296	686	0.432	2
			2	1	(1, 2, 3, 4, 5)	703			7
		Exit	1	1		638			6
	5 - Ascot Road (SE)	Exit	1	1		218			2
	1 - Ascot Road (S)	Entry	1	1	2	498	872	0.571	5
				2	2, 3	503	872	0.577	5
				3	1, 4, 5	326	872	0.374	3
			2	1	(2)	492			4
				2	(1, 2, 3, 4, 5)	835			8
		Exit	1	1		386			3
	2 - Ascot Road (N)	Entry	1	1	3	5	1046	0.005	
				2	1, 4, 5	509	1046	0.487	5
				3	1, 2	165	1046	0.157	1
		Exit	1	1		1471			14

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	96	656	0.146	9
				2	2	101	656	0.153	1
				3	3	298	656	0.454	2
				4	1, 3	300	656	0.457	2
			2	1	(2)	197			1
				2	(1, 3)	598			5
			3	1	((1, 2, 3))	795			7
		Exit	1	1		1067			10
	2 - Ascot Road (S)	Entry	1	1	3	515	1012	0.509	5
				2	1, 3	606	1012	0.599	6
				3	1, 2	336	1012	0.332	3
		Exit	1	1		667			6
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	271	758	0.358	2
				2	1	273	758	0.360	2
				3	2, 3	235	758	0.311	2
				4	2, 3	233	758	0.308	2
			2	1	(1)	544			5
				2	(2, 3)	469			4
		Exit	1	1		1525			15
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	11	543	0.019	1
		Exit	1	1		12			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	421	687	0.613	4
				2	2, 3, 4	305	687	0.445	3
			2	1	(1, 2, 3, 4, 5)	724			7
		Exit	1	1		630			6
	5 - Ascot Road (SE)	Exit	1	1		219			2
	1 - Ascot Road (S)	Entry	1	1	2	483	867	0.557	4
				2	2, 3	486	867	0.561	4
				3	1, 4, 5	331	867	0.382	3
			2	1	(2)	487			4
				2	(1, 2, 3, 4, 5)	814			8
		Exit	1	1		393			3
	2 - Ascot Road (N)	Entry	1	1	3	7	1044	0.007	
				2	1, 4, 5	492	1044	0.471	4
				3	1, 2	167	1044	0.160	1
		Exit	1	1		1453			14

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	96	655	0.147	9
				2	2	99	655	0.152	9
				3	3	284	655	0.434	2
				4	1, 3	291	655	0.444	2
			2	1	(2)	196			1
				2	(1, 3)	575			5
			3	1	((1, 2, 3))	770			7
		Exit	1	1		1049			10
	2 - Ascot Road (S)	Entry	1	1	3	523	1017	0.515	5
				2	1, 3	620	1017	0.610	6
				3	1, 2	345	1017	0.339	3
		Exit	1	1		674			6
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	259	758	0.342	2
				2	1	264	758	0.348	2
				3	2, 3	240	758	0.317	2
				4	2, 3	237	758	0.312	2
			2	1	(1)	523			5
				2	(2, 3)	477			4
		Exit	1	1		1538			15
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	12	548	0.022	1
		Exit	1	1		13			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	408	682	0.598	4
				2	2, 3, 4	298	682	0.436	2
			2	1	(1, 2, 3, 4, 5)	708			7
		Exit	1	1		606			6
	5 - Ascot Road (SE)	Exit	1	1		225			2
	1 - Ascot Road (S)	Entry	1	1	2	501	868	0.577	4
				2	2, 3	500	868	0.576	4
				3	1, 4, 5	315	868	0.363	3
			2	1	(2)	489			4
				2	(1, 2, 3, 4, 5)	828			8
		Exit	1	1		383			3
	2 - Ascot Road (N)	Entry	1	1	3	7	1050	0.007	
				2	1, 4, 5	501	1050	0.478	5
				3	1, 2	166	1050	0.158	1
		Exit	1	1		1479			14

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	101	655	0.154	1
				2	2	99	655	0.152	9
				3	3	280	655	0.427	2
				4	1, 3	285	655	0.436	2
			2	1	(2)	200			2
				2	(1, 3)	565			5
			3	1	((1, 2, 3))	765			7
		Exit	1	1		1052			10
	2 - Ascot Road (S)	Entry	1	1	3	507	1018	0.498	5
				2	1, 3	605	1018	0.594	6
				3	1, 2	335	1018	0.329	3
		Exit	1	1		679			6
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	262	759	0.346	2
				2	1	265	759	0.349	2
				3	2, 3	245	759	0.323	2
				4	2, 3	237	759	0.312	2
			2	1	(1)	527			5
				2	(2, 3)	482			4
		Exit	1	1		1498			14
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	9	541	0.016	
		Exit	1	1		13			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	408	684	0.596	4
				2	2, 3, 4	302	684	0.441	3
			2	1	(1, 2, 3, 4, 5)	710			7
		Exit	1	1		626			6
	5 - Ascot Road (SE)	Exit	1	1		219			2
	1 - Ascot Road (S)	Entry	1	1	2	482	871	0.554	4
				2	2, 3	491	871	0.563	4
				3	1, 4, 5	323	871	0.371	3
			2	1	(2)	485			4
				2	(1, 2, 3, 4, 5)	811			8
		Exit	1	1		396			3
	2 - Ascot Road (N)	Entry	1	1	3	8	1048	0.008	
				2	1, 4, 5	504	1048	0.481	5
				3	1, 2	169	1048	0.162	1
		Exit	1	1		1444			14

Lane movements: Main Results for each time segment

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
			1	1	1	0	0	0	0
					2	100	25	701	654
					3	0	0	0	0
				2	1	0	0	0	0
					2	103	26	701	656
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	288	72	701	655
					1	0	0	0	0

1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry		4	2	0	0	0	0
					3	294	73	701	655
			2	1	1	0	0	0	0
					2	203	51	-	-
					3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	581	145	-	-
			3	1	1	0	0	0	0
					2	203	51	-	-
					3	581	145	-	-
	2 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	525	131	1085	1015
				2	1	191	48	1085	1015
					2	0	0	0	0
					3	417	104	1085	1014
				3	1	344	86	1085	1014
					2	0	0	0	0
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	264	66	659	756
					2	0	0	0	0
					3	0	0	0	0
				2	1	274	69	659	756
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	238	60	659	756
					3	0	0	0	0
				4	1	0	0	0	0
					2	238	60	659	756
					3	0	0	0	0
			2	1	1	538	134	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	476	119	-	-
					3	0	0	0	0
	3 - Raven Close	Entry	1	1	1	0.48	0.12	219	170
					2	5	1	594	398
					3	0	0	0	0
					4	3	0.86	585	405
					5	1	0.36	219	165
	4 - Whippendell Road	Entry	1	1	1	139	35	801	687
					2	187	47	801	686
					3	0	0	0	0
					4	0	0	0	0
					5	83	21	801	687
				2	1	0	0	0	0
					2	283	71	801	686
					3	2	0.56	388	341
					4	11	3	745	644
					5	0	0	0	0
			2	1	1	139	35	-	-
					2	469	117	-	-
					3	2	0.56	-	-
					4	11	3	-	-
					5	82	21	-	-

2 - Raven Close/Whippendell Road/ Ascot Road	1 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	498	124	934	872
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	498	124	934	871
					3	5	1	546	521
					4	0	0	0	0
					5	0	0	0	0
				3	1	1	0.27	240	229
					2	0	0	0	0
					3	0	0	0	0
					4	318	79	934	872
					5	7	2	777	740
			2	1	1	0	0	0	0
					2	492	123	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	1	0.27	-	-
					2	504	126	-	-
					3	5	1	-	-
					4	318	79	-	-
					5	7	2	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	5	1	772	773
					4	0	0	0	0
					5	0	0	0	0
				2	1	81	20	1053	1048
					2	0	0	0	0
					3	0	0	0	0
					4	303	76	1053	1046
					5	125	31	1053	1047
				3	1	165	41	1053	1046
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
	1 - A412 Rickmansworth Road (E)	Entry	1	1	1	0	0	0	0
					2	96	24	701	656
					3	0	0	0	0
				2	1	0	0	0	0
					2	101	25	701	657
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	298	75	701	657
				4	1	0	0	0	0
					2	0	0	0	0
					3	300	75	701	656
			2	1	1	0	0	0	0
					2	197	49	-	-

1 - Rickmansworth Road/Ascot Road Roundabout (North)			2		3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	598	150	-	-
			3	1	1	0	0	0	0
					2	197	49	-	-
					3	598	150	-	-
	2 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	515	129	1085	1012
				2	1	190	47	1085	1012
					2	0	0	0	0
					3	416	104	1085	1012
				3	1	336	84	1085	1012
					2	0	0	0	0
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	271	68	659	758
					2	0	0	0	0
					3	0	0	0	0
				2	1	273	68	659	758
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	235	59	659	758
					3	0	0	0	0
				4	1	0	0	0	0
					2	233	58	659	758
					3	0	0	0	0
			2	1	1	544	136	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	469	117	-	-
					3	0	0	0	0
	3 - Raven Close	Entry	1	1	1	0.83	0.21	356	208
					2	4	1	776	463
					3	0	0	0	0
					4	4	0.98	703	416
					5	2	0.39	283	166
	4 - Whippendell Road	Entry	1	1	1	141	35	801	688
					2	192	48	801	688
					3	0	0	0	0
					4	0	0	0	0
					5	87	22	801	687
				2	1	0	0	0	0
					2	289	72	801	687
					3	2	0.59	317	274
					4	14	3	761	652
					5	0	0	0	0
			2	1	1	141	35	-	-
					2	480	120	-	-
					3	2	0.56	-	-
					4	14	3	-	-
					5	87	22	-	-
				1	1	0	0	0	0
					2	483	121	934	868
					3	0	0	0	0
					4	0	0	0	0

2 - Raven Close/Whippendell Road/ Ascot Road	1 - Ascot Road (S)	Entry	1		5	0	0	0	0
				2	1	0	0	0	0
					2	483	121	934	868
					3	3	0.80	592	550
					4	0	0	0	0
					5	0	0	0	0
				3	1	0.83	0.21	213	198
					2	0	0	0	0
					3	0	0	0	0
					4	322	80	934	868
					5	9	2	823	766
			2	1	1	0	0	0	0
					2	487	122	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0.83	0.21	-	-
					2	479	120	-	-
					3	3	0.80	-	-
					4	322	80	-	-
					5	9	2	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	7	2	813	807
					4	0	0	0	0
					5	0	0	0	0
				2	1	82	20	1053	1045
					2	0	0	0	0
					3	0	0	0	0
					4	289	72	1053	1045
					5	120	30	1053	1046
				3	1	167	42	1053	1045
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
	1 - A412 Rickmansworth Road (E)	Entry	1	1	1	0	0	0	0
					2	96	24	701	655
					3	0	0	0	0
				2	1	0	0	0	0
					2	99	25	701	655
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	284	71	701	654
				4	1	0	0	0	0
					2	0	0	0	0
					3	291	73	701	655
			2	1	1	0	0	0	0
					2	196	49	-	-
					3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	575	144	-	-

1 - Rickmansworth Road/Ascot Road Roundabout (North)			3	1	1	0	0	0	0
					2	196	49	-	-
					3	575	144	-	-
	2 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	523	131	1085	1016
				2	1	181	45	1085	1016
					2	0	0	0	0
					3	439	110	1085	1017
				3	1	345	86	1085	1016
					2	0	0	0	0
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	259	65	659	757
					2	0	0	0	0
					3	0	0	0	0
				2	1	264	66	659	759
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	240	60	659	758
					3	0	0	0	0
				4	1	0	0	0	0
					2	237	59	659	758
					3	0	0	0	0
			2	1	1	523	131	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	477	119	-	-
					3	0	0	0	0
	3 - Raven Close	Entry	1	1	1	1	0.36	329	193
					2	6	1	822	483
					3	0	0	0	0
					4	4	1	658	387
					5	0.83	0.21	265	154
	4 - Whippendell Road	Entry	1	1	1	134	33	801	683
					2	194	49	801	681
					3	0	0	0	0
					4	0	0	0	0
					5	80	20	801	683
				2	1	0	0	0	0
					2	284	71	801	682
					3	2	0.53	277	238
					4	11	3	737	626
					5	0	0	0	0
			2	1	1	135	34	-	-
					2	479	120	-	-
					3	2	0.53	-	-
					4	11	3	-	-
					5	80	20	-	-
			1	1	1	0	0	0	0
					2	501	125	934	869
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	497	124	934	868
					3	4	0.95	564	525

2 - Raven Close/Whippendell Road/ Ascot Road	1 - Ascot Road (S)	Entry			4	0	0	0	0
					5	0	0	0	0
				3	1	1	0.27	277	257
					2	0	0	0	0
					3	0	0	0	0
					4	307	77	934	869
					5	8	2	768	715
			2	1	1	0	0	0	0
					2	489	122	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	1	0.27	-	-
					2	509	127	-	-
					3	4	0.95	-	-
					4	307	77	-	-
					5	8	2	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	7	2	876	870
					4	0	0	0	0
					5	0	0	0	0
				2	1	81	20	1053	1049
					2	0	0	0	0
					3	0	0	0	0
					4	284	71	1053	1050
					5	136	34	1053	1050
				3	1	166	41	1053	1050
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
	1 - A412 Rickmansworth Road (E)	Entry	1	1	1	0	0	0	0
					2	101	25	701	654
					3	0	0	0	0
				2	1	0	0	0	0
					2	99	25	701	654
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	280	70	701	654
				4	1	0	0	0	0
					2	0	0	0	0
					3	285	71	701	654
			2	1	1	0	0	0	0
					2	200	50	-	-
					3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	565	141	-	-
			3	1	1	0	0	0	0
					2	200	50	-	-
					3	565	141	-	-
					1	0	0	0	0

1 - Rickmansworth Road/Ascot Road Roundabout (North)	2 - Ascot Road (S)	Entry	1	1	2	0	0	0	0
					3	507	127	1085	1018
				2	1	185	46	1085	1018
					2	0	0	0	0
					3	420	105	1085	1018
				3	1	335	84	1085	1019
					2	0	0	0	0
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	262	66	659	758
					2	0	0	0	0
					3	0	0	0	0
				2	1	265	66	659	758
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	245	61	659	758
					3	0	0	0	0
				4	1	0	0	0	0
					2	237	59	659	758
					3	0	0	0	0
			2	1	1	527	132	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	482	120	-	-
					3	0	0	0	0
	3 - Raven Close	Entry	1	1	1	1	0.27	356	207
					2	4	0.89	767	446
					3	0	0	0	0
					4	3	0.80	667	388
					5	1	0.27	384	218
	4 - Whippendell Road	Entry	1	1	1	140	35	801	684
					2	183	46	801	683
					3	0	0	0	0
					4	0	0	0	0
					5	84	21	801	683
				2	1	0	0	0	0
					2	286	71	801	684
					3	1	0.30	254	217
					4	15	4	753	646
					5	0	0	0	0
			2	1	1	140	35	-	-
					2	469	117	-	-
					3	1	0.30	-	-
					4	15	4	-	-
					5	84	21	-	-
	2 - Raven Close/Whippendell Road/ Ascot Road		1	1	1	0	0	0	0
					2	482	121	934	871
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	487	122	934	871
					3	4	0.92	638	594
					4	0	0	0	0
					5	0	0	0	0
					1	1	0.33	203	189
					2	0	0	0	0

	1 - Ascot Road (S)	Entry		3	3	0	0	0	0
					4	314	79	934	871
					5	7	2	786	731
			2	1	1	0	0	0	0
					2	485	121	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	1	0.33	-	-
					2	485	121	-	-
					3	4	0.92	-	-
					4	314	79	-	-
					5	7	2	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	8	2	855	851
					4	0	0	0	0
					5	0	0	0	0
				2	1	83	21	1053	1046
					2	0	0	0	0
					3	0	0	0	0
					4	295	74	1053	1047
					5	125	31	1053	1047
				3	1	169	42	1053	1046
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

D5 - 2030 | Future Year Base + Comm | AM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	2 - Raven Close/Whippendell Road/ Ascot Road - 4 - Whippendell Road	Arm 4: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Linked junctions	1 - Rickmansworth Road/Ascot Road Roundabout (North)	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.
Warning	Linked junction	1 - Rickmansworth Road/Ascot Road Roundabout (North) - 2 - Ascot Road (S)	Linked arm: Junction 1 Arm 2 has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Linked junction	2 - Raven Close/Whippendell Road/ Ascot Road - 2 - Ascot Road (N)	Linked arm: Junction 2 Arm 2 has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.
Info	Linked junctions	1 - Rickmansworth Road/Ascot Road Roundabout (North)	Capacities and RFCs in lane simulation mode will not be reported for linked arms.
Info	Linked junctions	2 - Raven Close/Whippendell Road/ Ascot Road	Capacities and RFCs in lane simulation mode will not be reported for linked arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Rickmansworth Road/Ascot Road Roundabout (North)	Standard Roundabout		1, 2, 3	12.07	B
2	Raven Close/Whippendell Road/ Ascot Road	Standard Roundabout		3, 4, 5, 1, 2	54.11	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	31.09	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2030	Future Year Base + Comm	AM	FLAT	07:45	08:45	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	2 - Ascot Road (S)	2	2	Simple (vertical queueing)	Normal	0	100.00	
2 - Raven Close/Whippendell Road/ Ascot Road	2 - Ascot Road (N)	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)		FLAT	✓	1017	100.000
	2 - Ascot Road (S)	✓				
	3 - A412 Rickmansworth Road (W)		FLAT	✓	1562	100.000
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close		FLAT	✓	36	100.000
	4 - Whippendell Road		FLAT	✓	771	100.000
	5 - Ascot Road (SE)					
	1 - Ascot Road (S)		FLAT	✓	613	100.000
	2 - Ascot Road (N)	✓				

Origin-Destination Data

1 - Rickmansworth Road/Ascot Road Roundabout (North)

Demand (PCU/hr)

		To		
		1 - A412 Rickmansworth Road (E)	2 - Ascot Road (S)	3 - A412 Rickmansworth Road (W)
From	1 - A412 Rickmansworth Road (E)	0	528	489
	2 - Ascot Road (S)	296	2	558
	3 - A412 Rickmansworth Road (W)	645	913	4

2 - Raven Close/Whippendell Road/ Ascot Road

Demand (PCU/hr)

		To				
		3 - Raven Close	4 - Whippendell Road	5 - Ascot Road (SE)	1 - Ascot Road (S)	2 - Ascot Road (N)
From	3 - Raven Close	0	9	3	2	22
	4 - Whippendell Road	0	16	75	285	395
	5 - Ascot Road (SE)	0	0	0	0	0
	1 - Ascot Road (S)	1	162	3	0	447
	2 - Ascot Road (N)	15	340	200	888	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80

1 - Rickmansworth Road/Ascot Road Roundabout (North)

Heavy Vehicle %

		To		
		1 - A412 Rickmansworth Road (E)	2 - Ascot Road (S)	3 - A412 Rickmansworth Road (W)
From	1 - A412 Rickmansworth Road (E)	0	3	2
	2 - Ascot Road (S)	6	0	5
	3 - A412 Rickmansworth Road (W)	2	2	0

Cyclist %

From	1 - A412 Rickmansworth Road	
	2 - Ascot Road (S)	
	3 - A412 Rickmansworth Road	

2 - Raven Close/Whippendell Road/ Ascot Road

Heavy Vehicle %

		To				
		3 - Raven Close	4 - Whippendell Road	5 - Ascot Road (SE)	1 - Ascot Road (S)	2 - Ascot Road (N)
From	3 - Raven Close	0	0	0	0	0
	4 - Whippendell Road	0	18	0	3	4
	5 - Ascot Road (SE)	0	0	0	0	0
	1 - Ascot Road (S)	0	5	0	7	0
	2 - Ascot Road (N)	0	2	2	2	0

Cyclist %

		To	
		3 - Raven Close	W
From	3 - Raven Close	0	
	4 - Whippendell Road	0	
	5 - Ascot Road (SE)	0	
	1 - Ascot Road (S)	0	
	2 - Ascot Road (N)	0	

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	0.71	13.80	4.1	B	1013	1013
	2 - Ascot Road (S)		4.22	1.2	A	880	880
	3 - A412 Rickmansworth Road (W)	0.59	15.39	6.7	C	1555	1555
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	0.15	28.93	0.4	D	37	37
	4 - Whippendell Road	1.05	185.46	46.6	F	764	764
	5 - Ascot Road (SE)						
	1 - Ascot Road (S)	0.26	4.66	0.9	A	617	617
	2 - Ascot Road (N)		5.94	2.4	A	1431	1431

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	1025	256	900	1521	0.674	1030	
	2 - Ascot Road (S)	873	218	499			875	
	3 - A412 Rickmansworth Road (W)	1543	386	310	2699	0.572	1545	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	36	9	1582	274	0.132	35	
	4 - Whippendell Road	760	190	1090	746	1.019	703	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	625	156	396	2407	0.260	624	
	2 - Ascot Road (N)	1423	356	179			1422	

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	1003	251	926	1460	0.687	1010	
	2 - Ascot Road (S)	880	220	497			879	
	3 - A412 Rickmansworth Road (W)	1577	394	301	2676	0.589	1574	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	37	9	1599	257	0.144	37	
	4 - Whippendell Road	760	190	1109	769	0.988	727	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	617	154	416	2390	0.258	620	
	2 - Ascot Road (N)	1432	358	184			1431	

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th (
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	1015	254	919	1501	0.676	1010	
	2 - Ascot Road (S)	888	222	489			885	
	3 - A412 Rickmansworth Road (W)	1549	387	304	2690	0.576	1554	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	37	9	1596	251	0.149	37	
	4 - Whippendell Road	762	191	1098	770	0.989	738	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	618	155	416	2413	0.256	621	
	2 - Ascot Road (N)	1433	358	180			1434	

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th (
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	1011	253	920	1433	0.705	1008	
	2 - Ascot Road (S)	881	220	489			879	
	3 - A412 Rickmansworth Road (W)	1553	388	315	2677	0.580	1564	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	37	9	1594	276	0.135	36	
	4 - Whippendell Road	775	194	1112	741	1.046	744	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	607	152	419	2441	0.249	609	
	2 - Ascot Road (N)	1436	359	178			1434	

Lane Results

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

Lanes: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	265	570	0.466	2
				2	2	265	570	0.465	2
				3	3	252	570	0.442	2
				4	1, 3	245	570	0.429	2
			2	1	(2)	529			5
				2	(1, 3)	497			4
			3	1	((1, 2, 3))	1025			10
		Exit	1	1		955			9
	2 - Ascot Road (S)	Entry	1	1	3	302	1039	0.290	3
				2	1, 3	385	1039	0.370	3
				3	1, 2	186	1039	0.179	1
		Exit	1	1		1430			14
	[illegible]	Entry	1	1	1	324	800	0.406	3
				2	1	321	800	0.402	3
				3	2, 3	445	800	0.557	4
				[illegible]					
			2	[illegible]	(1)	846			8
				2	(2, 3)	898			8
		Exit	1	1		1064			10
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	36	267	0.136	3
		Exit	1	1		18			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	430	465	0.924	4
				2	2, 3, 4	274	465	0.590	2
			2	1	(1, 2, 3, 4, 5)	760			7
		Exit	1	1		528			5
	5 - Ascot Road (SE)	Exit	1	1		268			2
	1 - Ascot Road (S)	Entry	1	1	2	231	899	0.257	2
				2	2, 3	230	899	0.256	2
				3	1, 4, 5	164	899	0.182	1
			2	1	(2)	230			2
				2	(1, 2, 3, 4, 5)	395			3
		Exit	1	1		1129			11
	2 - Ascot Road (N)	Entry	1	1	3	17	1098	0.016	1
				2	1, 4, 5	839	1098	0.764	8
				3	1, 2	567	1098	0.516	5
		Exit	1	1		840			8

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	253	565	0.448	2
				2	2	258	565	0.457	2
				3	3	251	565	0.444	2
				4	1, 3	242	565	0.429	2
			2	1	(2)	510			5
				2	(1, 3)	493			4
			3	1	((1, 2, 3))	1003			10
		Exit	1	1		949			9
	2 - Ascot Road (S)	Entry	1	1	3	314	1039	0.302	3
				2	1, 3	389	1039	0.375	3
				3	1, 2	177	1039	0.171	1
		Exit	1	1		1439			14
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	325	801	0.406	3
				2	1	326	801	0.407	3
				3	2, 3	465	801	0.580	4
				4	2, 3	458	801	0.572	4
			2	1	(1)	651			6
				2	(2, 3)	925			9
		Exit	1	1		1076			10
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	37	260	0.143	3
		Exit	1	1		17			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	437	459	0.952	4
				2	2, 3, 4	293	459	0.639	2
			2	1	(1, 2, 3, 4, 5)	760			7
		Exit	1	1		527			5
	5 - Ascot Road (SE)	Exit	1	1		279			2
	1 - Ascot Road (S)	Entry	1	1	2	227	893	0.254	2
				2	2, 3	223	893	0.250	2
				3	1, 4, 5	167	893	0.187	1
			2	1	(2)	225			2
				2	(1, 2, 3, 4, 5)	393			3
		Exit	1	1		1141			11
	2 - Ascot Road (N)	Entry	1	1	3	15	1096	0.014	1
				2	1, 4, 5	856	1096	0.780	8
				3	1, 2	561	1096	0.512	5
		Exit	1	1		851			8

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	264	566	0.466	2
				2	2	264	566	0.467	2
				3	3	239	566	0.422	2
				4	1, 3	247	566	0.436	2
			2	1	(2)	529			5
				2	(1, 3)	486			4
			3	1	((1, 2, 3))	1015			10
		Exit	1	1		939			9
	2 - Ascot Road (S)	Entry	1	1	3	317	1042	0.304	3
				2	1, 3	388	1042	0.372	3
				3	1, 2	183	1042	0.176	1
		Exit	1	1		1440			14
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	321	801	0.400	3
				2	1	317	801	0.396	3
				3	2, 3	460	801	0.575	4
				4	2, 3	455	801	0.568	4
			2	1	(1)	638			6
				2	(2, 3)	911			9
		Exit	1	1		1070			10
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	37	261	0.143	3
		Exit	1	1		19			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	444	462	0.961	4
				2	2, 3, 4	295	462	0.639	2
			2	1	(1, 2, 3, 4, 5)	762			7
		Exit	1	1		535			5
	5 - Ascot Road (SE)	Exit	1	1		274			2
	1 - Ascot Road (S)	Entry	1	1	2	228	893	0.255	2
				2	2, 3	227	893	0.254	2
				3	1, 4, 5	163	893	0.183	1
			2	1	(2)	228			2
				2	(1, 2, 3, 4, 5)	390			3
		Exit	1	1		1147			11
	2 - Ascot Road (N)	Entry	1	1	3	17	1097	0.016	1
				2	1, 4, 5	850	1097	0.775	8
				3	1, 2	566	1097	0.516	5
		Exit	1	1		856			8

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	267	566	0.472	2
				2	2	258	566	0.455	2
				3	3	244	566	0.431	2
				4	1, 3	241	566	0.426	2
			2	1	(2)	525			5
				2	(1, 3)	485			4
			3	1	((1, 2, 3))	1011			10
		Exit	1	1		958			9
	2 - Ascot Road (S)	Entry	1	1	3	303	1042	0.291	3
				2	1, 3	386	1042	0.371	3
				3	1, 2	191	1042	0.183	1
		Exit	1	1		1440			14
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	322	799	0.403	3
				2	1	322	799	0.404	3
				3	2, 3	460	799	0.575	4
				4	2, 3	457	799	0.572	4
			2	1	(1)	644			6
				2	(2, 3)	909			9
		Exit	1	1		1054			10
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	37	262	0.143	3
		Exit	1	1		18			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	442	458	0.967	4
				2	2, 3, 4	301	458	0.658	3
			2	1	(1, 2, 3, 4, 5)	775			7
		Exit	1	1		519			5
	5 - Ascot Road (SE)	Exit	1	1		274			2
	1 - Ascot Road (S)	Entry	1	1	2	225	892	0.252	2
				2	2, 3	220	892	0.246	2
				3	1, 4, 5	163	892	0.183	1
			2	1	(2)	227			2
				2	(1, 2, 3, 4, 5)	380			3
		Exit	1	1		1163			11
	2 - Ascot Road (N)	Entry	1	1	3	16	1098	0.015	1
				2	1, 4, 5	854	1098	0.777	8
				3	1, 2	566	1098	0.515	5
		Exit	1	1		850			8

Lane movements: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
			1	1	1	0	0	0	0
					2	265	66	701	570
					3	0	0	0	0
				2	1	0	0	0	0
					2	265	66	701	570
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	252	63	701	570
					1	0	0	0	0

1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry		4	2	0	0	0	0
					3	245	61	701	570
			2	1	1	0	0	0	0
					2	529	132	-	-
					3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	497	124	-	-
			3	1	1	0	0	0	0
					2	529	132	-	-
					3	497	124	-	-
	2 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	302	75	1085	1039
				2	1	122	31	1085	1038
					2	0	0	0	0
					3	263	66	1085	1038
				3	1	184	46	1085	1039
					2	2	0.54	452	445
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	324	81	659	800
					2	0	0	0	0
					3	0	0	0	0
				2	1	321	80	659	800
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	444	111	659	799
					3	2	0.40	220	269
				4	1	0	0	0	0
					2	451	113	659	800
					3	0.83	0.21	206	254
			2	1	1	646	161	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	895	224	-	-
					3	2	0.58	-	-
	3 - Raven Close	Entry	1	1	1	1	0.35	384	202
					2	23	6	923	263
					3	0	0	0	0
					4	9	2	839	273
					5	3	0.77	538	237
	4 - Whippendell Road	Entry	1	1	1	267	67	801	464
					2	101	25	801	465
					3	0	0	0	0
					4	0	0	0	0
					5	62	15	801	460
				2	1	0	0	0	0
					2	259	65	801	464
					3	0	0	0	0
					4	15	4	773	459
					5	0	0	0	0
			2	1	1	286	71	-	-
					2	389	97	-	-
					3	0	0	0	0
					4	15	4	-	-
					5	70	18	-	-

2 - Raven Close/Whippendell Road/ Ascot Road	1 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	231	58	934	899
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	229	57	934	899
					3	0.92	0.23	195	190
					4	0	0	0	0
					5	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	0	0	0	0
					4	161	40	934	899
					5	3	0.63	422	411
			2	1	1	0	0	0	0
					2	230	57	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	231	58	-	-
					3	0.92	0.23	-	-
					4	161	40	-	-
					5	3	0.63	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	17	4	1039	1085
					4	0	0	0	0
					5	0	0	0	0
				2	1	294	73	1053	1097
					2	0	0	0	0
					3	0	0	0	0
					4	345	86	1053	1097
					5	200	50	1053	1098
				3	1	567	142	1053	1098
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
	1 - A412 Rickmansworth Road (E)	Entry	1	1	1	0	0	0	0
					2	253	63	701	565
					3	0	0	0	0
				2	1	0	0	0	0
					2	258	64	701	565
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	251	63	701	566
				4	1	0	0	0	0
					2	0	0	0	0
					3	242	61	701	565
			2	1	1	0	0	0	0
					2	510	128	-	-

1 - Rickmansworth Road/Ascot Road Roundabout (North)			2		3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	493	123	-	-
			3	1	1	0	0	0	0
					2	510	128	-	-
					3	493	123	-	-
	2 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	314	78	1085	1040
				2	1	123	31	1085	1040
					2	0	0	0	0
					3	266	67	1085	1039
				3	1	175	44	1085	1039
					2	2	0.54	414	397
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	325	81	659	801
					2	0	0	0	0
					3	0	0	0	0
				2	1	326	82	659	801
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	463	116	659	801
					3	2	0.42	270	327
				4	1	0	0	0	0
					2	456	114	659	801
					3	2	0.52	261	317
			2	1	1	651	163	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	922	230	-	-
					3	4	0.90	-	-
	3 - Raven Close	Entry	1	1	1	1	0.33	397	116
					2	23	6	923	261
					3	0	0	0	0
					4	10	2	891	253
					5	4	0.92	564	161
	4 - Whippendell Road	Entry	1	1	1	266	67	801	459
					2	102	26	801	462
					3	0	0	0	0
					4	0	0	0	0
					5	68	17	801	461
				2	1	0	0	0	0
					2	278	70	801	458
					3	0	0	0	0
					4	14	4	784	451
					5	0	0	0	0
			2	1	1	281	70	-	-
					2	390	97	-	-
					3	0	0	0	0
					4	17	4	-	-
					5	73	18	-	-
				1	1	0	0	0	0
					2	227	57	934	892
					3	0	0	0	0
					4	0	0	0	0

2 - Raven Close/Whippendell Road/ Ascot Road	1 - Ascot Road (S)	Entry	1		5	0	0	0	0
				2	1	0	0	0	0
					2	221	55	934	893
					3	2	0.46	292	280
					4	0	0	0	0
					5	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	0	0	0	0
					4	164	41	934	892
					5	4	0.92	551	525
			2	1	1	0	0	0	0
					2	225	56	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	223	56	-	-
					3	2	0.46	-	-
					4	164	41	-	-
					5	4	0.92	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	15	4	1046	1088
					4	0	0	0	0
					5	0	0	0	0
				2	1	312	78	1053	1096
					2	0	0	0	0
					3	0	0	0	0
					4	339	85	1053	1096
					5	204	51	1053	1096
				3	1	561	140	1053	1096
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
	1 - A412 Rickmansworth Road (E)	Entry	1	1	1	0	0	0	0
					2	264	66	701	566
					3	0	0	0	0
				2	1	0	0	0	0
					2	264	66	701	567
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	239	60	701	567
				4	1	0	0	0	0
					2	0	0	0	0
					3	247	62	701	567
			2	1	1	0	0	0	0
					2	529	132	-	-
					3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	486	121	-	-

1 - Rickmansworth Road/Ascot Road Roundabout (North)			3	1	1	0	0	0	0
					2	529	132	-	-
					3	486	121	-	-
	2 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	317	79	1085	1042
				2	1	123	31	1085	1041
					2	0	0	0	0
					3	265	66	1085	1042
				3	1	181	45	1085	1041
					2	2	0.52	414	396
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	321	80	659	801
					2	0	0	0	0
					3	0	0	0	0
				2	1	317	79	659	801
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	459	115	659	801
					3	1	0.35	224	273
				4	1	0	0	0	0
					2	453	113	659	801
					3	2	0.44	279	338
			2	1	1	638	160	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	907	227	-	-
					3	3	0.83	-	-
	3 - Raven Close	Entry	1	1	1	2	0.46	384	106
					2	24	6	923	256
					3	0	0	0	0
					4	8	2	846	237
					5	4	0.88	577	158
	4 - Whippendell Road	Entry	1	1	1	270	67	801	462
					2	100	25	801	462
					3	0	0	0	0
					4	0	0	0	0
					5	74	19	801	463
				2	1	0	0	0	0
					2	280	70	801	461
					3	0	0	0	0
					4	15	4	778	451
					5	0	0	0	0
			2	1	1	275	69	-	-
					2	396	99	-	-
					3	0	0	0	0
					4	15	4	-	-
					5	77	19	-	-
			1	1	1	0	0	0	0
					2	228	57	934	893
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	225	56	934	892
					3	1	0.33	234	224

2 - Raven Close/Whippendell Road/ Ascot Road	1 - Ascot Road (S)	Entry			4	0	0	0	0
					5	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	0	0	0	0
					4	161	40	934	893
					5	3	0.63	448	427
			2	1	1	0	0	0	0
					2	228	57	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	225	56	-	-
					3	1	0.33	-	-
					4	161	40	-	-
					5	3	0.63	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	17	4	1031	1072
					4	0	0	0	0
					5	0	0	0	0
				2	1	307	77	1053	1097
					2	0	0	0	0
					3	0	0	0	0
					4	348	87	1053	1097
					5	195	49	1053	1096
				3	1	566	141	1053	1097
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
	1 - A412 Rickmansworth Road (E)	Entry	1	1	1	0	0	0	0
					2	267	67	701	567
					3	0	0	0	0
				2	1	0	0	0	0
					2	258	64	701	567
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	244	61	701	567
				4	1	0	0	0	0
					2	0	0	0	0
					3	241	60	701	567
			2	1	1	0	0	0	0
					2	525	131	-	-
					3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	485	121	-	-
			3	1	1	0	0	0	0
					2	525	131	-	-
					3	486	121	-	-
					1	0	0	0	0

1 - Rickmansworth Road/Ascot Road Roundabout (North)	2 - Ascot Road (S)	Entry	1	1	2	0	0	0	0
					3	303	76	1085	1041
				2	1	125	31	1085	1041
					2	0	0	0	0
					3	262	65	1085	1041
				3	1	189	47	1085	1041
					2	2	0.52	429	412
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	322	81	659	798
					2	0	0	0	0
					3	0	0	0	0
				2	1	322	81	659	798
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	457	114	659	798
					3	2	0.52	266	322
				4	1	0	0	0	0
					2	454	114	659	798
					3	2	0.58	229	279
			2	1	1	644	161	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	905	226	-	-
					3	4	1	-	-
	3 - Raven Close	Entry	1	1	1	2	0.50	372	99
					2	23	6	916	257
					3	0	0	0	0
					4	9	2	852	242
					5	3	0.85	557	156
	4 - Whippendell Road	Entry	1	1	1	277	69	801	457
					2	95	24	801	457
					3	0	0	0	0
					4	0	0	0	0
					5	70	18	801	457
				2	1	0	0	0	0
					2	288	72	801	458
					3	0	0	0	0
					4	13	3	762	437
					5	0	0	0	0
			2	1	1	282	70	-	-
					2	400	100	-	-
					3	0	0	0	0
					4	17	4	-	-
					5	76	19	-	-
2 - Raven Close/Whippendell Road/ Ascot Road			1	1	1	0	0	0	0
					2	225	56	934	891
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	218	55	934	892
					3	2	0.38	214	203
					4	0	0	0	0
					5	0	0	0	0
					1	0	0	0	0
					2	0	0	0	0

	1 - Ascot Road (S)	Entry		3	3	0	0	0	0
					4	160	40	934	891
					5	3	0.65	467	448
			2	1	1	0	0	0	0
					2	227	57	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	216	54	-	-
					3	2	0.38	-	-
					4	160	40	-	-
					5	3	0.65	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	16	4	1031	1074
					4	0	0	0	0
					5	0	0	0	0
				2	1	317	79	1053	1098
					2	0	0	0	0
					3	0	0	0	0
					4	337	84	1053	1098
					5	200	50	1053	1098
				3	1	566	141	1053	1097
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

D6 - 2030 | Future Year Base + Comm | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked junction	1 - Rickmansworth Road/Ascot Road Roundabout (North) - 2 - Ascot Road (S)	Linked arm: Junction 1 Arm 2 has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Linked junction	2 - Raven Close/Whippendell Road/ Ascot Road - 2 - Ascot Road (N)	Linked arm: Junction 2 Arm 2 has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.
Info	Linked junctions	1 - Rickmansworth Road/Ascot Road Roundabout (North)	Capacities and RFCs in lane simulation mode will not be reported for linked arms.
Info	Linked junctions	2 - Raven Close/Whippendell Road/ Ascot Road	Capacities and RFCs in lane simulation mode will not be reported for linked arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Rickmansworth Road/Ascot Road Roundabout (North)	Standard Roundabout		1, 2, 3	5.93	A
2	Raven Close/Whippendell Road/ Ascot Road	Standard Roundabout		3, 4, 5, 1, 2	7.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.54	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
D6	2030	Future Year Base + Comm	PM	FLAT	16:45	17:45	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	2 - Ascot Road (S)	2	2	Simple (vertical queueing)	Normal	0	100.00	
2 - Raven Close/Whippendell Road/ Ascot Road	2 - Ascot Road (N)	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)		FLAT	✓	783	100.000
	2 - Ascot Road (S)	✓				
	3 - A412 Rickmansworth Road (W)		FLAT	✓	1019	100.000
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close		FLAT	✓	9	100.000
	4 - Whippendell Road		FLAT	✓	715	100.000
	5 - Ascot Road (SE)					
	1 - Ascot Road (S)		FLAT	✓	1323	100.000
	2 - Ascot Road (N)	✓				

Origin-Destination Data

1 - Rickmansworth Road/Ascot Road Roundabout (North)

Demand (PCU/hr)

		To		
		1 - A412 Rickmansworth Road (E)	2 - Ascot Road (S)	3 - A412 Rickmansworth Road (W)
From	1 - A412 Rickmansworth Road (E)	0	196	587
	2 - Ascot Road (S)	525	0	930
	3 - A412 Rickmansworth Road (W)	539	480	0

2 - Raven Close/Whippendell Road/ Ascot Road

Demand (PCU/hr)

		To				
		3 - Raven Close	4 - Whippendell Road	5 - Ascot Road (SE)	1 - Ascot Road (S)	2 - Ascot Road (N)
From	3 - Raven Close	0	3	1	1	4
	4 - Whippendell Road	3	13	86	139	474
	5 - Ascot Road (SE)	0	0	0	0	0
	1 - Ascot Road (S)	4	318	7	1	993
	2 - Ascot Road (N)	6	298	129	248	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80

1 - Rickmansworth Road/Ascot Road Roundabout (North)

Heavy Vehicle %

		To		
		1 - A412 Rickmansworth Road (E)	2 - Ascot Road (S)	3 - A412 Rickmansworth Road (W)
From	1 - A412 Rickmansworth Road (E)	0	3	2
	2 - Ascot Road (S)	2	0	1
	3 - A412 Rickmansworth Road (W)	2	1	0

Cyclist %

From	1 - A412 Rickmansworth Road	
	2 - Ascot Road (S)	
	3 - A412 Rickmansworth Road	

2 - Raven Close/Whippendell Road/ Ascot Road

Heavy Vehicle %

From \ To	3 - Raven Close	4 - Whippendell Road	5 - Ascot Road (SE)	1 - Ascot Road (S)	2 - Ascot Road (N)
3 - Raven Close	0	0	0	0	0
4 - Whippendell Road	0	10	1	1	1
5 - Ascot Road (SE)	0	0	0	0	0
1 - Ascot Road (S)	0	0	0	0	1
2 - Ascot Road (N)	0	1	0	3	0

Cyclist %

From \ To	3 - Raven Close	W
3 - Raven Close	0	
4 - Whippendell Road	0	
5 - Ascot Road (SE)	0	
1 - Ascot Road (S)	0	
2 - Ascot Road (N)	0	

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	0.46	7.31	1.8	A	780	780
	2 - Ascot Road (S)		5.08	2.2	A	1487	1487
	3 - A412 Rickmansworth Road (W)	0.36	6.12	2.2	A	1020	1020
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	0.02	6.93	0.0	A	11	11
	4 - Whippendell Road	0.61	9.72	2.0	A	726	726
	5 - Ascot Road (SE)						
	1 - Ascot Road (S)	0.65	6.99	2.7	A	1329	1329
	2 - Ascot Road (N)		5.16	0.9	A	677	677

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	777	194	474	1700	0.457	778	
	2 - Ascot Road (S)	1472	368	583			1470	
	3 - A412 Rickmansworth Road (W)	1014	254	530	2855	0.355	1017	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	9	2	1008	522	0.018	10	
	4 - Whippendell Road	729	182	385	1192	0.611	725	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	1319	330	498	2092	0.630	1315	
	2 - Ascot Road (N)	670	168	349			671	

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	790	198	498	1710	0.462	789	
	2 - Ascot Road (S)	1475	369	591			1475	
	3 - A412 Rickmansworth Road (W)	1047	262	533	2899	0.361	1046	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	11	3	1033	548	0.020	10	
	4 - Whippendell Road	725	181	400	1201	0.604	728	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	1315	329	501	2076	0.633	1313	
	2 - Ascot Road (N)	698	175	346			699	

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	787	197	478	1727	0.456	783	
	2 - Ascot Road (S)	1488	372	588			1490	
	3 - A412 Rickmansworth Road (W)	1013	253	535	2887	0.351	1016	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	12	3	1008	517	0.023	12	
	4 - Whippendell Road	713	178	393	1216	0.587	712	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	1334	334	490	2110	0.632	1338	
	2 - Ascot Road (N)	673	168	345			674	

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	766	192	476	1757	0.436	768	
	2 - Ascot Road (S)	1514	378	577			1513	
	3 - A412 Rickmansworth Road (W)	1005	251	543	2959	0.340	1005	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	12	3	999	521	0.023	12	
	4 - Whippendell Road	735	184	389	1202	0.612	733	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	1347	337	511	2077	0.649	1346	
	2 - Ascot Road (N)	666	167	347			668	

Lane Results

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

Lanes: Main Results for each time segment

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	99	656	0.151	9
				2	2	98	656	0.149	9
				3	3	293	656	0.446	2
				4	1, 3	288	656	0.440	2
			2	1	(2)	197			1
				2	(1, 3)	581			5
			3	1	((1, 2, 3))	777			7
		Exit	1	1		1073			10
	2 - Ascot Road (S)	Entry	1	1	3	523	1014	0.516	5
				2	1, 3	605	1014	0.597	6
				3	1, 2	344	1014	0.339	3
		Exit	1	1		670			6
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	270	757	0.356	2
				2	1	269	757	0.356	2
				3	2, 3	236	757	0.312	2
				4	2, 3	240	757	0.317	2
			2	1	(1)	539			5
				2	(2, 3)	476			4
		Exit	1	1		1523			15
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	9	542	0.017	1
		Exit	1	1		12			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	417	686	0.607	4
				2	2, 3, 4	313	686	0.456	3
			2	1	(1, 2, 3, 4, 5)	729			7
		Exit	1	1		632			6
	5 - Ascot Road (SE)	Exit	1	1		222			2
	1 - Ascot Road (S)	Entry	1	1	2	495	868	0.570	4
				2	2, 3	497	868	0.572	4
				3	1, 4, 5	327	868	0.376	3
			2	1	(2)	495			4
				2	(1, 2, 3, 4, 5)	824			8
		Exit	1	1		389			3
	2 - Ascot Road (N)	Entry	1	1	3	4	1045	0.004	
				2	1, 4, 5	502	1045	0.480	5
				3	1, 2	164	1045	0.157	1
		Exit	1	1		1465			14

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	97	651	0.149	9
				2	2	100	651	0.154	1
				3	3	297	651	0.457	2
				4	1, 3	296	651	0.455	2
			2	1	(2)	197			1
				2	(1, 3)	593			5
			3	1	((1, 2, 3))	790			7
		Exit	1	1		1081			10
	2 - Ascot Road (S)	Entry	1	1	3	524	1012	0.518	5
				2	1, 3	602	1012	0.595	6
				3	1, 2	349	1012	0.345	3
		Exit	1	1		696			6
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	270	757	0.357	2
				2	1	279	757	0.368	2
				3	2, 3	251	757	0.331	2
				4	2, 3	248	757	0.328	2
			2	1	(1)	549			5
				2	(2, 3)	499			4
		Exit	1	1		1534			15
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	11	530	0.020	1
		Exit	1	1		12			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	418	682	0.614	4
				2	2, 3, 4	308	682	0.451	3
			2	1	(1, 2, 3, 4, 5)	725			7
		Exit	1	1		643			6
	5 - Ascot Road (SE)	Exit	1	1		222			2
	1 - Ascot Road (S)	Entry	1	1	2	495	868	0.570	4
				2	2, 3	493	868	0.568	4
				3	1, 4, 5	327	868	0.377	3
			2	1	(2)	492			4
				2	(1, 2, 3, 4, 5)	823			8
		Exit	1	1		405			4
	2 - Ascot Road (N)	Entry	1	1	3	7	1046	0.007	
				2	1, 4, 5	518	1046	0.496	5
				3	1, 2	173	1046	0.165	1
		Exit	1	1		1468			14

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	95	655	0.145	9
				2	2	103	655	0.157	1
				3	3	294	655	0.450	2
				4	1, 3	295	655	0.450	2
			2	1	(2)	198			1
				2	(1, 3)	589			5
			3	1	((1, 2, 3))	787			7
		Exit	1	1		1073			10
	2 - Ascot Road (S)	Entry	1	1	3	527	1013	0.520	5
				2	1, 3	611	1013	0.604	6
				3	1, 2	350	1013	0.346	3
		Exit	1	1		674			6
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	270	756	0.357	2
				2	1	267	756	0.354	2
				3	2, 3	240	756	0.317	2
				4	2, 3	236	756	0.312	2
			2	1	(1)	538			5
				2	(2, 3)	475			4
		Exit	1	1		1543			15
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	12	541	0.022	1
		Exit	1	1		11			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	417	684	0.609	4
				2	2, 3, 4	298	684	0.435	2
			2	1	(1, 2, 3, 4, 5)	713			7
		Exit	1	1		627			6
	5 - Ascot Road (SE)	Exit	1	1		226			2
	1 - Ascot Road (S)	Entry	1	1	2	495	871	0.569	4
				2	2, 3	512	871	0.588	5
				3	1, 4, 5	327	871	0.376	3
			2	1	(2)	504			5
				2	(1, 2, 3, 4, 5)	830			8
		Exit	1	1		389			3
	2 - Ascot Road (N)	Entry	1	1	3	6	1046	0.005	
				2	1, 4, 5	497	1046	0.475	4
				3	1, 2	170	1046	0.163	1
		Exit	1	1		1483			14

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	95	655	0.146	9
				2	2	95	655	0.145	9
				3	3	293	655	0.447	2
				4	1, 3	283	655	0.432	2
			2	1	(2)	190			1
				2	(1, 3)	576			5
			3	1	((1, 2, 3))	766			7
		Exit	1	1		1072			10
	2 - Ascot Road (S)	Entry	1	1	3	533	1016	0.524	5
				2	1, 3	620	1016	0.610	6
				3	1, 2	361	1016	0.355	3
		Exit	1	1		666			6
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	266	755	0.352	2
				2	1	263	755	0.349	2
				3	2, 3	239	755	0.316	2
				4	2, 3	238	755	0.315	2
			2	1	(1)	529			5
				2	(2, 3)	476			4
		Exit	1	1		1547			15
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	12	546	0.022	1
		Exit	1	1		16			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	425	685	0.620	4
				2	2, 3, 4	309	685	0.451	3
			2	1	(1, 2, 3, 4, 5)	735			7
		Exit	1	1		622			6
	5 - Ascot Road (SE)	Exit	1	1		220			2
	1 - Ascot Road (S)	Entry	1	1	2	502	865	0.580	5
				2	2, 3	518	865	0.598	5
				3	1, 4, 5	328	865	0.379	3
			2	1	(2)	517			5
				2	(1, 2, 3, 4, 5)	829			8
		Exit	1	1		392			3
	2 - Ascot Road (N)	Entry	1	1	3	7	1046	0.007	
				2	1, 4, 5	492	1046	0.470	4
				3	1, 2	168	1046	0.160	1
		Exit	1	1		1510			15

Lane movements: Main Results for each time segment

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
			1	1	1	0	0	0	0
					2	99	25	701	655
					3	0	0	0	0
				2	1	0	0	0	0
					2	98	24	701	654
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	293	73	701	655
					1	0	0	0	0

1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry		4	2	0	0	0	0
					3	288	72	701	655
			2	1	1	0	0	0	0
					2	197	49	-	-
					3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	581	145	-	-
			3	1	1	0	0	0	0
					2	197	49	-	-
					3	581	145	-	-
	2 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	523	131	1085	1014
				2	1	186	47	1085	1012
					2	0	0	0	0
					3	419	105	1085	1014
				3	1	344	86	1085	1013
					2	0	0	0	0
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	270	67	659	757
					2	0	0	0	0
					3	0	0	0	0
				2	1	269	67	659	757
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	236	59	659	757
					3	0	0	0	0
				4	1	0	0	0	0
					2	240	60	659	757
					3	0	0	0	0
			2	1	1	539	135	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	476	119	-	-
					3	0	0	0	0
	3 - Raven Close	Entry	1	1	1	1	0.30	292	207
					2	4	1	703	488
					3	0	0	0	0
					4	2	0.62	575	429
					5	1	0.30	219	152
	4 - Whippendell Road	Entry	1	1	1	147	37	801	685
					2	184	46	801	686
					3	0	0	0	0
					4	0	0	0	0
					5	85	21	801	686
				2	1	0	0	0	0
					2	295	74	801	686
					3	4	1	444	386
					4	14	4	753	645
					5	0	0	0	0
			2	1	1	147	37	-	-
					2	479	120	-	-
					3	4	1	-	-
					4	14	3	-	-
					5	85	21	-	-

2 - Raven Close/Whippendell Road/ Ascot Road	1 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	495	124	934	869
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	493	123	934	868
					3	4	0.98	620	590
					4	0	0	0	0
					5	0	0	0	0
				3	1	0.83	0.21	240	230
					2	0	0	0	0
					3	0	0	0	0
					4	317	79	934	869
					5	9	2	814	770
			2	1	1	0	0	0	0
					2	495	124	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0.83	0.21	-	-
					2	493	123	-	-
					3	4	0.98	-	-
					4	318	79	-	-
					5	9	2	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	4	1	720	719
					4	0	0	0	0
					5	0	0	0	0
				2	1	77	19	1053	1043
					2	0	0	0	0
					3	0	0	0	0
					4	297	74	1053	1045
					5	128	32	1053	1044
				3	1	164	41	1053	1044
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
	1 - A412 Rickmansworth Road (E)	Entry	1	1	1	0	0	0	0
					2	97	24	701	651
					3	0	0	0	0
				2	1	0	0	0	0
					2	100	25	701	651
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	297	74	701	651
				4	1	0	0	0	0
					2	0	0	0	0
					3	296	74	701	650
			2	1	1	0	0	0	0
					2	197	49	-	-

			2		3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	593	148	-	-
			3	1	1	0	0	0	0
					2	197	49	-	-
					3	593	148	-	-
1 - Rickmansworth Road/Ascot Road Roundabout (North)	2 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	524	131	1085	1012
				2	1	185	46	1085	1011
					2	0	0	0	0
					3	417	104	1085	1012
				3	1	349	87	1085	1012
					2	0	0	0	0
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	270	68	659	757
					2	0	0	0	0
					3	0	0	0	0
				2	1	279	70	659	757
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	251	63	659	758
					3	0	0	0	0
				4	1	0	0	0	0
					2	248	62	659	757
					3	0	0	0	0
			2	1	1	549	137	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	499	125	-	-
					3	0	0	0	0
	3 - Raven Close	Entry	1	1	1	1	0.30	365	211
					2	4	0.89	786	460
					3	0	0	0	0
					4	4	1	712	418
					5	2	0.42	356	205
	4 - Whippendell Road	Entry	1	1	1	147	37	801	682
					2	187	47	801	682
					3	0	0	0	0
					4	0	0	0	0
					5	84	21	801	682
				2	1	0	0	0	0
					2	290	73	801	682
					3	3	0.71	436	371
					4	14	4	777	666
					5	0	0	0	0
			2	1	1	147	37	-	-
					2	477	119	-	-
					3	3	0.71	-	-
					4	14	4	-	-
					5	83	21	-	-
				1	1	0	0	0	0
					2	495	124	934	868
					3	0	0	0	0
					4	0	0	0	0

2 - Raven Close/Whippendell Road/ Ascot Road	1 - Ascot Road (S)	Entry	1		5	0	0	0	0
				2	1	0	0	0	0
					2	491	123	934	868
					3	3	0.65	546	506
					4	0	0	0	0
					5	0	0	0	0
				3	1	0.71	0.18	148	136
					2	0	0	0	0
					3	0	0	0	0
					4	320	80	934	868
					5	6	2	805	746
			2	1	1	0	0	0	0
					2	492	123	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0.71	0.18	-	-
					2	494	123	-	-
					3	3	0.65	-	-
					4	320	80	-	-
					5	6	2	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	7	2	855	852
					4	0	0	0	0
					5	0	0	0	0
				2	1	85	21	1053	1049
					2	0	0	0	0
					3	0	0	0	0
					4	304	76	1053	1047
					5	129	32	1053	1048
				3	1	173	43	1053	1047
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
	1 - A412 Rickmansworth Road (E)	Entry	1	1	1	0	0	0	0
					2	95	24	701	655
					3	0	0	0	0
				2	1	0	0	0	0
					2	103	26	701	655
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	294	74	701	654
				4	1	0	0	0	0
					2	0	0	0	0
					3	295	74	701	655
			2	1	1	0	0	0	0
					2	198	49	-	-
					3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	589	147	-	-

1 - Rickmansworth Road/Ascot Road Roundabout (North)			3	1	1	0	0	0	0
					2	198	49	-	-
					3	589	147	-	-
	2 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	527	132	1085	1013
				2	1	187	47	1085	1015
					2	0	0	0	0
					3	424	106	1085	1014
				3	1	350	87	1085	1014
					2	0	0	0	0
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	270	68	659	756
					2	0	0	0	0
					3	0	0	0	0
				2	1	267	67	659	756
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	240	60	659	756
					3	0	0	0	0
				4	1	0	0	0	0
					2	236	59	659	756
					3	0	0	0	0
			2	1	1	538	134	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	475	119	-	-
					3	0	0	0	0
	3 - Raven Close	Entry	1	1	1	1	0.30	301	178
					2	4	1	804	467
					3	0	0	0	0
					4	4	1	658	381
					5	2	0.45	311	183
	4 - Whippendell Road	Entry	1	1	1	134	34	801	685
					2	190	47	801	685
					3	0	0	0	0
					4	0	0	0	0
					5	93	23	801	685
				2	1	0	0	0	0
					2	282	71	801	684
					3	2	0.56	436	373
					4	13	3	745	638
					5	0	0	0	0
			2	1	1	134	34	-	-
					2	471	118	-	-
					3	2	0.56	-	-
					4	13	3	-	-
					5	93	23	-	-
			1	1	1	0	0	0	0
					2	495	124	934	871
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	508	127	934	871
					3	3	0.83	564	527

2 - Raven Close/Whippendell Road/ Ascot Road	1 - Ascot Road (S)	Entry			4	0	0	0	0
					5	0	0	0	0
				3	1	0.83	0.21	185	170
					2	0	0	0	0
					3	0	0	0	0
					4	320	80	934	871
					5	6	2	777	721
			2	1	1	0	0	0	0
					2	504	126	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0.83	0.21	-	-
					2	499	125	-	-
					3	3	0.83	-	-
					4	320	80	-	-
					5	6	2	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	6	1	813	807
					4	0	0	0	0
					5	0	0	0	0
				2	1	83	21	1053	1045
					2	0	0	0	0
					3	0	0	0	0
					4	288	72	1053	1045
					5	126	31	1053	1046
				3	1	170	43	1053	1045
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
	1 - A412 Rickmansworth Road (E)	Entry	1	1	1	0	0	0	0
					2	95	24	701	654
					3	0	0	0	0
				2	1	0	0	0	0
					2	95	24	701	654
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	293	73	701	654
				4	1	0	0	0	0
					2	0	0	0	0
					3	283	71	701	654
			2	1	1	0	0	0	0
					2	190	48	-	-
					3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	576	144	-	-
			3	1	1	0	0	0	0
					2	190	48	-	-
					3	576	144	-	-
					1	0	0	0	0

1 - Rickmansworth Road/Ascot Road Roundabout (North)	2 - Ascot Road (S)	Entry	1	1	2	0	0	0	0
					3	533	133	1085	1015
				2	1	183	46	1085	1015
					2	0	0	0	0
					3	437	109	1085	1016
				3	1	361	90	1085	1016
					2	0	0	0	0
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	266	66	659	754
					2	0	0	0	0
					3	0	0	0	0
				2	1	263	66	659	754
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	239	60	659	754
					3	0	0	0	0
				4	1	0	0	0	0
					2	238	59	659	754
					3	0	0	0	0
			2	1	1	529	132	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	476	119	-	-
					3	0	0	0	0
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1	1	0.30	301	171
					2	5	1	749	446
					3	0	0	0	0
					4	4	0.89	667	389
					5	2	0.45	375	217
	4 - Whippendell Road	Entry	1	1	1	146	37	801	684
					2	197	49	801	683
					3	0	0	0	0
					4	0	0	0	0
					5	81	20	801	685
				2	1	0	0	0	0
					2	292	73	801	684
					3	4	1	444	379
					4	13	3	753	643
					5	0	0	0	0
			2	1	1	147	37	-	-
					2	489	122	-	-
					3	4	1	-	-
					4	13	3	-	-
					5	81	20	-	-
			1	1	1	0	0	0	0
					2	502	125	934	864
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	514	128	934	865
					3	4	0.98	536	500
					4	0	0	0	0
					5	0	0	0	0
					1	1	0.36	250	232
					2	0	0	0	0

	1 - Ascot Road (S)	Entry		3	3	0	0	0	0
					4	317	79	934	865
					5	9	2	740	689
			2	1	1	0	0	0	0
					2	517	129	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	1	0.36	-	-
					2	498	124	-	-
					3	4	0.98	-	-
					4	317	79	-	-
					5	9	2	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	7	2	834	828
					4	0	0	0	0
					5	0	0	0	0
				2	1	75	19	1053	1045
					2	0	0	0	0
					3	0	0	0	0
					4	289	72	1053	1044
					5	127	32	1053	1045
				3	1	168	42	1053	1044
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

D7 - 2030 | Future Year Base + Comm + Dev | AM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	1 - Rickmansworth Road/Ascot Road Roundabout (North) - 3 - A412 Rickmansworth Road (W)	Arm 3: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Simulation	2 - Raven Close/Whippendell Road/ Ascot Road - 4 - Whippendell Road	Arm 4: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Linked junctions	1 - Rickmansworth Road/Ascot Road Roundabout (North)	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.
Warning	Linked junction	1 - Rickmansworth Road/Ascot Road Roundabout (North) - 2 - Ascot Road (S)	Linked arm: Junction 1 Arm 2 has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Linked junction	2 - Raven Close/Whippendell Road/ Ascot Road - 2 - Ascot Road (N)	Linked arm: Junction 2 Arm 2 has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.
Info	Linked junctions	1 - Rickmansworth Road/Ascot Road Roundabout (North)	Capacities and RFCs in lane simulation mode will not be reported for linked arms.
Info	Linked junctions	2 - Raven Close/Whippendell Road/ Ascot Road	Capacities and RFCs in lane simulation mode will not be reported for linked arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Rickmansworth Road/Ascot Road Roundabout (North)	Standard Roundabout		1, 2, 3	15.21	C
2	Raven Close/Whippendell Road/ Ascot Road	Standard Roundabout		3, 4, 5, 1, 2	64.81	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	37.54	E

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2030	Future Year Base + Comm + Dev	AM	FLAT	07:45	08:45	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	2 - Ascot Road (S)	2	2	Simple (vertical queueing)	Normal	0	100.00	
2 - Raven Close/Whippendell Road/ Ascot Road	2 - Ascot Road (N)	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)		FLAT	✓	1032	100.000
	2 - Ascot Road (S)	✓				
	3 - A412 Rickmansworth Road (W)		FLAT	✓	1639	100.000
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close		FLAT	✓	37	100.000
	4 - Whippendell Road		FLAT	✓	780	100.000
	5 - Ascot Road (SE)					
	1 - Ascot Road (S)		FLAT	✓	622	100.000
	2 - Ascot Road (N)	✓				

Origin-Destination Data

1 - Rickmansworth Road/Ascot Road Roundabout (North)

Demand (PCU/hr)

		To		
		1 - A412 Rickmansworth Road (E)	2 - Ascot Road (S)	3 - A412 Rickmansworth Road (W)
From	1 - A412 Rickmansworth Road (E)	0	528	504
	2 - Ascot Road (S)	296	2	575
	3 - A412 Rickmansworth Road (W)	677	958	4

2 - Raven Close/Whippendell Road/ Ascot Road

Demand (PCU/hr)

		To				
		3 - Raven Close	4 - Whippendell Road	5 - Ascot Road (SE)	1 - Ascot Road (S)	2 - Ascot Road (N)
From	3 - Raven Close	0	9	3	3	22
	4 - Whippendell Road	0	16	75	285	404
	5 - Ascot Road (SE)	0	0	0	0	0
	1 - Ascot Road (S)	1	162	3	0	456
	2 - Ascot Road (N)	14	367	237	904	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80

1 - Rickmansworth Road/Ascot Road Roundabout (North)

Heavy Vehicle %

From \ To	1 - A412 Rickmansworth Road (E)	2 - Ascot Road (S)	3 - A412 Rickmansworth Road (W)
1 - A412 Rickmansworth Road (E)	0	3	2
2 - Ascot Road (S)	6	0	5
3 - A412 Rickmansworth Road (W)	2	2	0

Cyclist %

From \ To	1 - A412 Rickmansworth Road
1 - A412 Rickmansworth Road	
2 - Ascot Road (S)	
3 - A412 Rickmansworth Road	

2 - Raven Close/Whippendell Road/ Ascot Road

Heavy Vehicle %

From \ To	3 - Raven Close	4 - Whippendell Road	5 - Ascot Road (SE)	1 - Ascot Road (S)	2 - Ascot Road (N)
3 - Raven Close	0	0	0	0	0
4 - Whippendell Road	0	18	0	3	4
5 - Ascot Road (SE)	0	0	0	0	0
1 - Ascot Road (S)	0	5	0	7	0
2 - Ascot Road (N)	0	2	2	2	0

Cyclist %

From \ To	3 - Raven Close	W
3 - Raven Close	0	
4 - Whippendell Road	0	
5 - Ascot Road (SE)	0	
1 - Ascot Road (S)	0	
2 - Ascot Road (N)	0	

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	0.74	15.65	4.5	C	1028	1028
	2 - Ascot Road (S)		4.25	1.1	A	890	890
	3 - A412 Rickmansworth Road (W)	0.61	20.88	10.1	C	1644	1644
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	0.18	30.16	0.3	D	37	37
	4 - Whippendell Road	1.11	226.11	56.8	F	778	778
	5 - Ascot Road (SE)						
	1 - Ascot Road (S)	0.26	4.71	0.9	A	622	622
	2 - Ascot Road (N)		6.09	2.5	A	1478	1478

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	1021	255	949	1471	0.694	1021	
	2 - Ascot Road (S)	888	222	504			887	
	3 - A412 Rickmansworth Road (W)	1640	410	299	2687	0.611	1624	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	37	9	1628	237	0.155	37	
	4 - Whippendell Road	782	196	1124	782	1.000	724	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	627	157	416	2411	0.260	626	
	2 - Ascot Road (N)	1461	365	183			1461	

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	1027	257	966	1449	0.709	1029	
	2 - Ascot Road (S)	891	223	502			892	
	3 - A412 Rickmansworth Road (W)	1648	412	307	2721	0.605	1649	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	38	9	1651	219	0.172	37	
	4 - Whippendell Road	784	196	1143	706	1.110	728	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	625	156	412	2384	0.262	626	
	2 - Ascot Road (N)	1487	372	179			1487	

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	1031	258	967	1391	0.742	1030	
	2 - Ascot Road (S)	889	222	507			890	
	3 - A412 Rickmansworth Road (W)	1645	411	303	2684	0.613	1636	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	37	9	1650	215	0.174	37	
	4 - Whippendell Road	772	193	1143	748	1.031	745	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	616	154	423	2336	0.264	615	
	2 - Ascot Road (N)	1487	372	178			1486	

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	1033	258	959	1393	0.741	1033	
	2 - Ascot Road (S)	893	223	510			893	
	3 - A412 Rickmansworth Road (W)	1642	411	309	2705	0.607	1638	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	38	10	1647	214	0.179	38	
	4 - Whippendell Road	775	194	1146	735	1.054	747	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	621	155	423	2374	0.262	622	
	2 - Ascot Road (N)	1478	369	182			1478	

Lane Results

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

Lanes: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	259	560	0.461	2
				2	2	265	560	0.473	2
				3	3	250	560	0.445	2
				4	1, 3	249	560	0.444	2
			2	1	(2)	523			5
				2	(1, 3)	498			4
			3	1	((1, 2, 3))	1021			10
		Exit	1	1		974			9
	2 - Ascot Road (S)	Entry	1	1	3	316	1037	0.305	3
				2	1, 3	390	1037	0.376	3
				3	1, 2	182	1037	0.175	1
		Exit	1	1		1466			14
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	339	802	0.423	3
				2	1	338	802	0.422	3
				3	2, 3	484	802	0.603	4
				4	2, 3	471	802	0.588	4
			2	1	(1)	677			6
				2	(2, 3)	964			9
		Exit	1	1		1092			10
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	37	246	0.150	3
		Exit	1	1		16			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	433	454	0.954	4
				2	2, 3, 4	293	454	0.646	2
			2	1	(1, 2, 3, 4, 5)	782			7
		Exit	1	1		540			5
	5 - Ascot Road (SE)	Exit	1	1		302			3
	1 - Ascot Road (S)	Entry	1	1	2	230	892	0.258	2
				2	2, 3	230	892	0.258	2
				3	1, 4, 5	167	892	0.187	1
			2	1	(2)	229			2
				2	(1, 2, 3, 4, 5)	398			3
		Exit	1	1		1130			11
	2 - Ascot Road (N)	Entry	1	1	3	15	1097	0.013	1
				2	1, 4, 5	876	1097	0.799	8
				3	1, 2	570	1097	0.520	5
		Exit	1	1		860			8

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	265	557	0.477	2
				2	2	264	557	0.475	2
				3	3	247	557	0.444	2
				4	1, 3	250	557	0.449	2
			2	1	(2)	530			5
				2	(1, 3)	497			4
			3	1	((1, 2, 3))	1027			10
		Exit	1	1		990			9
	2 - Ascot Road (S)	Entry	1	1	3	315	1038	0.303	3
				2	1, 3	387	1038	0.373	3
				3	1, 2	189	1038	0.182	1
		Exit	1	1		1493			14
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	342	800	0.427	3
				2	1	343	800	0.429	3
				3	2, 3	480	800	0.600	4
				4	2, 3	482	800	0.602	4
			2	1	(1)	685			6
				2	(2, 3)	963			9
		Exit	1	1		1087			10
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	38	235	0.160	3
		Exit	1	1		15			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	436	448	0.973	4
				2	2, 3, 4	292	448	0.652	2
			2	1	(1, 2, 3, 4, 5)	784			7
		Exit	1	1		545			5
	5 - Ascot Road (SE)	Exit	1	1		306			3
	1 - Ascot Road (S)	Entry	1	1	2	228	894	0.255	2
				2	2, 3	234	894	0.262	2
				3	1, 4, 5	163	894	0.183	1
			2	1	(2)	233			2
				2	(1, 2, 3, 4, 5)	393			3
		Exit	1	1		1153			11
	2 - Ascot Road (N)	Entry	1	1	3	14	1098	0.013	1
				2	1, 4, 5	892	1098	0.813	8
				3	1, 2	581	1098	0.529	5
		Exit	1	1		860			8

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	263	557	0.473	2
				2	2	265	557	0.476	2
				3	3	250	557	0.449	2
				4	1, 3	253	557	0.454	2
			2	1	(2)	528			5
				2	(1, 3)	503			5
			3	1	((1, 2, 3))	1031			10
		Exit	1	1		971			9
	2 - Ascot Road (S)	Entry	1	1	3	317	1036	0.306	3
				2	1, 3	389	1036	0.375	3
				3	1, 2	183	1036	0.176	1
		Exit	1	1		1490			14
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	332	801	0.414	3
				2	1	341	801	0.425	3
				3	2, 3	483	801	0.603	4
				4	2, 3	485	801	0.605	4
			2	1	(1)	672			6
				2	(2, 3)	973			9
		Exit	1	1		1094			10
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	37	235	0.158	3
		Exit	1	1		14			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	445	448	0.993	4
				2	2, 3, 4	300	448	0.669	3
			2	1	(1, 2, 3, 4, 5)	772			7
		Exit	1	1		545			5
	5 - Ascot Road (SE)	Exit	1	1		308			3
	1 - Ascot Road (S)	Entry	1	1	2	227	890	0.255	2
				2	2, 3	226	890	0.254	2
				3	1, 4, 5	164	890	0.184	1
			2	1	(2)	227			2
				2	(1, 2, 3, 4, 5)	390			3
		Exit	1	1		1156			11
	2 - Ascot Road (N)	Entry	1	1	3	13	1098	0.012	1
				2	1, 4, 5	890	1098	0.811	8
				3	1, 2	583	1098	0.531	5
		Exit	1	1		860			8

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	261	558	0.467	2
				2	2	265	558	0.475	2
				3	3	253	558	0.453	2
				4	1, 3	253	558	0.453	2
			2	1	(2)	527			5
				2	(1, 3)	505			5
			3	1	((1, 2, 3))	1033			10
		Exit	1	1		988			9
	2 - Ascot Road (S)	Entry	1	1	3	312	1035	0.302	3
				2	1, 3	395	1035	0.382	3
				3	1, 2	186	1035	0.180	1
		Exit	1	1		1482			14
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	340	800	0.425	3
				2	1	340	800	0.426	3
				3	2, 3	475	800	0.593	4
				4	2, 3	486	800	0.607	4
			2	1	(1)	680			6
				2	(2, 3)	962			9
		Exit	1	1		1095			10
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	38	237	0.162	3
		Exit	1	1		14			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	447	447	1.000	4
				2	2, 3, 4	299	447	0.670	3
			2	1	(1, 2, 3, 4, 5)	775			7
		Exit	1	1		539			5
	5 - Ascot Road (SE)	Exit	1	1		314			3
	1 - Ascot Road (S)	Entry	1	1	2	228	890	0.256	2
				2	2, 3	228	890	0.256	2
				3	1, 4, 5	165	890	0.185	1
			2	1	(2)	228			2
				2	(1, 2, 3, 4, 5)	393			3
		Exit	1	1		1156			11
	2 - Ascot Road (N)	Entry	1	1	3	13	1097	0.012	1
				2	1, 4, 5	884	1097	0.806	8
				3	1, 2	581	1097	0.530	5
		Exit	1	1		863			8

Lane movements: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
			1	1	1	0	0	0	0
					2	259	65	701	560
					3	0	0	0	0
				2	1	0	0	0	0
					2	265	66	701	560
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	250	62	701	560
					1	0	0	0	0

1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry		4	2	0	0	0	0
					3	249	62	701	560
			2	1	1	0	0	0	0
					2	523	131	-	-
					3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	498	125	-	-
			3	1	1	0	0	0	0
					2	523	131	-	-
					3	498	125	-	-
	2 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	316	79	1085	1037
				2	1	117	29	1085	1038
					2	0	0	0	0
					3	272	68	1085	1038
				3	1	180	45	1085	1037
					2	2	0.43	386	375
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	339	85	659	802
					2	0	0	0	0
					3	0	0	0	0
				2	1	338	84	659	802
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	481	120	659	802
					3	2	0.61	276	339
				4	1	0	0	0	0
					2	469	117	659	802
					3	2	0.59	272	335
			2	1	1	677	169	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	959	240	-	-
					3	5	1	-	-
	3 - Raven Close	Entry	1	1	1	3	0.72	477	194
					2	23	6	913	240
					3	0	0	0	0
					4	8	2	822	276
					5	3	0.71	507	206
	4 - Whippendell Road	Entry	1	1	1	264	66	801	454
					2	103	26	801	454
					3	0	0	0	0
					4	0	0	0	0
					5	67	17	801	454
				2	1	0	0	0	0
					2	278	69	801	454
					3	0	0	0	0
					4	15	4	769	453
					5	0	0	0	0
			2	1	1	285	71	-	-
					2	408	102	-	-
					3	0	0	0	0
					4	16	4	-	-
					5	73	18	-	-

2 - Raven Close/Whippendell Road/ Ascot Road	1 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	230	58	934	893
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	229	57	934	893
					3	1	0.26	198	192
					4	0	0	0	0
					5	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	0	0	0	0
					4	163	41	934	893
					5	3	0.81	502	494
			2	1	1	0	0	0	0
					2	229	57	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	231	58	-	-
					3	1	0.26	-	-
					4	163	41	-	-
					5	3	0.81	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	15	4	1037	1081
					4	0	0	0	0
					5	0	0	0	0
				2	1	293	73	1053	1096
					2	0	0	0	0
					3	0	0	0	0
					4	354	88	1053	1097
					5	230	57	1053	1096
				3	1	570	143	1053	1096
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
	1 - A412 Rickmansworth Road (E)	Entry	1	1	1	0	0	0	0
					2	265	66	701	557
					3	0	0	0	0
				2	1	0	0	0	0
					2	264	66	701	557
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	247	62	701	557
				4	1	0	0	0	0
					2	0	0	0	0
					3	250	62	701	556
			2		1	0	0	0	0

			2	1	2	530	132	-	-
					3	0	0	0	0
			2	2	2	0	0	0	0
					3	497	124	-	-
			3	1	1	0	0	0	0
					2	530	133	-	-
					3	497	124	-	-
1 - Rickmansworth Road/Ascot Road Roundabout (North)	2 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	315	79	1085	1037
				2	1	118	30	1085	1037
					2	0	0	0	0
					3	269	67	1085	1038
				3	1	186	47	1085	1037
					2	2	0.61	443	423
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	342	85	659	800
					2	0	0	0	0
					3	0	0	0	0
				2	1	343	86	659	800
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	478	119	659	800
					3	2	0.47	267	324
				4	1	0	0	0	0
					2	480	120	659	800
					3	2	0.53	253	306
			2	1	1	685	171	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	959	240	-	-
					3	4	0.99	-	-
	3 - Raven Close	Entry	1	1	1	3	0.66	528	133
					2	23	6	923	232
					3	0	0	0	0
					4	9	2	856	221
					5	3	0.74	519	133
	4 - Whippendell Road	Entry	1	1	1	268	67	801	447
					2	97	24	801	447
					3	0	0	0	0
					4	0	0	0	0
					5	71	18	801	447
				2	1	0	0	0	0
					2	278	69	801	447
					3	0	0	0	0
					4	14	4	761	422
					5	0	0	0	0
			2	1	1	289	72	-	-
					2	403	101	-	-
					3	0	0	0	0
					4	16	4	-	-
					5	76	19	-	-
				1	1	0	0	0	0
					2	228	57	934	893
					3	0	0	0	0

2 - Raven Close/Whippendell Road/ Ascot Road	1 - Ascot Road (S)	Entry	1		4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	233	58	934	894
					3	1	0.25	188	180
					4	0	0	0	0
					5	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	0	0	0	0
					4	160	40	934	893
					5	3	0.69	497	475
			2	1	1	0	0	0	0
					2	233	58	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	228	57	-	-
					3	1	0.25	-	-
					4	160	40	-	-
					5	3	0.69	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	14	4	1003	1045
					4	0	0	0	0
					5	0	0	0	0
				2	1	302	75	1053	1097
					2	0	0	0	0
					3	0	0	0	0
					4	360	90	1053	1098
					5	230	58	1053	1097
				3	1	581	145	1053	1098
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
	1 - A412 Rickmansworth Road (E)	Entry	1	1	1	0	0	0	0
					2	263	66	701	557
					3	0	0	0	0
				2	1	0	0	0	0
					2	265	66	701	557
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	250	63	701	557
				4	1	0	0	0	0
					2	0	0	0	0
					3	253	63	701	556
			2	1	1	0	0	0	0
					2	528	132	-	-
					3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0

					3	503	126	-	-
			3	1	1	0	0	0	0
					2	529	132	-	-
					3	503	126	-	-
1 - Rickmansworth Road/Ascot Road Roundabout (North)	2 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	317	79	1085	1036
				2	1	120	30	1085	1037
					2	0	0	0	0
					3	269	67	1085	1036
				3	1	180	45	1085	1036
					2	3	0.64	448	427
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	332	83	659	801
					2	0	0	0	0
					3	0	0	0	0
				2	1	341	85	659	801
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	481	120	659	801
					3	2	0.50	267	325
				4	1	0	0	0	0
					2	483	121	659	801
					3	2	0.51	267	324
			2	1	1	672	168	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	969	242	-	-
					3	4	1	-	-
	3 - Raven Close	Entry	1	1	1	3	0.84	562	141
					2	22	5	918	233
					3	0	0	0	0
					4	9	2	874	222
					5	3	0.75	551	139
	4 - Whippendell Road	Entry	1	1	1	273	68	801	448
					2	100	25	801	448
					3	0	0	0	0
					4	0	0	0	0
					5	72	18	801	448
				2	1	0	0	0	0
					2	285	71	801	447
					3	0	0	0	0
					4	14	4	767	428
					5	0	0	0	0
			2	1	1	282	71	-	-
					2	400	100	-	-
					3	0	0	0	0
					4	16	4	-	-
					5	74	19	-	-
				1	1	0	0	0	0
					2	227	57	934	890
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	225	56	934	890

2 - Raven Close/Whippendell Road/ Ascot Road	1 - Ascot Road (S)	Entry	1	2	3	0.96	0.24	223	213
					4	0	0	0	0
					5	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	0	0	0	0
					4	160	40	934	890
					5	3	0.84	516	491
			2	1	1	0	0	0	0
					2	227	57	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	225	56	-	-
					3	0.96	0.24	-	-
					4	160	40	-	-
					5	3	0.84	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	13	3	1017	1060
					4	0	0	0	0
					5	0	0	0	0
				2	1	299	75	1053	1098
					2	0	0	0	0
					3	0	0	0	0
					4	361	90	1053	1098
					5	231	58	1053	1098
				3	1	583	146	1053	1098
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
	1 - A412 Rickmansworth Road (E)	Entry	1	1	1	0	0	0	0
					2	261	65	701	558
					3	0	0	0	0
				2	1	0	0	0	0
					2	265	66	701	558
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	253	63	701	558
				4	1	0	0	0	0
					2	0	0	0	0
					3	253	63	701	558
			2	1	1	0	0	0	0
					2	527	132	-	-
					3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	505	126	-	-
			3	1	1	0	0	0	0
					2	527	132	-	-
					3	506	127	-	-

1 - Rickmansworth Road/Ascot Road Roundabout (North)	2 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	312	78	1085	1035
				2	1	124	31	1085	1036
					2	0	0	0	0
					3	272	68	1085	1035
				3	1	184	46	1085	1036
					2	2	0.42	461	440
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	340	85	659	800
					2	0	0	0	0
					3	0	0	0	0
				2	1	340	85	659	800
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	472	118	659	800
					3	2	0.53	251	305
				4	1	0	0	0	0
					2	483	121	659	800
					3	2	0.55	271	328
			2	1	1	680	170	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	958	239	-	-
					3	4	1	-	-
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1	3	0.84	535	135
					2	23	6	916	231
					3	0	0	0	0
					4	9	2	845	214
					5	3	0.75	551	138
	4 - Whippendell Road	Entry	1	1	1	274	69	801	448
					2	100	25	801	448
					3	0	0	0	0
					4	0	0	0	0
					5	73	18	801	449
				2	1	0	0	0	0
					2	284	71	801	447
					3	0	0	0	0
					4	16	4	773	434
					5	0	0	0	0
			2	1	1	283	71	-	-
					2	400	100	-	-
					3	0	0	0	0
					4	16	4	-	-
					5	76	19	-	-
			1	1	1	0	0	0	0
					2	228	57	934	890
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	227	57	934	890
					3	1	0.27	207	198
					4	0	0	0	0
					5	0	0	0	0
					1	0	0	0	0

	1 - Ascot Road (S)	Entry		3	2	0	0	0	0
					3	0	0	0	0
					4	162	40	934	891
					5	3	0.80	476	455
			2	1	1	0	0	0	0
					2	228	57	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	227	57	-	-
					3	1	0.27	-	-
					4	162	40	-	-
					5	3	0.80	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	13	3	1030	1072
					4	0	0	0	0
					5	0	0	0	0
				2	1	298	74	1053	1097
					2	0	0	0	0
					3	0	0	0	0
					4	351	88	1053	1097
					5	235	59	1053	1097
				3	1	581	145	1053	1097
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

D8 - 2030 | Future Year Base + Comm + Dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked junction	1 - Rickmansworth Road/Ascot Road Roundabout (North) - 2 - Ascot Road (S)	Linked arm: Junction 1 Arm 2 has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Linked junction	2 - Raven Close/Whippendell Road/ Ascot Road - 2 - Ascot Road (N)	Linked arm: Junction 2 Arm 2 has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.
Info	Linked junctions	1 - Rickmansworth Road/Ascot Road Roundabout (North)	Capacities and RFCs in lane simulation mode will not be reported for linked arms.
Info	Linked junctions	2 - Raven Close/Whippendell Road/ Ascot Road	Capacities and RFCs in lane simulation mode will not be reported for linked arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Rickmansworth Road/Ascot Road Roundabout (North)	Standard Roundabout		1, 2, 3	6.26	A
2	Raven Close/Whippendell Road/ Ascot Road	Standard Roundabout		3, 4, 5, 1, 2	7.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.88	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2030	Future Year Base + Comm + Dev	PM	FLAT	16:45	17:45	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	2 - Ascot Road (S)	2	2	Simple (vertical queueing)	Normal	0	100.00	
2 - Raven Close/Whippendell Road/ Ascot Road	2 - Ascot Road (N)	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)		FLAT	✓	842	100.000
	2 - Ascot Road (S)	✓				
	3 - A412 Rickmansworth Road (W)		FLAT	✓	1044	100.000
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close		FLAT	✓	9	100.000
	4 - Whippendell Road		FLAT	✓	737	100.000
	5 - Ascot Road (SE)					
	1 - Ascot Road (S)		FLAT	✓	1349	100.000
	2 - Ascot Road (N)	✓				

Origin-Destination Data

1 - Rickmansworth Road/Ascot Road Roundabout (North)

Demand (PCU/hr)

		To		
		1 - A412 Rickmansworth Road (E)	2 - Ascot Road (S)	3 - A412 Rickmansworth Road (W)
From	1 - A412 Rickmansworth Road (E)	0	196	646
	2 - Ascot Road (S)	525	0	978
	3 - A412 Rickmansworth Road (W)	551	493	0

2 - Raven Close/Whippendell Road/ Ascot Road

Demand (PCU/hr)

		To				
		3 - Raven Close	4 - Whippendell Road	5 - Ascot Road (SE)	1 - Ascot Road (S)	2 - Ascot Road (N)
From	3 - Raven Close	0	3	1	1	4
	4 - Whippendell Road	3	13	86	139	496
	5 - Ascot Road (SE)	0	0	0	0	0
	1 - Ascot Road (S)	4	318	7	1	1019
	2 - Ascot Road (N)	6	304	137	248	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80

1 - Rickmansworth Road/Ascot Road Roundabout (North)

Heavy Vehicle %

		To		
		1 - A412 Rickmansworth Road (E)	2 - Ascot Road (S)	3 - A412 Rickmansworth Road (W)
From	1 - A412 Rickmansworth Road (E)	0	3	2
	2 - Ascot Road (S)	2	0	1
	3 - A412 Rickmansworth Road (W)	2	1	0

Cyclist %

From	1 - A412 Rickmansworth Road	
	2 - Ascot Road (S)	
	3 - A412 Rickmansworth Road	

2 - Raven Close/Whippendell Road/ Ascot Road

Heavy Vehicle %

		To				
		3 - Raven Close	4 - Whippendell Road	5 - Ascot Road (SE)	1 - Ascot Road (S)	2 - Ascot Road (N)
From	3 - Raven Close	0	0	0	0	0
	4 - Whippendell Road	0	10	1	1	1
	5 - Ascot Road (SE)	0	0	0	0	0
	1 - Ascot Road (S)	0	0	0	0	1
	2 - Ascot Road (N)	0	1	0	3	0

Cyclist %

		To	
		3 - Raven Close	W
From	3 - Raven Close	0	
	4 - Whippendell Road	0	
	5 - Ascot Road (SE)	0	
	1 - Ascot Road (S)	0	
	2 - Ascot Road (N)	0	

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	0.51	8.00	1.9	A	842	842
	2 - Ascot Road (S)		5.39	2.4	A	1527	1527
	3 - A412 Rickmansworth Road (W)	0.36	6.12	1.8	A	1037	1037
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	0.02	7.01	0.0	A	10	10
	4 - Whippendell Road	0.63	10.12	2.1	B	730	730
	5 - Ascot Road (SE)						
	1 - Ascot Road (S)	0.67	7.55	3.3	A	1344	1344
	2 - Ascot Road (N)		5.22	1.2	A	687	687

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	845	211	488	1777	0.476	842	
	2 - Ascot Road (S)	1524	381	648			1528	
	3 - A412 Rickmansworth Road (W)	1022	256	537	2889	0.354	1020	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	9	2	1007	535	0.016	9	
	4 - Whippendell Road	737	184	389	1193	0.618	743	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	1336	334	523	2052	0.651	1339	
	2 - Ascot Road (N)	682	171	339			681	

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	852	213	488	1670	0.510	854	
	2 - Ascot Road (S)	1520	380	653			1516	
	3 - A412 Rickmansworth Road (W)	1036	259	533	2869	0.361	1033	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	10	2	1018	534	0.018	9	
	4 - Whippendell Road	720	180	401	1203	0.599	720	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	1343	336	507	1998	0.672	1346	
	2 - Ascot Road (N)	690	172	340			690	

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	840	210	486	1718	0.489	844	
	2 - Ascot Road (S)	1526	381	641			1524	
	3 - A412 Rickmansworth Road (W)	1041	260	531	2906	0.358	1038	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	12	3	1013	533	0.022	12	
	4 - Whippendell Road	732	183	398	1170	0.626	731	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	1336	334	521	2073	0.645	1336	
	2 - Ascot Road (N)	690	172	338			688	

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	830	208	495	1755	0.473	827	
	2 - Ascot Road (S)	1536	384	634			1536	
	3 - A412 Rickmansworth Road (W)	1051	263	539	2934	0.358	1052	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	11	3	1024	555	0.020	11	
	4 - Whippendell Road	729	182	397	1196	0.610	732	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	1361	340	522	2054	0.663	1357	
	2 - Ascot Road (N)	687	172	346			689	

Lane Results

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

Lanes: Main Results for each time segment

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	95	653	0.146	9
				2	2	98	653	0.150	9
				3	3	325	653	0.498	3
				4	1, 3	327	653	0.501	3
			2	1	(2)	193			1
				2	(1, 3)	652			6
			3	1	((1, 2, 3))	845			8
		Exit	1	1		1069			10
	2 - Ascot Road (S)	Entry	1	1	3	542	995	0.544	5
				2	1, 3	627	995	0.630	6
				3	1, 2	356	995	0.358	3
		Exit	1	1		682			6
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	265	756	0.350	2
				2	1	267	756	0.353	2
				3	2, 3	242	756	0.320	2
				4	2, 3	248	756	0.329	2
			2	1	(1)	532			5
				2	(2, 3)	490			4
		Exit	1	1		1639			16
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	9	542	0.016	
		Exit	1	1		14			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	420	685	0.613	4
				2	2, 3, 4	315	685	0.459	3
			2	1	(1, 2, 3, 4, 5)	737			7
		Exit	1	1		626			6
	5 - Ascot Road (SE)	Exit	1	1		227			2
	1 - Ascot Road (S)	Entry	1	1	2	505	861	0.587	5
				2	2, 3	512	861	0.595	5
				3	1, 4, 5	319	861	0.370	3
			2	1	(2)	515			5
				2	(1, 2, 3, 4, 5)	821			8
		Exit	1	1		382			3
	2 - Ascot Road (N)	Entry	1	1	3	7	1048	0.006	
				2	1, 4, 5	509	1048	0.485	5
				3	1, 2	167	1048	0.159	1
		Exit	1	1		1523			15

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	99	653	0.152	9
				2	2	102	653	0.156	1
				3	3	328	653	0.503	3
				4	1, 3	323	653	0.495	3
			2	1	(2)	201			2
				2	(1, 3)	651			6
			3	1	((1, 2, 3))	852			8
		Exit	1	1		1078			10
	2 - Ascot Road (S)	Entry	1	1	3	529	994	0.532	5
				2	1, 3	638	994	0.642	6
				3	1, 2	353	994	0.355	3
		Exit	1	1		689			6
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	272	757	0.360	2
				2	1	275	757	0.363	2
				3	2, 3	242	757	0.320	2
				4	2, 3	246	757	0.325	2
			2	1	(1)	547			5
				2	(2, 3)	489			4
		Exit	1	1		1636			16
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	10	537	0.018	
		Exit	1	1		11			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	413	682	0.606	4
				2	2, 3, 4	308	682	0.453	3
			2	1	(1, 2, 3, 4, 5)	720			7
		Exit	1	1		627			6
	5 - Ascot Road (SE)	Exit	1	1		227			2
	1 - Ascot Road (S)	Entry	1	1	2	504	866	0.582	5
				2	2, 3	515	866	0.595	5
				3	1, 4, 5	324	866	0.374	3
			2	1	(2)	500			5
				2	(1, 2, 3, 4, 5)	843			8
		Exit	1	1		386			3
	2 - Ascot Road (N)	Entry	1	1	3	5	1048	0.005	
				2	1, 4, 5	512	1048	0.488	5
				3	1, 2	173	1048	0.165	1
		Exit	1	1		1514			15

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	100	653	0.153	1
				2	2	104	653	0.159	1
				3	3	319	653	0.488	3
				4	1, 3	317	653	0.486	3
			2	1	(2)	204			2
				2	(1, 3)	636			6
			3	1	((1, 2, 3))	840			8
		Exit	1	1		1083			10
	2 - Ascot Road (S)	Entry	1	1	3	542	997	0.543	5
				2	1, 3	630	997	0.632	6
				3	1, 2	353	997	0.354	3
		Exit	1	1		689			6
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	275	757	0.364	2
				2	1	280	757	0.369	2
				3	2, 3	243	757	0.321	2
				4	2, 3	243	757	0.321	2
			2	1	(1)	555			5
				2	(2, 3)	485			4
		Exit	1	1		1634			16
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	12	539	0.022	1
		Exit	1	1		12			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	414	682	0.607	4
				2	2, 3, 4	317	682	0.465	3
			2	1	(1, 2, 3, 4, 5)	732			7
		Exit	1	1		627			6
	5 - Ascot Road (SE)	Exit	1	1		225			2
	1 - Ascot Road (S)	Entry	1	1	2	504	862	0.585	5
				2	2, 3	514	862	0.597	5
				3	1, 4, 5	317	862	0.368	3
			2	1	(2)	510			5
				2	(1, 2, 3, 4, 5)	826			8
		Exit	1	1		383			3
	2 - Ascot Road (N)	Entry	1	1	3	5	1049	0.004	
				2	1, 4, 5	520	1049	0.496	5
				3	1, 2	165	1049	0.157	1
		Exit	1	1		1519			15

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	99	651	0.152	9
				2	2	96	651	0.147	9
				3	3	316	651	0.486	3
				4	1, 3	319	651	0.490	3
			2	1	(2)	195			1
				2	(1, 3)	636			6
			3	1	((1, 2, 3))	830			8
		Exit	1	1		1096			10
	2 - Ascot Road (S)	Entry	1	1	3	550	999	0.550	5
				2	1, 3	631	999	0.632	6
				3	1, 2	355	999	0.356	3
		Exit	1	1		689			6
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	284	755	0.376	2
				2	1	273	755	0.362	2
				3	2, 3	252	755	0.334	2
				4	2, 3	242	755	0.321	2
			2	1	(1)	557			5
				2	(2, 3)	494			4
		Exit	1	1		1631			16
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	11	534	0.021	1
		Exit	1	1		12			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	417	683	0.611	4
				2	2, 3, 4	312	683	0.457	3
			2	1	(1, 2, 3, 4, 5)	729			7
		Exit	1	1		638			6
	5 - Ascot Road (SE)	Exit	1	1		231			2
	1 - Ascot Road (S)	Entry	1	1	2	517	862	0.600	5
				2	2, 3	516	862	0.599	5
				3	1, 4, 5	328	862	0.381	3
			2	1	(2)	519			5
				2	(1, 2, 3, 4, 5)	842			8
		Exit	1	1		377			3
	2 - Ascot Road (N)	Entry	1	1	3	5	1046	0.005	
				2	1, 4, 5	518	1046	0.495	5
				3	1, 2	164	1046	0.157	1
		Exit	1	1		1532			15

Lane movements: Main Results for each time segment

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
			1	1	1	0	0	0	0
					2	95	24	701	653
					3	0	0	0	0
				2	1	0	0	0	0
					2	98	24	701	654
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	325	81	701	653
					1	0	0	0	0

1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry		4	2	0	0	0	0
					3	327	82	701	653
			2	1	1	0	0	0	0
					2	193	48	-	-
					3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	652	163	-	-
			3	1	1	0	0	0	0
					2	193	48	-	-
					3	652	163	-	-
	2 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	542	135	1085	995
				2	1	180	45	1085	994
					2	0	0	0	0
					3	446	112	1085	995
				3	1	356	89	1085	995
					2	0	0	0	0
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	265	66	659	755
					2	0	0	0	0
					3	0	0	0	0
				2	1	267	67	659	755
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	242	61	659	756
					3	0	0	0	0
				4	1	0	0	0	0
					2	248	62	659	755
					3	0	0	0	0
			2	1	1	532	133	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	490	123	-	-
					3	0	0	0	0
	3 - Raven Close	Entry	1	1	1	0.36	0.09	192	138
					2	3	0.83	649	437
					3	0	0	0	0
					4	4	0.98	585	392
					5	1	0.27	192	124
	4 - Whippendell Road	Entry	1	1	1	134	34	801	685
					2	199	50	801	684
					3	0	0	0	0
					4	0	0	0	0
					5	87	22	801	685
				2	1	0	0	0	0
					2	299	75	801	685
					3	4	0.89	444	389
					4	13	3	745	643
					5	0	0	0	0
			2	1	1	134	34	-	-
					2	499	125	-	-
					3	4	0.89	-	-
					4	13	3	-	-
					5	87	22	-	-

2 - Raven Close/Whippendell Road/ Ascot Road	1 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	505	126	934	861
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	509	127	934	861
					3	4	0.89	509	478
					4	0	0	0	0
					5	0	0	0	0
				3	1	0.71	0.18	157	148
					2	0	0	0	0
					3	0	0	0	0
					4	312	78	934	861
					5	6	2	721	676
			2	1	1	0	0	0	0
					2	515	129	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0.71	0.18	-	-
					2	499	125	-	-
					3	4	0.89	-	-
					4	312	78	-	-
					5	6	2	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	7	2	866	868
					4	0	0	0	0
					5	0	0	0	0
				2	1	78	19	1053	1046
					2	0	0	0	0
					3	0	0	0	0
					4	298	75	1053	1048
					5	133	33	1053	1048
				3	1	167	42	1053	1048
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
	1 - A412 Rickmansworth Road (E)	Entry	1	1	1	0	0	0	0
					2	99	25	701	653
					3	0	0	0	0
				2	1	0	0	0	0
					2	102	25	701	653
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	328	82	701	653
				4	1	0	0	0	0
					2	0	0	0	0
					3	323	81	701	653
			2	1	1	0	0	0	0
					2	201	50	-	-

1 - Rickmansworth Road/Ascot Road Roundabout (North)			2		3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	651	163	-	-
			3	1	1	0	0	0	0
					2	201	50	-	-
					3	651	163	-	-
	2 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	529	132	1085	994
				2	1	182	46	1085	993
					2	0	0	0	0
					3	456	114	1085	994
				3	1	353	88	1085	994
					2	0	0	0	0
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	272	68	659	757
					2	0	0	0	0
					3	0	0	0	0
				2	1	275	69	659	756
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	242	61	659	756
					3	0	0	0	0
				4	1	0	0	0	0
					2	246	62	659	756
					3	0	0	0	0
			2	1	1	547	137	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	489	122	-	-
					3	0	0	0	0
	3 - Raven Close	Entry	1	1	1	0.83	0.21	320	186
					2	5	1	813	477
					3	0	0	0	0
					4	3	0.68	676	393
					5	0.83	0.21	283	168
	4 - Whippendell Road	Entry	1	1	1	137	34	801	681
					2	195	49	801	681
					3	0	0	0	0
					4	0	0	0	0
					5	81	20	801	682
				2	1	0	0	0	0
					2	294	74	801	681
					3	3	0.71	388	330
					4	12	3	785	667
					5	0	0	0	0
			2	1	1	137	34	-	-
					2	488	122	-	-
					3	3	0.71	-	-
					4	11	3	-	-
					5	81	20	-	-
				1	1	0	0	0	0
					2	504	126	934	866
					3	0	0	0	0
					4	0	0	0	0

2 - Raven Close/Whippendell Road/ Ascot Road	1 - Ascot Road (S)	Entry	1		5	0	0	0	0
				2	1	0	0	0	0
					2	512	128	934	865
					3	3	0.71	601	555
					4	0	0	0	0
					5	0	0	0	0
				3	1	1	0.30	250	232
					2	0	0	0	0
					3	0	0	0	0
					4	315	79	934	865
					5	8	2	740	684
			2	1	1	0	0	0	0
					2	500	125	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	1	0.30	-	-
					2	516	129	-	-
					3	3	0.71	-	-
					4	315	79	-	-
					5	8	2	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	5	1	824	821
					4	0	0	0	0
					5	0	0	0	0
				2	1	76	19	1053	1048
					2	0	0	0	0
					3	0	0	0	0
					4	298	75	1053	1047
					5	137	34	1053	1048
				3	1	173	43	1053	1047
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
	1 - A412 Rickmansworth Road (E)	Entry	1	1	1	0	0	0	0
					2	100	25	701	653
					3	0	0	0	0
				2	1	0	0	0	0
					2	104	26	701	653
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	319	80	701	654
				4	1	0	0	0	0
					2	0	0	0	0
					3	317	79	701	653
			2	1	1	0	0	0	0
					2	204	51	-	-
					3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	636	159	-	-

1 - Rickmansworth Road/Ascot Road Roundabout (North)			3	1	1	0	0	0	0
					2	204	51	-	-
					3	636	159	-	-
	2 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	542	135	1085	997
				2	1	178	45	1085	997
					2	0	0	0	0
					3	452	113	1085	997
				3	1	353	88	1085	997
					2	0	0	0	0
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	275	69	659	756
					2	0	0	0	0
					3	0	0	0	0
				2	1	280	70	659	757
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	243	61	659	757
					3	0	0	0	0
				4	1	0	0	0	0
					2	243	61	659	756
					3	0	0	0	0
			2	1	1	555	139	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	485	121	-	-
					3	0	0	0	0
	3 - Raven Close	Entry	1	1	1	1	0.27	283	166
					2	6	1	804	467
					3	0	0	0	0
					4	3	0.77	740	425
					5	2	0.42	347	202
	4 - Whippendell Road	Entry	1	1	1	136	34	801	682
					2	198	50	801	683
					3	0	0	0	0
					4	0	0	0	0
					5	80	20	801	684
				2	1	0	0	0	0
					2	299	75	801	683
					3	4	0.92	460	388
					4	14	4	777	662
					5	0	0	0	0
			2	1	1	136	34	-	-
					2	497	124	-	-
					3	4	0.92	-	-
					4	14	4	-	-
					5	81	20	-	-
			1	1	1	0	0	0	0
					2	504	126	934	861
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	510	128	934	861
					3	4	0.98	573	530

2 - Raven Close/Whippendell Road/ Ascot Road	1 - Ascot Road (S)	Entry			4	0	0	0	0
					5	0	0	0	0
				3	1	1	0.33	240	221
					2	0	0	0	0
					3	0	0	0	0
					4	309	77	934	862
					5	7	2	805	745
			2	1	1	0	0	0	0
					2	510	128	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	1	0.33	-	-
					2	504	126	-	-
					3	4	0.98	-	-
					4	309	77	-	-
					5	7	2	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	5	1	824	818
					4	0	0	0	0
					5	0	0	0	0
				2	1	81	20	1053	1049
					2	0	0	0	0
					3	0	0	0	0
					4	303	76	1053	1049
					5	136	34	1053	1050
				3	1	165	41	1053	1048
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
	1 - A412 Rickmansworth Road (E)	Entry	1	1	1	0	0	0	0
					2	99	25	701	650
					3	0	0	0	0
				2	1	0	0	0	0
					2	96	24	701	651
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	316	79	701	650
				4	1	0	0	0	0
					2	0	0	0	0
					3	319	80	701	651
			2	1	1	0	0	0	0
					2	195	49	-	-
					3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	636	159	-	-
			3	1	1	0	0	0	0
					2	195	49	-	-
					3	636	159	-	-
					1	0	0	0	0

1 - Rickmansworth Road/Ascot Road Roundabout (North)	2 - Ascot Road (S)	Entry	1	1	2	0	0	0	0
					3	550	137	1085	999
				2	1	186	46	1085	999
					2	0	0	0	0
					3	446	111	1085	999
				3	1	355	89	1085	998
					2	0	0	0	0
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	284	71	659	755
					2	0	0	0	0
					3	0	0	0	0
				2	1	273	68	659	756
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	252	63	659	756
					3	0	0	0	0
				4	1	0	0	0	0
					2	242	61	659	756
					3	0	0	0	0
			2	1	1	557	139	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	494	124	-	-
					3	0	0	0	0
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1	1	0.36	301	172
					2	5	1	740	429
					3	0	0	0	0
					4	3	0.74	639	372
					5	1	0.30	329	187
	4 - Whippendell Road	Entry	1	1	1	129	32	801	682
					2	202	50	801	682
					3	0	0	0	0
					4	0	0	0	0
					5	86	22	801	682
				2	1	0	0	0	0
					2	298	75	801	683
					3	2	0.53	365	310
					4	11	3	745	635
					5	0	0	0	0
			2	1	1	129	32	-	-
					2	501	125	-	-
					3	2	0.50	-	-
					4	11	3	-	-
					5	86	22	-	-
			1	1	1	0	0	0	0
					2	517	129	934	862
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	512	128	934	861
					3	4	0.92	592	544
					4	0	0	0	0
					5	0	0	0	0
					1	0.95	0.24	176	162
					2	0	0	0	0

	1 - Ascot Road (S)	Entry		3	3	0	0	0	0
					4	322	81	934	861
					5	5	1	740	685
			2	1	1	0	0	0	0
					2	519	130	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0.95	0.24	-	-
					2	511	128	-	-
					3	4	0.92	-	-
					4	322	81	-	-
					5	5	1	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	5	1	772	767
					4	0	0	0	0
					5	0	0	0	0
				2	1	79	20	1053	1044
					2	0	0	0	0
					3	0	0	0	0
					4	299	75	1053	1046
					5	140	35	1053	1046
				3	1	164	41	1053	1046
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

D9 - 2030 | Future Year Base + Comm + Dev Sensitivity | AM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Simulation	2 - Raven Close/Whippendell Road/ Ascot Road - 4 - Whippendell Road	Arm 4: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Linked junctions	1 - Rickmansworth Road/Ascot Road Roundabout (North)	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.
Warning	Linked junction	1 - Rickmansworth Road/Ascot Road Roundabout (North) - 2 - Ascot Road (S)	Linked arm: Junction 1 Arm 2 has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Linked junction	2 - Raven Close/Whippendell Road/ Ascot Road - 2 - Ascot Road (N)	Linked arm: Junction 2 Arm 2 has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.
Info	Linked junctions	1 - Rickmansworth Road/Ascot Road Roundabout (North)	Capacities and RFCs in lane simulation mode will not be reported for linked arms.
Info	Linked junctions	2 - Raven Close/Whippendell Road/ Ascot Road	Capacities and RFCs in lane simulation mode will not be reported for linked arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Rickmansworth Road/Ascot Road Roundabout (North)	Standard Roundabout		1, 2, 3	14.54	B
2	Raven Close/Whippendell Road/ Ascot Road	Standard Roundabout		3, 4, 5, 1, 2	68.68	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	39.05	E

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2030	Future Year Base + Comm + Dev Sensitivity	AM	FLAT	07:45	08:45	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	2 - Ascot Road (S)	2	2	Simple (vertical queueing)	Normal	0	100.00	
2 - Raven Close/Whippendell Road/ Ascot Road	2 - Ascot Road (N)	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)		FLAT	✓	1029	100.000
	2 - Ascot Road (S)	✓				
	3 - A412 Rickmansworth Road (W)		FLAT	✓	1627	100.000
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close		FLAT	✓	36	100.000
	4 - Whippendell Road		FLAT	✓	778	100.000
	5 - Ascot Road (SE)					
	1 - Ascot Road (S)		FLAT	✓	621	100.000
	2 - Ascot Road (N)	✓				

Origin-Destination Data

1 - Rickmansworth Road/Ascot Road Roundabout (North)

Demand (PCU/hr)

		To		
		1 - A412 Rickmansworth Road (E)	2 - Ascot Road (S)	3 - A412 Rickmansworth Road (W)
From	1 - A412 Rickmansworth Road (E)	0	528	501
	2 - Ascot Road (S)	296	2	572
	3 - A412 Rickmansworth Road (W)	672	951	4

2 - Raven Close/Whippendell Road/ Ascot Road

Demand (PCU/hr)

		To				
		3 - Raven Close	4 - Whippendell Road	5 - Ascot Road (SE)	1 - Ascot Road (S)	2 - Ascot Road (N)
From	3 - Raven Close	0	9	3	2	22
	4 - Whippendell Road	0	16	75	285	402
	5 - Ascot Road (SE)	0	0	0	0	0
	1 - Ascot Road (S)	1	162	3	0	455
	2 - Ascot Road (N)	15	346	233	888	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80

1 - Rickmansworth Road/Ascot Road Roundabout (North)

Heavy Vehicle %

		To		
		1 - A412 Rickmansworth Road (E)	2 - Ascot Road (S)	3 - A412 Rickmansworth Road (W)
From	1 - A412 Rickmansworth Road (E)	0	3	2
	2 - Ascot Road (S)	6	0	5
	3 - A412 Rickmansworth Road (W)	2	2	0

Cyclist %

From	1 - A412 Rickmansworth Road	
	2 - Ascot Road (S)	
	3 - A412 Rickmansworth Road	

2 - Raven Close/Whippendell Road/ Ascot Road

Heavy Vehicle %

From \ To	3 - Raven Close	4 - Whippendell Road	5 - Ascot Road (SE)	1 - Ascot Road (S)	2 - Ascot Road (N)
3 - Raven Close	0	0	0	0	0
4 - Whippendell Road	0	18	0	3	4
5 - Ascot Road (SE)	0	0	0	0	0
1 - Ascot Road (S)	0	5	0	7	0
2 - Ascot Road (N)	0	2	2	2	0

Cyclist %

From \ To	3 - Raven Close	W
3 - Raven Close	0	
4 - Whippendell Road	0	
5 - Ascot Road (SE)	0	
1 - Ascot Road (S)	0	
2 - Ascot Road (N)	0	

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	0.72	15.62	4.6	C	1021	1021
	2 - Ascot Road (S)		4.20	1.2	A	884	884
	3 - A412 Rickmansworth Road (W)	0.60	19.50	8.5	C	1622	1622
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	0.15	23.67	0.2	C	35	35
	4 - Whippendell Road	1.03	240.04	59.4	F	781	781
	5 - Ascot Road (SE)						
	1 - Ascot Road (S)	0.27	4.78	0.9	A	621	621
	2 - Ascot Road (N)		6.11	2.6	A	1480	1480

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th (
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	1035	259	954	1471	0.703	1031	
	2 - Ascot Road (S)	879	220	495			883	
	3 - A412 Rickmansworth Road (W)	1630	407	309	2713	0.601	1617	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	34	9	1651	245	0.141	35	
	4 - Whippendell Road	788	197	1153	766	1.028	715	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	623	156	409	2405	0.259	623	
	2 - Ascot Road (N)	1482	371	183			1483	

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th (
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	1009	252	968	1433	0.704	1001	
	2 - Ascot Road (S)	878	219	490			878	
	3 - A412 Rickmansworth Road (W)	1620	405	301	2677	0.605	1633	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	37	9	1642	250	0.148	37	
	4 - Whippendell Road	779	195	1149	770	1.011	723	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	618	154	411	2394	0.258	616	
	2 - Ascot Road (N)	1477	369	179			1480	

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th (
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	1024	256	970	1436	0.713	1025	
	2 - Ascot Road (S)	880	220	499			879	
	3 - A412 Rickmansworth Road (W)	1619	405	301	2736	0.592	1631	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	33	8	1646	254	0.131	34	
	4 - Whippendell Road	779	195	1151	760	1.024	744	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	609	152	419	2396	0.254	611	
	2 - Ascot Road (N)	1487	372	177			1486	

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th (
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	1016	254	962	1401	0.725	1025	
	2 - Ascot Road (S)	897	224	506			894	
	3 - A412 Rickmansworth Road (W)	1621	405	307	2686	0.604	1624	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	34	9	1642	242	0.142	36	
	4 - Whippendell Road	778	195	1142	764	1.018	743	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	632	158	419	2371	0.267	632	
	2 - Ascot Road (N)	1474	368	184			1474	

Lane Results

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

Lanes: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	271	559	0.485	2
				2	2	271	559	0.485	2
				3	3	248	559	0.442	2
				4	1, 3	245	559	0.439	2
			2	1	(2)	542			5
				2	(1, 3)	493			4
			3	1	((1, 2, 3))	1035			10
		Exit	1	1		973			9
	2 - Ascot Road (S)	Entry	1	1	3	305	1040	0.293	3
				2	1, 3	387	1040	0.372	3
				3	1, 2	187	1040	0.180	1
		Exit	1	1		1489			14
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	337	800	0.422	3
				2	1	329	800	0.411	3
				3	2, 3	485	800	0.606	4
				4	2, 3	477	800	0.596	4
			2	1	(1)	666			6
				2	(2, 3)	964			9
		Exit	1	1		1069			10
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	34	235	0.147	3
		Exit	1	1		15			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	424	445	0.953	4
				2	2, 3, 4	294	445	0.660	2
			2	1	(1, 2, 3, 4, 5)	788			7
		Exit	1	1		532			5
	5 - Ascot Road (SE)	Exit	1	1		310			3
	1 - Ascot Road (S)	Entry	1	1	2	223	895	0.249	2
				2	2, 3	233	895	0.260	2
				3	1, 4, 5	167	895	0.187	1
			2	1	(2)	228			2
				2	(1, 2, 3, 4, 5)	396			3
		Exit	1	1		1150			11
	2 - Ascot Road (N)	Entry	1	1	3	14	1097	0.013	1
				2	1, 4, 5	882	1097	0.804	8
				3	1, 2	585	1097	0.534	5
		Exit	1	1		849			8

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	261	556	0.469	2
				2	2	259	556	0.465	2
				3	3	242	556	0.436	2
				4	1, 3	245	556	0.441	2
			2	1	(2)	521			5
				2	(1, 3)	488			4
			3	1	((1, 2, 3))	1009			10
		Exit	1	1		966			9
	2 - Ascot Road (S)	Entry	1	1	3	309	1041	0.297	3
				2	1, 3	388	1041	0.372	3
				3	1, 2	181	1041	0.174	1
		Exit	1	1		1479			14
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	329	801	0.410	3
				2	1	337	801	0.420	3
				3	2, 3	478	801	0.597	4
				4	2, 3	481	801	0.600	4
			2	1	(1)	666			6
				2	(2, 3)	954			9
		Exit	1	1		1067			10
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	37	239	0.155	3
		Exit	1	1		16			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	433	446	0.970	4
				2	2, 3, 4	290	446	0.650	2
			2	1	(1, 2, 3, 4, 5)	779			7
		Exit	1	1		530			5
	5 - Ascot Road (SE)	Exit	1	1		310			3
	1 - Ascot Road (S)	Entry	1	1	2	227	894	0.253	2
				2	2, 3	228	894	0.255	2
				3	1, 4, 5	163	894	0.182	1
			2	1	(2)	228			2
				2	(1, 2, 3, 4, 5)	390			3
		Exit	1	1		1150			11
	2 - Ascot Road (N)	Entry	1	1	3	14	1098	0.013	1
				2	1, 4, 5	884	1098	0.805	8
				3	1, 2	578	1098	0.526	5
		Exit	1	1		848			8

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	262	556	0.472	2
				2	2	266	556	0.478	2
				3	3	245	556	0.440	2
				4	1, 3	253	556	0.455	2
			2	1	(2)	527			5
				2	(1, 3)	498			4
			3	1	((1, 2, 3))	1024			10
		Exit	1	1		962			9
	2 - Ascot Road (S)	Entry	1	1	3	310	1039	0.299	3
				2	1, 3	386	1039	0.372	3
				3	1, 2	184	1039	0.177	1
		Exit	1	1		1495			14
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	332	801	0.414	3
				2	1	330	801	0.411	3
				3	2, 3	482	801	0.602	4
				4	2, 3	487	801	0.607	4
			2	1	(1)	662			6
				2	(2, 3)	957			9
		Exit	1	1		1078			10
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	33	237	0.140	3
		Exit	1	1		18			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	447	445	1.003	4
				2	2, 3, 4	297	445	0.666	2
			2	1	(1, 2, 3, 4, 5)	779			7
		Exit	1	1		529			5
	5 - Ascot Road (SE)	Exit	1	1		318			3
	1 - Ascot Road (S)	Entry	1	1	2	227	892	0.254	2
				2	2, 3	225	892	0.252	2
				3	1, 4, 5	158	892	0.177	1
			2	1	(2)	225			2
				2	(1, 2, 3, 4, 5)	384			3
		Exit	1	1		1159			11
	2 - Ascot Road (N)	Entry	1	1	3	16	1098	0.015	1
				2	1, 4, 5	893	1098	0.813	8
				3	1, 2	578	1098	0.526	5
		Exit	1	1		853			8

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	257	558	0.460	2
				2	2	263	558	0.471	2
				3	3	251	558	0.450	2
				4	1, 3	249	558	0.446	2
			2	1	(2)	518			5
				2	(1, 3)	500			5
			3	1	((1, 2, 3))	1016			10
		Exit	1	1		969			9
	2 - Ascot Road (S)	Entry	1	1	3	322	1037	0.310	3
				2	1, 3	389	1037	0.375	3
				3	1, 2	187	1037	0.180	1
		Exit	1	1		1481			14
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	330	800	0.412	3
				2	1	332	800	0.415	3
				3	2, 3	478	800	0.598	4
				4	2, 3	485	800	0.606	4
			2	1	(1)	661			6
				2	(2, 3)	960			9
		Exit	1	1		1094			10
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	34	239	0.143	3
		Exit	1	1		16			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	450	448	1.005	4
				2	2, 3, 4	295	448	0.659	2
			2	1	(1, 2, 3, 4, 5)	778			7
		Exit	1	1		535			5
	5 - Ascot Road (SE)	Exit	1	1		304			3
	1 - Ascot Road (S)	Entry	1	1	2	233	892	0.261	2
				2	2, 3	233	892	0.261	2
				3	1, 4, 5	166	892	0.186	1
			2	1	(2)	230			2
				2	(1, 2, 3, 4, 5)	402			4
		Exit	1	1		1163			11
	2 - Ascot Road (N)	Entry	1	1	3	15	1096	0.014	1
				2	1, 4, 5	879	1096	0.802	8
				3	1, 2	580	1096	0.529	5
		Exit	1	1		867			8

Lane movements: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
			1	1	1	0	0	0	0
					2	271	68	701	560
					3	0	0	0	0
				2	1	0	0	0	0
					2	271	68	701	560
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	248	62	701	560
					1	0	0	0	0

1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry		4	2	0	0	0	0
					3	245	61	701	560
			2	1	1	0	0	0	0
					2	542	135	-	-
					3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	493	123	-	-
			3	1	1	0	0	0	0
					2	542	135	-	-
					3	493	123	-	-
	2 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	305	76	1085	1040
				2	1	121	30	1085	1039
					2	0	0	0	0
					3	266	66	1085	1040
				3	1	186	46	1085	1040
					2	2	0.47	352	342
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	337	84	659	800
					2	0	0	0	0
					3	0	0	0	0
				2	1	329	82	659	799
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	483	121	659	799
					3	2	0.47	210	255
				4	1	0	0	0	0
					2	475	119	659	800
					3	2	0.49	235	288
			2	1	1	666	167	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	960	240	-	-
					3	4	0.97	-	-
	3 - Raven Close	Entry	1	1	1	2	0.58	407	149
					2	21	5	923	255
					3	0	0	0	0
					4	8	2	839	289
					5	4	0.88	521	201
	4 - Whippendell Road	Entry	1	1	1	256	64	801	447
					2	97	24	801	448
					3	0	0	0	0
					4	0	0	0	0
					5	71	18	801	448
				2	1	0	0	0	0
					2	278	69	801	445
					3	0	0	0	0
					4	16	4	780	463
					5	0	0	0	0
			2	1	1	285	71	-	-
					2	408	102	-	-
					3	0	0	0	0
					4	17	4	-	-
					5	78	20	-	-

2 - Raven Close/Whippendell Road/ Ascot Road	1 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	223	56	934	895
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	232	58	934	895
					3	0.86	0.21	243	236
					4	0	0	0	0
					5	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	0	0	0	0
					4	164	41	934	895
					5	3	0.82	455	444
			2	1	1	0	0	0	0
					2	228	57	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	227	57	-	-
					3	0.86	0.21	-	-
					4	164	41	-	-
					5	3	0.82	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	14	4	1026	1069
					4	0	0	0	0
					5	0	0	0	0
				2	1	304	76	1053	1097
					2	0	0	0	0
					3	0	0	0	0
					4	346	86	1053	1097
					5	232	58	1053	1097
				3	1	585	146	1053	1096
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
	1 - A412 Rickmansworth Road (E)	Entry	1	1	1	0	0	0	0
					2	261	65	701	556
					3	0	0	0	0
				2	1	0	0	0	0
					2	259	65	701	556
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	242	61	701	556
				4	1	0	0	0	0
					2	0	0	0	0
					3	245	61	701	557
			2	1	1	0	0	0	0
					2	521	130	-	-

			2		3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	488	122	-	-
			3	1	1	0	0	0	0
					2	521	130	-	-
					3	488	122	-	-
1 - Rickmansworth Road/Ascot Road Roundabout (North)	2 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	309	77	1085	1041
				2	1	121	30	1085	1039
					2	0	0	0	0
					3	266	67	1085	1041
				3	1	178	45	1085	1041
					2	3	0.66	409	390
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	329	82	659	801
					2	0	0	0	0
					3	0	0	0	0
				2	1	337	84	659	801
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	477	119	659	801
					3	2	0.47	257	311
				4	1	0	0	0	0
					2	479	120	659	801
					3	2	0.62	244	296
			2	1	1	666	166	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	950	237	-	-
					3	4	1	-	-
	3 - Raven Close	Entry	1	1	1	2	0.43	306	79
					2	22	6	923	241
					3	0	0	0	0
					4	9	2	863	231
					5	4	0.92	533	134
	4 - Whippendell Road	Entry	1	1	1	266	66	801	445
					2	97	24	801	448
					3	0	0	0	0
					4	0	0	0	0
					5	70	17	801	446
				2	1	0	0	0	0
					2	275	69	801	446
					3	0	0	0	0
					4	15	4	775	434
					5	0	0	0	0
			2	1	1	288	72	-	-
					2	405	101	-	-
					3	0	0	0	0
					4	15	4	-	-
					5	71	18	-	-
				1	1	0	0	0	0
					2	227	57	934	894
					3	0	0	0	0
					4	0	0	0	0

2 - Raven Close/Whippendell Road/ Ascot Road	1 - Ascot Road (S)	Entry	1		5	0	0	0	0
				2	1	0	0	0	0
					2	227	57	934	894
					3	1	0.33	273	260
					4	0	0	0	0
					5	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	0	0	0	0
					4	161	40	934	894
					5	2	0.45	461	440
			2	1	1	0	0	0	0
					2	228	57	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	225	56	-	-
					3	1	0.33	-	-
					4	161	40	-	-
					5	2	0.45	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	14	4	1033	1076
					4	0	0	0	0
					5	0	0	0	0
				2	1	305	76	1053	1098
					2	0	0	0	0
					3	0	0	0	0
					4	346	86	1053	1098
					5	234	58	1053	1098
				3	1	578	144	1053	1098
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
	1 - A412 Rickmansworth Road (E)	Entry	1	1	1	0	0	0	0
					2	262	66	701	556
					3	0	0	0	0
				2	1	0	0	0	0
					2	266	66	701	556
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	245	61	701	557
				4	1	0	0	0	0
					2	0	0	0	0
					3	253	63	701	557
			2	1	1	0	0	0	0
					2	527	132	-	-
					3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	498	124	-	-

1 - Rickmansworth Road/Ascot Road Roundabout (North)			3	1	1	0	0	0	0
					2	526	132	-	-
					3	497	124	-	-
	2 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	310	78	1085	1038
				2	1	118	29	1085	1039
					2	0	0	0	0
					3	269	67	1085	1039
				3	1	181	45	1085	1039
					2	3	0.64	451	432
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	332	83	659	801
					2	0	0	0	0
					3	0	0	0	0
				2	1	330	82	659	801
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	480	120	659	801
					3	2	0.56	287	348
				4	1	0	0	0	0
					2	484	121	659	801
					3	2	0.58	287	348
			2	1	1	662	165	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	953	238	-	-
					3	5	1	-	-
	3 - Raven Close	Entry	1	1	1	1	0.37	377	100
					2	21	5	923	241
					3	0	0	0	0
					4	7	2	839	208
					5	3	0.82	611	158
	4 - Whippendell Road	Entry	1	1	1	275	69	801	445
					2	100	25	801	447
					3	0	0	0	0
					4	0	0	0	0
					5	72	18	801	447
				2	1	0	0	0	0
					2	279	70	801	445
					3	0	0	0	0
					4	18	4	785	442
					5	0	0	0	0
			2	1	1	290	73	-	-
					2	400	100	-	-
					3	0	0	0	0
					4	15	4	-	-
					5	74	18	-	-
			1	1	1	0	0	0	0
					2	227	57	934	891
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	223	56	934	892
					3	1	0.33	297	285

2 - Raven Close/Whippendell Road/ Ascot Road	1 - Ascot Road (S)	Entry			4	0	0	0	0
					5	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	0	0	0	0
					4	154	39	934	891
					5	3	0.84	473	452
			2	1	1	0	0	0	0
					2	225	56	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	225	56	-	-
					3	1	0.33	-	-
					4	154	39	-	-
					5	3	0.84	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	16	4	1026	1070
					4	0	0	0	0
					5	0	0	0	0
				2	1	307	77	1053	1099
					2	0	0	0	0
					3	0	0	0	0
					4	349	87	1053	1099
					5	237	59	1053	1098
				3	1	578	144	1053	1098
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
	1 - A412 Rickmansworth Road (E)	Entry	1	1	1	0	0	0	0
					2	257	64	701	558
					3	0	0	0	0
				2	1	0	0	0	0
					2	263	66	701	558
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	251	63	701	557
				4	1	0	0	0	0
					2	0	0	0	0
					3	249	62	701	558
			2	1	1	0	0	0	0
					2	518	130	-	-
					3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	500	125	-	-
			3	1	1	0	0	0	0
					2	517	129	-	-
					3	499	125	-	-
					1	0	0	0	0

1 - Rickmansworth Road/Ascot Road Roundabout (North)	2 - Ascot Road (S)	Entry	1	1	2	0	0	0	0
					3	322	80	1085	1035
				2	1	122	30	1085	1036
					2	0	0	0	0
					3	267	67	1085	1036
				3	1	185	46	1085	1036
					2	2	0.41	416	398
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	330	82	659	800
					2	0	0	0	0
					3	0	0	0	0
				2	1	332	83	659	800
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	476	119	659	800
					3	2	0.51	257	311
				4	1	0	0	0	0
					2	483	121	659	800
					3	2	0.53	287	348
			2	1	1	661	165	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	956	239	-	-
					3	4	1	-	-
	3 - Raven Close	Entry	1	1	1	2	0.41	347	88
					2	20	5	923	242
					3	0	0	0	0
					4	10	2	833	214
					5	2	0.58	497	128
	4 - Whippendell Road	Entry	1	1	1	277	69	801	447
					2	104	26	801	449
					3	0	0	0	0
					4	0	0	0	0
					5	69	17	801	448
				2	1	0	0	0	0
					2	279	70	801	447
					3	0	0	0	0
					4	16	4	764	426
					5	0	0	0	0
			2	1	1	287	72	-	-
					2	401	100	-	-
					3	0	0	0	0
					4	17	4	-	-
					5	74	18	-	-
				1	1	0	0	0	0
					2	233	58	934	892
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	232	58	934	892
					4	0	0	0	0
2 - Raven Close/Whippendell Road/ Ascot Road					5	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0

	1 - Ascot Road (S)	Entry		3	3	0	0	0	0
					4	163	41	934	892
					5	3	0.70	497	478
			2	1	1	0	0	0	0
					2	230	58	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	234	59	-	-
					3	1	0.29	-	-
					4	163	41	-	-
					5	3	0.70	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	15	4	1046	1090
					4	0	0	0	0
					5	0	0	0	0
				2	1	305	76	1053	1096
					2	0	0	0	0
					3	0	0	0	0
					4	344	86	1053	1096
					5	230	57	1053	1096
				3	1	580	145	1053	1096
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

D10 - 2030 | Future Year Base + Comm + Dev Sensitivity | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked junction	1 - Rickmansworth Road/Ascot Road Roundabout (North) - 2 - Ascot Road (S)	Linked arm: Junction 1 Arm 2 has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Linked junction	2 - Raven Close/Whippendell Road/ Ascot Road - 2 - Ascot Road (N)	Linked arm: Junction 2 Arm 2 has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.
Info	Linked junctions	1 - Rickmansworth Road/Ascot Road Roundabout (North)	Capacities and RFCs in lane simulation mode will not be reported for linked arms.
Info	Linked junctions	2 - Raven Close/Whippendell Road/ Ascot Road	Capacities and RFCs in lane simulation mode will not be reported for linked arms.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Rickmansworth Road/Ascot Road Roundabout (North)	Standard Roundabout		1, 2, 3	6.16	A
2	Raven Close/Whippendell Road/ Ascot Road	Standard Roundabout		3, 4, 5, 1, 2	7.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.64	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
D10	2030	Future Year Base + Comm + Dev Sensitivity	PM	FLAT	16:45	17:45	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	2 - Ascot Road (S)	2	2	Simple (vertical queueing)	Normal	0	100.00	
2 - Raven Close/Whippendell Road/ Ascot Road	2 - Ascot Road (N)	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)		FLAT	✓	842	100.000
	2 - Ascot Road (S)	✓				
	3 - A412 Rickmansworth Road (W)		FLAT	✓	1044	100.000
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close		FLAT	✓	9	100.000
	4 - Whippendell Road		FLAT	✓	676	100.000
	5 - Ascot Road (SE)					
	1 - Ascot Road (S)		FLAT	✓	1349	100.000
	2 - Ascot Road (N)	✓				

Origin-Destination Data

1 - Rickmansworth Road/Ascot Road Roundabout (North)

Demand (PCU/hr)

		To		
		1 - A412 Rickmansworth Road (E)	2 - Ascot Road (S)	3 - A412 Rickmansworth Road (W)
From	1 - A412 Rickmansworth Road (E)	0	196	646
	2 - Ascot Road (S)	525	0	971
	3 - A412 Rickmansworth Road (W)	551	493	0

2 - Raven Close/Whippendell Road/ Ascot Road

Demand (PCU/hr)

		To				
		3 - Raven Close	4 - Whippendell Road	5 - Ascot Road (SE)	1 - Ascot Road (S)	2 - Ascot Road (N)
From	3 - Raven Close	0	3	1	1	4
	4 - Whippendell Road	2	13	86	139	436
	5 - Ascot Road (SE)	0	0	0	0	0
	1 - Ascot Road (S)	4	318	7	1	1019
	2 - Ascot Road (N)	6	304	137	248	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80

1 - Rickmansworth Road/Ascot Road Roundabout (North)

Heavy Vehicle %

		To		
		1 - A412 Rickmansworth Road (E)	2 - Ascot Road (S)	3 - A412 Rickmansworth Road (W)
From	1 - A412 Rickmansworth Road (E)	0	3	2
	2 - Ascot Road (S)	2	0	1
	3 - A412 Rickmansworth Road (W)	2	1	0

Cyclist %

From	1 - A412 Rickmansworth Road	
	2 - Ascot Road (S)	
	3 - A412 Rickmansworth Road	

2 - Raven Close/Whippendell Road/ Ascot Road

Heavy Vehicle %

		To				
		3 - Raven Close	4 - Whippendell Road	5 - Ascot Road (SE)	1 - Ascot Road (S)	2 - Ascot Road (N)
From	3 - Raven Close	0	0	0	0	0
	4 - Whippendell Road	0	10	1	1	1
	5 - Ascot Road (SE)	0	0	0	0	0
	1 - Ascot Road (S)	0	0	0	0	1
	2 - Ascot Road (N)	0	1	0	3	0

Cyclist %

		To	
		3 - Raven Close	W
From	3 - Raven Close	0	
	4 - Whippendell Road	0	
	5 - Ascot Road (SE)	0	
	1 - Ascot Road (S)	0	
	2 - Ascot Road (N)	0	

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	0.51	7.76	2.2	A	842	842
	2 - Ascot Road (S)		5.28	2.4	A	1464	1464
	3 - A412 Rickmansworth Road (W)	0.37	6.12	1.9	A	1043	1043
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	0.02	7.41	0.0	A	11	11
	4 - Whippendell Road	0.59	9.54	2.1	A	668	668
	5 - Ascot Road (SE)						
	1 - Ascot Road (S)	0.65	7.09	3.0	A	1352	1352
	2 - Ascot Road (N)		5.23	1.0	A	689	689

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	847	212	492	1676	0.506	846	
	2 - Ascot Road (S)	1469	367	656			1471	
	3 - A412 Rickmansworth Road (W)	1032	258	521	2892	0.357	1033	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	10	2	1021	551	0.018	10	
	4 - Whippendell Road	672	168	399	1197	0.561	667	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	1358	340	454	2074	0.655	1362	
	2 - Ascot Road (N)	682	171	352			680	

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	850	212	511	1707	0.498	851	
	2 - Ascot Road (S)	1466	366	656			1470	
	3 - A412 Rickmansworth Road (W)	1062	265	513	2846	0.373	1068	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	12	3	1031	526	0.023	12	
	4 - Whippendell Road	682	170	407	1146	0.594	678	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	1353	338	456	2128	0.636	1345	
	2 - Ascot Road (N)	705	176	338			705	

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th (
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	827	207	506	1727	0.479	828	
	2 - Ascot Road (S)	1454	363	638			1453	
	3 - A412 Rickmansworth Road (W)	1045	261	523	2924	0.357	1048	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	11	3	1017	555	0.020	11	
	4 - Whippendell Road	649	162	398	1191	0.545	654	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	1340	335	442	2107	0.636	1340	
	2 - Ascot Road (N)	694	174	337			693	

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	th (
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	843	211	483	1695	0.497	839	
	2 - Ascot Road (S)	1467	367	647			1465	
	3 - A412 Rickmansworth Road (W)	1033	258	512	2946	0.350	1036	
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	12	3	1011	559	0.022	12	
	4 - Whippendell Road	670	167	401	1211	0.553	664	
	5 - Ascot Road (SE)			0				
	1 - Ascot Road (S)	1357	339	454	2085	0.651	1355	
	2 - Ascot Road (N)	674	169	345			677	

Lane Results

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

Lanes: Main Results for each time segment

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	93	652	0.143	9
				2	2	97	652	0.149	9
				3	3	324	652	0.497	3
				4	1, 3	333	652	0.511	3
			2	1	(2)	191			1
				2	(1, 3)	657			6
			3	1	((1, 2, 3))	847			8
		Exit	1	1		1062			10
	2 - Ascot Road (S)	Entry	1	1	3	523	993	0.527	5
				2	1, 3	603	993	0.608	6
				3	1, 2	344	993	0.346	3
		Exit	1	1		682			6
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	269	759	0.355	2
				2	1	268	759	0.353	2
				3	2, 3	245	759	0.323	2
				4	2, 3	249	759	0.329	2
			2	1	(1)	538			5
				2	(2, 3)	495			4
		Exit	1	1		1606			16
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	10	535	0.018	1
		Exit	1	1		11			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	391	682	0.573	3
				2	2, 3, 4	281	682	0.413	2
			2	1	(1, 2, 3, 4, 5)	672			6
		Exit	1	1		632			6
	5 - Ascot Road (SE)	Exit	1	1		234			2
	1 - Ascot Road (S)	Entry	1	1	2	510	881	0.579	5
				2	2, 3	517	881	0.586	5
				3	1, 4, 5	332	881	0.377	3
			2	1	(2)	510			5
				2	(1, 2, 3, 4, 5)	849			8
		Exit	1	1		377			3
	2 - Ascot Road (N)	Entry	1	1	3	5	1044	0.005	
				2	1, 4, 5	513	1044	0.491	5
				3	1, 2	164	1044	0.157	1
		Exit	1	1		1465			14

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	98	648	0.151	9
				2	2	97	648	0.149	9
				3	3	324	648	0.499	3
				4	1, 3	332	648	0.512	3
			2	1	(2)	194			1
				2	(1, 3)	656			6
			3	1	((1, 2, 3))	850			8
		Exit	1	1		1071			10
	2 - Ascot Road (S)	Entry	1	1	3	520	993	0.524	5
				2	1, 3	609	993	0.614	6
				3	1, 2	336	993	0.339	3
		Exit	1	1		706			7
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	274	760	0.360	2
				2	1	280	760	0.368	2
				3	2, 3	251	760	0.330	2
				4	2, 3	256	760	0.337	2
			2	1	(1)	554			5
				2	(2, 3)	508			5
		Exit	1	1		1613			16
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	12	530	0.023	1
		Exit	1	1		12			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	403	680	0.594	4
				2	2, 3, 4	279	680	0.411	2
			2	1	(1, 2, 3, 4, 5)	682			6
		Exit	1	1		637			6
	5 - Ascot Road (SE)	Exit	1	1		224			2
	1 - Ascot Road (S)	Entry	1	1	2	521	881	0.591	5
				2	2, 3	509	881	0.578	5
				3	1, 4, 5	323	881	0.367	3
			2	1	(2)	504			5
				2	(1, 2, 3, 4, 5)	849			8
		Exit	1	1		405			4
	2 - Ascot Road (N)	Entry	1	1	3	7	1049	0.006	
				2	1, 4, 5	525	1049	0.500	5
				3	1, 2	174	1049	0.166	1
		Exit	1	1		1464			14

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	91	649	0.140	9
				2	2	99	649	0.152	9
				3	3	322	649	0.496	3
				4	1, 3	316	649	0.486	3
			2	1	(2)	189			1
				2	(1, 3)	637			6
			3	1	((1, 2, 3))	827			8
		Exit	1	1		1064			10
	2 - Ascot Road (S)	Entry	1	1	3	510	998	0.511	5
				2	1, 3	600	998	0.601	5
				3	1, 2	343	998	0.344	3
		Exit	1	1		696			6
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	270	759	0.355	2
				2	1	270	759	0.356	2
				3	2, 3	247	759	0.326	2
				4	2, 3	259	759	0.341	2
			2	1	(1)	539			5
				2	(2, 3)	506			5
		Exit	1	1		1568			15
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	11	537	0.021	1
		Exit	1	1		12			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	378	682	0.554	3
				2	2, 3, 4	272	682	0.399	2
			2	1	(1, 2, 3, 4, 5)	649			6
		Exit	1	1		630			6
	5 - Ascot Road (SE)	Exit	1	1		228			2
	1 - Ascot Road (S)	Entry	1	1	2	503	885	0.568	5
				2	2, 3	515	885	0.582	5
				3	1, 4, 5	323	885	0.365	3
			2	1	(2)	513			5
				2	(1, 2, 3, 4, 5)	827			8
		Exit	1	1		382			3
	2 - Ascot Road (N)	Entry	1	1	3	7	1049	0.007	
				2	1, 4, 5	519	1049	0.495	5
				3	1, 2	168	1049	0.160	1
		Exit	1	1		1446			14

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throu (PC
1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry	1	1	2	95	654	0.145	9
				2	2	97	654	0.149	9
				3	3	324	654	0.496	3
				4	1, 3	327	654	0.500	3
			2	1	(2)	192			1
				2	(1, 3)	651			6
			3	1	((1, 2, 3))	843			8
		Exit	1	1		1065			10
	2 - Ascot Road (S)	Entry	1	1	3	519	996	0.522	5
				2	1, 3	610	996	0.612	6
				3	1, 2	338	996	0.340	3
		Exit	1	1		675			6
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	276	761	0.362	2
				2	1	274	761	0.360	2
				3	2, 3	242	761	0.318	2
				4	2, 3	241	761	0.317	2
			2	1	(1)	550			5
				2	(2, 3)	483			4
		Exit	1	1		1599			15
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1, 2, 3, 4, 5	12	540	0.023	1
		Exit	1	1		11			1
	4 - Whippendell Road	Entry	1	1	1, 2, 5	388	682	0.569	3
				2	2, 3, 4	281	682	0.412	2
			2	1	(1, 2, 3, 4, 5)	670			6
		Exit	1	1		623			6
	5 - Ascot Road (SE)	Exit	1	1		233			2
	1 - Ascot Road (S)	Entry	1	1	2	512	882	0.581	5
				2	2, 3	521	882	0.591	5
				3	1, 4, 5	324	882	0.367	3
			2	1	(2)	525			5
				2	(1, 2, 3, 4, 5)	832			8
		Exit	1	1		378			3
	2 - Ascot Road (N)	Entry	1	1	3	4	1046	0.004	
				2	1, 4, 5	505	1046	0.483	5
				3	1, 2	164	1046	0.157	1
		Exit	1	1		1463			14

Lane movements: Main Results for each time segment

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
			1	1	1	0	0	0	0
					2	93	23	701	652
					3	0	0	0	0
				2	1	0	0	0	0
					2	97	24	701	652
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	324	81	701	653
					1	0	0	0	0

1 - Rickmansworth Road/Ascot Road Roundabout (North)	1 - A412 Rickmansworth Road (E)	Entry		4	2	0	0	0	0
					3	333	83	701	652
			2	1	1	0	0	0	0
					2	191	48	-	-
					3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	657	164	-	-
			3	1	1	0	0	0	0
					2	191	48	-	-
					3	657	164	-	-
	2 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	523	131	1085	992
				2	1	177	44	1085	991
					2	0	0	0	0
					3	426	107	1085	992
				3	1	344	86	1085	992
					2	0	0	0	0
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	269	67	659	758
					2	0	0	0	0
					3	0	0	0	0
				2	1	268	67	659	758
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	245	61	659	758
					3	0	0	0	0
				4	1	0	0	0	0
					2	249	62	659	758
					3	0	0	0	0
			2	1	1	538	134	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	495	124	-	-
					3	0	0	0	0
	3 - Raven Close	Entry	1	1	1	1	0.33	274	201
					2	5	1	685	485
					3	0	0	0	0
					4	3	0.71	585	398
					5	1	0.27	256	171
	4 - Whippendell Road	Entry	1	1	1	132	33	801	682
					2	172	43	801	683
					3	0	0	0	0
					4	0	0	0	0
					5	87	22	801	682
				2	1	0	0	0	0
					2	267	67	801	681
					3	1	0.33	341	299
					4	13	3	777	668
					5	0	0	0	0
			2	1	1	132	33	-	-
					2	439	110	-	-
					3	1	0.33	-	-
					4	13	3	-	-
					5	87	22	-	-

2 - Raven Close/Whippendell Road/ Ascot Road	1 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	510	127	934	881
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	513	128	934	881
					3	4	0.92	629	602
					4	0	0	0	0
					5	0	0	0	0
				3	1	1	0.36	240	229
					2	0	0	0	0
					3	0	0	0	0
					4	322	80	934	881
					5	9	2	832	790
			2	1	1	0	0	0	0
					2	510	127	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	1	0.36	-	-
					2	513	128	-	-
					3	4	0.92	-	-
					4	322	80	-	-
					5	9	2	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	5	1	803	807
					4	0	0	0	0
					5	0	0	0	0
				2	1	81	20	1053	1045
					2	0	0	0	0
					3	0	0	0	0
					4	294	74	1053	1044
					5	138	34	1053	1044
				3	1	164	41	1053	1044
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
	1 - A412 Rickmansworth Road (E)	Entry	1	1	1	0	0	0	0
					2	98	24	701	648
					3	0	0	0	0
				2	1	0	0	0	0
					2	97	24	701	649
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	324	81	701	648
				4	1	0	0	0	0
					2	0	0	0	0
					3	332	83	701	648
			2	1	1	0	0	0	0
					2	194	49	-	-

1 - Rickmansworth Road/Ascot Road Roundabout (North)			2		3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	656	164	-	-
			3	1	1	0	0	0	0
					2	194	49	-	-
					3	656	164	-	-
	2 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	520	130	1085	993
				2	1	179	45	1085	992
					2	0	0	0	0
					3	430	108	1085	992
				3	1	336	84	1085	993
					2	0	0	0	0
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	274	68	659	761
					2	0	0	0	0
					3	0	0	0	0
				2	1	280	70	659	760
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	251	63	659	760
					3	0	0	0	0
				4	1	0	0	0	0
					2	256	64	659	760
					3	0	0	0	0
			2	1	1	554	139	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	508	127	-	-
					3	0	0	0	0
	3 - Raven Close	Entry	1	1	1	0.95	0.24	338	198
					2	6	1	795	459
					3	0	0	0	0
					4	5	1	676	391
					5	0.71	0.18	347	203
	4 - Whippendell Road	Entry	1	1	1	147	37	801	680
					2	174	43	801	680
					3	0	0	0	0
					4	0	0	0	0
					5	83	21	801	681
				2	1	0	0	0	0
					2	265	66	801	680
					3	1	0.36	317	269
					4	13	3	753	639
					5	0	0	0	0
			2	1	1	147	37	-	-
					2	438	110	-	-
					3	1	0.36	-	-
					4	13	3	-	-
					5	82	21	-	-
				1	1	0	0	0	0
					2	521	130	934	881
					3	0	0	0	0
					4	0	0	0	0

2 - Raven Close/Whippendell Road/ Ascot Road	1 - Ascot Road (S)	Entry	1		5	0	0	0	0
				2	1	0	0	0	0
					2	505	126	934	881
					3	4	0.95	583	548
					4	0	0	0	0
					5	0	0	0	0
				3	1	2	0.39	222	209
					2	0	0	0	0
					3	0	0	0	0
					4	315	79	934	881
					5	6	2	814	768
			2	1	1	0	0	0	0
					2	504	126	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	2	0.39	-	-
					2	521	130	-	-
					3	4	0.95	-	-
					4	315	79	-	-
					5	6	2	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	7	2	866	863
					4	0	0	0	0
					5	0	0	0	0
				2	1	82	21	1053	1049
					2	0	0	0	0
					3	0	0	0	0
					4	308	77	1053	1048
					5	134	34	1053	1048
				3	1	174	43	1053	1048
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
	1 - A412 Rickmansworth Road (E)	Entry	1	1	1	0	0	0	0
					2	91	23	701	649
					3	0	0	0	0
				2	1	0	0	0	0
					2	99	25	701	649
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	322	80	701	649
				4	1	0	0	0	0
					2	0	0	0	0
					3	316	79	701	649
			2	1	1	0	0	0	0
					2	189	47	-	-
					3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	637	159	-	-

1 - Rickmansworth Road/Ascot Road Roundabout (North)			3	1	1	0	0	0	0
					2	189	47	-	-
					3	637	159	-	-
	2 - Ascot Road (S)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	510	128	1085	998
				2	1	181	45	1085	999
					2	0	0	0	0
					3	420	105	1085	998
				3	1	343	86	1085	998
					2	0	0	0	0
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	270	67	659	759
					2	0	0	0	0
					3	0	0	0	0
				2	1	270	67	659	758
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	247	62	659	758
					3	0	0	0	0
				4	1	0	0	0	0
					2	259	65	659	758
					3	0	0	0	0
			2	1	1	539	135	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	506	126	-	-
					3	0	0	0	0
	3 - Raven Close	Entry	1	1	1	1	0.30	301	176
					2	5	1	749	428
					3	0	0	0	0
					4	3	0.80	685	385
					5	1	0.33	256	146
	4 - Whippendell Road	Entry	1	1	1	133	33	801	681
					2	163	41	801	682
					3	0	0	0	0
					4	0	0	0	0
					5	83	21	801	682
				2	1	0	0	0	0
					2	261	65	801	682
					3	1	0.30	309	264
					4	10	3	745	636
					5	0	0	0	0
			2	1	1	132	33	-	-
					2	422	106	-	-
					3	1	0.30	-	-
					4	10	3	-	-
					5	82	21	-	-
			1	1	1	0	0	0	0
					2	503	126	934	885
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	511	128	934	886
					3	3	0.80	518	490

2 - Raven Close/Whippendell Road/ Ascot Road	1 - Ascot Road (S)	Entry			4	0	0	0	0
					5	0	0	0	0
				3	1	2	0.42	287	270
					2	0	0	0	0
					3	0	0	0	0
					4	315	79	934	886
					5	7	2	777	734
			2	1	1	0	0	0	0
					2	513	128	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	2	0.42	-	-
					2	501	125	-	-
					3	3	0.80	-	-
					4	315	79	-	-
					5	7	2	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	7	2	886	878
					4	0	0	0	0
					5	0	0	0	0
				2	1	79	20	1053	1048
					2	0	0	0	0
					3	0	0	0	0
					4	302	76	1053	1049
					5	137	34	1053	1050
				3	1	168	42	1053	1049
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

17:30 - 17:45

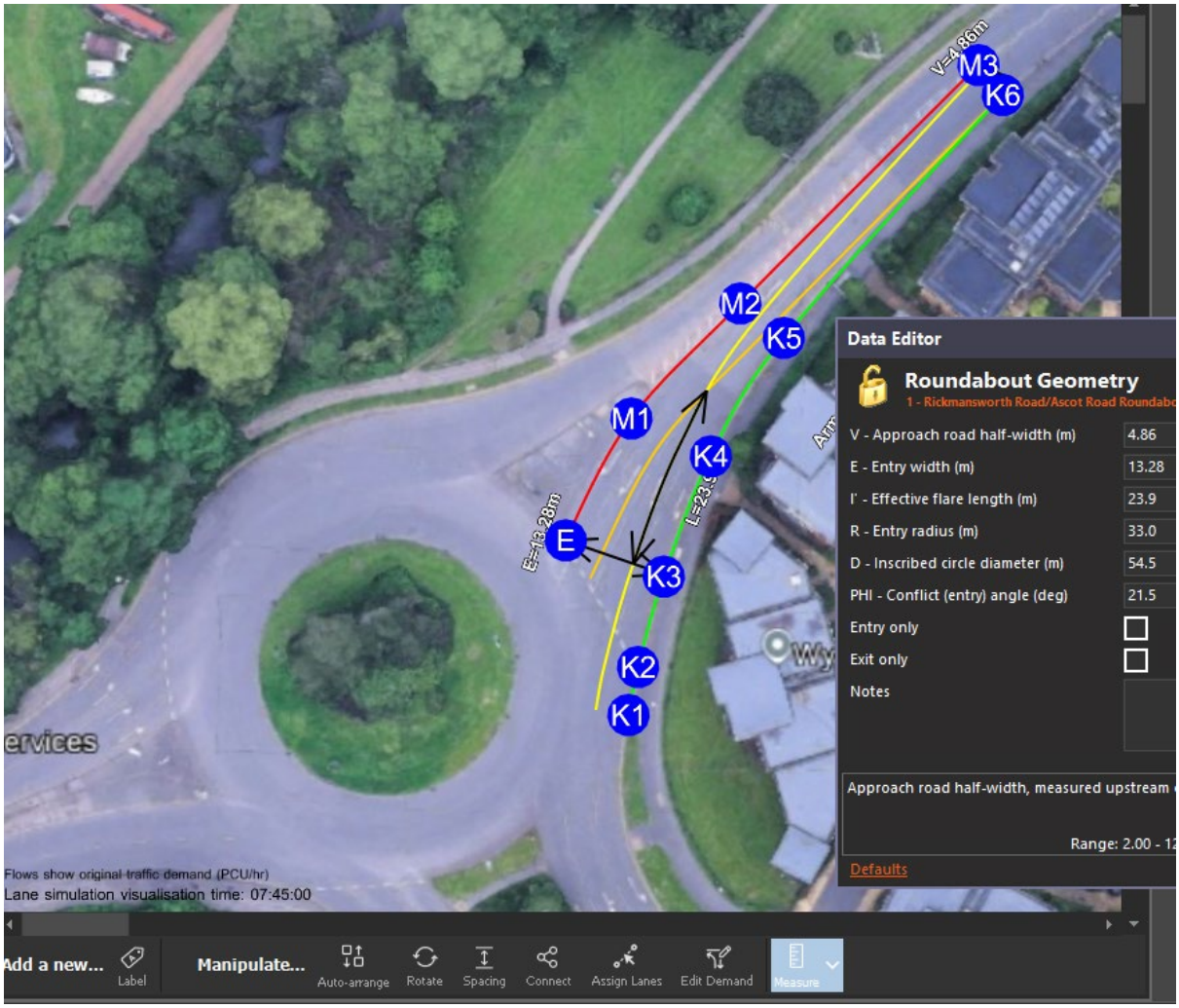
Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacit (PCU/h
	1 - A412 Rickmansworth Road (E)	Entry	1	1	1	0	0	0	0
					2	95	24	701	653
					3	0	0	0	0
				2	1	0	0	0	0
					2	97	24	701	654
					3	0	0	0	0
				3	1	0	0	0	0
					2	0	0	0	0
					3	324	81	701	654
				4	1	0	0	0	0
					2	0	0	0	0
					3	327	82	701	654
			2	1	1	0	0	0	0
					2	192	48	-	-
					3	0	0	0	0
				2	1	0	0	0	0
					2	0	0	0	0
					3	651	163	-	-
			3	1	1	0	0	0	0
					2	192	48	-	-
					3	651	163	-	-
					1	0	0	0	0

1 - Rickmansworth Road/Ascot Road Roundabout (North)	2 - Ascot Road (S)	Entry	1	1	2	0	0	0	0
					3	519	130	1085	996
				2	1	178	44	1085	997
					2	0	0	0	0
					3	432	108	1085	997
				3	1	338	85	1085	997
					2	0	0	0	0
					3	0	0	0	0
	3 - A412 Rickmansworth Road (W)	Entry	1	1	1	276	69	659	761
					2	0	0	0	0
					3	0	0	0	0
				2	1	274	68	659	760
					2	0	0	0	0
					3	0	0	0	0
				3	1	0	0	0	0
					2	242	61	659	760
					3	0	0	0	0
				4	1	0	0	0	0
					2	241	60	659	760
					3	0	0	0	0
			2	1	1	550	137	-	-
					2	0	0	0	0
					3	0	0	0	0
				2	1	0	0	0	0
					2	483	121	-	-
					3	0	0	0	0
2 - Raven Close/Whippendell Road/ Ascot Road	3 - Raven Close	Entry	1	1	1	2	0.48	311	178
					2	4	1	813	472
					3	0	0	0	0
					4	5	1	630	366
					5	2	0.45	393	228
	4 - Whippendell Road	Entry	1	1	1	132	33	801	682
					2	174	44	801	681
					3	0	0	0	0
					4	0	0	0	0
					5	82	20	801	682
				2	1	0	0	0	0
					2	265	66	801	681
					3	2	0.50	277	238
					4	14	3	761	645
					5	0	0	0	0
			2	1	1	132	33	-	-
					2	440	110	-	-
					3	2	0.50	-	-
					4	14	3	-	-
					5	82	20	-	-
			1	1	1	0	0	0	0
					2	512	128	934	882
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	0	0	0	0
					2	516	129	934	882
					3	4	1	629	591
					4	0	0	0	0
					5	0	0	0	0
					1	1	0.27	222	210
					2	0	0	0	0

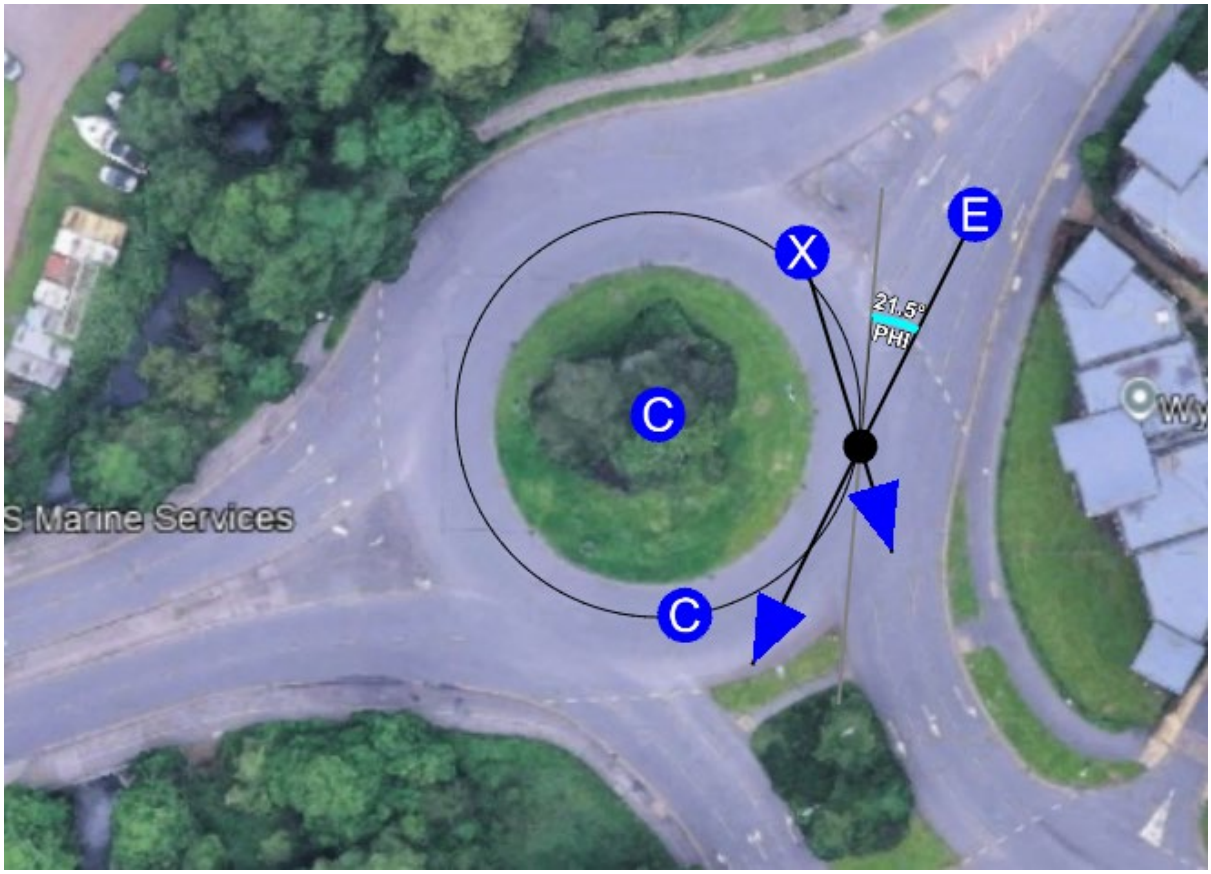
	1 - Ascot Road (S)	Entry		3	3	0	0	0	0
					4	317	79	934	882
					5	5	1	721	677
			2	1	1	0	0	0	0
					2	525	131	-	-
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0
				2	1	1	0.27	-	-
					2	504	126	-	-
					3	4	1	-	-
					4	318	79	-	-
					5	5	1	-	-
	2 - Ascot Road (N)	Entry	1	1	1	0	0	0	0
					2	0	0	0	0
					3	4	1	793	788
					4	0	0	0	0
					5	0	0	0	0
				2	1	79	20	1053	1047
					2	0	0	0	0
					3	0	0	0	0
					4	283	71	1053	1047
					5	143	36	1053	1047
				3	1	164	41	1053	1046
					2	0	0	0	0
					3	0	0	0	0
					4	0	0	0	0
					5	0	0	0	0

Roundabout: Rickmansworth Road (E), Ascot Road, Rickmansworth Road (W)

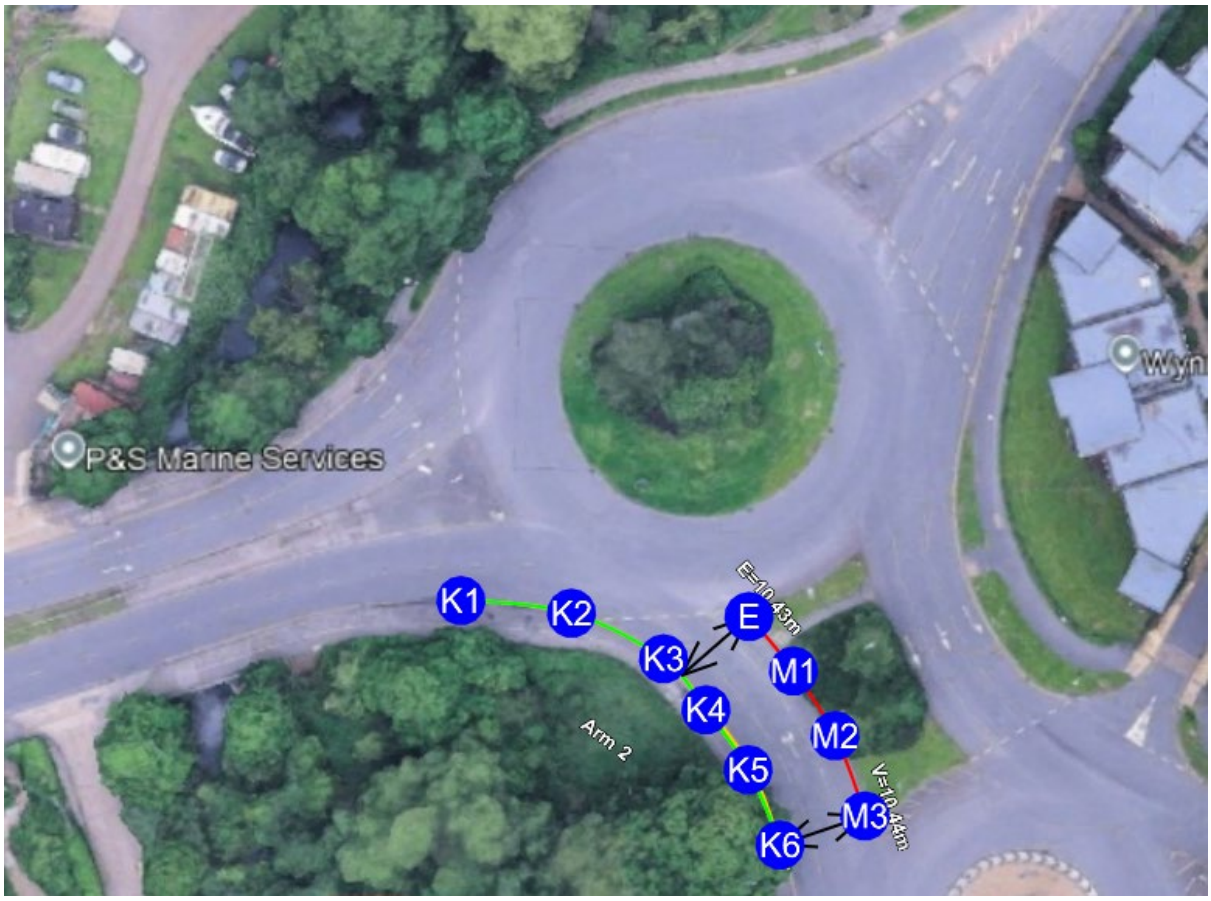
ARM A: Rickmansworth Road (E)

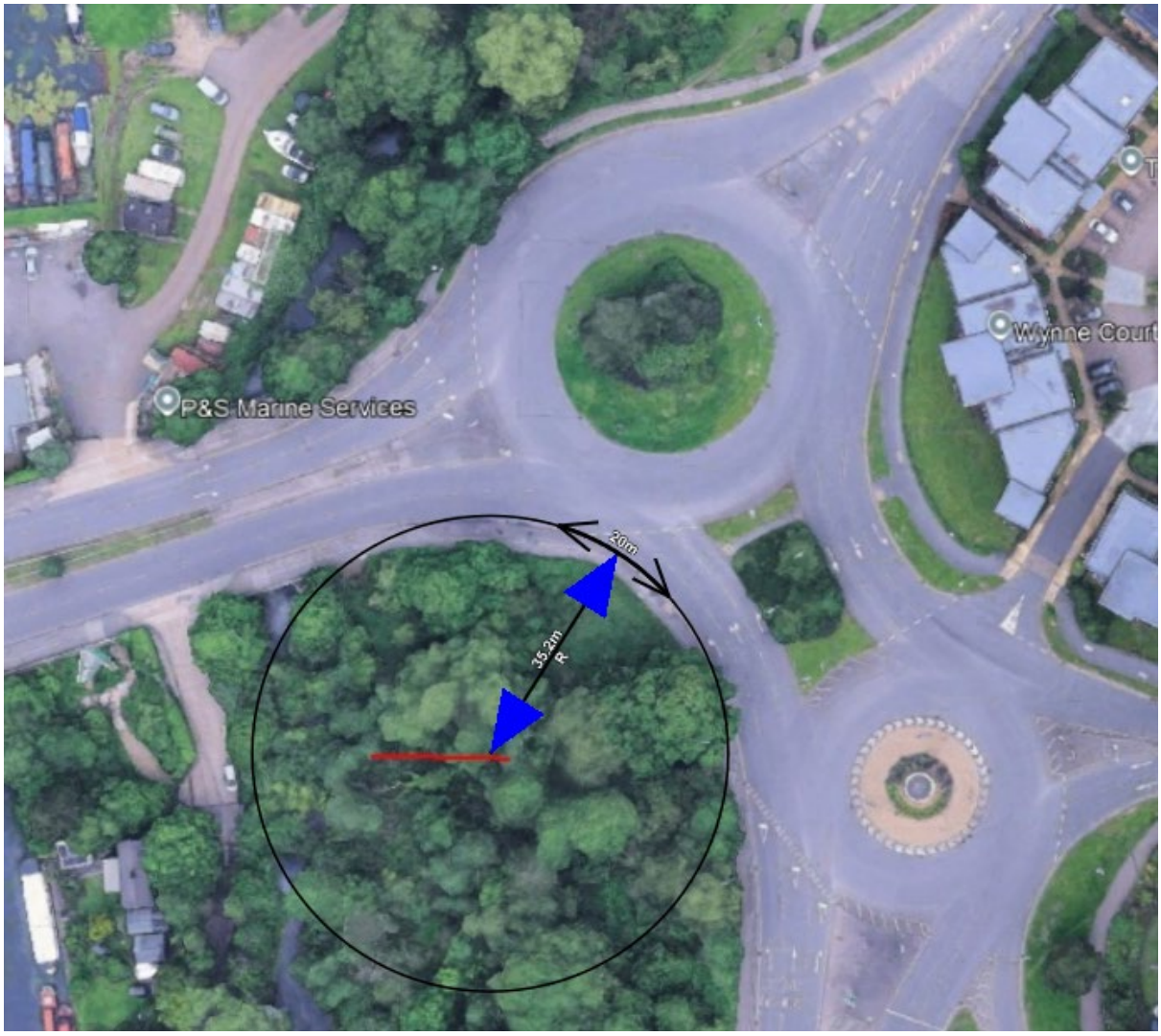


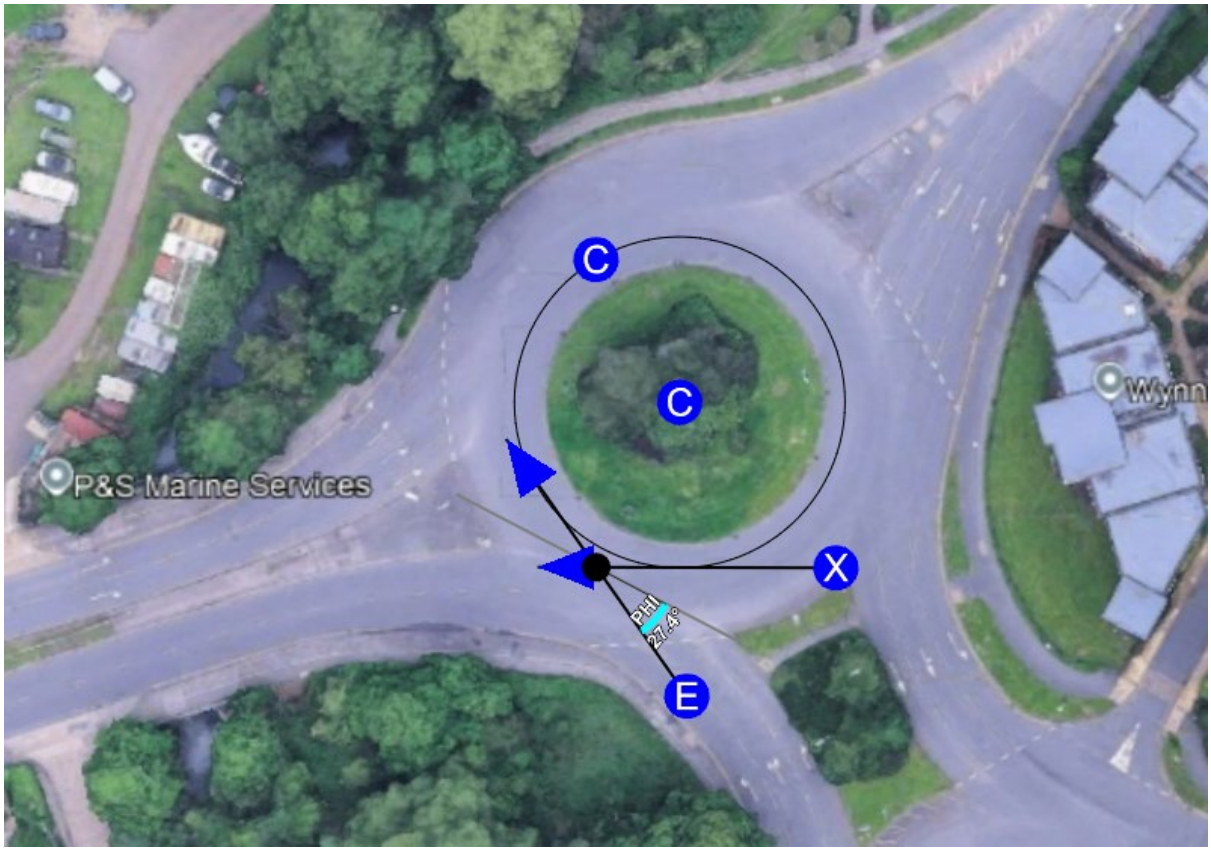

TBM Trading Limited
Wynne Court
arine Services
20m
R
33.0m


X
E
21.5°
PHI
C
C
S Marine Services

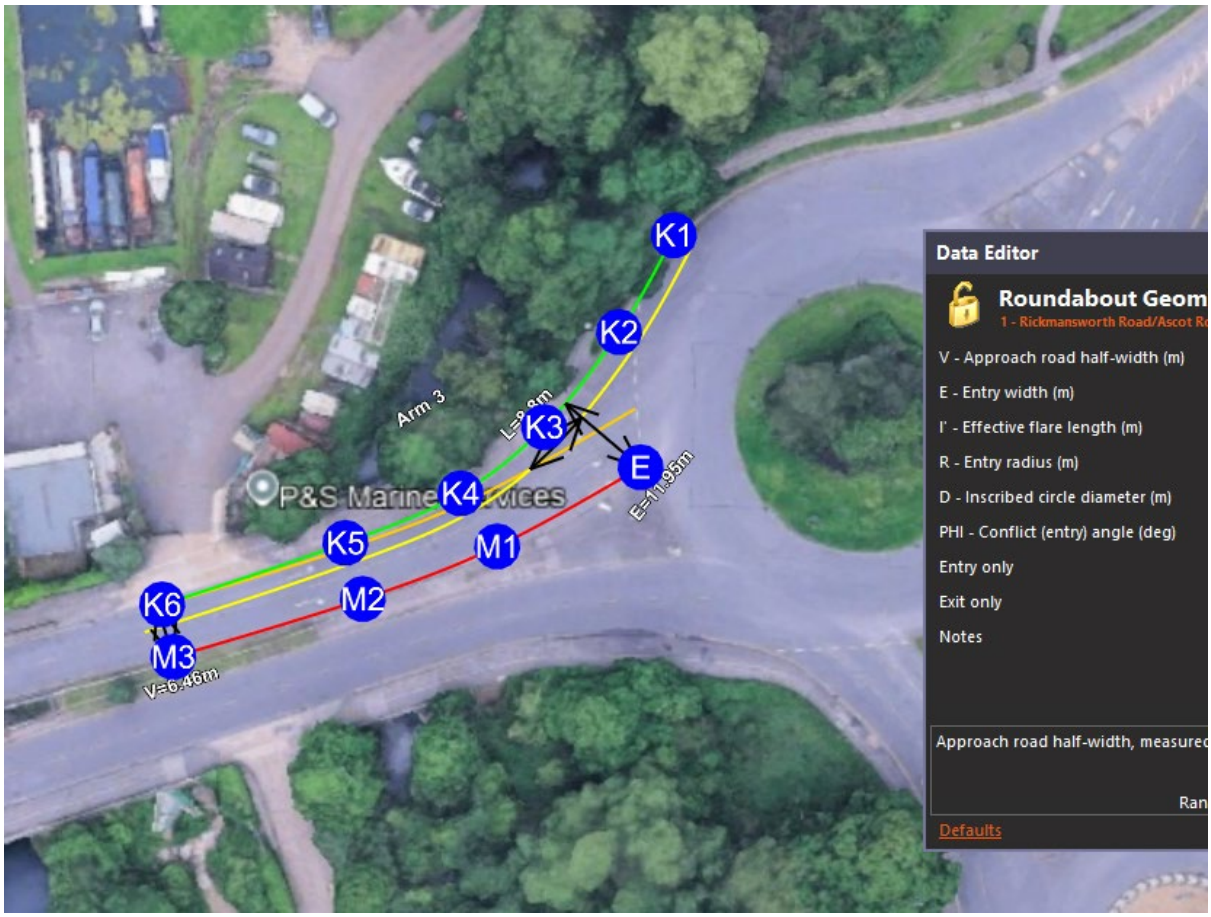
ARM B: Ascot Road



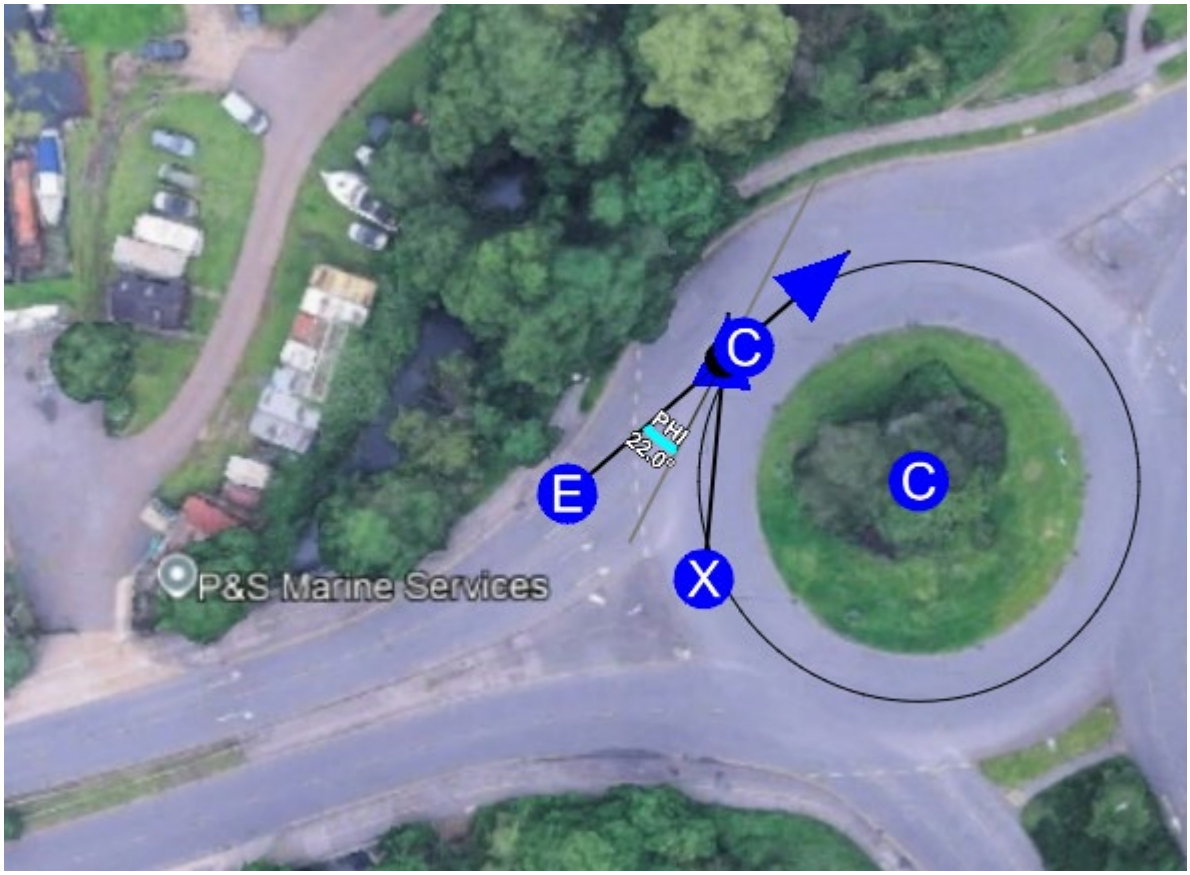

P&S Marine Services
Wynne Court
20m
35.2m
R


C
C
X
E
PHI
27.4°
P&S Marine Services
Wynn

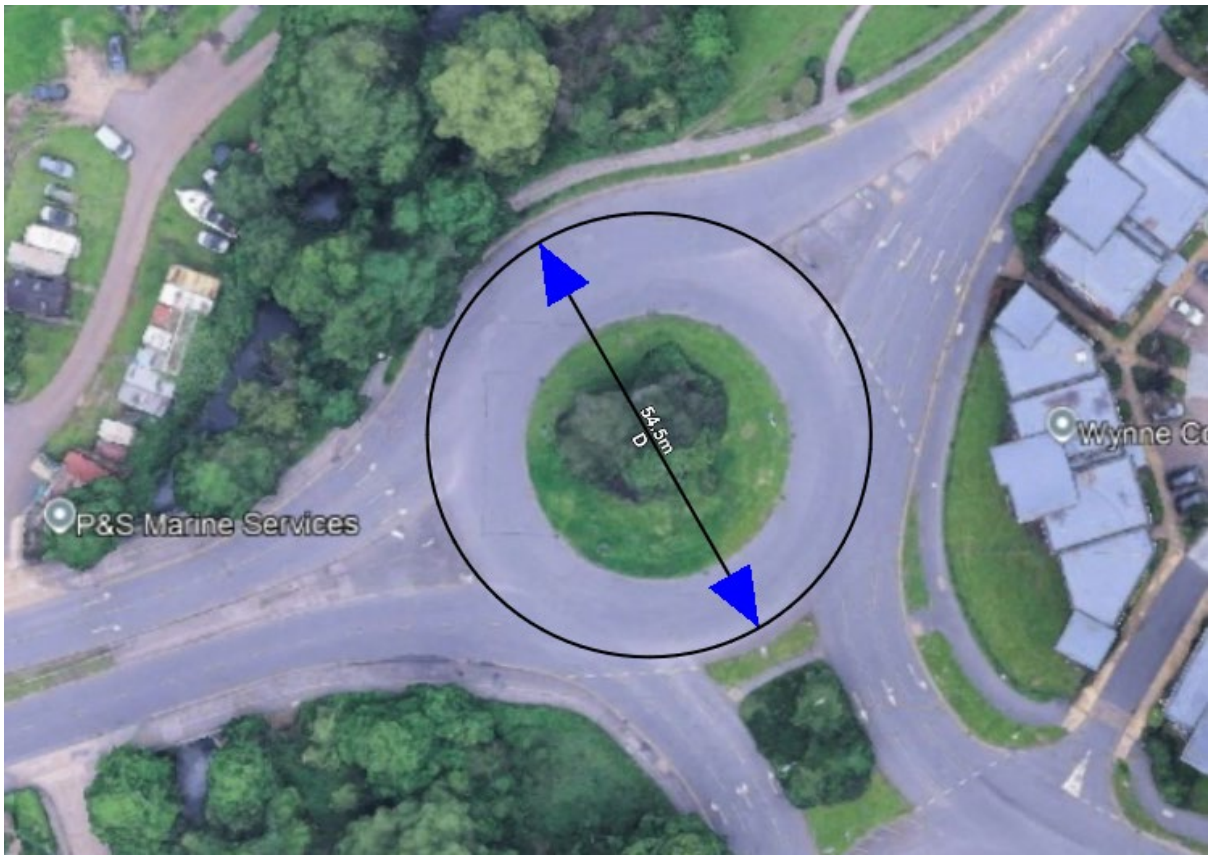
ARM C: Rickmansworth Road (W)




32.2m
R
20m
P&S Marine Services

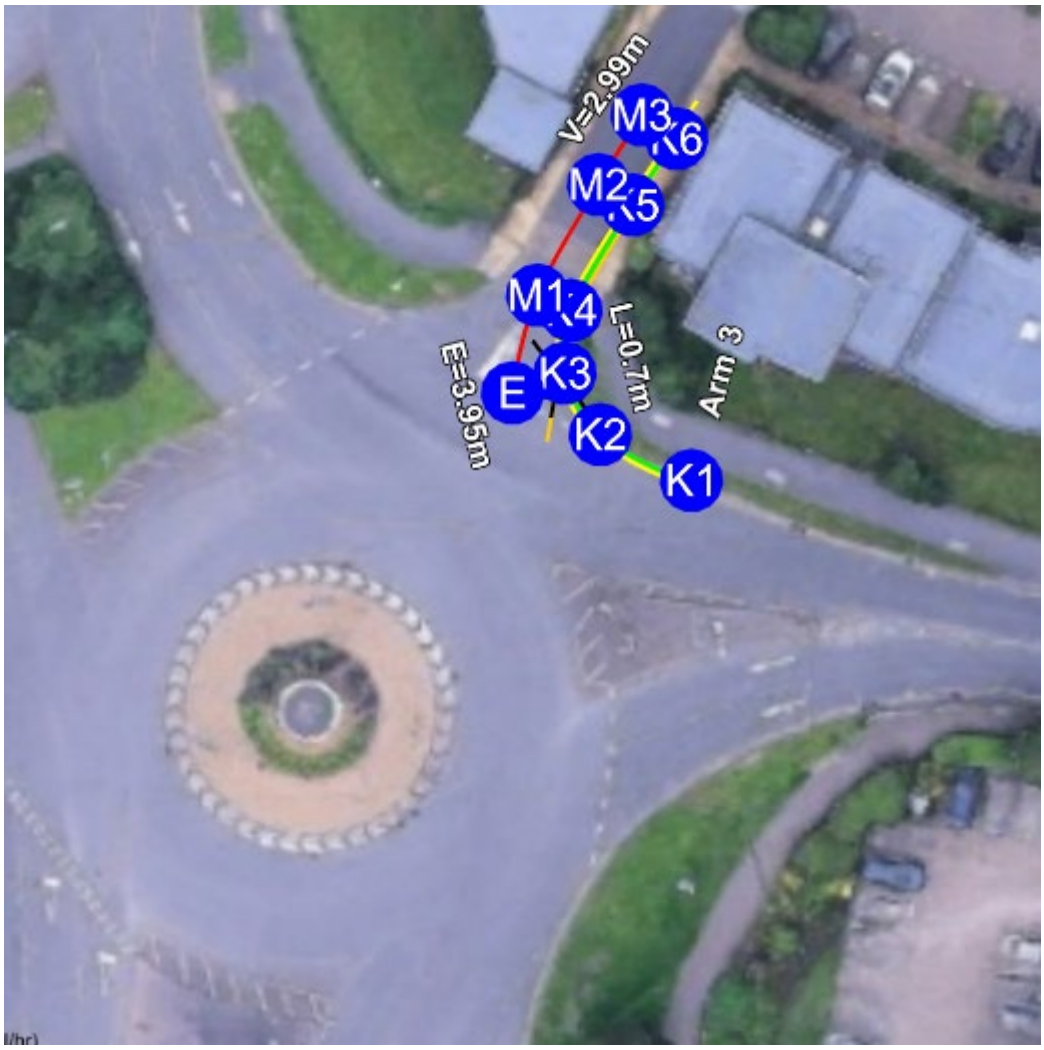

C
PHI
22.0°
E
C
X
P&S Marine Services

ICD for roundabout:

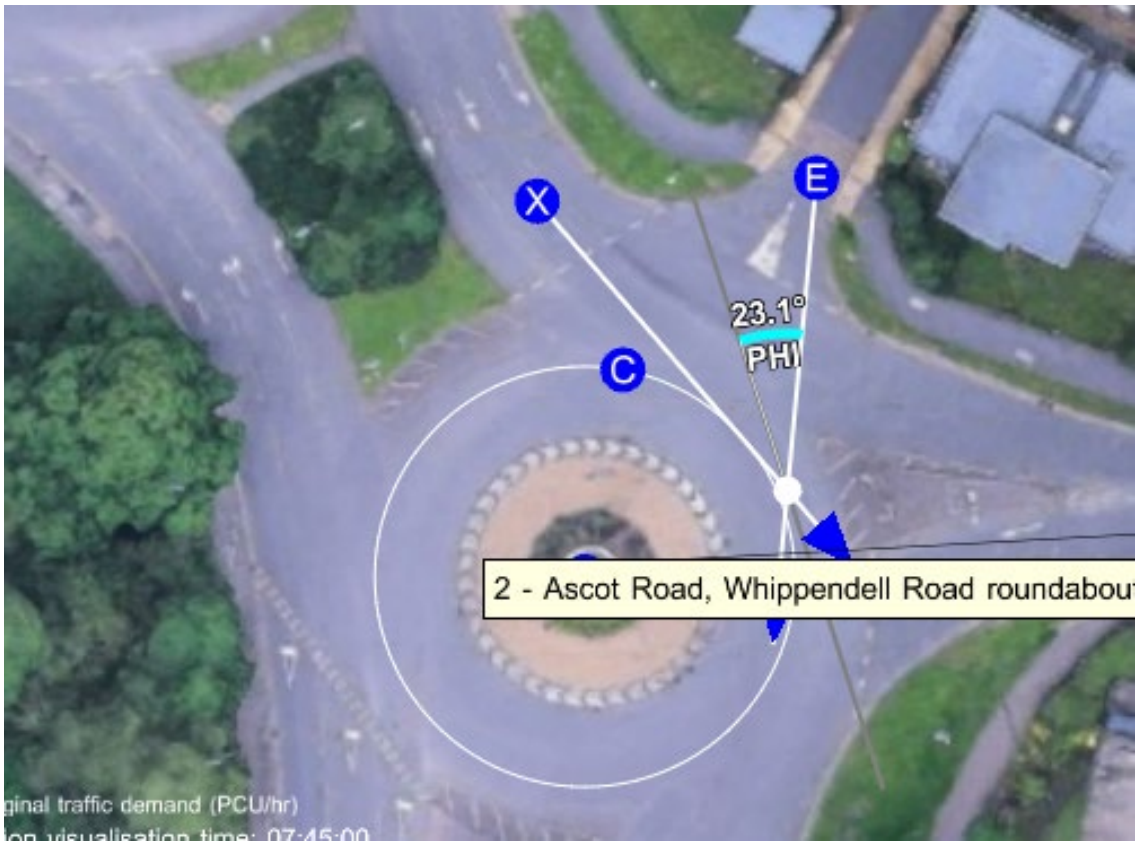


Roundabout: Raven Close, Whippendell Road, Ascot Road (SE), Ascot Road (S), Ascot Road (N)

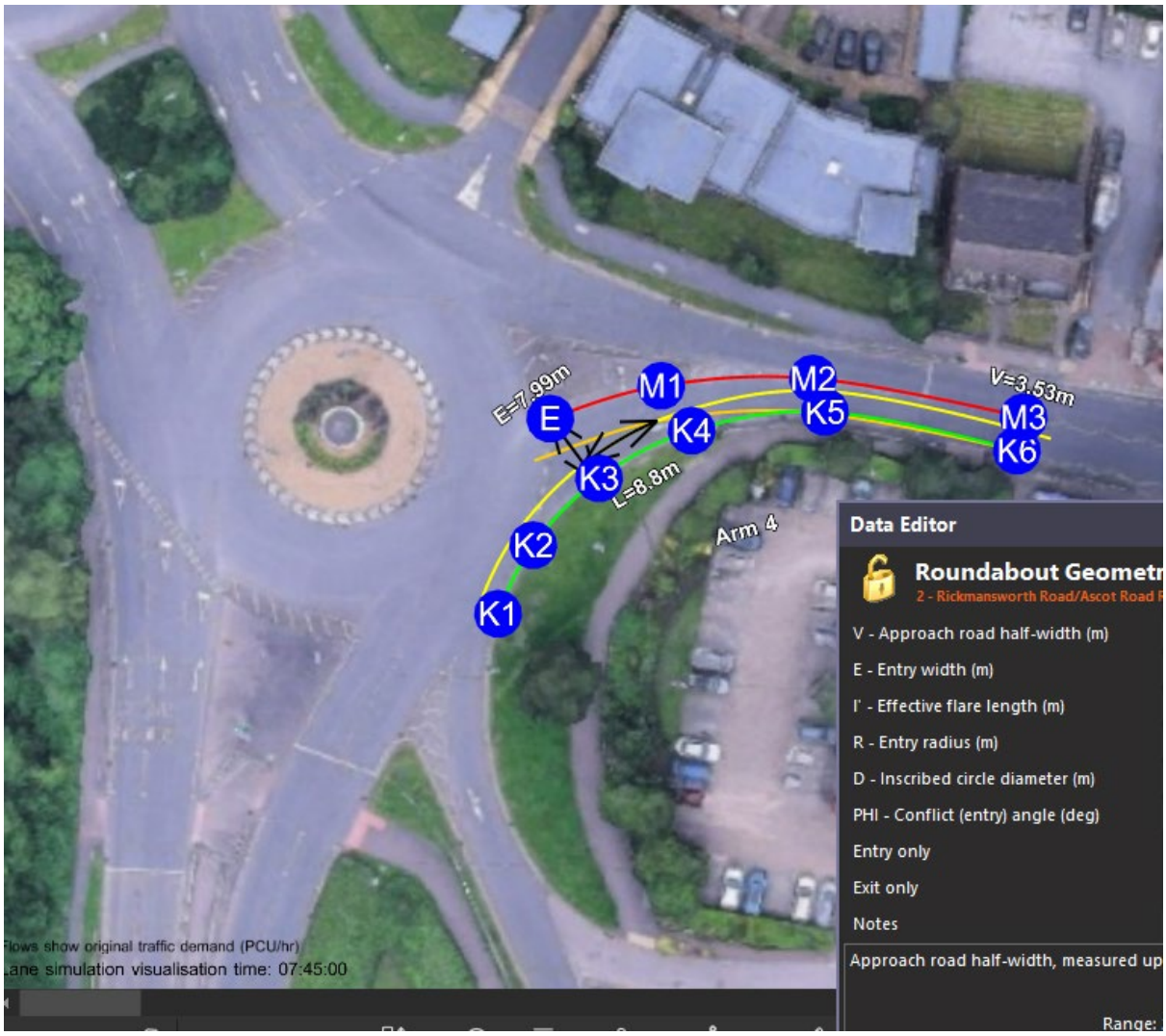
ARM A: Raven Close

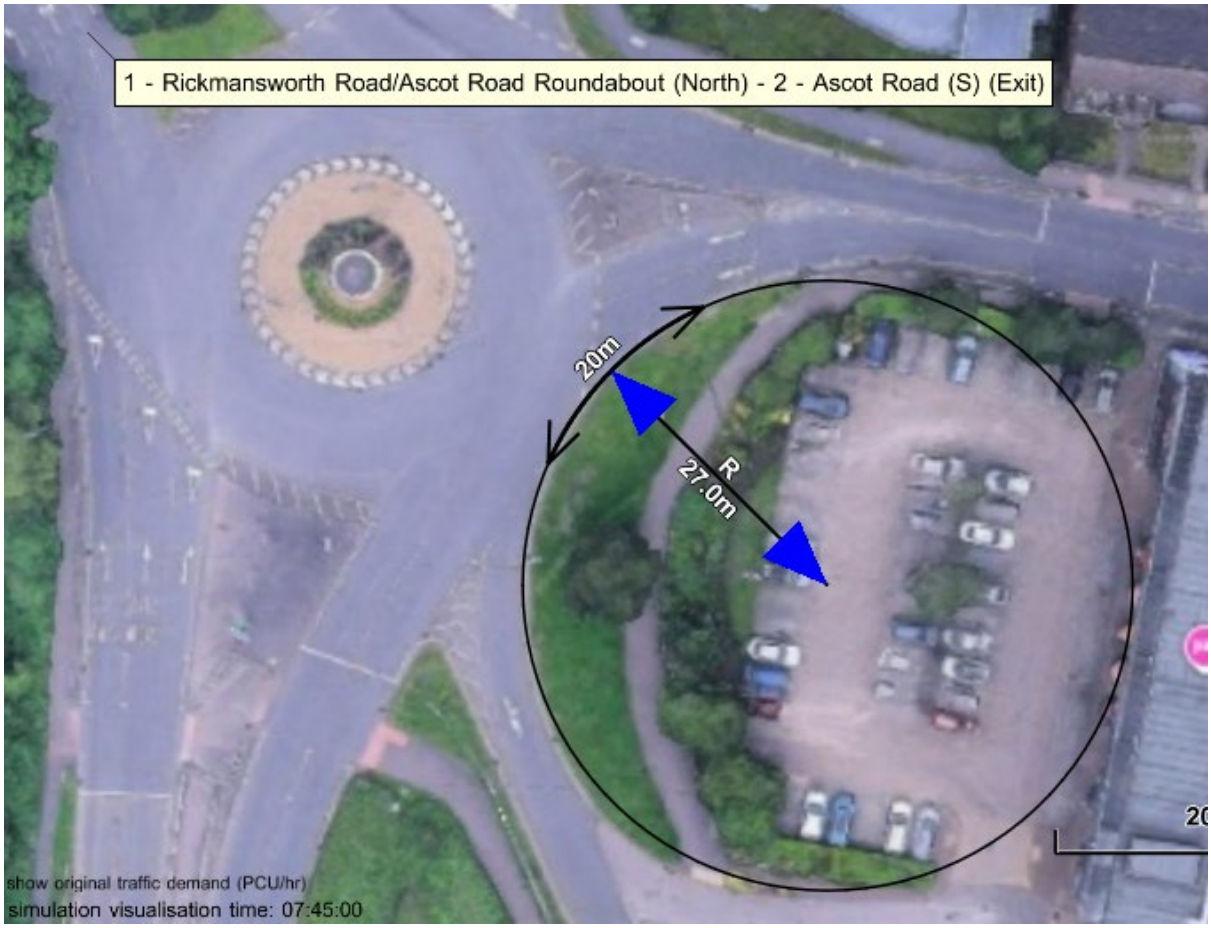


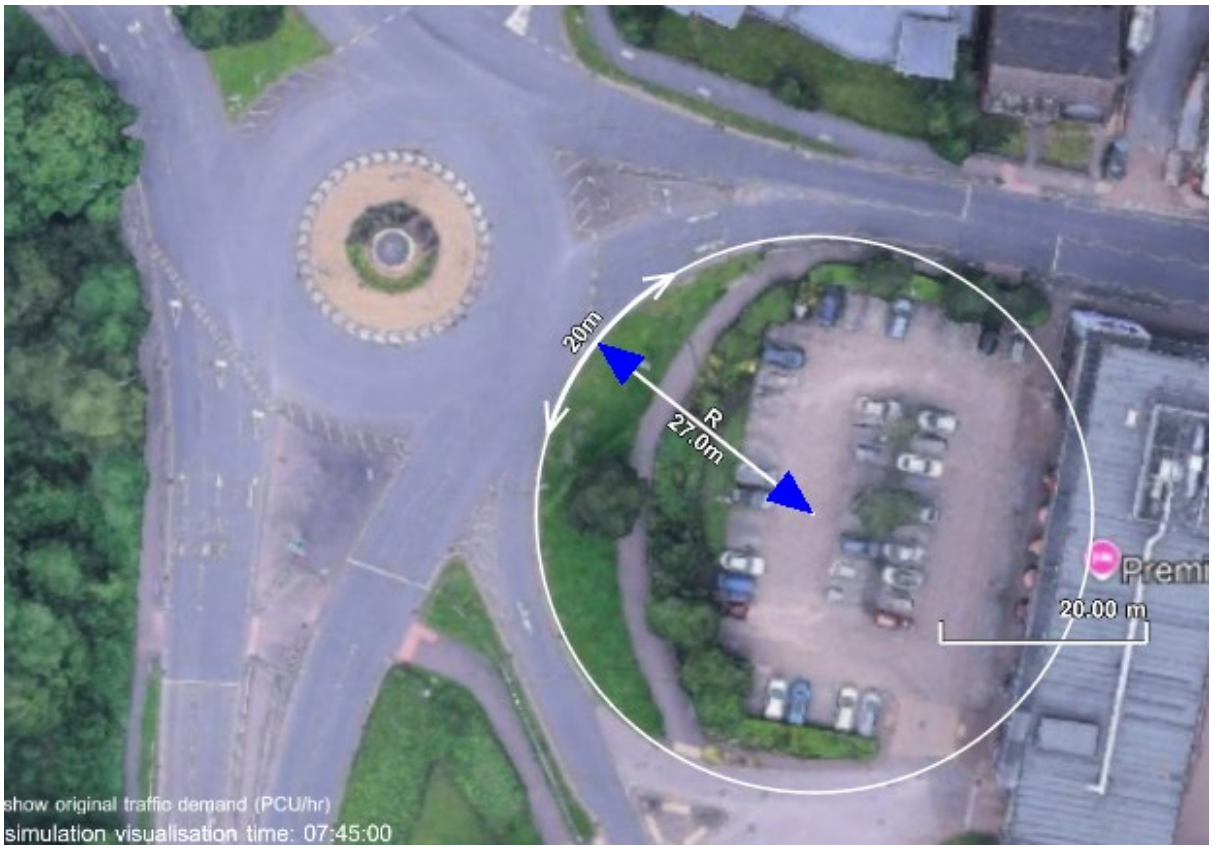

1 - Rickmansworth Road, Ascot Road roundabout - B - Ascot Road (S
20m
R
8.5m
ic demand (PCU/hr)
alisation time: 07:45:00


X
E
23.1°
PHI
C
2 - Ascot Road, Whippendell Road roundabou
ginal traffic demand (PCU/hr)

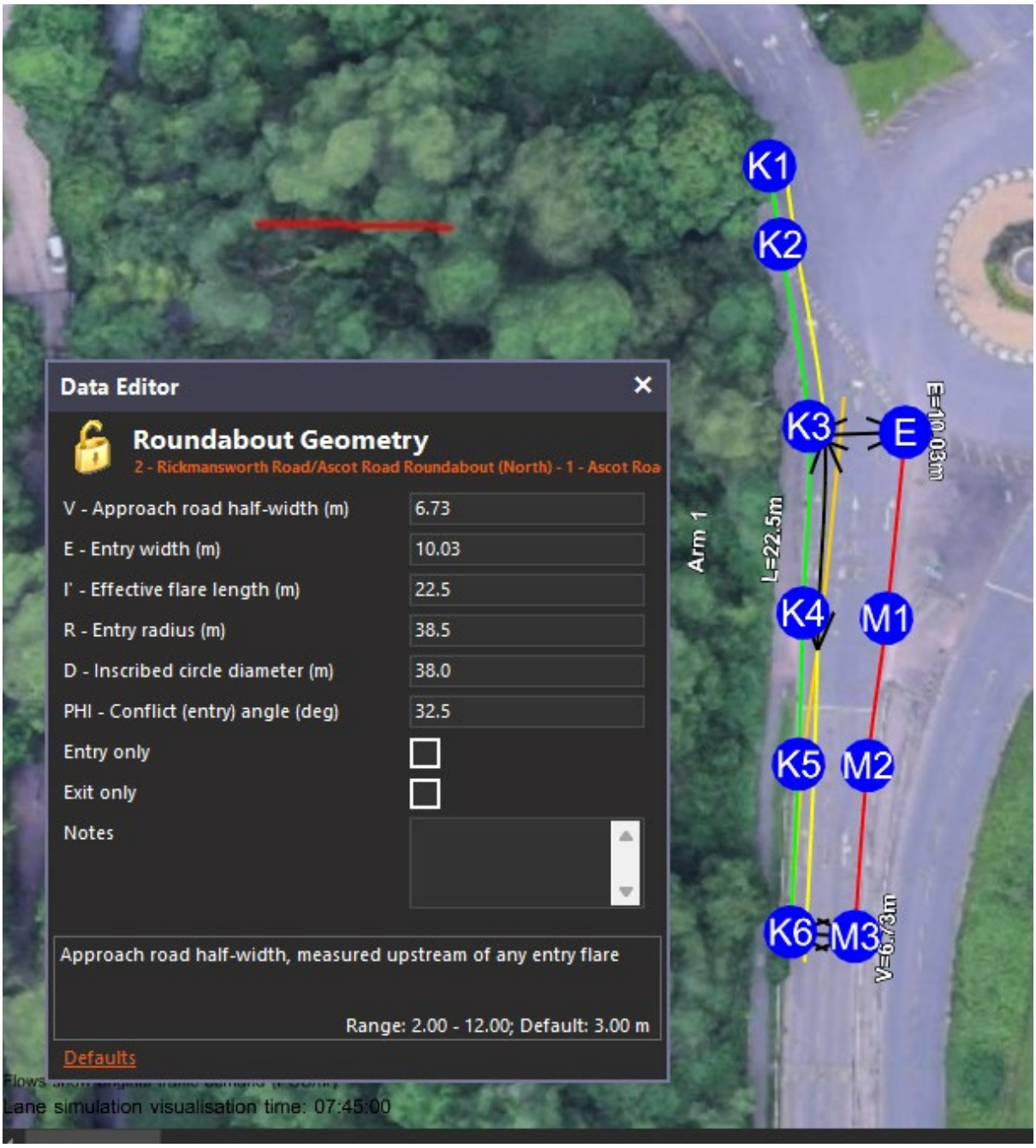
ARM B: Whippendell Road



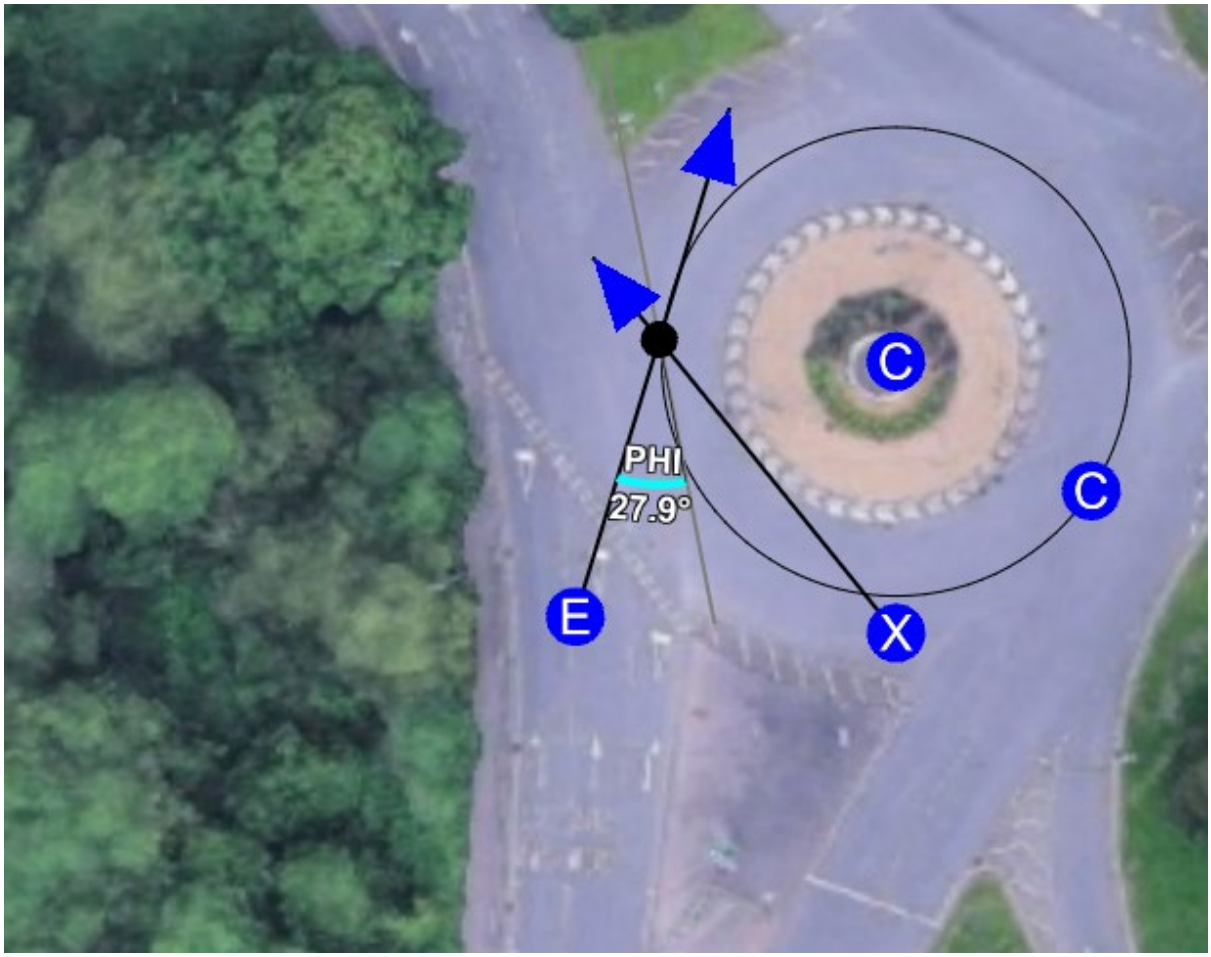

1 - Rickmansworth Road/Ascot Road Roundabout (North) - 2 - Ascot Road (S) (Exit)
20m
R
27.0m
show original traffic demand (PCU/hr)
simulation visualisation time: 07:45:00


20m
R
27.0m
20.00 m
show original traffic demand (PCU/hr)
simulation visualisation time: 07:45:00

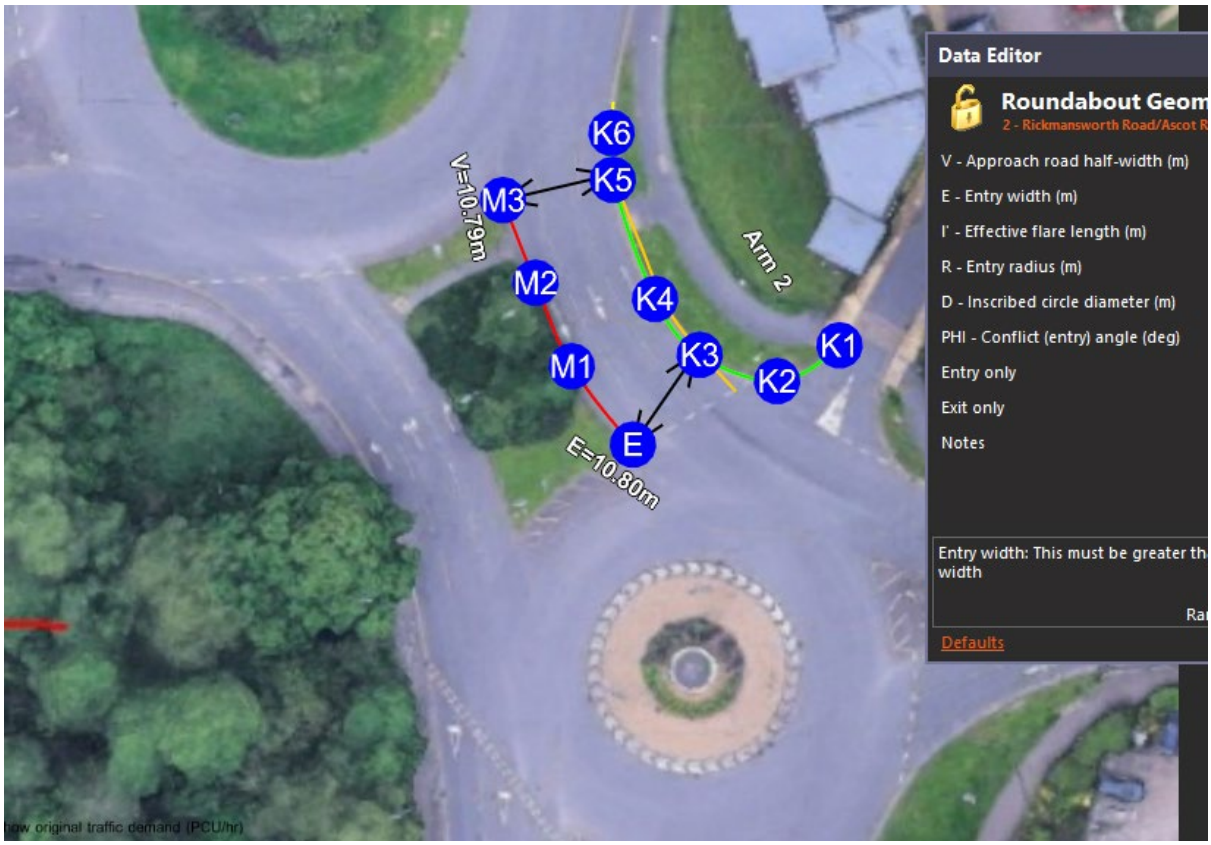
ARM D: Ascot Road (S)

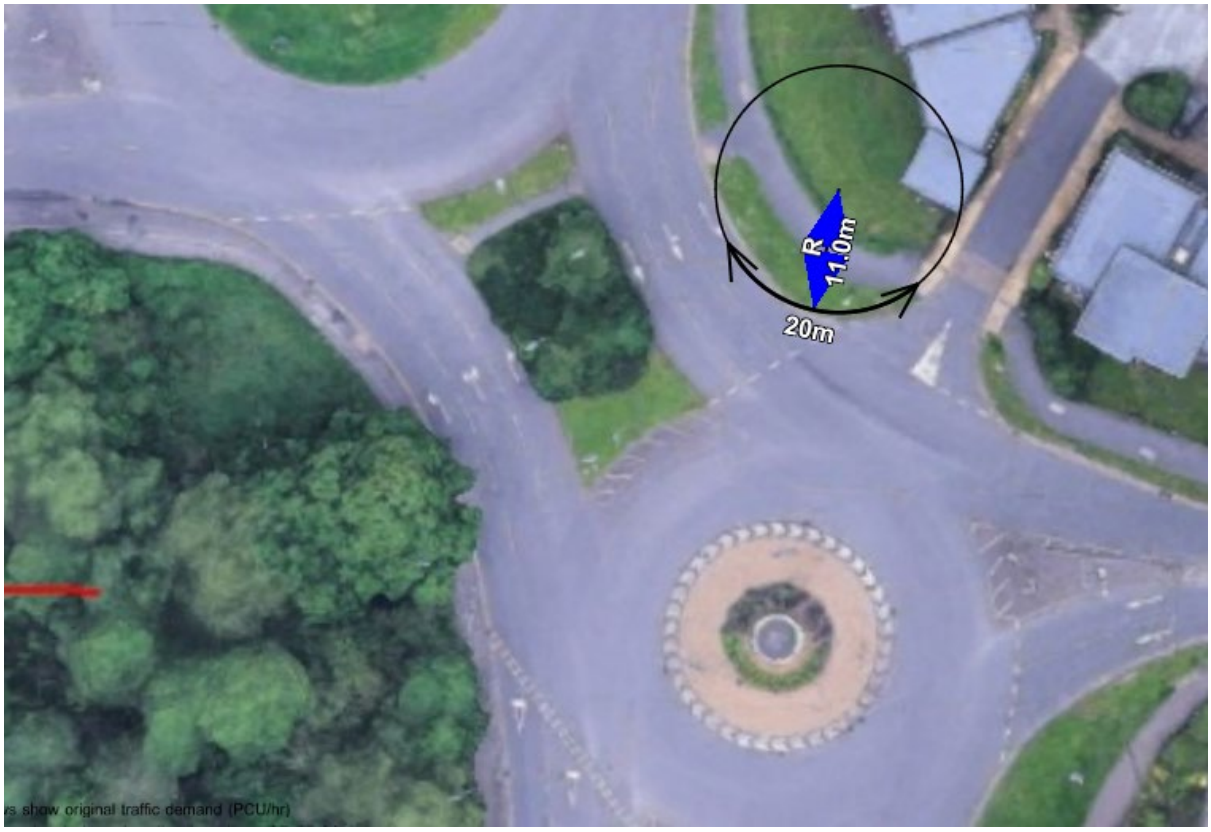


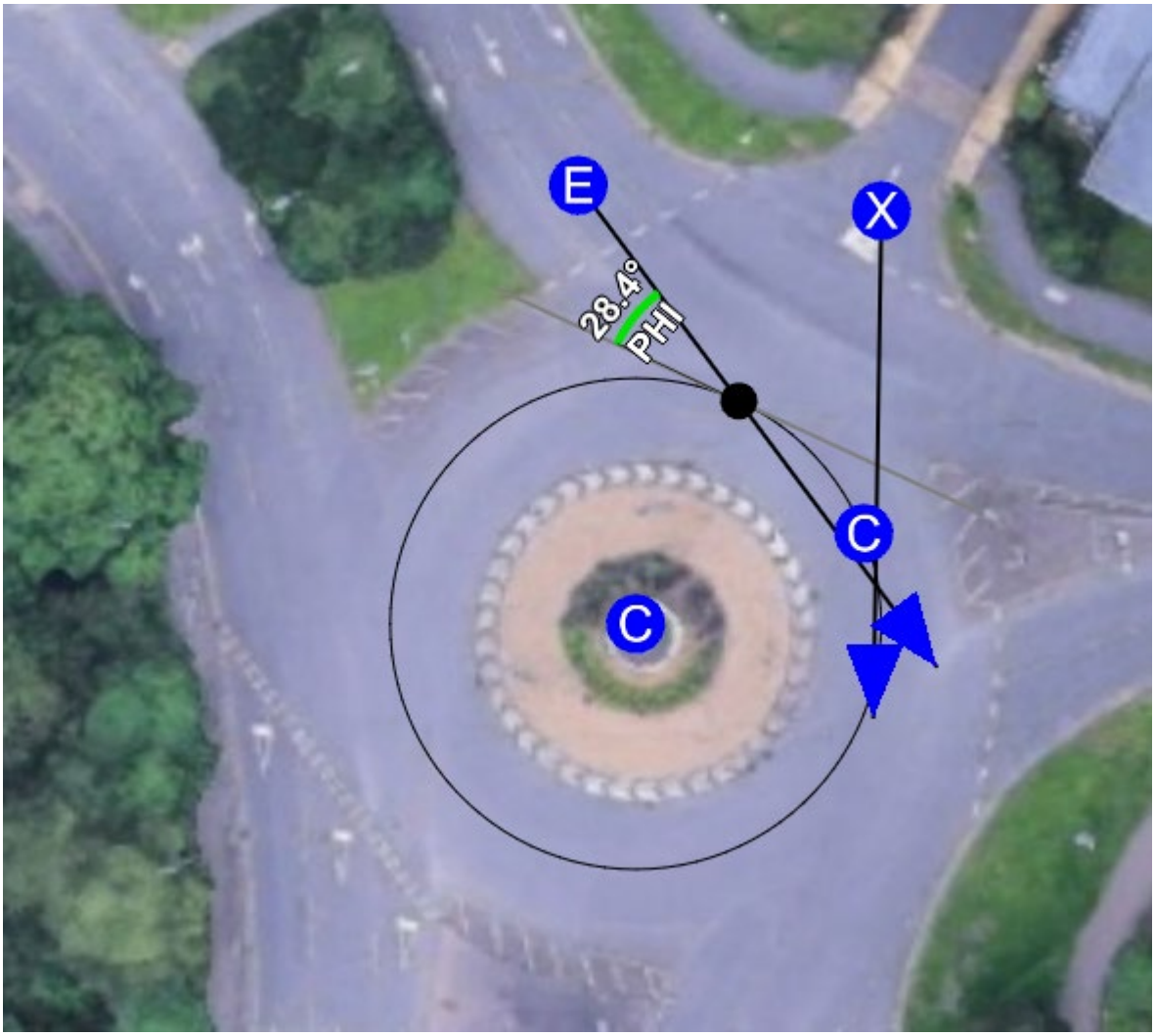

28m
18.4m
Cadets


C
C
PHI
27.9°
E
X

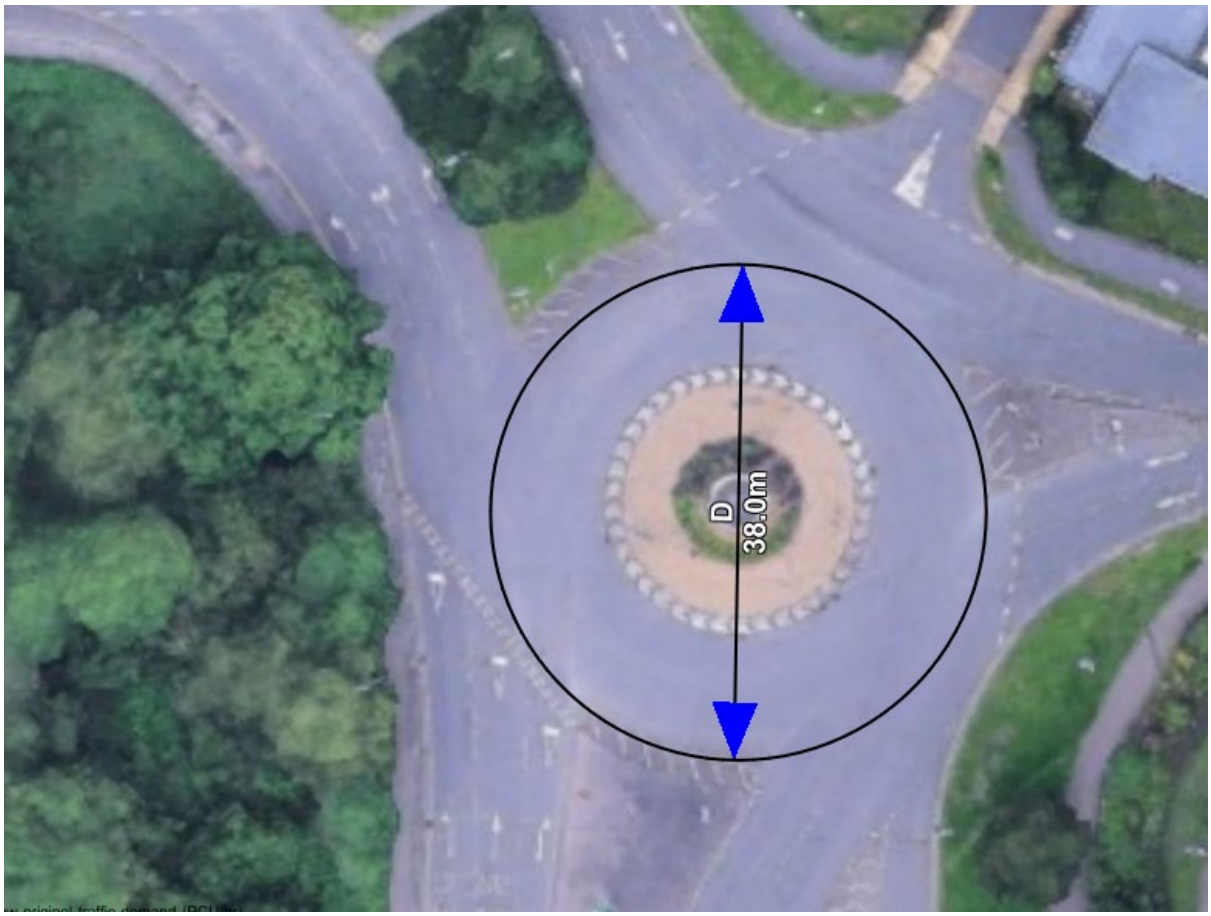
ARM E: Ascot Road (N)




R
11.0m
20m
s show original traffic demand (PCU/hr)


E
X
28.4°
PHI
C
C

ICD for roundabout:



Appendix R

Junctions 11 ARCADY Output – Durrants Drive/ Baldwins Lane Roundabout

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.0.2307
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Filename: T24544 - Baldwins Lane, Durrants Drive MINI roundabout.j11
Path: C:\Users\JasminRema\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\T24544 Little Green Lane, Croxley Green\Modelling\Arcady\T24544 - Rev D Modelling
Report generation date: 19/09/2025 10:19:20

»D1 - 2024 | Base | AM
»D2 - 2024 | Base | PM
»D3 - 2030 | Future Year Base | AM
»D4 - 2030 | Future Year Base | PM
»D5 - 2030 + Comm | Future Year Base + Comm | AM
»D6 - 2030 + Comm | Future Year Base + Comm | PM
»D7 - 2030 + Comm + Dev | Future Year Base + Comm + Dev | AM
»D8 - 2030 + Comm + Dev | Future Year Base + Comm + Dev | PM
»D9 - 2030 + Comm + Dev Sensitivity | Future Year Base + Comm + Dev Sensitivity | AM
»D10 - 2030 + Comm + Dev Sensitivity | Future Year Base + Comm + Dev Sensitivity | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024 - Base									
A - Durrants Drive	D1	0.5	9.76	0.35	A	D2	0.3	6.82	0.21	A
B - Baldwins Lane (E)		0.7	6.29	0.39	A		2.0	10.68	0.67	B
C - Baldwins Lane (W)		3.2	22.66	0.77	C		1.0	10.96	0.50	B
	2030 - Future Year Base									
A - Durrants Drive	D3	0.6	10.42	0.38	B	D4	0.3	7.02	0.22	A
B - Baldwins Lane (E)		0.7	6.56	0.42	A		2.4	12.06	0.71	B
C - Baldwins Lane (W)		4.0	27.71	0.81	D		1.1	11.70	0.53	B
	2030 + Comm - Future Year Base + Comm									
A - Durrants Drive	D5	0.6	10.76	0.38	B	D6	0.3	7.10	0.23	A
B - Baldwins Lane (E)		0.8	6.68	0.43	A		2.6	12.95	0.73	B
C - Baldwins Lane (W)		5.0	33.10	0.85	D		1.2	12.16	0.55	B
	2030 + Comm + Dev - Future Year Base + Comm + Dev									
A - Durrants Drive	D7	1.6	17.95	0.63	C	D8	0.5	8.42	0.32	A
B - Baldwins Lane (E)		1.3	9.23	0.56	A		5.3	23.73	0.85	C
C - Baldwins Lane (W)		10.2	62.54	0.94	F		2.6	20.79	0.72	C
	2030 + Comm + Dev Sensitivity - Future Year Base + Comm + Dev Sensitivity									
A - Durrants Drive	D9	1.4	16.45	0.59	C	D10	0.4	8.19	0.31	A
B - Baldwins Lane (E)		1.2	8.72	0.54	A		4.6	20.98	0.83	C
C - Baldwins Lane (W)		9.0	56.20	0.93	F		2.3	18.86	0.70	C

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

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

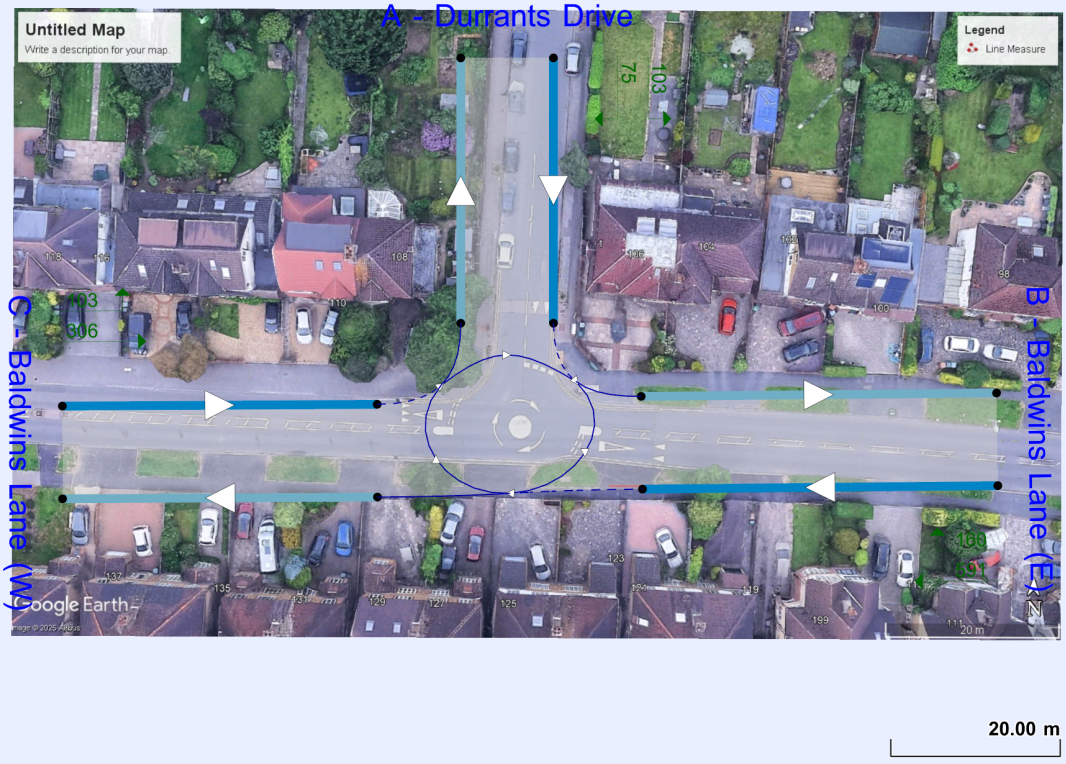
File summary

File Description

Title	Baldwins Lane, Durrants Drive
Location	Croxley Green
Site number	
Date	08/11/2024
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T24544
Enumerator	AzureAD\JasminRema
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	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr)

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030	Future Year Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030	Future Year Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030 + Comm	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030 + Comm	Future Year Base + Comm	PM	ONE HOUR	16:45	18:15	15	✓
D7	2030 + Comm + Dev	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2030 + Comm + Dev	Future Year Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D9	2030 + Comm + Dev Sensitivity	Future Year Base + Comm + Dev Sensitivity	AM	ONE HOUR	07:45	09:15	15	✓
D10	2030 + Comm + Dev Sensitivity	Future Year Base + Comm + Dev Sensitivity	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

D1 - 2024 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Durrants Drive, Baldwins Lane mini roundabout	Mini-roundabout		A, B, C	14.69	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		14.69	B

Arms

Arms

Arm	Name	Description
A	Durrants Drive	
B	Baldwins Lane (E)	
C	Baldwins Lane (W)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A - Durrants Drive	3.11	2.83	3.05	0.4	15.50	14.80	0.0	
B - Baldwins Lane (E)	3.15	3.00	3.30	3.3	5.00	10.75	0.0	
C - Baldwins Lane (W)	3.00	3.00	3.60	3.4	11.40	10.45	0.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
A - Durrants Drive	Percentage	Observed Queues	100.00
B - Baldwins Lane (E)	Percentage	Observed Queues	100.00
C - Baldwins Lane (W)	Percentage	Observed Queues	100.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Durrants Drive	0.609	999
B - Baldwins Lane (E)	0.602	880
C - Baldwins Lane (W)	0.607	824

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
A - Durrants Drive	Percentage	Observed Queues	80.00
B - Baldwins Lane (E)	Percentage	Observed Queues	120.00
C - Baldwins Lane (W)	Percentage	Observed Queues	90.00

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
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Durrants Drive		ONE HOUR	✓	180	100.000
B - Baldwins Lane (E)		ONE HOUR	✓	346	100.000
C - Baldwins Lane (W)		ONE HOUR	✓	476	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Durrants Drive	B - Baldwins Lane (E)	C - Baldwins Lane (W)
From	A - Durrants Drive	0	71	109
	B - Baldwins Lane (E)	99	0	247
	C - Baldwins Lane (W)	42	434	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Durrants Drive	B - Baldwins Lane (E)	C - Baldwins Lane (W)
From	A - Durrants Drive	0	0	0
	B - Baldwins Lane (E)	0	0	4
	C - Baldwins Lane (W)	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Durrants Drive	0.35	9.76	0.5	A	165	248
B - Baldwins Lane (E)	0.39	6.29	0.7	A	317	476
C - Baldwins Lane (W)	0.77	22.66	3.2	C	437	655

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	136	34	323	642	0.211	134	105	0.0	0.3	7.077	A
B - Baldwins Lane (E)	260	65	81	997	0.261	259	376	0.0	0.4	5.005	A
C - Baldwins Lane (W)	358	90	74	702	0.511	354	266	0.0	1.0	10.343	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	162	40	388	610	0.265	161	126	0.3	0.4	8.013	A
B - Baldwins Lane (E)	311	78	98	986	0.316	311	452	0.4	0.5	5.481	A
C - Baldwins Lane (W)	428	107	89	693	0.617	426	320	1.0	1.6	13.462	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	198	50	472	569	0.348	198	155	0.4	0.5	9.666	A
B - Baldwins Lane (E)	381	95	120	970	0.393	380	550	0.5	0.7	6.271	A
C - Baldwins Lane (W)	524	131	109	683	0.768	518	391	1.6	3.0	21.340	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	198	50	477	567	0.350	198	155	0.5	0.5	9.761	A
B - Baldwins Lane (E)	381	95	120	969	0.393	381	556	0.7	0.7	6.289	A
C - Baldwins Lane (W)	524	131	109	682	0.768	524	392	3.0	3.2	22.660	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	162	40	396	607	0.267	162	127	0.5	0.4	8.115	A
B - Baldwins Lane (E)	311	78	98	985	0.316	312	460	0.7	0.5	5.505	A
C - Baldwins Lane (W)	428	107	89	693	0.617	434	321	3.2	1.7	14.308	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	136	34	329	639	0.212	136	106	0.4	0.3	7.157	A
B - Baldwins Lane (E)	260	65	82	997	0.261	261	383	0.5	0.4	5.035	A
C - Baldwins Lane (W)	358	90	75	701	0.511	361	269	1.7	1.1	10.746	B

D2 - 2024 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 87% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Durrants Drive, Baldwins Lane mini roundabout	Mini-roundabout		A, B, C	10.30	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		10.30	B

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
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Durrants Drive		ONE HOUR	✓	127	100.000
B - Baldwins Lane (E)		ONE HOUR	✓	620	100.000
C - Baldwins Lane (W)		ONE HOUR	✓	309	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Durrants Drive	B - Baldwins Lane (E)	C - Baldwins Lane (W)
From	A - Durrants Drive	0	84	43
	B - Baldwins Lane (E)	106	0	514
	C - Baldwins Lane (W)	63	246	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Durrants Drive	B - Baldwins Lane (E)	C - Baldwins Lane (W)
From	A - Durrants Drive	0	0	0
	B - Baldwins Lane (E)	0	0	1
	C - Baldwins Lane (W)	3	3	100

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Durrants Drive	0.21	6.82	0.3	A	117	175
B - Baldwins Lane (E)	0.67	10.68	2.0	B	569	853
C - Baldwins Lane (W)	0.50	10.96	1.0	B	284	425

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	96	24	184	710	0.135	95	126	0.0	0.2	5.846	A
B - Baldwins Lane (E)	467	117	32	1033	0.452	463	246	0.0	0.8	6.340	A
C - Baldwins Lane (W)	233	58	79	699	0.333	231	416	0.0	0.5	7.888	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	114	29	221	692	0.165	114	152	0.2	0.2	6.226	A
B - Baldwins Lane (E)	557	139	39	1028	0.542	556	296	0.8	1.2	7.661	A
C - Baldwins Lane (W)	278	69	95	690	0.403	277	500	0.5	0.7	8.963	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	140	35	270	668	0.209	140	185	0.2	0.3	6.809	A
B - Baldwins Lane (E)	683	171	47	1022	0.668	679	362	1.2	2.0	10.498	B
C - Baldwins Lane (W)	340	85	116	679	0.501	339	611	0.7	1.0	10.873	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	140	35	271	668	0.209	140	186	0.3	0.3	6.821	A
B - Baldwins Lane (E)	683	171	47	1022	0.668	683	363	2.0	2.0	10.682	B
C - Baldwins Lane (W)	340	85	117	678	0.502	340	613	1.0	1.0	10.964	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	114	29	222	691	0.165	114	153	0.3	0.2	6.245	A
B - Baldwins Lane (E)	557	139	39	1028	0.542	560	298	2.0	1.2	7.813	A
C - Baldwins Lane (W)	278	69	96	690	0.403	279	503	1.0	0.7	9.060	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	96	24	186	709	0.135	96	128	0.2	0.2	5.871	A
B - Baldwins Lane (E)	467	117	32	1033	0.452	468	249	1.2	0.8	6.447	A
C - Baldwins Lane (W)	233	58	80	698	0.333	233	421	0.7	0.5	7.990	A

D3 - 2030 | Future Year Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 81% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Durrants Drive, Baldwins Lane mini roundabout	Mini-roundabout		A, B, C	17.30	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		17.30	C

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
D3	2030	Future Year Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Durrants Drive		ONE HOUR	✓	190	100.000
B - Baldwins Lane (E)		ONE HOUR	✓	364	100.000
C - Baldwins Lane (W)		ONE HOUR	✓	501	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Durrants Drive	B - Baldwins Lane (E)	C - Baldwins Lane (W)
From	A - Durrants Drive	0	75	115
	B - Baldwins Lane (E)	104	0	260
	C - Baldwins Lane (W)	44	457	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Durrants Drive	B - Baldwins Lane (E)	C - Baldwins Lane (W)
From	A - Durrants Drive	0	0	0
	B - Baldwins Lane (E)	0	0	4
	C - Baldwins Lane (W)	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Durrants Drive	0.38	10.42	0.6	B	174	262
B - Baldwins Lane (E)	0.42	6.56	0.7	A	334	501
C - Baldwins Lane (W)	0.81	27.71	4.0	D	460	690

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	143	36	340	634	0.226	142	111	0.0	0.3	7.301	A
B - Baldwins Lane (E)	274	69	86	994	0.276	272	396	0.0	0.4	5.120	A
C - Baldwins Lane (W)	377	94	78	699	0.539	373	281	0.0	1.2	10.967	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	171	43	408	600	0.284	170	133	0.3	0.4	8.361	A
B - Baldwins Lane (E)	327	82	103	982	0.333	327	476	0.4	0.5	5.649	A
C - Baldwins Lane (W)	450	113	93	691	0.652	448	337	1.2	1.8	14.766	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	209	52	496	558	0.375	208	162	0.4	0.6	10.278	B
B - Baldwins Lane (E)	401	100	126	965	0.415	400	578	0.5	0.7	6.541	A
C - Baldwins Lane (W)	552	138	114	680	0.812	544	412	1.8	3.8	25.293	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	209	52	502	555	0.377	209	163	0.6	0.6	10.416	B
B - Baldwins Lane (E)	401	100	127	965	0.415	401	585	0.7	0.7	6.563	A
C - Baldwins Lane (W)	552	138	115	679	0.812	551	413	3.8	4.0	27.705	D

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	171	43	418	596	0.287	172	134	0.6	0.4	8.504	A
B - Baldwins Lane (E)	327	82	104	981	0.334	328	486	0.7	0.5	5.676	A
C - Baldwins Lane (W)	450	113	94	691	0.652	459	338	4.0	2.0	16.161	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	143	36	347	630	0.227	143	112	0.4	0.3	7.398	A
B - Baldwins Lane (E)	274	69	87	993	0.276	275	403	0.5	0.4	5.154	A
C - Baldwins Lane (W)	377	94	78	699	0.539	380	283	2.0	1.2	11.497	B

D4 - 2030 | Future Year Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 87% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Durrants Drive, Baldwins Lane mini roundabout	Mini-roundabout		A, B, C	11.35	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		11.35	B

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
D4	2030	Future Year Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Durrants Drive		ONE HOUR	✓	134	100.000
B - Baldwins Lane (E)		ONE HOUR	✓	654	100.000
C - Baldwins Lane (W)		ONE HOUR	✓	325	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Durrants Drive	B - Baldwins Lane (E)	C - Baldwins Lane (W)
From	A - Durrants Drive	0	89	45
	B - Baldwins Lane (E)	112	0	542
	C - Baldwins Lane (W)	66	259	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Durrants Drive	B - Baldwins Lane (E)	C - Baldwins Lane (W)
From	A - Durrants Drive	0	0	0
	B - Baldwins Lane (E)	0	0	1
	C - Baldwins Lane (W)	3	3	100

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Durrants Drive	0.22	7.02	0.3	A	123	184
B - Baldwins Lane (E)	0.71	12.06	2.4	B	600	900
C - Baldwins Lane (W)	0.53	11.70	1.1	B	298	447

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	101	25	193	705	0.143	100	133	0.0	0.2	5.943	A
B - Baldwins Lane (E)	492	123	34	1032	0.477	489	260	0.0	0.9	6.641	A
C - Baldwins Lane (W)	245	61	84	696	0.351	242	439	0.0	0.6	8.133	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	120	30	232	686	0.176	120	160	0.2	0.2	6.358	A
B - Baldwins Lane (E)	588	147	40	1027	0.573	586	312	0.9	1.3	8.204	A
C - Baldwins Lane (W)	292	73	100	687	0.425	291	526	0.6	0.7	9.348	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	148	37	284	661	0.223	147	195	0.2	0.3	7.002	A
B - Baldwins Lane (E)	720	180	49	1020	0.706	716	382	1.3	2.3	11.770	B
C - Baldwins Lane (W)	358	89	123	675	0.530	356	643	0.7	1.1	11.575	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	148	37	285	661	0.223	148	196	0.3	0.3	7.016	A
B - Baldwins Lane (E)	720	180	50	1020	0.706	720	383	2.3	2.4	12.059	B
C - Baldwins Lane (W)	358	89	123	675	0.530	358	646	1.1	1.1	11.696	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	120	30	234	685	0.176	121	161	0.3	0.2	6.377	A
B - Baldwins Lane (E)	588	147	41	1027	0.573	592	314	2.4	1.4	8.418	A
C - Baldwins Lane (W)	292	73	101	687	0.426	294	531	1.1	0.8	9.471	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	101	25	196	704	0.143	101	134	0.2	0.2	5.972	A
B - Baldwins Lane (E)	492	123	34	1032	0.477	494	263	1.4	0.9	6.775	A
C - Baldwins Lane (W)	245	61	85	696	0.352	246	443	0.8	0.6	8.252	A

D5 - 2030 + Comm | Future Year Base + Comm | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Durrants Drive, Baldwins Lane mini roundabout	Mini-roundabout		A, B, C	20.10	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		20.10	C

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	2030 + Comm	Future Year Base + Comm	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Durrants Drive		ONE HOUR	✓	190	100.000
B - Baldwins Lane (E)		ONE HOUR	✓	373	100.000
C - Baldwins Lane (W)		ONE HOUR	✓	522	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Durrants Drive	B - Baldwins Lane (E)	C - Baldwins Lane (W)
From	A - Durrants Drive	0	75	115
	B - Baldwins Lane (E)	104	0	269
	C - Baldwins Lane (W)	44	478	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Durrants Drive	B - Baldwins Lane (E)	C - Baldwins Lane (W)
From	A - Durrants Drive	0	0	0
	B - Baldwins Lane (E)	0	0	4
	C - Baldwins Lane (W)	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Durrants Drive	0.38	10.76	0.6	B	174	262
B - Baldwins Lane (E)	0.43	6.68	0.8	A	342	513
C - Baldwins Lane (W)	0.85	33.10	5.0	D	479	718

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	143	36	355	626	0.228	142	111	0.0	0.3	7.412	A
B - Baldwins Lane (E)	281	70	86	994	0.282	279	411	0.0	0.4	5.168	A
C - Baldwins Lane (W)	393	98	78	699	0.562	388	287	0.0	1.3	11.486	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	171	43	427	591	0.289	170	133	0.3	0.4	8.540	A
B - Baldwins Lane (E)	335	84	103	982	0.342	335	494	0.4	0.5	5.719	A
C - Baldwins Lane (W)	469	117	93	691	0.679	466	345	1.3	2.0	15.929	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	209	52	517	548	0.382	208	162	0.4	0.6	10.584	B
B - Baldwins Lane (E)	411	103	126	965	0.426	410	599	0.5	0.8	6.657	A
C - Baldwins Lane (W)	575	144	114	680	0.846	564	422	2.0	4.6	29.163	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	209	52	525	544	0.385	209	163	0.6	0.6	10.756	B
B - Baldwins Lane (E)	411	103	127	965	0.426	411	607	0.8	0.8	6.682	A
C - Baldwins Lane (W)	575	144	115	679	0.846	573	423	4.6	5.0	33.098	D

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	171	43	440	585	0.292	172	134	0.6	0.4	8.720	A
B - Baldwins Lane (E)	335	84	104	981	0.342	336	507	0.8	0.5	5.748	A
C - Baldwins Lane (W)	469	117	94	691	0.679	480	346	5.0	2.3	18.050	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	143	36	363	623	0.230	144	112	0.4	0.3	7.525	A
B - Baldwins Lane (E)	281	70	87	993	0.283	281	420	0.5	0.4	5.205	A
C - Baldwins Lane (W)	393	98	78	699	0.562	397	290	2.3	1.3	12.151	B

D6 - 2030 + Comm | Future Year Base + Comm | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 88% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Durrants Drive, Baldwins Lane mini roundabout	Mini-roundabout		A, B, C	12.03	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		12.03	B

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	2030 + Comm	Future Year Base + Comm	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Durrants Drive		ONE HOUR	✓	134	100.000
B - Baldwins Lane (E)		ONE HOUR	✓	673	100.000
C - Baldwins Lane (W)		ONE HOUR	✓	336	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Durrants Drive	B - Baldwins Lane (E)	C - Baldwins Lane (W)
From	A - Durrants Drive	0	89	45
	B - Baldwins Lane (E)	112	0	561
	C - Baldwins Lane (W)	66	270	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Durrants Drive	B - Baldwins Lane (E)	C - Baldwins Lane (W)
From	A - Durrants Drive	0	0	0
	B - Baldwins Lane (E)	0	0	1
	C - Baldwins Lane (W)	3	3	100

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Durrants Drive	0.23	7.10	0.3	A	123	184
B - Baldwins Lane (E)	0.73	12.95	2.6	B	618	926
C - Baldwins Lane (W)	0.55	12.16	1.2	B	308	462

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	101	25	201	701	0.144	100	133	0.0	0.2	5.982	A
B - Baldwins Lane (E)	507	127	34	1032	0.491	503	268	0.0	1.0	6.814	A
C - Baldwins Lane (W)	253	63	84	696	0.363	251	453	0.0	0.6	8.278	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	120	30	242	682	0.177	120	160	0.2	0.2	6.412	A
B - Baldwins Lane (E)	605	151	40	1027	0.589	603	322	1.0	1.4	8.528	A
C - Baldwins Lane (W)	302	76	100	687	0.440	301	543	0.6	0.8	9.584	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	148	37	296	655	0.225	147	195	0.2	0.3	7.080	A
B - Baldwins Lane (E)	741	185	49	1020	0.726	736	394	1.4	2.5	12.578	B
C - Baldwins Lane (W)	370	92	123	675	0.548	368	663	0.8	1.2	12.017	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	148	37	297	655	0.225	148	196	0.3	0.3	7.097	A
B - Baldwins Lane (E)	741	185	50	1020	0.726	741	395	2.5	2.6	12.952	B
C - Baldwins Lane (W)	370	92	123	675	0.548	370	667	1.2	1.2	12.158	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	120	30	244	681	0.177	121	161	0.3	0.2	6.435	A
B - Baldwins Lane (E)	605	151	41	1027	0.589	610	324	2.6	1.5	8.791	A
C - Baldwins Lane (W)	302	76	101	687	0.440	304	549	1.2	0.8	9.726	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	101	25	204	700	0.144	101	135	0.2	0.2	6.013	A
B - Baldwins Lane (E)	507	127	34	1032	0.491	509	271	1.5	1.0	6.968	A
C - Baldwins Lane (W)	253	63	85	696	0.364	254	458	0.8	0.6	8.409	A

D7 - 2030 + Comm + Dev | Future Year Base + Comm + Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Durrants Drive, Baldwins Lane mini roundabout	Mini-roundabout		A, B, C	33.97	D

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		33.97	D

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	2030 + Comm + Dev	Future Year Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Durrants Drive		ONE HOUR	✓	303	100.000
B - Baldwins Lane (E)		ONE HOUR	✓	462	100.000
C - Baldwins Lane (W)		ONE HOUR	✓	570	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Durrants Drive	B - Baldwins Lane (E)	C - Baldwins Lane (W)
From	A - Durrants Drive	0	119	184
	B - Baldwins Lane (E)	123	0	339
	C - Baldwins Lane (W)	68	502	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Durrants Drive	B - Baldwins Lane (E)	C - Baldwins Lane (W)
From	A - Durrants Drive	0	0	0
	B - Baldwins Lane (E)	0	0	4
	C - Baldwins Lane (W)	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Durrants Drive	0.63	17.95	1.6	C	278	417
B - Baldwins Lane (E)	0.56	9.23	1.3	A	424	636
C - Baldwins Lane (W)	0.94	62.54	10.2	F	523	785

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	228	57	372	618	0.369	226	142	0.0	0.6	9.127	A
B - Baldwins Lane (E)	348	87	137	957	0.363	345	461	0.0	0.6	6.034	A
C - Baldwins Lane (W)	429	107	92	692	0.620	423	391	0.0	1.6	13.218	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	272	68	447	582	0.468	271	171	0.6	0.9	11.551	B
B - Baldwins Lane (E)	415	104	165	937	0.443	414	553	0.6	0.8	7.073	A
C - Baldwins Lane (W)	512	128	110	682	0.752	508	469	1.6	2.8	20.261	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	334	83	533	540	0.618	331	207	0.9	1.5	17.010	C
B - Baldwins Lane (E)	509	127	201	911	0.558	507	663	0.8	1.3	9.122	A
C - Baldwins Lane (W)	628	157	135	668	0.939	605	573	2.8	8.4	46.162	E

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	334	83	546	533	0.626	333	209	1.5	1.6	17.949	C
B - Baldwins Lane (E)	509	127	202	910	0.559	509	677	1.3	1.3	9.226	A
C - Baldwins Lane (W)	628	157	135	668	0.939	620	576	8.4	10.2	62.540	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	272	68	475	568	0.480	275	175	1.6	0.9	12.406	B
B - Baldwins Lane (E)	415	104	167	935	0.444	417	583	1.3	0.8	7.171	A
C - Baldwins Lane (W)	512	128	111	681	0.752	540	473	10.2	3.4	29.362	D

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	228	57	384	613	0.372	229	145	0.9	0.6	9.433	A
B - Baldwins Lane (E)	348	87	139	955	0.364	349	474	0.8	0.6	6.117	A
C - Baldwins Lane (W)	429	107	93	691	0.621	436	395	3.4	1.7	14.551	B

D8 - 2030 + Comm + Dev | Future Year Base + Comm + Dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 86% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Durrants Drive, Baldwins Lane mini roundabout	Mini-roundabout		A, B, C	20.76	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		20.76	C

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	2030 + Comm + Dev	Future Year Base + Comm + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Durrants Drive		ONE HOUR	✓	186	100.000
B - Baldwins Lane (E)		ONE HOUR	✓	766	100.000
C - Baldwins Lane (W)		ONE HOUR	✓	421	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Durrants Drive	B - Baldwins Lane (E)	C - Baldwins Lane (W)
From	A - Durrants Drive	0	105	81
	B - Baldwins Lane (E)	169	0	597
	C - Baldwins Lane (W)	109	312	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Durrants Drive	B - Baldwins Lane (E)	C - Baldwins Lane (W)
From	A - Durrants Drive	0	0	0
	B - Baldwins Lane (E)	0	0	1
	C - Baldwins Lane (W)	3	3	100

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Durrants Drive	0.32	8.42	0.5	A	171	256
B - Baldwins Lane (E)	0.85	23.73	5.3	C	703	1054
C - Baldwins Lane (W)	0.72	20.79	2.6	C	386	579

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	140	35	232	686	0.204	139	207	0.0	0.3	6.565	A
B - Baldwins Lane (E)	577	144	61	1012	0.570	571	311	0.0	1.3	8.135	A
C - Baldwins Lane (W)	317	79	126	673	0.471	313	506	0.0	0.9	10.208	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	167	42	279	663	0.252	167	249	0.3	0.3	7.244	A
B - Baldwins Lane (E)	689	172	73	1004	0.686	685	373	1.3	2.1	11.279	B
C - Baldwins Lane (W)	378	95	151	659	0.574	377	607	0.9	1.3	13.028	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	205	51	340	634	0.323	204	302	0.3	0.5	8.370	A
B - Baldwins Lane (E)	843	211	89	992	0.850	832	455	2.1	5.0	21.291	C
C - Baldwins Lane (W)	464	116	184	642	0.722	459	737	1.3	2.5	19.787	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	205	51	343	632	0.324	205	306	0.5	0.5	8.421	A
B - Baldwins Lane (E)	843	211	89	992	0.850	842	459	5.0	5.3	23.732	C
C - Baldwins Lane (W)	464	116	186	640	0.724	463	745	2.5	2.6	20.788	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	167	42	284	661	0.253	168	254	0.5	0.3	7.303	A
B - Baldwins Lane (E)	689	172	73	1003	0.686	701	379	5.3	2.3	12.421	B
C - Baldwins Lane (W)	378	95	155	658	0.576	383	619	2.6	1.4	13.726	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	140	35	236	684	0.205	140	211	0.3	0.3	6.621	A
B - Baldwins Lane (E)	577	144	61	1012	0.570	580	316	2.3	1.4	8.476	A
C - Baldwins Lane (W)	317	79	128	672	0.472	319	513	1.4	0.9	10.561	B

D9 - 2030 + Comm + Dev Sensitivity | Future Year Base + Comm + Dev Sensitivity | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Durrants Drive, Baldwins Lane mini roundabout	Mini-roundabout		A, B, C	31.02	D

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		31.02	D

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	2030 + Comm + Dev Sensitivity	Future Year Base + Comm + Dev Sensitivity	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Durrants Drive		ONE HOUR	✓	287	100.000
B - Baldwins Lane (E)		ONE HOUR	✓	448	100.000
C - Baldwins Lane (W)		ONE HOUR	✓	563	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Durrants Drive	B - Baldwins Lane (E)	C - Baldwins Lane (W)
From	A - Durrants Drive	0	113	174
	B - Baldwins Lane (E)	120	0	328
	C - Baldwins Lane (W)	64	499	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Durrants Drive	B - Baldwins Lane (E)	C - Baldwins Lane (W)
From	A - Durrants Drive	0	0	0
	B - Baldwins Lane (E)	0	0	4
	C - Baldwins Lane (W)	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Durrants Drive	0.59	16.45	1.4	C	263	395
B - Baldwins Lane (E)	0.54	8.72	1.2	A	411	617
C - Baldwins Lane (W)	0.93	56.20	9.0	F	517	775

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	216	54	370	619	0.349	214	137	0.0	0.5	8.841	A
B - Baldwins Lane (E)	337	84	130	962	0.350	335	454	0.0	0.5	5.885	A
C - Baldwins Lane (W)	424	106	90	693	0.612	418	375	0.0	1.5	12.928	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	258	65	445	583	0.443	257	165	0.5	0.8	11.013	B
B - Baldwins Lane (E)	403	101	156	944	0.427	402	546	0.5	0.8	6.829	A
C - Baldwins Lane (W)	506	127	108	683	0.741	502	450	1.5	2.7	19.491	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	316	79	532	540	0.585	314	200	0.8	1.4	15.722	C
B - Baldwins Lane (E)	493	123	190	919	0.537	492	655	0.8	1.2	8.631	A
C - Baldwins Lane (W)	620	155	132	670	0.925	600	550	2.7	7.6	42.917	E

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	316	79	544	534	0.592	316	202	1.4	1.4	16.446	C
B - Baldwins Lane (E)	493	123	191	918	0.537	493	669	1.2	1.2	8.720	A
C - Baldwins Lane (W)	620	155	132	670	0.925	614	553	7.6	9.0	56.203	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	258	65	469	571	0.452	260	169	1.4	0.8	11.677	B
B - Baldwins Lane (E)	403	101	158	942	0.427	404	572	1.2	0.8	6.910	A
C - Baldwins Lane (W)	506	127	108	683	0.741	530	454	9.0	3.1	26.558	D

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	216	54	381	614	0.352	217	139	0.8	0.6	9.104	A
B - Baldwins Lane (E)	337	84	132	961	0.351	338	466	0.8	0.6	5.957	A
C - Baldwins Lane (W)	424	106	91	693	0.612	430	379	3.1	1.6	14.121	B

D10 - 2030 + Comm + Dev Sensitivity | Future Year Base + Comm + Dev Sensitivity | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 86% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Durrants Drive, Baldwins Lane mini roundabout	Mini-roundabout		A, B, C	18.63	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		18.63	C

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	2030 + Comm + Dev Sensitivity	Future Year Base + Comm + Dev Sensitivity	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Durrants Drive		ONE HOUR	✓	178	100.000
B - Baldwins Lane (E)		ONE HOUR	✓	751	100.000
C - Baldwins Lane (W)		ONE HOUR	✓	409	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Durrants Drive	B - Baldwins Lane (E)	C - Baldwins Lane (W)
From	A - Durrants Drive	0	103	75
	B - Baldwins Lane (E)	160	0	591
	C - Baldwins Lane (W)	103	306	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Durrants Drive	B - Baldwins Lane (E)	C - Baldwins Lane (W)
From	A - Durrants Drive	0	0	0
	B - Baldwins Lane (E)	0	0	1
	C - Baldwins Lane (W)	3	3	100

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Durrants Drive	0.31	8.19	0.4	A	163	245
B - Baldwins Lane (E)	0.83	20.98	4.6	C	689	1034
C - Baldwins Lane (W)	0.70	18.86	2.3	C	375	563

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	134	34	228	688	0.195	133	196	0.0	0.2	6.471	A
B - Baldwins Lane (E)	565	141	56	1016	0.557	560	305	0.0	1.2	7.888	A
C - Baldwins Lane (W)	308	77	119	677	0.455	305	497	0.0	0.8	9.875	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	160	40	274	666	0.240	160	235	0.2	0.3	7.105	A
B - Baldwins Lane (E)	675	169	67	1008	0.670	672	366	1.2	2.0	10.721	B
C - Baldwins Lane (W)	368	92	143	664	0.554	366	596	0.8	1.2	12.385	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	196	49	334	637	0.308	195	287	0.3	0.4	8.149	A
B - Baldwins Lane (E)	827	207	82	997	0.830	817	447	2.0	4.4	19.247	C
C - Baldwins Lane (W)	450	113	174	647	0.696	446	726	1.2	2.2	18.136	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	196	49	337	635	0.308	196	289	0.4	0.4	8.191	A
B - Baldwins Lane (E)	827	207	83	996	0.830	826	450	4.4	4.6	20.975	C
C - Baldwins Lane (W)	450	113	176	646	0.697	450	733	2.2	2.3	18.859	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	160	40	278	664	0.241	161	240	0.4	0.3	7.155	A
B - Baldwins Lane (E)	675	169	68	1007	0.670	685	371	4.6	2.1	11.586	B
C - Baldwins Lane (W)	368	92	146	662	0.555	372	607	2.3	1.3	12.921	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Durrants Drive	134	34	232	687	0.195	134	199	0.3	0.2	6.523	A
B - Baldwins Lane (E)	565	141	57	1015	0.557	569	309	2.1	1.3	8.184	A
C - Baldwins Lane (W)	308	77	121	676	0.456	310	504	1.3	0.9	10.178	B