

From A									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	88	12	2	1	0	1	2	106.3	106
07:15 - 07:30	115	16	5	0	1	0	1	140.9	138
07:30 - 07:45	104	20	1	2	1	2	2	133.3	132
07:45 - 08:00	114	10	4	1	0	0	0	132.3	129
Hourly Total	421	58	12	4	2	3	5	513	505
08:00 - 08:15	121	14	1	0	5	0	0	146.5	141
08:15 - 08:30	152	7	3	0	0	2	0	163.9	164
08:30 - 08:45	172	13	1	1	3	1	1	195.4	192
08:45 - 09:00	135	8	0	0	1	0	1	145.4	145
Hourly Total	580	42	5	1	9	3	2	652	642
09:00 - 09:15	132	19	4	1	1	1	2	162.3	160
09:15 - 09:30	115	14	2	1	1	0	2	137.1	135
09:30 - 09:45	111	15	3	0	2	0	1	134.9	132
09:45 - 10:00	111	11	1	0	1	0	1	125.9	125
Hourly Total	469	59	10	2	5	1	6	560	552
Session Total	1470	159	27	7	16	7	13	1725	1699
16:00 - 16:15	156	17	4	1	2	0	2	186.1	182
16:15 - 16:30	136	21	0	0	3	1	1	163.6	162
16:30 - 16:45	137	11	0	0	4	0	1	156.4	153
16:45 - 17:00	163	21	0	0	1	1	0	186.2	186
Hourly Total	592	70	4	1	10	2	4	692	683
17:00 - 17:15	171	18	0	0	1	1	1	191.6	192
17:15 - 17:30	137	7	1	0	2	2	3	151.1	152
17:30 - 17:45	171	10	1	0	2	2	3	188.1	189
17:45 - 18:00	185	8	0	0	1	0	0	195.0	194
Hourly Total	664	43	2	0	6	5	7	726	727
18:00 - 18:15	156	6	1	0	1	2	3	167.1	169
18:15 - 18:30	129	7	0	0	2	1	1	140.6	140
18:30 - 18:45	91	5	2	0	1	0	2	101.8	101
18:45 - 19:00	112	5	0	0	1	0	0	119.0	118
Hourly Total	488	23	3	0	5	3	6	529	528
Session Total	1744	136	9	1	21	10	17	1947	1938

To A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
66	18	0	0	2	0	2	88.8	88
107	17	2	0	5	0	0	137.0	131
185	31	2	0	2	1	1	223.6	222
239	28	3	0	4	1	2	280.5	277
597	94	7	0	13	2	5	730	718
159	20	2	2	1	0	0	188.6	184
183	12	2	0	1	1	1	200.6	200
153	17	2	0	0	0	0	173.0	172
146	15	3	0	1	1	4	169.3	170
641	64	9	2	3	2	5	732	726
129	17	3	0	0	1	2	151.5	152
107	15	2	1	2	1	1	131.9	129
127	18	2	1	2	0	1	154.7	151
99	14	3	1	0	0	2	120.6	119
462	64	10	3	4	2	6	558	551
1700	222	26	5	20	6	16	2020	1995
157	18	4	3	2	0	1	192.3	185
161	17	1	0	0	1	2	180.5	182
192	24	1	1	1	1	2	222.8	222
174	19	0	1	0	1	1	195.9	196
684	78	6	5	3	3	6	792	785
193	18	2	0	4	0	0	222.0	217
213	24	2	1	2	2	4	248.3	248
230	24	1	0	1	1	3	258.9	260
250	39	1	1	3	1	2	299.8	297
886	105	6	2	10	4	9	1030	1022
213	29	1	1	1	0	1	248.2	246
161	14	0	0	2	0	0	179.0	177
172	9	1	0	1	0	2	185.3	185
203	12	0	0	1	0	3	218.2	219
749	64	2	1	5	0	6	830	827
2319	247	14	8	18	7	21	2652	2634



Chiswell Green Lane, Chiswell Green - Manual Traffic Survey: Thursday, 09 September 2021

Produced by Streetwise Services Ltd.

Junction: A - (North) B4630 Watford Road / B - Tippendell Lane / C - Access Road / D - (South) B4630 Watford Road

Approach: B - Tippendell Lane

TIME	B to C								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
07:00 - 07:15	1	0	0	0	0	0	0	1.0	1
07:15 - 07:30	2	1	1	0	0	0	0	4.5	4
07:30 - 07:45	2	1	0	0	0	0	0	3.0	3
07:45 - 08:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	6	2	1	0	0	0	0	10	9
08:00 - 08:15	2	1	0	0	0	0	0	3.0	3
08:15 - 08:30	2	0	0	0	0	0	0	2.0	2
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	5	1	0	0	0	0	0	6	6
09:00 - 09:15	3	0	0	0	0	0	0	3.0	3
09:15 - 09:30	1	0	0	0	0	0	0	1.0	1
09:30 - 09:45	1	0	0	0	0	0	0	1.0	1
09:45 - 10:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	6	0	0	0	0	0	0	6	6
Session Total	17	3	1	0	0	0	0	22	21
16:00 - 16:15	3	0	0	0	0	0	0	3.0	3
16:15 - 16:30	1	0	0	0	0	0	0	1.0	1
16:30 - 16:45	3	0	0	0	0	0	0	3.0	3
16:45 - 17:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	8	0	0	0	0	0	0	8	8
17:00 - 17:15	1	0	0	0	0	0	0	1.0	1
17:15 - 17:30	1	0	0	0	0	0	0	1.0	1
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	3	0	0	0	0	0	0	3	3
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	3	0	0	0	0	0	0	3.0	3
18:30 - 18:45	2	0	0	0	0	0	0	2.0	2
18:45 - 19:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	7	0	0	0	0	0	0	7	7
Session Total	18	0	0	0	0	0	0	18	18

B to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
5	7	2	0	0	0	0	15.0	14
14	4	1	0	0	0	0	19.5	19
13	5	1	0	0	0	0	19.5	19
17	4	1	1	0	0	0	24.8	23
49	20	5	1	0	0	0	79	75
25	8	1	0	0	0	0	34.5	34
33	6	0	0	0	1	0	39.2	40
26	7	1	0	0	0	0	34.5	34
19	5	2	0	0	0	0	27.0	26
103	26	4	0	0	1	0	135	134
22	6	1	0	0	1	0	29.7	30
16	4	0	0	0	0	0	20.0	20
11	2	0	0	0	0	0	13.0	13
11	3	0	1	0	0	0	16.3	15
60	15	1	1	0	1	0	79	78
212	61	10	2	0	2	0	293	287
16	2	0	0	0	0	0	18.0	18
20	3	0	0	0	0	0	23.0	23
21	2	1	0	0	1	0	24.7	25
20	0	0	0	0	0	1	20.4	21
77	7	1	0	0	1	1	86	87
21	1	0	0	0	0	0	22.0	22
12	1	0	0	0	0	1	13.4	14
26	4	0	0	0	0	0	30.0	30
21	1	0	0	0	0	0	22.0	22
80	7	0	0	0	0	1	87	88
33	3	0	0	0	0	1	36.4	37
23	1	0	0	0	0	0	24.0	24
14	1	0	0	0	0	1	15.4	16
12	2	0	0	0	0	1	14.4	15
82	7	0	0	0	0	3	90	92
239	21	1	0	0	1	5	263	267

B to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
17	4	0	0	0	0	0	21.0	21
17	4	0	0	1	0	0	23.0	22
49	7	0	0	0	1	0	56.2	57
68	6	0	0	4	0	1	82.4	79
151	21	0	0	5	1	1	182	179
65	4	0	0	0	0	0	69.0	69
77	2	1	0	0	1	0	80.7	81
45	3	2	0	0	0	0	51.0	50
53	5	1	0	0	1	0	59.7	60
240	14	4	0	0	2	0	260	260
46	3	0	0	0	1	0	49.2	50
41	3	0	0	1	1	0	46.2	46
43	5	0	1	0	0	0	50.3	49
32	4	0	0	0	0	0	36.0	36
162	15	0	1	1	2	0	181	181
553	50	4	1	6	5	1	623	620
38	4	1	0	0	0	1	43.9	44
42	5	0	0	0	0	0	47.0	47
50	1	0	0	0	0	0	51.0	51
38	2	0	0	0	1	0	40.2	41
168	12	1	0	0	1	1	182	183
70	4	0	0	1	0	0	76.0	75
64	3	0	0	0	0	0	67.0	67
71	5	0	0	0	1	0	76.2	77
62	8	0	0	2	0	0	74.0	72
267	20	0	0	3	1	0	293	291
61	5	0	0	0	0	0	66.0	66
30	2	0	0	0	0	0	32.0	32
42	3	0	0	0	0	2	45.8	47
56	2	0	0	0	0	0	58.0	58
189	12	0	0	0	0	2	202	203
624	44	1	0	3	2	3	677	677

From B									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	23	11	2	0	0	0	0	37.0	36
07:15 - 07:30	33	9	2	0	1	0	0	47.0	45
07:30 - 07:45	64	13	1	0	0	1	0	78.7	79
07:45 - 08:00	86	10	1	1	4	0	1	108.2	103
Hourly Total	206	43	6	1	5	1	1	270	263
08:00 - 08:15	92	13	1	0	0	0	0	106.5	106
08:15 - 08:30	112	8	1	0	0	2	0	121.9	123
08:30 - 08:45	71	10	3	0	0	0	0	85.5	84
08:45 - 09:00	73	10	3	0	0	1	0	87.7	87
Hourly Total	348	41	8	0	0	3	0	402	400
09:00 - 09:15	71	9	1	0	0	2	0	81.9	83
09:15 - 09:30	58	7	0	0	1	1	0	67.2	67
09:30 - 09:45	55	7	0	1	0	0	0	64.3	63
09:45 - 10:00	44	7	0	1	0	0	0	53.3	52
Hourly Total	228	30	1	2	1	3	0	268	265
Session Total	782	114	15	3	6	7	1	940	928
16:00 - 16:15	57	6	1	0	0	0	1	64.9	65
16:15 - 16:30	63	8	0	0	0	0	0	71.0	71
16:30 - 16:45	74	3	1	0	0	1	0	78.7	79
16:45 - 17:00	59	2	0	0	0	1	1	61.6	63
Hourly Total	253	19	2	0	0	2	2	276	278
17:00 - 17:15	92	5	0	0	1	0	0	99.0	98
17:15 - 17:30	77	4	0	0	0	0	1	81.4	82
17:30 - 17:45	97	9	0	0	0	1	0	106.2	107
17:45 - 18:00	84	9	0	0	2	0	0	97.0	95
Hourly Total	350	27	0	0	3	1	1	383	382
18:00 - 18:15	94	8	0	0	0	0	1	102.4	103
18:15 - 18:30	56	3	0	0	0	0	0	59.0	59
18:30 - 18:45	58	4	0	0	0	0	3	63.2	65
18:45 - 19:00	70	4	0	0	0	0	1	74.4	75
Hourly Total	278	19	0	0	0	0	5	299	302
Session Total	881	65	2	0	3	3	8	958	962

To B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
19	3	0	0	0	0	1	22.4	23
35	4	3	1	0	0	1	46.2	44
20	4	0	0	0	0	0	24.0	24
51	6	1	1	0	0	0	60.8	59
125	17	4	2	0	0	2	154	150
41	1	0	0	0	0	0	42.0	42
60	5	2	0	0	1	0	68.2	68
99	5	1	0	0	1	0	105.7	106
50	4	1	0	1	0	0	57.5	56
250	15	4	0	1	2	0	273	272
53	4	2	0	0	0	0	60.0	59
29	6	0	0	0	0	1	35.4	36
43	6	2	0	0	0	1	52.4	52
46	6	1	0	1	0	0	55.5	54
171	22	5	0	1	0	2	204	201
546	54	13	2	2	2	4	631	623
63	12	2	1	1	0	0	82.3	79
57	5	0	0	2	0	0	66.0	64
43	8	0	0	1	0	0	53.0	52
60	4	0	0	0	1	0	64.2	65
223	29	2	1	4	1	0	265	260
58	8	0	0	0	1	1	66.6	68
48	2	0	0	1	0	1	52.4	52
60	2	0	0	1	1	0	64.2	64
66	2	0	0	0	0	0	68.0	68
232	14	0	0	2	2	2	251	252
60	3	0	0	0	1	1	63.6	65
53	4	0	0	0	1	0	57.2	58
29	1	0	0	0	0	1	30.4	31
44	2	0	0	0	0	0	46.0	46
186	10	0	0	0	2	2	197	200
641	53	2	1	6	5	4	713	712



Chiswell Green Lane, Chiswell Green - Manual Traffic Survey: Thursday, 09 September 2021

Produced by Streetwise Services Ltd.

Junction: A - (North) B4630 Watford Road / B - Tippendell Lane / C - Access Road / D - (South) B4630 Watford Road

Approach: C - Access Road

TIME	C to D								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
07:00 - 07:15	1	0	0	0	0	0	0	1.0	1
07:15 - 07:30	1	1	1	0	0	0	0	3.5	3
07:30 - 07:45	1	1	0	0	0	0	0	2.0	2
07:45 - 08:00	1	0	1	0	0	0	0	2.5	2
Hourly Total	4	2	2	0	0	0	0	9	8
08:00 - 08:15	2	1	0	0	0	0	0	3.0	3
08:15 - 08:30	1	0	0	0	0	0	0	1.0	1
08:30 - 08:45	1	1	0	0	0	0	0	2.0	2
08:45 - 09:00	0	1	0	0	0	0	0	1.0	1
Hourly Total	4	3	0	0	0	0	0	7	7
09:00 - 09:15	3	1	0	0	0	0	0	4.0	4
09:15 - 09:30	2	0	0	0	0	0	0	2.0	2
09:30 - 09:45	3	1	0	0	0	0	0	4.0	4
09:45 - 10:00	3	0	0	0	0	0	0	3.0	3
Hourly Total	11	2	0	0	0	0	0	13	13
Session Total	19	7	2	0	0	0	0	29	28
16:00 - 16:15	7	0	0	0	0	0	0	7.0	7
16:15 - 16:30	1	0	0	0	0	0	0	1.0	1
16:30 - 16:45	1	0	0	0	0	0	0	1.0	1
16:45 - 17:00	0	2	0	0	0	0	0	2.0	2
Hourly Total	9	2	0	0	0	0	0	11	11
17:00 - 17:15	2	1	0	0	0	0	0	3.0	3
17:15 - 17:30	1	0	0	0	0	0	0	1.0	1
17:30 - 17:45	0	1	0	0	0	0	0	1.0	1
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	3	2	0	0	0	0	0	5	5
18:00 - 18:15	1	0	0	0	0	0	0	1.0	1
18:15 - 18:30	1	0	0	0	0	0	0	1.0	1
18:30 - 18:45	3	0	0	0	0	0	0	3.0	3
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	5	0	0	0	0	0	0	5	5
Session Total	17	4	0	0	0	0	0	21	21

C to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	1	0	0	0	0	0	1.0	1
1	2	0	0	0	0	0	3.0	3
2	0	0	0	0	0	0	2.0	2
0	1	0	0	0	0	0	1.0	1
3	4	0	0	0	0	0	7	7
2	0	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2
5	0	0	0	0	0	0	5	5
1	0	0	0	0	0	0	1.0	1
3	1	0	0	0	0	0	4.0	4
0	1	0	0	0	0	0	1.0	1
3	0	0	0	0	0	0	3.0	3
7	2	0	0	0	0	0	9	9
15	6	0	0	0	0	0	21	21
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	1	0	0	0	0	0	2.0	2
2	0	0	0	0	0	0	2.0	2
4	1	0	0	0	0	0	5	5
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
3	0	0	0	0	0	0	3	3
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
5	0	0	0	0	0	0	5	5
12	1	0	0	0	0	0	13	13

C to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
1	1	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
3	1	0	0	0	0	0	4	4
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
5	0	0	0	0	0	0	5	5
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
2	0	1	0	0	0	0	3.5	3
0	0	0	0	0	0	0	0.0	0
3	0	1	0	0	0	0	5	4
11	1	1	0	0	0	0	14	13
2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
4	0	0	0	0	0	0	4	4
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
4	0	0	0	0	0	0	4	4
1	1	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
4	1	0	0	0	0	0	5	5
12	1	0	0	0	0	0	13	13

From C									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	2	2	0	0	0	0	0	4.0	4
07:15 - 07:30	3	3	1	0	0	0	0	7.5	7
07:30 - 07:45	3	1	0	0	0	0	0	4.0	4
07:45 - 08:00	2	1	1	0	0	0	0	4.5	4
Hourly Total	10	7	2	0	0	0	0	20	19
08:00 - 08:15	5	1	0	0	0	0	0	6.0	6
08:15 - 08:30	3	0	0	0	0	0	0	3.0	3
08:30 - 08:45	2	1	0	0	0	0	0	3.0	3
08:45 - 09:00	4	1	0	0	0	0	0	5.0	5
Hourly Total	14	3	0	0	0	0	0	17	17
09:00 - 09:15	5	1	0	0	0	0	0	6.0	6
09:15 - 09:30	5	1	0	0	0	0	0	6.0	6
09:30 - 09:45	5	2	1	0	0	0	0	8.5	8
09:45 - 10:00	6	0	0	0	0	0	0	6.0	6
Hourly Total	21	4	1	0	0	0	0	27	26
Session Total	45	14	3	0	0	0	0	64	62
16:00 - 16:15	10	0	0	0	0	0	0	10.0	10
16:15 - 16:30	1	0	0	0	0	0	0	1.0	1
16:30 - 16:45	3	1	0	0	0	0	0	4.0	4
16:45 - 17:00	3	2	0	0	0	0	0	5.0	5
Hourly Total	17	3	0	0	0	0	0	20	20
17:00 - 17:15	3	1	0	0	0	0	0	4.0	4
17:15 - 17:30	5	0	0	0	0	0	0	5.0	5
17:30 - 17:45	1	1	0	0	0	0	0	2.0	2
17:45 - 18:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	10	2	0	0	0	0	0	12	12
18:00 - 18:15	3	1	0	0	0	0	0	4.0	4
18:15 - 18:30	3	0	0	0	0	0	0	3.0	3
18:30 - 18:45	7	0	0	0	0	0	0	7.0	7
18:45 - 19:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	14	1	0	0	0	0	0	15	15
Session Total	41	6	0	0	0	0	0	47	47

To C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
4	1	0	0	0	0	0	5.0	5
2	3	1	0	0	0	0	6.5	6
3	3	1	0	0	0	0	7.5	7
2	0	0	0	0	0	0	2.0	2
11	7	2	0	0	0	0	21	20
5	1	0	0	0	0	0	6.0	6
4	0	0	0	0	0	0	4.0	4
2	0	0	0	0	0	0	2.0	2
9	1	0	0	0	0	0	10.0	10
20	2	0	0	0	0	0	22	22
7	1	0	0	0	0	0	8.0	8
4	1	0	0	0	0	0	5.0	5
4	0	1	0	0	0	0	5.5	5
5	0	0	0	0	0	0	5.0	5
20	2	1	0	0	0	0	24	23
51	11	3	0	0	0	0	67	65
6	0	0	0	0	0	0	6.0	6
1	1	0	0	0	0	0	2.0	2
4	1	0	0	0	0	0	5.0	5
3	1	0	0	0	0	0	4.0	4
14	3	0	0	0	0	0	17	17
5	1	0	0	0	0	0	6.0	6
4	1	0	0	0	0	0	5.0	5
0	0	0	0	0	0	0	0.0	0
1	1	0	0	0	0	0	2.0	2
10	3	0	0	0	0	0	13	13
2	1	0	0	0	0	0	3.0	3
4	0	0	0	0	0	0	4.0	4
6	0	0	0	0	0	0	6.0	6
2	1	0	0	0	0	0	3.0	3
14	2	0	0	0	0	0	16	16
38	8	0	0	0	0	0	46	46



Chiswell Green Lane, Chiswell Green - Manual Traffic Survey: Thursday, 09 September 2021

Produced by Streetwise Services Ltd.

Junction: A - (North) B4630 Watford Road / B - Tippendell Lane / C - Access Road / D - (South) B4630 Watford Road

Approach: D - (South) B4630 Watford Road

TIME	D to A								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
07:00 - 07:15	49	13	0	0	2	0	2	66.8	66
07:15 - 07:30	89	11	2	0	4	0	0	111.0	106
07:30 - 07:45	134	24	2	0	2	0	1	165.4	163
07:45 - 08:00	171	21	3	0	0	1	1	197.1	197
Hourly Total	443	69	7	0	8	1	4	541	532
08:00 - 08:15	92	16	2	2	1	0	0	117.6	113
08:15 - 08:30	105	10	1	0	1	0	1	118.9	118
08:30 - 08:45	108	14	0	0	0	0	0	122.0	122
08:45 - 09:00	91	10	2	0	1	0	4	107.6	108
Hourly Total	396	50	5	2	3	0	5	467	461
09:00 - 09:15	82	14	3	0	0	0	2	101.3	101
09:15 - 09:30	63	11	2	1	1	0	1	81.7	79
09:30 - 09:45	83	12	2	0	2	0	1	102.4	100
09:45 - 10:00	64	10	3	1	0	0	2	81.6	80
Hourly Total	292	47	10	2	3	0	6	367	360
Session Total	1131	166	22	4	14	1	15	1375	1353
16:00 - 16:15	118	14	3	3	2	0	0	147.4	140
16:15 - 16:30	119	12	1	0	0	1	2	133.5	135
16:30 - 16:45	140	22	1	1	1	1	2	168.8	168
16:45 - 17:00	134	17	0	1	0	0	1	153.7	153
Hourly Total	511	65	5	5	3	2	5	604	596
17:00 - 17:15	123	14	2	0	3	0	0	146.0	142
17:15 - 17:30	147	21	2	1	2	2	4	179.3	179
17:30 - 17:45	158	19	1	0	1	0	3	181.7	182
17:45 - 18:00	188	31	1	1	1	1	2	225.8	225
Hourly Total	616	85	6	2	7	3	9	734	728
18:00 - 18:15	151	24	1	1	1	0	1	181.2	179
18:15 - 18:30	130	12	0	0	2	0	0	146.0	144
18:30 - 18:45	128	6	1	0	1	0	0	137.5	136
18:45 - 19:00	146	10	0	0	1	0	3	159.2	160
Hourly Total	555	52	2	1	5	0	4	624	619
Session Total	1682	202	13	8	15	5	18	1962	1943

D to B

CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
9	2	0	0	0	0	1	11.4	12
16	3	1	1	0	0	1	23.2	22
10	0	0	0	0	0	0	10.0	10
15	4	0	0	0	0	0	19.0	19
50	9	1	1	0	0	2	64	63
11	1	0	0	0	0	0	12.0	12
8	2	1	0	0	0	0	11.5	11
23	2	0	0	0	0	0	25.0	25
9	0	1	0	0	0	0	10.5	10
51	5	2	0	0	0	0	59	58
14	1	0	0	0	0	0	15.0	15
4	3	0	0	0	0	0	7.0	7
14	2	0	0	0	0	1	16.4	17
23	2	1	0	0	0	0	26.5	26
55	8	1	0	0	0	1	65	65
156	22	4	1	0	0	3	188	186
10	6	1	0	0	0	0	17.5	17
18	0	0	0	0	0	0	18.0	18
6	4	0	0	0	0	0	10.0	10
8	3	0	0	0	0	0	11.0	11
42	13	1	0	0	0	0	57	56
14	1	0	0	0	0	1	15.4	16
15	0	0	0	0	0	0	15.0	15
13	0	0	0	0	0	0	13.0	13
15	0	0	0	0	0	0	15.0	15
57	1	0	0	0	0	1	58	59
17	1	0	0	0	0	0	18.0	18
14	2	0	0	0	0	0	16.0	16
12	0	0	0	0	0	0	12.0	12
12	0	0	0	0	0	0	12.0	12
55	3	0	0	0	0	0	58	58
154	17	1	0	0	0	1	173	173

D to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
1	1	0	0	0	0	0	2.0	2
0	2	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
3	3	0	0	0	0	0	6	6
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
3	1	0	0	0	0	0	4.0	4
6	1	0	0	0	0	0	7	7
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	1	0	0	0	0	2.5	2
2	0	0	0	0	0	0	2.0	2
4	0	1	0	0	0	0	6	5
13	4	1	0	0	0	0	19	18
2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2
4	0	0	0	0	0	0	4	4
1	0	0	0	0	0	0	1.0	1
1	1	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1.0	1
2	2	0	0	0	0	0	4	4
2	1	0	0	0	0	0	3.0	3
0	0	0	0	0	0	0	0.0	0
4	0	0	0	0	0	0	4.0	4
0	0	0	0	0	0	0	0.0	0
6	1	0	0	0	0	0	7	7
12	3	0	0	0	0	0	15	15

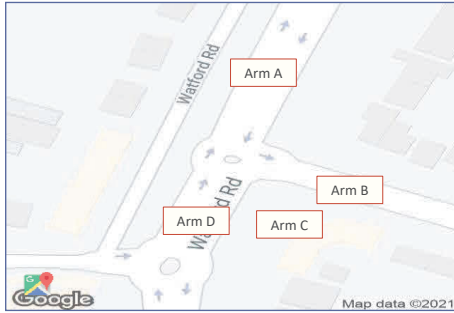
From D									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	59	16	0	0	2	0	3	80.2	80
07:15 - 07:30	105	16	3	1	4	0	1	136.2	130
07:30 - 07:45	145	24	2	0	2	0	1	176.4	174
07:45 - 08:00	187	25	3	0	0	1	1	217.1	217
Hourly Total	496	81	8	1	8	1	6	609	601
08:00 - 08:15	104	17	2	2	1	0	0	130.6	126
08:15 - 08:30	115	12	2	0	1	0	1	132.4	131
08:30 - 08:45	132	16	0	0	0	0	0	148.0	148
08:45 - 09:00	104	11	3	0	1	0	4	123.1	123
Hourly Total	455	56	7	2	3	0	5	535	528
09:00 - 09:15	97	15	3	0	0	0	2	117.3	117
09:15 - 09:30	69	14	2	1	1	0	1	90.7	88
09:30 - 09:45	98	14	3	0	2	0	2	121.3	119
09:45 - 10:00	89	12	4	1	0	0	2	110.1	108
Hourly Total	353	55	12	2	3	0	7	440	432
Session Total	1304	192	27	5	14	1	18	1584	1561
16:00 - 16:15	130	20	4	3	2	0	0	166.9	159
16:15 - 16:30	137	12	1	0	0	1	2	151.5	153
16:30 - 16:45	146	26	1	1	1	1	2	178.8	178
16:45 - 17:00	144	20	0	1	0	0	1	166.7	166
Hourly Total	557	78	6	5	3	2	5	664	656
17:00 - 17:15	138	15	2	0	3	0	1	162.4	159
17:15 - 17:30	163	22	2	1	2	2	4	196.3	196
17:30 - 17:45	171	19	1	0	1	0	3	194.7	195
17:45 - 18:00	204	32	1	1	1	1	2	242.8	242
Hourly Total	676	88	6	2	7	3	10	797	792
18:00 - 18:15	170	26	1	1	1	0	1	202.2	200
18:15 - 18:30	144	14	0	0	2	0	0	162.0	160
18:30 - 18:45	144	6	1	0	1	0	0	153.5	152
18:45 - 19:00	158	10	0	0	1	0	3	171.2	172
Hourly Total	616	56	2	1	5	0	4	689	684
Session Total	1849	222	14	8	15	5	19	2150	2132

To D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
83	19	4	1	0	1	2	111.3	110
112	20	5	0	1	0	1	141.9	139
108	20	1	2	1	2	2	137.3	136
97	12	5	1	0	0	0	118.8	115
400	71	15	4	2	3	5	510	500
117	23	2	0	5	0	0	153.0	147
135	10	2	0	0	2	0	148.4	149
123	18	1	1	3	0	1	151.2	147
111	10	2	0	0	0	1	124.4	124
486	61	7	1	8	2	2	577	567
116	22	3	1	1	2	2	148.0	147
107	14	2	1	1	0	1	128.7	126
95	14	2	0	2	0	1	116.4	114
100	10	1	1	0	0	1	114.2	113
418	60	8	3	4	2	5	507	500
1304	192	30	8	14	7	12	1594	1567
127	13	3	0	1	0	2	147.3	146
118	18	0	0	1	1	1	138.6	139
121	8	1	0	3	1	1	137.1	135
132	21	0	0	1	0	1	155.4	155
498	60	4	0	6	2	5	578	575
148	12	0	0	1	0	1	162.4	162
117	6	1	0	1	2	3	128.1	130
150	13	1	0	1	1	3	167.9	169
157	7	0	0	1	0	0	166.0	165
572	38	2	0	4	3	7	625	626
148	8	1	0	1	1	3	160.9	162
114	6	0	0	2	0	1	124.4	123
93	5	2	0	1	0	2	103.8	103
92	4	0	0	1	0	1	98.4	98
447	23	3	0	5	1	7	488	486
1517	121	9	0	15	6	19	1691	1687

Chiswell Green Lane, Chiswell Green - Manual Traffic Survey: Thursday, 09 September 2021

Produced by Streetwise Services Ltd.

Junction: A - (North) B4630 Watford Road / B - Tippendell Lane / C - Access Road / D - (South) B4630 Watford Road



Matrix Totals:

Show single Session:

Custom Start / End:

Show Peak Times:

		Arm Destination					
		A	B	C	D	Total	% Total
Arm Origin	A	2	950	39	2646	3637	100.00%
	B	1297	0	39	554	1890	100.00%
	C	34	26	0	49	109	100.00%
	D	3296	359	33	5	3693	100.00%
Total		4629	1335	111	3254		
% Total		100.00%	100.00%	100.00%	100.00%		

Classifications	Include
CAR	Yes
LGV	Yes
OGV1	Yes
OGV2	Yes
BUS	Yes
P/CYCLE	Yes
M/CYCLE	Yes



Chiswell Green Lane, Chiswell Green - Queue Length Survey: Thursday, 09 September 2021

Produced by Streetwise Services Ltd.

Junction: A - (North) B4630 Watford Road / B - Tippendell Lane / C - Access Road / D - (South) B4630 Watford Road

Survey Period	A - (North) B4630 Watford Road	B - Tippendell Lane	C - Access Road	D - (South) B4630 Watford Road	
	Lane 1	Lane 1	Lane 1	Lane 1	Lane 2
	MAX	MAX	MAX	MAX	MAX
07:00 - 07:05	0	1	0	0	0
07:05 - 07:10	0	1	2	0	0
07:10 - 07:15	1	3	1	1	0
07:15 - 07:20	2	2	0	0	0
07:20 - 07:25	2	0	1	1	0
07:25 - 07:30	1	1	1	1	0
07:30 - 07:35	0	3	1	3	0
07:35 - 07:40	1	1	0	1	0
07:40 - 07:45	1	5	1	2	0
07:45 - 07:50	2	5	1	2	0
07:50 - 07:55	0	4	0	4	0
07:55 - 08:00	4	5	1	3	0
08:00 - 08:05	1	6	0	2	0
08:05 - 08:10	3	19	1	4	0
08:10 - 08:15	5	24	1	6	0
08:15 - 08:20	2	6	1	4	0
08:20 - 08:25	1	11	1	5	0
08:25 - 08:30	3	4	1	5	0
08:30 - 08:35	9	8	1	4	0
08:35 - 08:40	3	8	1	5	0
08:40 - 08:45	2	4	0	5	0
08:45 - 08:50	1	2	0	2	0
08:50 - 08:55	1	2	1	2	0
08:55 - 09:00	5	6	1	0	0
09:00 - 09:05	3	2	2	1	1
09:05 - 09:10	1	5	0	0	0
09:10 - 09:15	3	6	0	0	0
09:15 - 09:20	0	3	1	0	0
09:20 - 09:25	0	4	1	0	0
09:25 - 09:30	1	3	1	4	1
09:30 - 09:35	6	3	1	1	0
09:35 - 09:40	1	2	2	2	0
09:40 - 09:45	1	2	1	2	0
09:45 - 09:50	3	1	1	1	1
09:50 - 09:55	1	2	1	0	0
09:55 - 10:00	0	1	1	0	0
16:00 - 16:05	4	1	1	1	0
16:05 - 16:10	2	2	1	0	0
16:10 - 16:15	3	4	1	1	1
16:15 - 16:20	1	2	0	0	0
16:20 - 16:25	0	3	0	0	0
16:25 - 16:30	3	3	0	4	0
16:30 - 16:35	2	6	1	2	0
16:35 - 16:40	4	3	1	2	0
16:40 - 16:45	2	2	1	1	0
16:45 - 16:50	3	3	2	2	0
16:50 - 16:55	4	2	0	1	0
16:55 - 17:00	2	4	1	1	0
17:00 - 17:05	1	5	0	2	0
17:05 - 17:10	1	5	0	3	0
17:10 - 17:15	1	6	1	2	0
17:15 - 17:20	6	3	0	2	1
17:20 - 17:25	3	5	1	1	0
17:25 - 17:30	4	3	1	6	0
17:30 - 17:35	3	7	0	2	1
17:35 - 17:40	1	7	0	5	0
17:40 - 17:45	2	5	0	5	0
17:45 - 17:50	1	6	0	5	0
17:50 - 17:55	2	4	0	2	0
17:55 - 18:00	2	5	1	5	0
18:00 - 18:05	3	4	0	5	0
18:05 - 18:10	1	8	1	5	0
18:10 - 18:15	3	3	0	1	0
18:15 - 18:20	2	4	1	1	0
18:20 - 18:25	1	2	0	0	0
18:25 - 18:30	1	3	1	1	0
18:30 - 18:35	1	7	0	2	0
18:35 - 18:40	2	3	1	1	0
18:40 - 18:45	2	4	1	1	0
18:45 - 18:50	1	4	0	2	0
18:50 - 18:55	3	2	1	5	0
18:55 - 19:00	4	1	0	1	0



Chiswell Green Lane, Chiswell Green - Manual Traffic Survey: Thursday, 09 September 2021

Produced by Streetwise Services Ltd.

Junction: A - (North) B4630 Watford Road / B - (South) B4630 Watford Road / C - Chiswell Green Ln

CLASSIFICATION	PCU
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0
P/CYCLE	0.2
M/CYCLE	0.4



Chiswell Green Lane, Chiswell Green - Manual Traffic Survey: Thursday, 09 September 2021

Produced by Streetwise Services Ltd.

Junction: A - (North) B4630 Watford Road / B - (South) B4630 Watford Road / C - Chiswell Green Ln

Approach: A - (North) B4630 Watford Road

TIME	A to B								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
07:00 - 07:15	76	13	4	0	0	1	2	96.0	96
07:15 - 07:30	96	17	4	1	1	0	0	123.3	119
07:30 - 07:45	96	18	0	2	1	2	1	121.4	120
07:45 - 08:00	79	8	4	0	0	0	1	93.4	92
Hourly Total	347	56	12	3	2	3	4	435	427
08:00 - 08:15	92	15	2	0	5	0	0	120.0	114
08:15 - 08:30	100	6	3	0	0	1	0	110.7	110
08:30 - 08:45	89	12	0	0	3	0	1	107.4	105
08:45 - 09:00	92	6	1	0	0	0	1	99.9	100
Hourly Total	373	39	6	0	8	1	2	438	429
09:00 - 09:15	97	16	2	1	1	1	0	120.5	118
09:15 - 09:30	90	11	1	1	1	0	0	106.8	104
09:30 - 09:45	89	12	2	0	2	0	2	108.8	107
09:45 - 10:00	93	7	1	1	0	0	1	104.2	103
Hourly Total	369	46	6	3	4	1	3	440	432
Session Total	1089	141	24	6	14	5	9	1313	1288
16:00 - 16:15	110	9	3	0	1	0	2	126.3	125
16:15 - 16:30	99	13	0	0	1	1	1	114.6	115
16:30 - 16:45	94	6	0	0	3	0	1	106.4	104
16:45 - 17:00	110	17	0	0	1	0	1	129.4	129
Hourly Total	413	45	3	0	6	1	5	477	473
17:00 - 17:15	124	7	0	0	1	0	0	133.0	132
17:15 - 17:30	99	5	1	0	1	2	2	108.7	110
17:30 - 17:45	120	9	1	0	1	1	3	133.9	135
17:45 - 18:00	138	6	0	0	1	0	0	146.0	145
Hourly Total	481	27	2	1	4	3	5	522	523
18:00 - 18:15	116	9	1	0	1	1	1	129.1	129
18:15 - 18:30	93	5	0	0	2	0	1	102.4	101
18:30 - 18:45	78	4	2	0	1	0	2	87.8	87
18:45 - 19:00	81	4	0	0	1	0	0	87.0	86
Hourly Total	368	22	3	0	5	1	4	407	403
Session Total	1262	94	8	1	15	5	14	1406	1399

A to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
10	4	0	0	0	0	0	14.0	14
13	2	1	0	0	0	1	16.9	17
7	3	1	0	0	0	0	11.5	11
16	4	0	1	0	0	0	22.3	21
46	13	2	1	0	0	1	64	63
26	8	0	0	0	0	0	34.0	34
34	4	0	0	0	1	0	38.2	39
35	6	1	1	0	0	0	44.8	43
14	4	1	0	0	0	0	19.5	19
109	22	2	1	0	1	0	136	135
16	7	1	0	0	1	2	25.5	27
14	3	1	0	0	0	0	18.5	18
7	2	0	0	0	0	0	9.0	9
6	3	0	0	0	0	0	9.0	9
43	15	2	0	0	1	2	62	63
198	50	6	2	0	2	3	262	261
12	4	0	0	0	0	0	16.0	16
22	4	0	0	0	0	0	26.0	26
25	3	1	0	0	1	0	29.7	30
22	3	0	0	0	0	0	25.0	25
81	14	1	0	0	1	0	97	97
26	3	0	0	0	0	1	29.4	30
18	2	0	0	0	0	1	20.4	21
26	4	0	0	0	0	0	30.0	30
19	1	0	0	0	0	0	20.0	20
89	10	0	0	0	0	2	100	101
33	1	0	0	0	0	2	34.8	36
18	1	0	0	0	0	0	19.0	19
18	1	0	0	0	0	0	19.0	19
11	1	0	0	0	0	1	12.4	13
80	4	0	0	0	0	3	85	87
250	28	1	0	0	1	5	282	285

From A									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	86	17	4	0	0	1	2	110.0	110
07:15 - 07:30	109	19	5	1	1	0	1	140.2	136
07:30 - 07:45	103	21	1	2	1	2	1	132.9	131
07:45 - 08:00	95	12	4	1	0	0	1	115.7	113
Hourly Total	393	69	14	4	2	3	5	499	490
08:00 - 08:15	118	23	2	0	5	0	0	154.0	148
08:15 - 08:30	134	10	3	0	0	2	0	148.9	149
08:30 - 08:45	124	18	1	1	3	0	1	152.2	148
08:45 - 09:00	107	10	2	0	0	0	1	120.4	120
Hourly Total	483	61	8	1	8	2	2	575	565
09:00 - 09:15	113	23	3	1	1	2	2	146.0	145
09:15 - 09:30	104	14	2	1	1	0	0	125.3	122
09:30 - 09:45	97	14	2	0	2	0	2	118.8	117
09:45 - 10:00	99	10	1	1	0	0	1	113.2	112
Hourly Total	413	61	8	3	4	2	5	503	496
Session Total	1289	191	30	8	14	7	12	1577	1551
16:00 - 16:15	122	13	3	0	1	0	2	142.3	141
16:15 - 16:30	121	17	0	0	1	1	1	140.6	141
16:30 - 16:45	119	9	1	0	3	1	1	136.1	134
16:45 - 17:00	132	20	0	0	1	0	1	154.4	154
Hourly Total	494	59	4	0	6	2	5	573	570
17:00 - 17:15	150	10	0	0	1	0	1	162.4	162
17:15 - 17:30	117	7	1	0	1	2	3	129.1	131
17:30 - 17:45	146	13	1	0	1	1	3	163.9	165
17:45 - 18:00	157	7	0	0	1	0	0	166.0	165
Hourly Total	570	37	2	0	4	3	7	622	623
18:00 - 18:15	150	10	1	0	1	1	3	164.9	166
18:15 - 18:30	111	6	0	0	2	0	1	121.4	120
18:30 - 18:45	96	5	2	0	1	0	2	106.8	106
18:45 - 19:00	92	5	0	0	1	0	1	99.4	99
Hourly Total	449	26	3	0	5	1	7	493	491
Session Total	1513	122	9	0	15	6	19	1688	1684

To A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
60	16	0	0	2	0	3	81.2	81
108	15	3	2	4	0	1	140.5	133
149	22	2	0	2	0	1	178.4	176
189	23	3	0	0	1	1	217.1	217
506	76	8	2	8	1	6	617	607
107	18	2	1	1	0	0	132.3	129
117	12	2	0	1	0	1	134.4	133
129	15	0	0	0	0	0	144.0	144
107	12	3	0	1	0	4	127.1	127
460	57	7	1	3	0	5	538	533
95	15	3	0	0	0	2	115.3	115
72	14	2	1	1	0	1	93.7	91
98	14	3	0	2	0	2	121.3	119
88	13	4	1	0	0	2	110.1	108
353	56	12	2	3	0	7	441	433
1319	189	27	5	14	1	18	1596	1573
130	22	3	3	2	0	0	167.4	160
136	14	1	0	0	1	2	152.5	154
148	27	1	1	1	1	2	181.8	181
148	18	0	1	0	0	1	168.7	168
562	81	5	5	3	2	5	671	663
141	16	2	0	3	0	1	166.4	163
166	22	2	1	2	2	4	199.3	199
173	19	1	0	1	0	3	196.7	197
206	29	1	1	1	1	2	241.8	241
686	86	6	2	7	3	10	805	800
173	24	2	1	1	0	1	204.7	202
145	14	0	0	2	0	0	163.0	161
150	6	1	0	1	0	0	159.5	158
156	10	0	0	1	0	3	169.2	170
624	54	3	1	5	0	4	697	691
1872	221	14	8	15	5	19	2173	2154



Chiswell Green Lane, Chiswell Green - Manual Traffic Survey: Thursday, 09 September 2021

Produced by Streetwise Services Ltd.

Junction: A - (North) B4630 Watford Road / B - (South) B4630 Watford Road / C - Chiswell Green Ln

Approach: B - (South) B4630 Watford Road

TIME	B to C								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
07:00 - 07:15	7	1	0	0	0	0	0	8.0	8
07:15 - 07:30	7	1	0	0	0	0	0	8.0	8
07:30 - 07:45	13	3	0	0	0	0	0	16.0	16
07:45 - 08:00	9	4	1	0	0	0	0	14.5	14
Hourly Total	36	9	1	0	0	0	0	47	46
08:00 - 08:15	38	3	0	0	0	0	0	41.0	41
08:15 - 08:30	59	7	0	0	0	0	0	66.0	66
08:30 - 08:45	36	3	0	0	0	0	0	39.0	39
08:45 - 09:00	5	0	0	0	0	0	0	5.0	5
Hourly Total	138	13	0	0	0	0	0	151	151
09:00 - 09:15	9	4	0	0	0	0	0	13.0	13
09:15 - 09:30	6	0	0	0	0	0	0	6.0	6
09:30 - 09:45	10	3	0	0	0	0	0	13.0	13
09:45 - 10:00	1	2	0	0	0	0	0	3.0	3
Hourly Total	26	9	0	0	0	0	0	35	35
Session Total	200	31	1	0	0	0	0	233	232
16:00 - 16:15	11	2	0	0	0	0	0	13.0	13
16:15 - 16:30	16	2	0	0	0	0	0	18.0	18
16:30 - 16:45	12	4	0	0	0	0	0	16.0	16
16:45 - 17:00	9	1	0	0	0	0	0	10.0	10
Hourly Total	48	9	0	0	0	0	0	57	57
17:00 - 17:15	12	1	0	0	0	0	0	13.0	13
17:15 - 17:30	18	0	0	0	0	0	1	18.4	19
17:30 - 17:45	12	1	0	0	0	0	0	13.0	13
17:45 - 18:00	19	1	0	0	0	0	0	20.0	20
Hourly Total	61	3	0	0	0	0	1	64	65
18:00 - 18:15	16	3	0	0	0	0	1	19.4	20
18:15 - 18:30	13	1	0	0	0	0	0	14.0	14
18:30 - 18:45	13	2	0	0	0	0	2	15.8	17
18:45 - 19:00	13	3	0	0	0	0	0	16.0	16
Hourly Total	55	9	0	0	0	0	3	65	67
Session Total	164	21	0	0	0	0	4	186	189

B to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
54	13	0	0	2	0	3	72.2	72
83	14	2	0	4	0	0	108.0	103
142	20	2	0	2	0	1	169.4	167
169	20	3	0	0	1	1	194.1	194
448	67	7	0	8	1	5	544	536
94	15	2	1	1	0	0	116.3	113
108	9	2	0	1	0	1	122.4	121
112	12	0	0	0	0	0	124.0	124
96	10	3	0	1	0	4	114.1	114
410	46	7	1	3	0	5	477	472
82	13	3	0	0	0	0	99.5	98
65	11	2	1	1	0	1	83.7	81
85	14	2	0	2	0	2	106.8	105
71	11	3	1	0	0	2	89.6	88
303	49	10	2	3	0	5	380	372
1161	162	24	3	14	1	15	1401	1380
116	14	2	3	2	0	0	143.9	137
119	12	1	0	0	1	2	133.5	135
136	26	1	1	1	1	2	168.8	168
130	15	0	1	0	0	1	147.7	147
501	67	4	5	3	2	5	594	587
127	14	2	0	3	0	0	150.0	146
140	21	2	1	2	2	1	171.1	169
147	19	1	0	1	0	3	170.7	171
188	26	1	1	1	1	2	220.8	220
602	80	6	2	7	3	6	713	706
154	22	2	1	1	0	0	183.3	180
131	12	0	0	2	0	0	147.0	145
129	5	1	0	1	0	0	137.5	136
141	8	0	0	1	0	2	151.8	152
555	47	3	1	5	0	2	620	613
1658	194	13	8	15	5	13	1927	1906

B to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	1	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1.0	1
0	2	0	0	0	0	0	2	2
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	1	0	0	0	0	0	2	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	3	0	0	0	0	0	4	4

From B									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	61	14	0	0	2	0	3	80.2	80
07:15 - 07:30	90	15	2	0	4	0	0	116.0	111
07:30 - 07:45	155	23	2	0	2	0	1	185.4	183
07:45 - 08:00	178	24	4	0	0	1	1	208.6	208
Hourly Total	484	76	8	0	8	1	5	590	582
08:00 - 08:15	132	18	2	1	1	0	0	157.3	154
08:15 - 08:30	167	16	2	0	1	0	1	188.4	187
08:30 - 08:45	148	15	0	0	0	0	0	163.0	163
08:45 - 09:00	102	10	3	0	1	0	4	120.1	120
Hourly Total	549	59	7	1	3	0	5	629	624
09:00 - 09:15	91	17	3	0	0	0	0	112.5	111
09:15 - 09:30	71	11	2	1	1	0	1	89.7	87
09:30 - 09:45	95	17	2	0	2	0	2	119.8	118
09:45 - 10:00	72	13	3	1	0	0	2	92.6	91
Hourly Total	329	58	10	2	3	0	5	415	407
Session Total	1362	193	25	3	14	1	15	1634	1613
16:00 - 16:15	127	17	2	3	2	0	0	157.9	151
16:15 - 16:30	135	14	1	0	0	1	2	151.5	153
16:30 - 16:45	148	30	1	1	1	1	2	184.8	184
16:45 - 17:00	139	17	0	1	0	0	1	158.7	158
Hourly Total	549	78	4	5	3	2	5	653	646
17:00 - 17:15	140	15	2	0	3	0	0	164.0	160
17:15 - 17:30	158	21	2	1	2	2	2	189.5	188
17:30 - 17:45	159	21	1	0	1	0	3	184.7	185
17:45 - 18:00	207	27	1	1	1	1	2	240.8	240
Hourly Total	664	84	6	2	7	3	7	780	773
18:00 - 18:15	170	25	2	1	1	0	1	202.7	200
18:15 - 18:30	144	13	0	0	2	0	0	161.0	159
18:30 - 18:45	142	7	1	0	1	0	2	153.3	153
18:45 - 19:00	154	11	0	0	1	0	2	167.8	168
Hourly Total	610	56	3	1	5	0	5	685	680
Session Total	1823	218	13	8	15	5	17	2118	2099

To B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
82	14	4	0	0	1	2	103.0	103
102	17	4	1	1	0	0	129.3	125
104	18	0	2	1	2	1	129.4	128
87	8	4	0	0	0	1	101.4	100
375	57	12	3	2	3	4	464	456
100	17	2	0	5	0	0	130.0	124
111	7	3	0	0	1	0	122.7	122
101	13	0	0	3	0	1	120.4	118
100	7	1	0	0	0	1	108.9	109
412	44	6	0	8	1	2	482	473
99	18	2	1	1	1	0	124.5	122
98	11	2	1	1	0	1	116.7	114
98	13	2	0	2	0	2	118.8	117
99	9	2	1	0	0	1	113.7	112
394	51	8	3	4	1	4	474	465
1181	152	26	6	14	5	10	1420	1394
121	12	3	0	1	0	2	140.3	139
106	13	0	0	1	1	1	121.6	122
107	10	0	0	3	0	1	123.4	121
114	20	0	0	1	0	1	136.4	136
448	55	3	0	6	1	5	522	518
140	7	0	0	1	0	0	149.0	148
113	6	1	0	1	2	3	124.1	126
129	11	1	0	1	1	3	144.9	146
150	6	0	0	1	0	0	158.0	157
532	30	2	0	4	3	6	576	577
124	10	1	0	1	1	1	138.1	138
105	6	0	0	2	0	1	115.4	114
94	6	2	0	1	0	3	106.2	106
91	5	0	0	1	0	1	98.4	98
414	27	3	0	5	1	6	458	456
1394	112	8	0	15	5	17	1556	1551



Chiswell Green Lane, Chiswell Green - Manual Traffic Survey: Thursday, 09 September 2021

Produced by Streetwise Services Ltd.

Junction: A - (North) B4630 Watford Road / B - (South) B4630 Watford Road / C - Chiswell Green Ln

Approach: C - Chiswell Green Ln

TIME	C to A								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
07:00 - 07:15	6	3	0	0	0	0	0	9.0	9
07:15 - 07:30	25	1	1	2	0	0	1	32.5	30
07:30 - 07:45	7	2	0	0	0	0	0	9.0	9
07:45 - 08:00	20	3	0	0	0	0	0	23.0	23
Hourly Total	58	9	1	2	0	0	1	74	71
08:00 - 08:15	13	3	0	0	0	0	0	16.0	16
08:15 - 08:30	9	3	0	0	0	0	0	12.0	12
08:30 - 08:45	17	3	0	0	0	0	0	20.0	20
08:45 - 09:00	10	2	0	0	0	0	0	12.0	12
Hourly Total	49	11	0	0	0	0	0	60	60
09:00 - 09:15	13	2	0	0	0	0	2	15.8	17
09:15 - 09:30	7	3	0	0	0	0	0	10.0	10
09:30 - 09:45	12	0	1	0	0	0	0	13.5	13
09:45 - 10:00	17	2	1	0	0	0	0	20.5	20
Hourly Total	49	7	2	0	0	0	2	60	60
Session Total	156	27	3	2	0	0	3	194	191
16:00 - 16:15	14	8	1	0	0	0	0	23.5	23
16:15 - 16:30	17	2	0	0	0	0	0	19.0	19
16:30 - 16:45	12	1	0	0	0	0	0	13.0	13
16:45 - 17:00	18	3	0	0	0	0	0	21.0	21
Hourly Total	61	14	1	0	0	0	0	77	76
17:00 - 17:15	14	2	0	0	0	0	1	16.4	17
17:15 - 17:30	26	1	0	0	0	0	3	28.2	30
17:30 - 17:45	26	0	0	0	0	0	0	26.0	26
17:45 - 18:00	18	3	0	0	0	0	0	21.0	21
Hourly Total	84	6	0	0	0	0	4	92	94
18:00 - 18:15	18	2	0	0	0	0	1	20.4	21
18:15 - 18:30	14	2	0	0	0	0	0	16.0	16
18:30 - 18:45	21	1	0	0	0	0	0	22.0	22
18:45 - 19:00	15	2	0	0	0	0	1	17.4	18
Hourly Total	68	7	0	0	0	0	2	76	77
Session Total	213	27	1	0	0	0	6	245	247

C to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
6	1	0	0	0	0	0	7.0	7
6	0	0	0	0	0	0	6.0	6
8	0	0	0	0	0	0	8.0	8
8	0	0	0	0	0	0	8.0	8
28	1	0	0	0	0	0	29	29
8	2	0	0	0	0	0	10.0	10
11	1	0	0	0	0	0	12.0	12
12	1	0	0	0	0	0	13.0	13
7	1	0	0	0	0	0	8.0	8
38	5	0	0	0	0	0	43	43
2	2	0	0	0	0	0	4.0	4
8	0	1	0	0	0	1	9.9	10
9	1	0	0	0	0	0	10.0	10
6	2	1	0	0	0	0	9.5	9
25	5	2	0	0	0	1	33	33
91	11	2	0	0	0	1	105	105
11	2	0	0	0	0	0	13.0	13
7	0	0	0	0	0	0	7.0	7
13	4	0	0	0	0	0	17.0	17
4	2	0	0	0	0	0	6.0	6
35	8	0	0	0	0	0	43	43
15	0	0	0	0	0	0	15.0	15
14	1	0	0	0	0	1	15.4	16
9	1	0	0	0	0	0	10.0	10
12	0	0	0	0	0	0	12.0	12
50	2	0	0	0	0	1	52	53
8	1	0	0	0	0	0	9.0	9
12	1	0	0	0	0	0	13.0	13
16	2	0	0	0	0	1	18.4	19
10	1	0	0	0	0	1	11.4	12
46	5	0	0	0	0	2	52	53
131	15	0	0	0	0	3	147	149

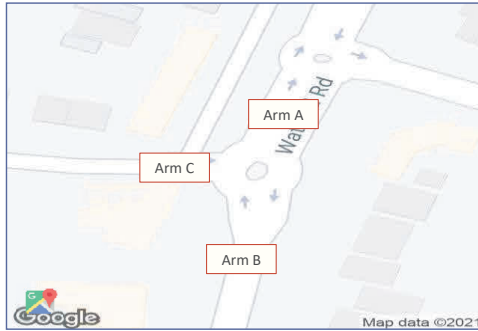
From C									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	12	4	0	0	0	0	0	16.0	16
07:15 - 07:30	31	1	1	2	0	0	1	38.5	36
07:30 - 07:45	15	2	0	0	0	0	0	17.0	17
07:45 - 08:00	28	3	0	0	0	0	0	31.0	31
Hourly Total	86	10	1	2	0	0	1	103	100
08:00 - 08:15	21	5	0	0	0	0	0	26.0	26
08:15 - 08:30	20	4	0	0	0	0	0	24.0	24
08:30 - 08:45	29	4	0	0	0	0	0	33.0	33
08:45 - 09:00	17	3	0	0	0	0	0	20.0	20
Hourly Total	87	16	0	0	0	0	0	103	103
09:00 - 09:15	15	4	0	0	0	0	2	19.8	21
09:15 - 09:30	15	3	1	0	0	0	1	19.9	20
09:30 - 09:45	21	1	1	0	0	0	0	23.5	23
09:45 - 10:00	23	4	2	0	0	0	0	30.0	29
Hourly Total	74	12	4	0	0	0	3	93	93
Session Total	247	38	5	2	0	0	4	299	296
16:00 - 16:15	25	10	1	0	0	0	0	36.5	36
16:15 - 16:30	24	2	0	0	0	0	0	26.0	26
16:30 - 16:45	25	5	0	0	0	0	0	30.0	30
16:45 - 17:00	22	5	0	0	0	0	0	27.0	27
Hourly Total	96	22	1	0	0	0	0	120	119
17:00 - 17:15	29	2	0	0	0	0	1	31.4	32
17:15 - 17:30	40	2	0	0	0	0	4	43.6	46
17:30 - 17:45	35	1	0	0	0	0	0	36.0	36
17:45 - 18:00	30	3	0	0	0	0	0	33.0	33
Hourly Total	134	8	0	0	0	0	5	144	147
18:00 - 18:15	26	3	0	0	0	0	1	29.4	30
18:15 - 18:30	26	3	0	0	0	0	0	29.0	29
18:30 - 18:45	37	3	0	0	0	0	1	40.4	41
18:45 - 19:00	25	3	0	0	0	0	2	28.8	30
Hourly Total	114	12	0	0	0	0	4	128	130
Session Total	344	42	1	0	0	0	9	392	396

To C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
17	5	0	0	0	0	0	22.0	22
20	3	1	0	0	0	1	24.9	25
20	6	1	0	0	0	0	27.5	27
25	8	1	1	0	0	0	36.8	35
82	22	3	1	0	0	1	111	109
64	11	0	0	0	0	0	75.0	75
93	11	0	0	0	1	0	104.2	105
71	9	1	1	0	0	0	83.8	82
19	4	1	0	0	0	0	24.5	24
247	35	2	1	0	1	0	287	286
25	11	1	0	0	1	2	38.5	40
20	3	1	0	0	0	0	24.5	24
17	5	0	0	0	0	0	22.0	22
7	5	0	0	0	0	0	12.0	12
69	24	2	0	0	1	2	97	98
398	81	7	2	0	2	3	495	493
23	6	0	0	0	0	0	29.0	29
38	6	0	0	0	0	0	44.0	44
37	7	1	0	0	1	0	45.7	46
31	4	0	0	0	0	0	35.0	35
129	23	1	0	0	1	0	154	154
38	4	0	0	0	0	1	42.4	43
36	2	0	0	0	0	2	38.8	40
38	5	0	0	0	0	0	43.0	43
38	2	0	0	0	0	0	40.0	40
150	13	0	0	0	0	3	164	166
49	4	0	0	0	0	3	54.2	56
31	2	0	0	0	0	0	33.0	33
31	3	0	0	0	0	2	34.8	36
24	4	0	0	0	0	1	28.4	29
135	13	0	0	0	0	6	150	154
414	49	1	0	0	1	9	468	474

Chiswell Green Lane, Chiswell Green - Manual Traffic Survey: Thursday, 09 September 2021

Produced by Streetwise Services Ltd.

Junction: A - (North) B4630 Watford Road / B - (South) B4630 Watford Road / C - Chiswell Green Ln



Matrix Totals:

Show single Session:

Custom Start / End:

Show Peak Times:

		Arm Destination				
		A	B	C	Total	% Total
Arm Origin	A	3	2686	546	3235	100.00%
	B	3286	5	421	3712	100.00%
	C	438	254	0	692	100.00%
	Total	3727	2945	967		
% Total		100.00%	100.00%	100.00%		

Classifications	Include
CAR	Yes
LGV	Yes
OGV1	Yes
OGV2	Yes
BUS	Yes
P/CYCLE	Yes
M/CYCLE	Yes



Chiswell Green Lane, Chiswell Green: Queue Length Survey - Thursday, 09 September 2021

Produced by Streetwise Services Ltd.

Junction: A - (North) B4630 Watford Road / B - (South) B4630 Watford Road / C - Chiswell Green Ln

A - (North) B4630 Watford Road / B4630 Watford Road - Chiswell Green Ln

Survey Period	Lane 1	Lane 1	Lane 1
	MAX	MAX	MAX
07:00 - 07:05	1	0	1
07:05 - 07:10	0	2	1
07:10 - 07:15	0	1	1
07:15 - 07:20	0	2	2
07:20 - 07:25	0	3	1
07:25 - 07:30	0	2	1
07:30 - 07:35	0	1	1
07:35 - 07:40	1	3	2
07:40 - 07:45	0	3	1
07:45 - 07:50	0	4	1
07:50 - 07:55	2	3	2
07:55 - 08:00	0	5	3
08:00 - 08:05	2	6	3
08:05 - 08:10	5	5	1
08:10 - 08:15	0	12	2
08:15 - 08:20	2	8	2
08:20 - 08:25	0	13	2
08:25 - 08:30	2	10	2
08:30 - 08:35	5	7	1
08:35 - 08:40	2	5	2
08:40 - 08:45	2	4	3
08:45 - 08:50	0	2	0
08:50 - 08:55	0	3	2
08:55 - 09:00	0	3	2
09:00 - 09:05	0	3	1
09:05 - 09:10	0	2	1
09:10 - 09:15	5	1	2
09:15 - 09:20	0	3	1
09:20 - 09:25	0	1	1
09:25 - 09:30	0	4	0
09:30 - 09:35	1	2	2
09:35 - 09:40	0	2	2
09:40 - 09:45	0	3	1
09:45 - 09:50	1	1	3
09:50 - 09:55	0	2	1
09:55 - 10:00	1	1	1
16:00 - 16:05	4	2	2
16:05 - 16:10	2	0	2
16:10 - 16:15	0	4	3
16:15 - 16:20	0	3	1
16:20 - 16:25	0	4	2
16:25 - 16:30	0	2	2
16:30 - 16:35	4	2	1
16:35 - 16:40	5	3	1
16:40 - 16:45	1	2	3
16:45 - 16:50	2	5	2
16:50 - 16:55	1	2	1
16:55 - 17:00	1	2	2
17:00 - 17:05	1	2	2
17:05 - 17:10	2	6	2
17:10 - 17:15	3	3	2
17:15 - 17:20	0	4	2
17:20 - 17:25	0	4	1
17:25 - 17:30	1	6	4
17:30 - 17:35	1	2	1
17:35 - 17:40	3	12	2
17:40 - 17:45	1	13	4
17:45 - 17:50	1	8	3
17:50 - 17:55	0	3	3
17:55 - 18:00	0	2	2
18:00 - 18:05	4	3	2
18:05 - 18:10	3	7	2
18:10 - 18:15	2	3	5
18:15 - 18:20	2	4	3
18:20 - 18:25	1	2	1
18:25 - 18:30	2	4	1
18:30 - 18:35	0	5	2
18:35 - 18:40	2	2	2
18:40 - 18:45	2	4	2
18:45 - 18:50	1	2	2
18:50 - 18:55	2	3	5
18:55 - 19:00	1	1	2

Appendix 5

Chiswell Green ATC

Produced by Streetwise Services Ltd.

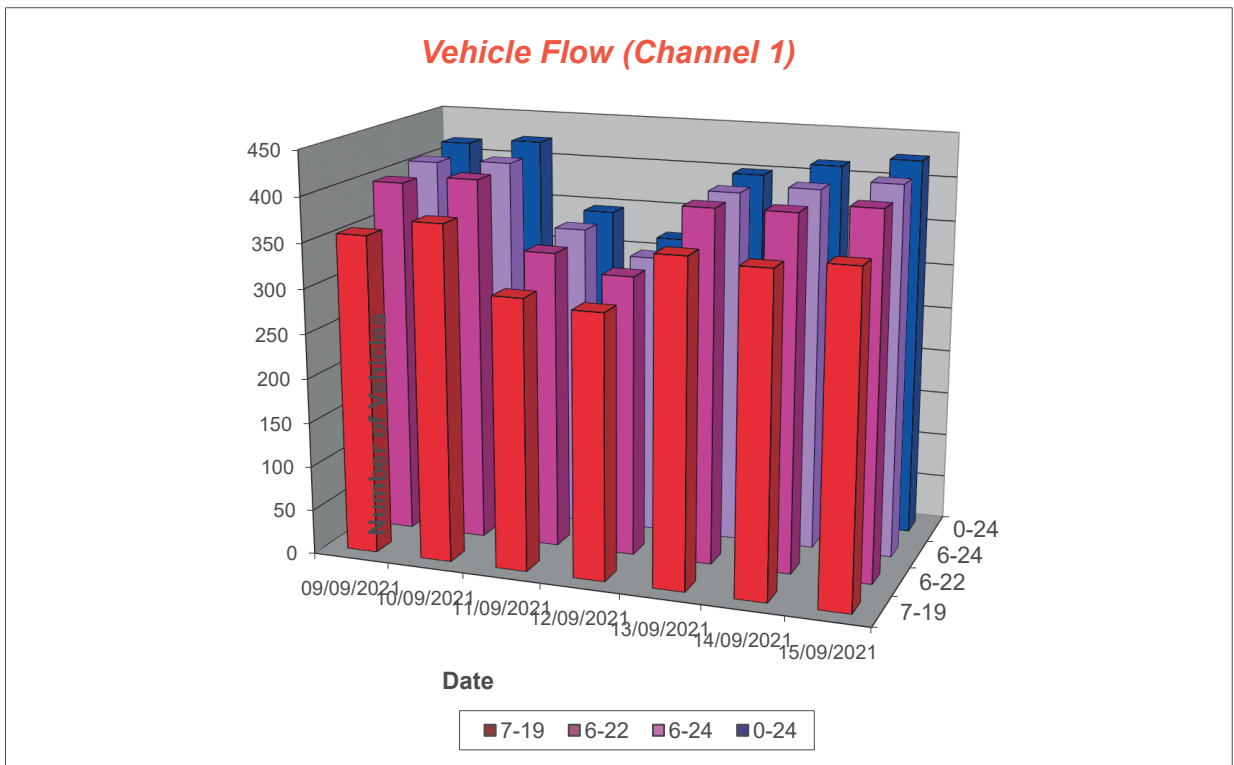


Channel 1 - Eastbound

Vehicle Flow

Week 1

Hr Ending	09/09/2021 Thursday	10/09/2021 Friday	11/09/2021 Saturday	12/09/2021 Sunday	13/09/2021 Monday	14/09/2021 Tuesday	15/09/2021 Wednesday	5 Day Ave	7 Day Ave
1	3	2	0	1	0	4	5	3	2
2	1	1	1	1	0	1	1	1	1
3	0	0	1	0	0	2	2	1	1
4	0	0	2	1	1	0	0	0	1
5	0	0	0	1	0	0	0	0	0
6	5	8	0	0	4	4	3	5	3
7	14	7	4	3	13	10	8	10	8
8	47	38	10	16	41	42	43	42	34
9	43	43	15	22	43	40	35	41	34
10	28	32	26	17	40	29	25	31	28
11	15	16	27	29	26	18	21	19	22
12	27	18	40	34	21	31	25	24	28
13	18	22	33	33	22	20	22	21	24
14	20	31	41	32	29	21	21	24	28
15	23	25	37	25	17	19	22	21	24
16	33	34	15	26	27	32	37	33	29
17	31	49	16	26	41	37	41	40	34
18	44	42	31	22	36	41	45	42	37
19	28	26	12	13	18	25	27	25	21
20	10	9	9	8	11	14	14	12	11
21	15	11	10	5	3	12	15	11	10
22	3	5	7	3	6	4	4	4	5
23	5	1	3	1	0	6	7	4	3
24	4	3	6	1	1	3	3	3	3
7-19	357	376	303	295	361	355	364	363	344
6-22	399	408	333	314	394	395	405	400	378
6-24	408	412	342	316	395	404	415	407	385
0-24	417	423	346	320	400	415	426	416	392



Chiswell Green ATC

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

Average Speed

Week 1

Hr Ending	09/09/2021 Thursday	10/09/2021 Friday	11/09/2021 Saturday	12/09/2021 Sunday	13/09/2021 Monday	14/09/2021 Tuesday	15/09/2021 Wednesday
1	24.7	25.5	-	23.0	-	24.2	24.0
2	18.0	18.0	23.0	18.0	-	18.0	18.0
3	-	-	23.0	-	-	23.0	23.0
4	-	-	25.5	28.0	28.0	-	-
5	-	-	-	23.0	-	-	-
6	27.0	30.5	-	-	26.8	26.8	24.7
7	25.9	23.0	25.5	21.3	24.2	25.0	24.9
8	24.8	22.7	22.5	24.2	24.2	25.0	25.3
9	22.1	22.5	22.3	22.9	24.2	21.2	21.4
10	22.3	19.8	18.7	20.6	23.7	20.9	22.2
11	23.3	22.1	22.3	21.1	21.3	23.3	23.0
12	22.0	19.9	23.4	20.5	22.4	21.8	20.9
13	21.4	22.5	20.9	21.2	24.1	21.4	21.7
14	21.6	20.1	21.0	21.3	20.8	21.4	20.7
15	23.7	22.3	23.9	21.5	23.6	23.8	24.4
16	23.6	23.6	22.3	18.9	22.1	23.6	23.8
17	22.7	23.2	23.0	21.0	24.1	22.2	22.1
18	23.6	21.8	20.1	23.0	22.9	23.9	23.0
19	22.8	22.8	21.8	19.9	24.1	23.2	23.2
20	23.0	26.3	21.3	23.6	24.8	23.4	23.0
21	25.3	19.5	20.5	22.0	23.0	23.8	23.7
22	24.7	23.0	22.3	23.0	24.7	25.5	25.5
23	20.0	28.0	19.7	23.0	-	19.7	18.7
24	21.8	23.0	24.7	23.0	48.0	21.3	21.3
10-12	22.5	20.9	23.0	20.8	21.8	22.3	21.8
14-16	23.6	23.0	23.5	20.2	22.7	23.7	24.0
0-24	23.2	22.3	21.9	21.4	23.4	22.8	22.8

7 Day Ave 22.5

85th Percentile

Hr Ending	09/09/2021 Thursday	10/09/2021 Friday	11/09/2021 Saturday	12/09/2021 Sunday	13/09/2021 Monday	14/09/2021 Tuesday	15/09/2021 Wednesday
1	28.7	28.5	-	23.8	-	28.2	28.3
2	18.5	18.3	23.3	18.4	-	18.1	18.1
3	-	-	23.0	-	-	23.1	23.6
4	-	-	28.3	28.3	29.0	-	-
5	-	-	-	23.9	-	-	-
6	33.6	33.6	-	-	28.1	33.3	28.2
7	33.3	23.6	33.4	28.6	33.4	28.1	28.9
8	28.3	28.3	28.3	28.6	28.4	28.0	28.1
9	28.8	28.3	28.9	28.4	28.5	28.5	28.4
10	28.0	23.8	24.0	23.1	28.2	23.7	28.3
11	28.8	28.8	28.4	28.6	23.5	33.5	33.9
12	28.8	23.6	28.3	23.7	28.3	28.8	28.8
13	28.7	29.0	28.2	23.9	28.6	28.1	28.3
14	28.0	23.9	28.2	28.8	23.5	28.2	23.7
15	33.4	28.2	28.6	28.0	28.2	33.7	33.3
16	28.9	28.7	23.4	23.5	28.9	28.5	28.1
17	28.8	29.0	28.4	28.9	28.7	28.4	28.0
18	28.4	28.2	28.7	28.4	28.5	28.1	28.3
19	24.0	28.5	23.3	23.7	28.4	23.7	23.8
20	28.9	28.1	28.6	28.5	33.1	28.9	28.3
21	28.1	24.0	28.2	28.5	23.8	28.5	28.2
22	28.9	28.7	28.2	28.5	28.5	28.1	28.5
23	28.4	28.0	23.6	23.4	-	28.8	18.8
24	28.5	28.6	28.1	23.4	48.8	28.4	28.3
10-12	28.8	28.1	28.5	28.3	28.6	28.5	28.0
14-16	28.1	28.1	28.9	23.1	28.8	28.5	33.5
0-24	28.6	28.8	28.3	28.2	28.0	28.2	28.2

7 Day Ave 28.3

Chiswell Green ATC

Produced by Streetwise Services Ltd.

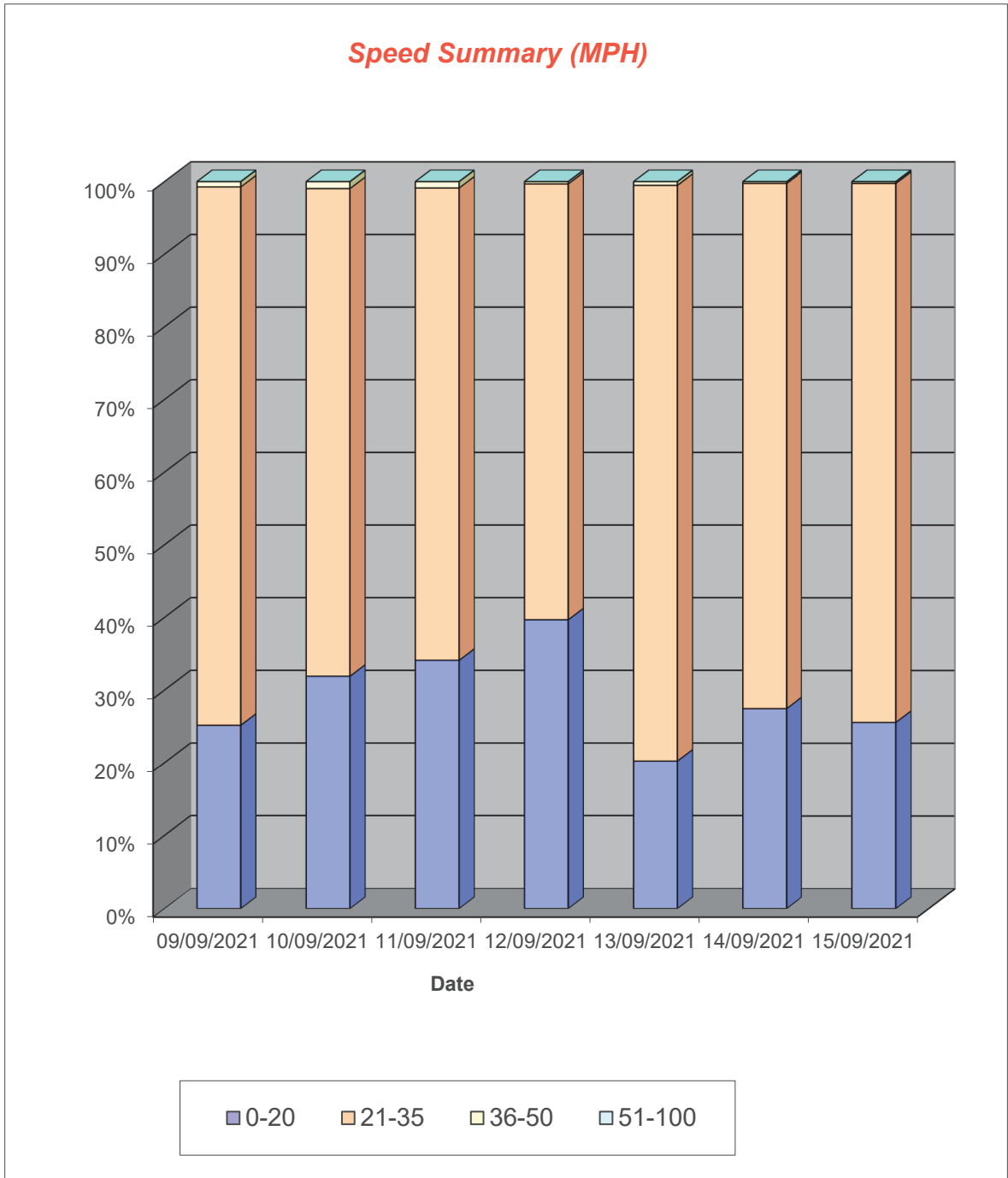


Channel 1 - Eastbound

Speed Summary

Week 1

Speed (MPH)	09/09/2021 Thursday	10/09/2021 Friday	11/09/2021 Saturday	12/09/2021 Sunday	13/09/2021 Monday	14/09/2021 Tuesday	15/09/2021 Wednesday
0-20	105	135	118	127	81	114	109
21-35	309	284	225	192	317	300	316
36-50	3	4	3	1	2	1	1
51-100	0	0	0	0	0	0	0
TOTAL	417	423	346	320	400	415	426



Chiswell Green ATC

Produced by Streetwise Services Ltd.



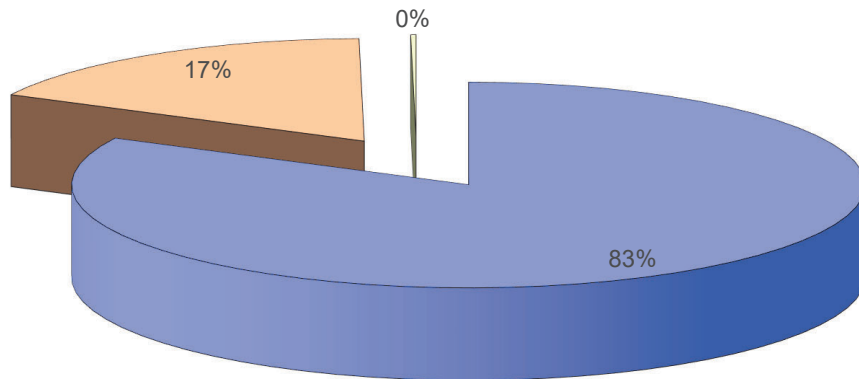
Channel 1 - Eastbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
09/09/2021				
7-19	277	79	1	357
6-22	314	84	1	399
6-24	322	85	1	408
0-24	330	86	1	417
10/09/2021				
7-19	295	81	0	376
6-22	323	85	0	408
6-24	326	86	0	412
0-24	336	87	0	423
11/09/2021				
7-19	265	38	0	303
6-22	291	42	0	333
6-24	300	42	0	342
0-24	304	42	0	346
12/09/2021				
7-19	270	24	1	295
6-22	287	26	1	314
6-24	288	27	1	316
0-24	292	27	1	320
13/09/2021				
7-19	286	75	0	361
6-22	314	80	0	394
6-24	315	80	0	395
0-24	319	81	0	400
14/09/2021				
7-19	284	70	1	355
6-22	320	74	1	395
6-24	327	76	1	404
0-24	335	78	2	415
15/09/2021				
7-19	296	67	1	364
6-22	334	70	1	405
6-24	342	72	1	415
0-24	350	74	2	426
Average				
7-19	282	62	1	344
6-22	312	66	1	378
6-24	317	67	1	385
0-24	324	68	1	392

Total Vehicle Class Distribution



Chiswell Green ATC

Produced by Streetwise Services Ltd.

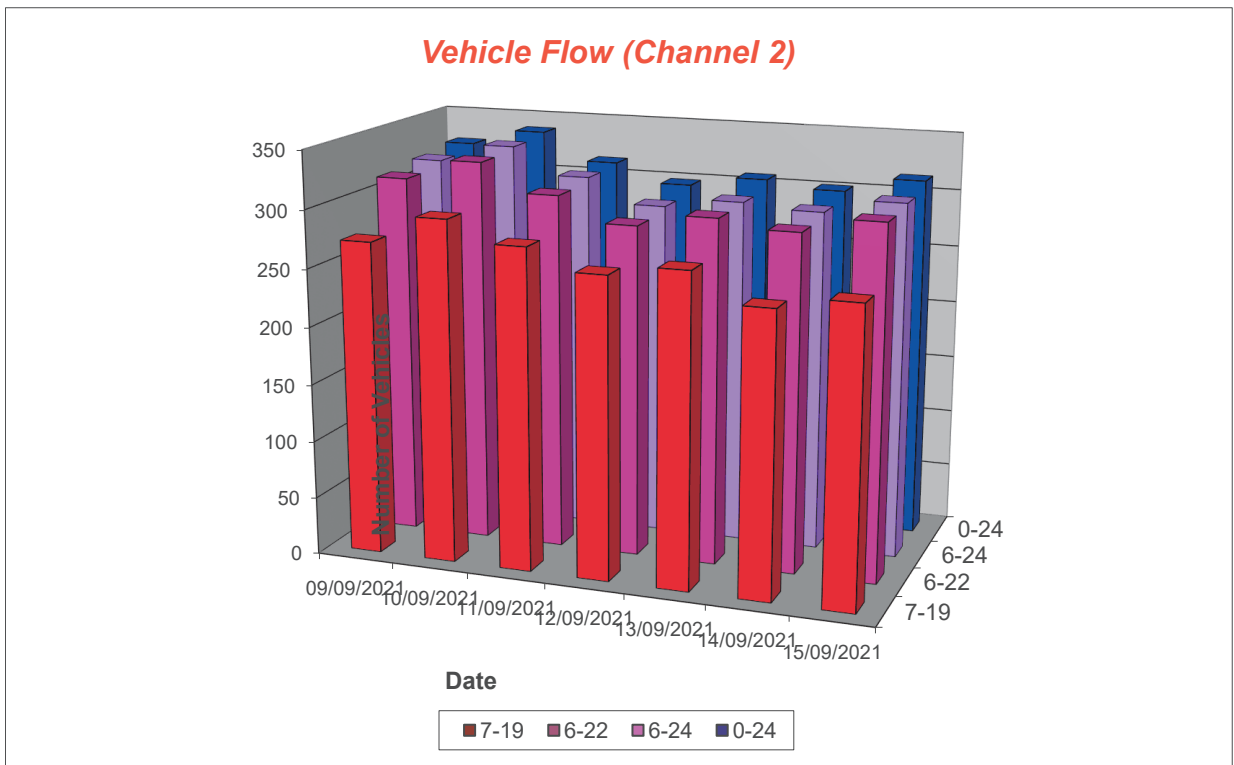


Channel 2 - Westbound

Vehicle Flow

Week 1

Hr Ending	09/09/2021 Thursday	10/09/2021 Friday	11/09/2021 Saturday	12/09/2021 Sunday	13/09/2021 Monday	14/09/2021 Tuesday	15/09/2021 Wednesday	5 Day Ave	7 Day Ave
1	1	1	0	1	0	1	1	1	1
2	2	0	1	1	2	2	3	2	2
3	0	0	0	1	0	0	0	0	0
4	0	0	1	1	1	0	0	0	0
5	0	0	0	3	0	0	0	0	0
6	2	2	0	0	5	3	3	3	2
7	8	12	7	1	10	9	11	10	8
8	27	26	9	7	31	25	26	27	22
9	30	31	11	9	24	29	24	28	23
10	13	20	20	22	30	10	14	17	18
11	16	15	32	25	21	16	18	17	20
12	23	21	27	27	14	20	19	19	22
13	25	28	25	31	19	18	23	23	24
14	19	25	37	24	22	18	20	21	24
15	20	23	14	25	14	16	21	19	19
16	17	21	20	23	20	17	8	17	18
17	29	36	26	25	26	29	27	29	28
18	25	29	30	23	24	23	26	25	26
19	28	21	27	19	24	23	28	25	24
20	18	13	15	18	12	21	21	17	17
21	14	8	7	4	7	14	16	12	10
22	2	3	1	4	0	3	2	2	2
23	3	1	3	2	1	2	2	2	2
24	2	2	1	2	0	2	1	1	1
7-19	272	296	278	260	269	244	254	267	268
6-22	314	332	308	287	298	291	304	308	305
6-24	319	335	312	291	299	295	307	311	308
0-24	324	338	314	298	307	301	314	317	314



Chiswell Green ATC

Produced by Streetwise Services Ltd.



Channel 2 - Westbound

Average Speed

Week 1

Hr Ending	09/09/2021 Thursday	10/09/2021 Friday	11/09/2021 Saturday	12/09/2021 Sunday	13/09/2021 Monday	14/09/2021 Tuesday	15/09/2021 Wednesday
1	28.0	28.0	-	33.0	-	28.0	28.0
2	23.0	-	33.0	28.0	25.5	23.0	23.0
3	-	-	-	18.0	-	-	-
4	-	-	28.0	28.0	28.0	-	-
5	-	-	-	23.0	-	-	-
6	25.5	25.5	-	-	23.0	24.7	24.7
7	23.6	25.1	26.6	28.0	25.0	23.0	22.5
8	23.3	23.8	21.9	23.0	27.2	22.2	22.3
9	24.2	25.9	24.4	22.4	24.3	23.8	23.7
10	22.0	20.0	21.4	22.8	25.2	20.7	19.0
11	23.0	23.1	20.6	20.8	24.3	23.6	24.4
12	21.3	19.5	23.7	20.6	25.1	21.1	21.5
13	22.7	20.7	20.9	20.4	24.3	22.3	21.4
14	23.5	19.4	20.1	19.5	21.6	24.1	24.2
15	24.6	21.7	22.3	21.8	25.5	24.4	25.5
16	25.1	24.2	22.5	22.6	22.6	25.4	24.9
17	24.7	24.8	24.9	20.6	22.7	24.9	25.4
18	26.0	23.7	22.3	18.8	24.0	25.4	23.8
19	21.4	24.0	24.9	22.1	24.5	20.8	21.2
20	23.6	23.9	22.3	22.4	24.2	23.0	23.2
21	21.4	22.4	22.3	21.8	21.9	21.4	21.9
22	25.5	21.3	33.0	20.5	-	23.0	25.5
23	23.0	23.0	23.0	20.5	18.0	20.5	20.5
24	23.0	20.5	18.0	25.5	-	23.0	18.0
10-12	22.0	21.0	22.0	20.7	24.6	22.2	22.9
14-16	24.8	22.9	22.4	22.2	23.8	24.9	25.3
0-24	23.5	22.9	22.5	21.3	24.3	23.2	23.1

7 Day Ave 23.0

85th Percentile

Hr Ending	09/09/2021 Thursday	10/09/2021 Friday	11/09/2021 Saturday	12/09/2021 Sunday	13/09/2021 Monday	14/09/2021 Tuesday	15/09/2021 Wednesday
1	28.9	28.4	-	33.1	-	29.0	28.4
2	23.6	-	33.3	28.1	28.3	23.6	23.1
3	-	-	-	18.2	-	-	-
4	-	-	28.3	28.0	28.4	-	-
5	-	-	-	23.7	-	-	-
6	28.8	28.8	-	-	28.4	28.9	29.0
7	28.9	28.8	38.2	28.5	28.9	28.7	28.8
8	28.3	28.7	23.5	23.6	33.1	28.4	28.7
9	28.5	28.7	33.2	28.2	28.6	33.7	33.4
10	28.1	29.0	28.6	28.5	33.3	28.1	28.0
11	28.6	23.3	28.4	23.7	28.1	28.8	33.2
12	28.4	23.5	28.9	23.8	33.2	28.7	28.2
13	29.0	23.4	28.5	28.4	28.1	28.5	28.5
14	28.1	28.7	28.2	23.9	28.4	28.2	28.4
15	28.9	28.2	28.7	28.7	29.0	28.2	33.1
16	28.6	28.4	28.7	28.1	28.5	28.3	28.3
17	28.3	28.5	33.6	28.6	28.5	33.8	33.6
18	33.1	33.8	28.8	28.7	29.0	28.1	28.8
19	23.5	28.5	28.2	23.0	28.2	23.5	23.5
20	28.2	28.4	23.8	28.4	28.4	23.8	23.3
21	29.0	23.5	23.2	28.4	28.4	28.8	28.9
22	33.1	28.2	34.0	23.3	-	33.3	33.4
23	28.0	23.6	28.1	24.0	18.3	24.0	23.3
24	28.3	28.5	18.1	28.8	-	28.8	18.8
10-12	28.5	23.7	28.8	23.7	33.5	28.7	28.2
14-16	28.9	28.9	28.4	28.4	28.1	28.9	33.4
0-24	28.5	28.4	28.5	28.7	28.5	28.9	28.2

7 Day Ave 28.5

Chiswell Green ATC

Produced by Streetwise Services Ltd.

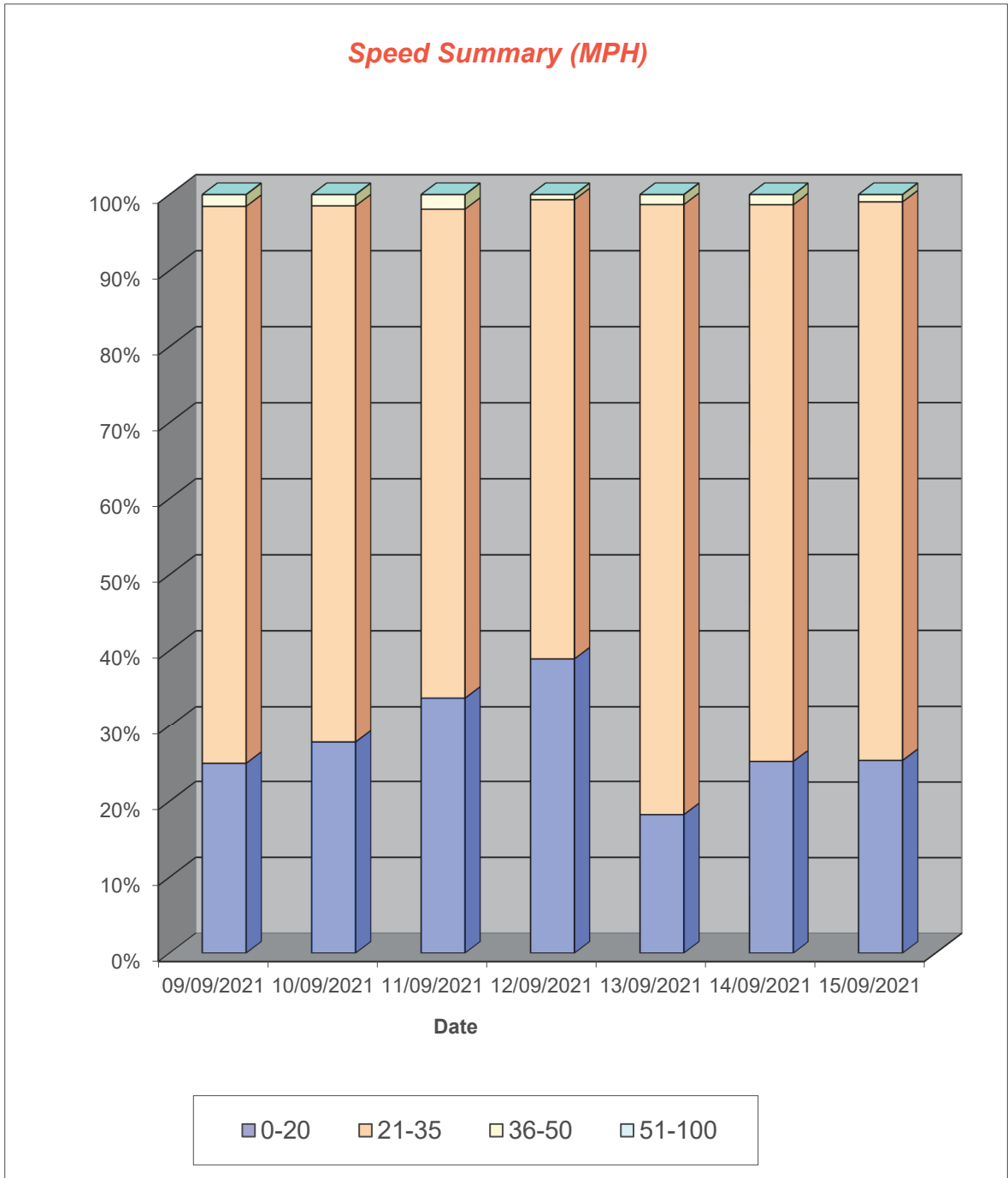


Channel 2 - Westbound

Speed Summary

Week 1

Speed (MPH)	09/09/2021 Thursday	10/09/2021 Friday	11/09/2021 Saturday	12/09/2021 Sunday	13/09/2021 Monday	14/09/2021 Tuesday	15/09/2021 Wednesday
0-20	81	94	106	116	56	76	80
21-35	238	239	202	180	247	221	231
36-50	5	5	6	2	4	4	3
51-100	0	0	0	0	0	0	0
TOTAL	324	338	314	298	307	301	314



Chiswell Green ATC

Produced by Streetwise Services Ltd.



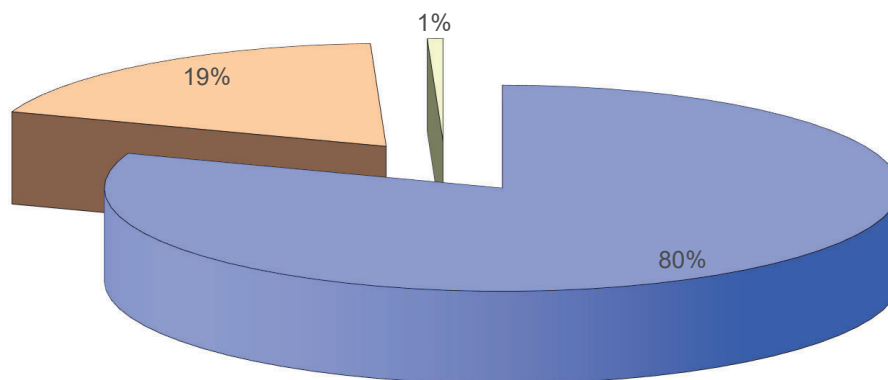
Channel 2 - Westbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
09/09/2021				
7-19	212	60	0	272
6-22	245	69	0	314
6-24	249	70	0	319
0-24	250	72	2	324
10/09/2021				
7-19	241	55	0	296
6-22	273	59	0	332
6-24	274	61	0	335
0-24	276	62	0	338
11/09/2021				
7-19	244	32	2	278
6-22	268	38	2	308
6-24	272	38	2	312
0-24	274	38	2	314
12/09/2021				
7-19	239	21	0	260
6-22	265	22	0	287
6-24	268	23	0	291
0-24	271	27	0	298
13/09/2021				
7-19	210	58	1	269
6-22	233	64	1	298
6-24	234	64	1	299
0-24	240	66	1	307
14/09/2021				
7-19	183	61	0	244
6-22	219	71	1	291
6-24	222	72	1	295
0-24	223	74	4	301
15/09/2021				
7-19	192	62	0	254
6-22	230	73	1	304
6-24	232	74	1	307
0-24	233	76	5	314
Average				
7-19	217	50	0	268
6-22	248	57	1	305
6-24	250	57	1	308
0-24	252	59	2	314

Total Vehicle Class Distribution





Channel 1 - Eastbound

	09/09/2021 Thursday	10/09/2021 Friday	11/09/2021 Saturday	12/09/2021 Sunday	13/09/2021 Monday	14/09/2021 Tuesday	15/09/2021 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	417	423	346	320	400	415	426	416	392
Mean Speed	23.2	22.3	21.9	21.4	23.4	22.8	22.8	22.9	22.5
85%ile Speed	28.6	28.6	28.3	28.2	28.0	28.2	28.2	28.4	28.3
No. Vehicles > 30 MPH Limit	25	17	10	7	23	20	19	21	17
% Vehicles > 30 MPH Limit	6.0	4.0	2.9	2.2	5.8	4.8	4.5	5.0	4.3
No. Vehicles > 45 MPH	0	0	0	0	1	0	0	0	0
% Vehicles > 45 MPH	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.1	0.0

Channel 2 - Westbound

	09/09/2021 Thursday	10/09/2021 Friday	11/09/2021 Saturday	12/09/2021 Sunday	13/09/2021 Monday	14/09/2021 Tuesday	15/09/2021 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	324	338	314	298	307	301	314	317	314
Mean Speed	23.5	22.9	22.5	21.3	24.3	23.2	23.1	23.4	23.0
85%ile Speed	28.5	28.4	28.5	28.7	28.5	28.9	28.2	28.5	28.5
No. Vehicles > 30 MPH Limit	25	20	26	7	32	22	23	24	22
% Vehicles > 30 MPH Limit	7.7	5.9	8.3	2.3	10.4	7.3	7.3	7.7	7.0
No. Vehicles > 45 MPH	0	0	0	0	0	0	0	0	0
% Vehicles > 45 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Channels 1+2 - Eastbound & Westbound

	09/09/2021 Thursday	10/09/2021 Friday	11/09/2021 Saturday	12/09/2021 Sunday	13/09/2021 Monday	14/09/2021 Tuesday	15/09/2021 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	741	761	660	618	707	716	740	733	706
Mean Speed	23.4	22.6	22.2	21.4	23.9	23.0	23.0	23.2	22.8
85%ile Speed	28.6	28.6	28.4	28.5	28.3	28.6	28.2	28.4	28.4
No. Vehicles > 30 MPH Limit	50	37	36	14	55	42	42	45	39
% Vehicles > 30 MPH Limit	6.7	4.9	5.5	2.3	7.8	5.9	5.7	6.2	5.5
No. Vehicles > 45 MPH	0	0	0	0	1	0	0	0	0
% Vehicles > 45 MPH	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van Taxi	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer
1	Light Goods Vehicle	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer
1	Car or Light Goods Vehicle + 1 Axle Caravan or Trailer	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer
1	Car or Light Goods Vehicle + 2 Axle Caravan or Trailer	7	Artic, 2 Axle Tractor + 1 Axle Semi-Trailer
2	Rigid 2 Axle Heavy Goods Vehicle	8	Artic, 2 Axle Tractor + 2 Axle Semi-Trailer
3	Rigid 3 Axle Heavy Goods Vehicle	9	Artic, 2 Axle Tractor + 3 Axle Semi-Trailer
3	Rigid 3 Axle Heavy Goods Vehicle	10	Artic, 3 Axle Tractor + 1 Axle Semi-Trailer
4	Rigid 4 Axle Heavy Goods Vehicle	10	Artic, 3 Axle Tractor + 2 Axle Semi-Trailer
4	Rigid 4 Axle Heavy Goods Vehicle	11	Artic, 3 Axle Tractor + 3 Axle Semi-Trailer
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer	12	Bus or Coach, 2 Axle
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer	12	Bus or Coach, 3 Axle
5	Rigid 2 Axle HGV + 1 Axle Caravan or Trailer	13	Vehicle with 7 or more Axles

Chiswell Green ATC

Produced by Streetwise Services Ltd.



Channel 1 - Eastbound

	09/09/2021 Thursday	10/09/2021 Friday	11/09/2021 Saturday	12/09/2021 Sunday	13/09/2021 Monday	14/09/2021 Tuesday	15/09/2021 Wednesday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	252	251	274	234	239	255	262	252	252
Mean Speed	23.0	22.9	22.3	21.8	25.4	22.8	22.6	23.4	23.0
85%ile Speed	28.6	26.8	26.9	25.5	29.5	27.9	27.1	28.0	27.5
No. Vehicles > 30 MPH Limit	20	12	10	2	11	16	15	15	12
% Vehicles > 30 MPH Limit	7.9	4.8	3.6	0.9	4.6	6.3	5.7	5.9	4.8
No. Vehicles > 45 MPH	0	0	0	0	1	0	0	0	0
% Vehicles > 45 MPH	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.1	0.1

Channel 2 - Westbound

	09/09/2021 Thursday	10/09/2021 Friday	11/09/2021 Saturday	12/09/2021 Sunday	13/09/2021 Monday	14/09/2021 Tuesday	15/09/2021 Wednesday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	213	216	238	234	202	195	211	207	216
Mean Speed	23.5	22.6	23.9	23.1	23.9	23.1	22.9	23.2	23.3
85%ile Speed	28.2	26.9	28.5	26.3	28.4	27.7	27.5	27.8	27.7
No. Vehicles > 30 MPH Limit	12	7	18	6	18	8	11	11	11
% Vehicles > 30 MPH Limit	5.6	3.2	7.6	2.6	8.9	4.1	5.2	5.4	5.3
No. Vehicles > 45 MPH	0	0	0	0	0	0	0	0	0
% Vehicles > 45 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Channels 1+2 - Eastbound & Westbound

	09/09/2021 Thursday	10/09/2021 Friday	11/09/2021 Saturday	12/09/2021 Sunday	13/09/2021 Monday	14/09/2021 Tuesday	15/09/2021 Wednesday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	465	467	512	468	441	450	473	459	468
Mean Speed	23.3	22.8	23.1	22.5	24.7	22.9	22.8	23.3	23.1
85%ile Speed	28.4	26.9	27.7	25.9	28.9	27.8	27.3	27.9	27.6
No. Vehicles > 30 MPH Limit	32	19	28	8	29	24	26	26	24
% Vehicles > 30 MPH Limit	6.9	4.1	5.5	1.7	6.6	5.3	5.5	5.7	5.1
No. Vehicles > 45 MPH	0	0	0	0	1	0	0	0	0
% Vehicles > 45 MPH	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0

Note: All figures are based on data from the hours 0000-0700, 0900-1600 & 1800-2400.

Appendix 6



Indicative Unit Key:

- 6-unit apartment block
- 6 x 2-bed 61sqm flat
- 6-unit apartment block
- 3 x 1-bed 50sqm flat
- 3 x 2-bed 61sqm flat
- 1-bed dwelling - 56sqm
- 2-bed dwelling - 96sqm
- 3-bed dwelling - 114sqm

Indicative Total: **330 units**

Indicative Unit Mix: 182 x 3-bed - 55%
116 x 2-bed - 35%
32 x 1-bed - 10%

Indicative Area Analysis:

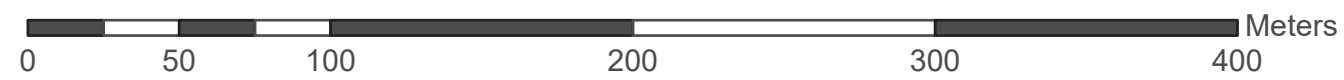
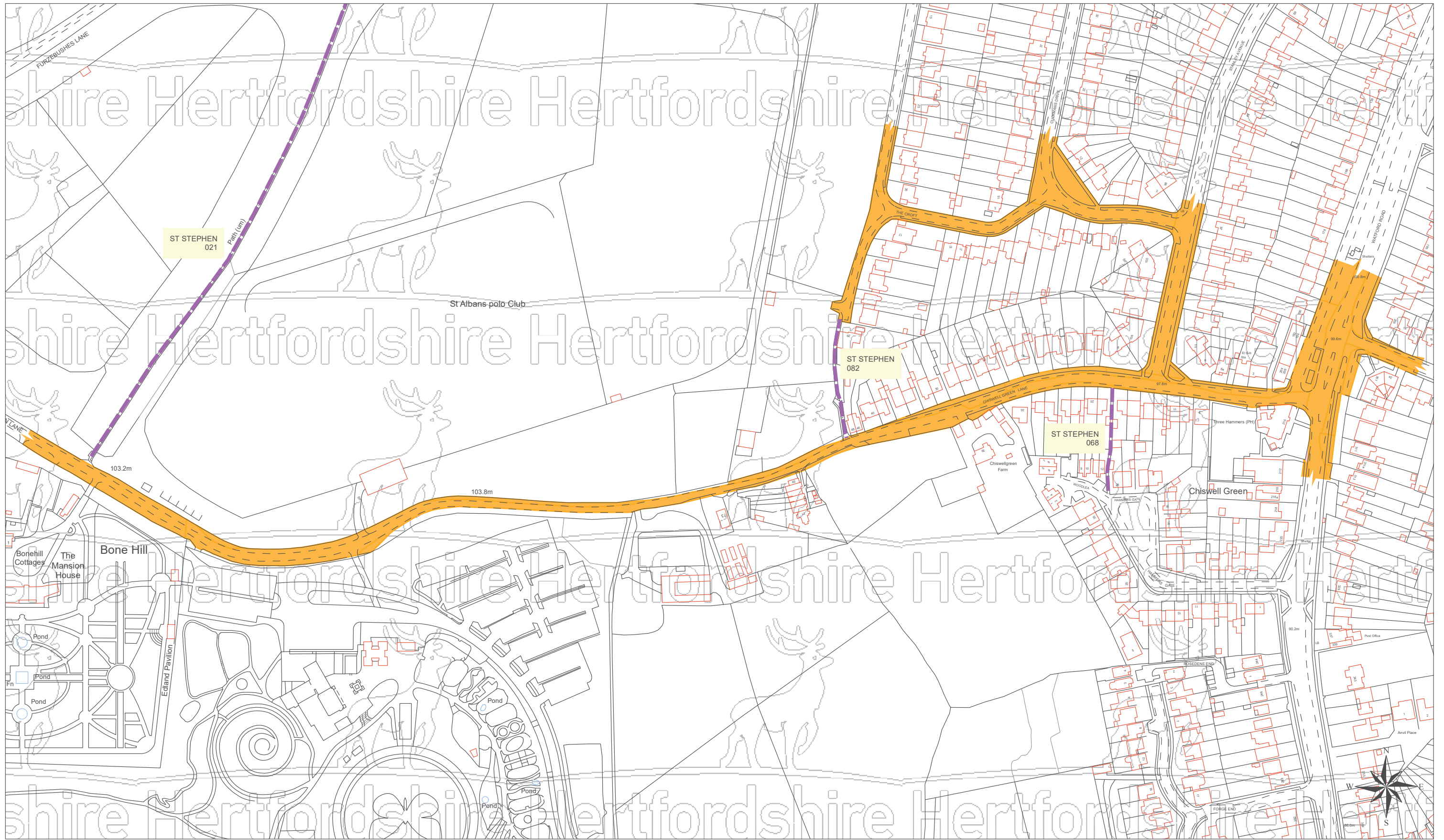
Site area - 142,000sqm / 14.2ha
Open space - 3,500sqm / 0.35ha
Memorial park - 16,000sqm / 1.6ha
Green buffer zone - 18,000sqm / 1.8ha

Overall percentage of green space - 26%

Indicative Proposed Site Layout - Revision A - 1:2500@A3



Appendix 7



Scale at A3 **1:2,500** Date: 12/04/2021

Chiswell Green Lane, St Albans

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The Rights of Way information on this plan is based on information from the Definitive Map of Public Rights of Way. The accuracy of this plan cannot be guaranteed. If in doubt the Definitive Map should be consulted.

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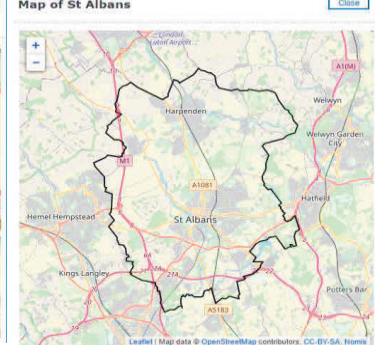
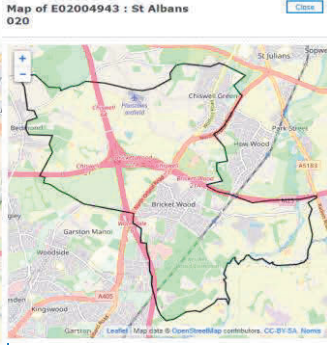
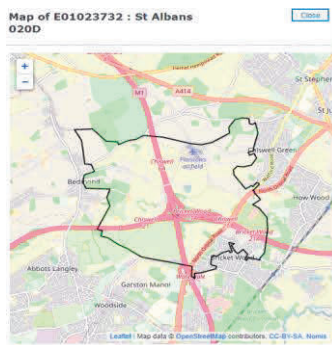
Appendix 8

KS404EW - Car or van availability

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population All households; All cars or vans
 units Households
 date 2011
 rural urban Total

Cars	Isoa2011:E01023732 : St Albans 020D		msoa2011:E02004943 : St Albans 020		uacounty09:Hertfordshire	
All categories: Car or van availability	666	100%	3,080	100%	56,140	100%
No cars or vans in household	62	9%	243	8%	7,606	14%
1 car or van in household	242	36%	1,113	36%	24,108	43%
2 cars or vans in household	241	36%	1,242	40%	18,964	34%
3 cars or vans in household	77	12%	313	10%	3,975	7%
4 or more cars or vans in household	44	7%	169	5%	1,487	3%
Average no. of cars per household	1.7		1.7		1.4	



Appendix 9

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : L - MIXED AFFORD HOUS (FLATS AND HOUSES)

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	2 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	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: 19 to 94 (units:)
 Range Selected by User: 19 to 94 (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: 01/01/00 to 03/03/20

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:

Tuesday	4 days
Thursday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	2
Built-Up Zone	1
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.

LIST OF SITES relevant to selection parameters

1	CH-03-L-01	MIXED HOUSING	CHESHIRE
	PERCYVALE STREET MACCLESFIELD HURDSFIELD Edge of Town Centre No Sub Category Total No of Dwellings: 40 Survey date: TUESDAY 26/06/07		Survey Type: MANUAL
2	HC-03-L-02	HOUSES/FLATS	HAMPSHIRE
	HUNTS POND ROAD NEAR FAREHAM TITCHFIELD Edge of Town Residential Zone Total No of Dwellings: 59 Survey date: TUESDAY 09/11/10		Survey Type: MANUAL
3	HC-03-L-03	MIXED FLATS & HOUSES	HAMPSHIRE
	WOODSIDE AVENUE EASTLEIGH Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 94 Survey date: TUESDAY 03/03/20		Survey Type: MANUAL
4	NF-03-L-01	TERRACED/FLATS	NORFOLK
	POTTERGATE NORWICH Edge of Town Centre Built-Up Zone Total No of Dwellings: 39 Survey date: TUESDAY 07/11/00		Survey Type: MANUAL
5	TW-03-L-01	SEMI-DET/TERRACED/FLATS	TYNE & WEAR
	JOHNSON STREET GATESHEAD Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 19 Survey date: THURSDAY 03/10/13		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
ES-03-L-03	public transport accessibility

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	50	0.052	5	50	0.195	5	50	0.247
08:00 - 09:00	5	50	0.108	5	50	0.283	5	50	0.391
09:00 - 10:00	5	50	0.159	5	50	0.183	5	50	0.342
10:00 - 11:00	5	50	0.116	5	50	0.108	5	50	0.224
11:00 - 12:00	5	50	0.139	5	50	0.135	5	50	0.274
12:00 - 13:00	5	50	0.147	5	50	0.092	5	50	0.239
13:00 - 14:00	5	50	0.116	5	50	0.116	5	50	0.232
14:00 - 15:00	5	50	0.124	5	50	0.183	5	50	0.307
15:00 - 16:00	5	50	0.231	5	50	0.159	5	50	0.390
16:00 - 17:00	5	50	0.203	5	50	0.155	5	50	0.358
17:00 - 18:00	5	50	0.247	5	50	0.131	5	50	0.378
18:00 - 19:00	5	50	0.259	5	50	0.108	5	50	0.367
19:00 - 20:00	1	40	0.050	1	40	0.000	1	40	0.050
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.951			1.848			3.799

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:	19 - 94 (units:)
Survey date range:	01/01/00 - 03/03/20
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	50	0.000	5	50	0.000	5	50	0.000
08:00 - 09:00	5	50	0.000	5	50	0.000	5	50	0.000
09:00 - 10:00	5	50	0.004	5	50	0.004	5	50	0.008
10:00 - 11:00	5	50	0.004	5	50	0.004	5	50	0.008
11:00 - 12:00	5	50	0.008	5	50	0.000	5	50	0.008
12:00 - 13:00	5	50	0.000	5	50	0.004	5	50	0.004
13:00 - 14:00	5	50	0.000	5	50	0.004	5	50	0.004
14:00 - 15:00	5	50	0.000	5	50	0.000	5	50	0.000
15:00 - 16:00	5	50	0.000	5	50	0.000	5	50	0.000
16:00 - 17:00	5	50	0.004	5	50	0.004	5	50	0.008
17:00 - 18:00	5	50	0.004	5	50	0.004	5	50	0.008
18:00 - 19:00	5	50	0.000	5	50	0.000	5	50	0.000
19:00 - 20:00	1	40	0.000	1	40	0.000	1	40	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)

MULTI-MODAL PSVS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	50	0.000	5	50	0.000	5	50	0.000
08:00 - 09:00	5	50	0.000	5	50	0.000	5	50	0.000
09:00 - 10:00	5	50	0.004	5	50	0.004	5	50	0.008
10:00 - 11:00	5	50	0.000	5	50	0.000	5	50	0.000
11:00 - 12:00	5	50	0.000	5	50	0.000	5	50	0.000
12:00 - 13:00	5	50	0.000	5	50	0.000	5	50	0.000
13:00 - 14:00	5	50	0.000	5	50	0.000	5	50	0.000
14:00 - 15:00	5	50	0.000	5	50	0.000	5	50	0.000
15:00 - 16:00	5	50	0.000	5	50	0.000	5	50	0.000
16:00 - 17:00	5	50	0.000	5	50	0.000	5	50	0.000
17:00 - 18:00	5	50	0.000	5	50	0.000	5	50	0.000
18:00 - 19:00	5	50	0.000	5	50	0.000	5	50	0.000
19:00 - 20:00	1	40	0.000	1	40	0.000	1	40	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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/L - MIXED AFFORD HOUS (FLATS AND HOUSES)

MULTI-MODAL CYCLISTS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	50	0.000	5	50	0.020	5	50	0.020
08:00 - 09:00	5	50	0.008	5	50	0.044	5	50	0.052
09:00 - 10:00	5	50	0.000	5	50	0.012	5	50	0.012
10:00 - 11:00	5	50	0.004	5	50	0.016	5	50	0.020
11:00 - 12:00	5	50	0.012	5	50	0.008	5	50	0.020
12:00 - 13:00	5	50	0.004	5	50	0.000	5	50	0.004
13:00 - 14:00	5	50	0.012	5	50	0.000	5	50	0.012
14:00 - 15:00	5	50	0.004	5	50	0.000	5	50	0.004
15:00 - 16:00	5	50	0.016	5	50	0.000	5	50	0.016
16:00 - 17:00	5	50	0.004	5	50	0.008	5	50	0.012
17:00 - 18:00	5	50	0.016	5	50	0.000	5	50	0.016
18:00 - 19:00	5	50	0.036	5	50	0.000	5	50	0.036
19:00 - 20:00	1	40	0.000	1	40	0.025	1	40	0.025
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.116			0.133			0.249

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/L - MIXED AFFORD HOUS (FLATS AND HOUSES)

MULTI-MODAL VEHICLE OCCUPANTS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	50	0.064	5	50	0.287	5	50	0.351
08:00 - 09:00	5	50	0.120	5	50	0.410	5	50	0.530
09:00 - 10:00	5	50	0.195	5	50	0.235	5	50	0.430
10:00 - 11:00	5	50	0.135	5	50	0.120	5	50	0.255
11:00 - 12:00	5	50	0.187	5	50	0.175	5	50	0.362
12:00 - 13:00	5	50	0.163	5	50	0.112	5	50	0.275
13:00 - 14:00	5	50	0.131	5	50	0.127	5	50	0.258
14:00 - 15:00	5	50	0.147	5	50	0.203	5	50	0.350
15:00 - 16:00	5	50	0.319	5	50	0.171	5	50	0.490
16:00 - 17:00	5	50	0.271	5	50	0.175	5	50	0.446
17:00 - 18:00	5	50	0.315	5	50	0.171	5	50	0.486
18:00 - 19:00	5	50	0.347	5	50	0.159	5	50	0.506
19:00 - 20:00	1	40	0.125	1	40	0.000	1	40	0.125
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.519			2.345			4.864

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/L - MIXED AFFORD HOUS (FLATS AND HOUSES)

MULTI-MODAL PEDESTRIANS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	50	0.028	5	50	0.096	5	50	0.124
08:00 - 09:00	5	50	0.060	5	50	0.195	5	50	0.255
09:00 - 10:00	5	50	0.080	5	50	0.092	5	50	0.172
10:00 - 11:00	5	50	0.076	5	50	0.088	5	50	0.164
11:00 - 12:00	5	50	0.052	5	50	0.124	5	50	0.176
12:00 - 13:00	5	50	0.100	5	50	0.108	5	50	0.208
13:00 - 14:00	5	50	0.064	5	50	0.068	5	50	0.132
14:00 - 15:00	5	50	0.084	5	50	0.096	5	50	0.180
15:00 - 16:00	5	50	0.207	5	50	0.120	5	50	0.327
16:00 - 17:00	5	50	0.151	5	50	0.096	5	50	0.247
17:00 - 18:00	5	50	0.080	5	50	0.116	5	50	0.196
18:00 - 19:00	5	50	0.092	5	50	0.056	5	50	0.148
19:00 - 20:00	1	40	0.025	1	40	0.000	1	40	0.025
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.099			1.255			2.354

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/L - MIXED AFFORD HOUS (FLATS AND HOUSES)

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	50	0.008	5	50	0.056	5	50	0.064
08:00 - 09:00	5	50	0.004	5	50	0.056	5	50	0.060
09:00 - 10:00	5	50	0.000	5	50	0.012	5	50	0.012
10:00 - 11:00	5	50	0.004	5	50	0.008	5	50	0.012
11:00 - 12:00	5	50	0.008	5	50	0.008	5	50	0.016
12:00 - 13:00	5	50	0.024	5	50	0.008	5	50	0.032
13:00 - 14:00	5	50	0.024	5	50	0.020	5	50	0.044
14:00 - 15:00	5	50	0.008	5	50	0.016	5	50	0.024
15:00 - 16:00	5	50	0.012	5	50	0.000	5	50	0.012
16:00 - 17:00	5	50	0.020	5	50	0.000	5	50	0.020
17:00 - 18:00	5	50	0.036	5	50	0.000	5	50	0.036
18:00 - 19:00	5	50	0.028	5	50	0.008	5	50	0.036
19:00 - 20:00	1	40	0.000	1	40	0.000	1	40	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.176			0.192			0.368

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/L - MIXED AFFORD HOUS (FLATS AND HOUSES)

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	50	0.100	5	50	0.458	5	50	0.558
08:00 - 09:00	5	50	0.191	5	50	0.705	5	50	0.896
09:00 - 10:00	5	50	0.275	5	50	0.351	5	50	0.626
10:00 - 11:00	5	50	0.219	5	50	0.231	5	50	0.450
11:00 - 12:00	5	50	0.259	5	50	0.315	5	50	0.574
12:00 - 13:00	5	50	0.291	5	50	0.227	5	50	0.518
13:00 - 14:00	5	50	0.231	5	50	0.215	5	50	0.446
14:00 - 15:00	5	50	0.243	5	50	0.315	5	50	0.558
15:00 - 16:00	5	50	0.554	5	50	0.291	5	50	0.845
16:00 - 17:00	5	50	0.446	5	50	0.279	5	50	0.725
17:00 - 18:00	5	50	0.446	5	50	0.287	5	50	0.733
18:00 - 19:00	5	50	0.502	5	50	0.223	5	50	0.725
19:00 - 20:00	1	40	0.150	1	40	0.025	1	40	0.175
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.907			3.922			7.829

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.

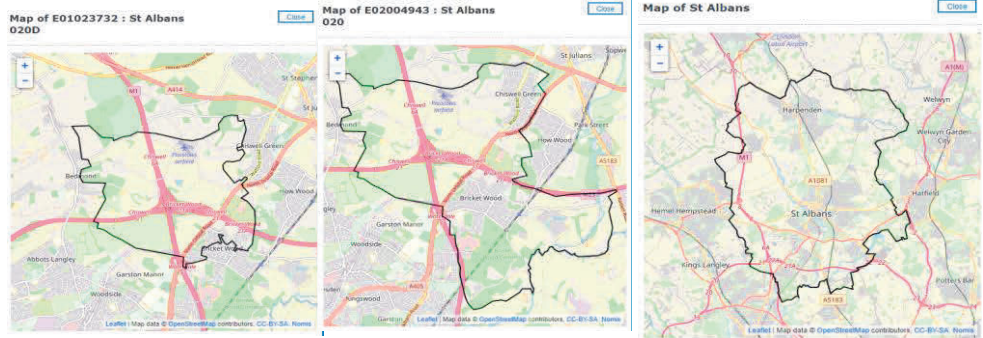
Appendix 10

QS701EW - Method of travel to work

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population All usual residents aged 16 to 74
 units Persons
 date 2011
 rural urban Total

Method of Travel to Work	Is0a2011:E01023732 : St Albans 020D		msoa2011:E02004943 : St Albans 020		ualad09:St Albans	
All categories: Method of travel to work	1,225		5,498		99,863	
TOTAL	768	100%	3,501	100%	65,779	100%
Underground, metro, light rail, tram	17	2%	60	2%	673	1%
Train	47	6%	322	9%	13,489	21%
Bus, minibus or coach	16	2%	63	2%	1,724	3%
Taxi	9	1%	18	1%	186	0%
Motorcycle, scooter or moped	7	1%	30	1%	449	1%
Driving a car or van	588	77%	2,639	75%	39,425	60%
Passenger in a car or van	30	4%	138	4%	2,160	3%
Bicycle	7	1%	33	1%	1,219	2%
On foot	40	5%	168	5%	6,090	9%
Other method of travel to work	7	1%	30	1%	364	1%
Work mainly at or from home	63		325		5,599	
Not in employment	394		1,672		28,485	



Appendix 11

Appendix 12

Results

Select data type

- Growth factors
- Future year minus base year
- Base year data
- Future year data

**Italicised results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels*

Car Driver Combined Modes

Area Description

Level

E02004943

All Purposes

Destination

1.0235

NTM Traffic Growth Calculations



1: Select NTM Dataset:

NTM Dataset Description	From	To
▶ NTM AF15 Dataset	2010	2040
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

- St Albans 020 (E02004943)

3. Select area type:

- Urban
- Rural
- All

4. Select road type:

- Motorway
- Trunk
- Principal
- Minor
- All

5. Select which area it serves:

- Region
- England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02004943	St Albans 020	1.0580

Average Weekday 2018 - 2021

NTM Traffic Growth Calculations

← 📄 ? ✖

1: Select NTM Dataset:

NTM Dataset Description	From	To
▶ NTM AF15 Dataset	2010	2040
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

St Albans 020 (E02004943)

3. Select area type:

Urban
 Rural
 All

4. Select road type:

Motorway
 Trunk
 Principal
 Minor
 All

5. Select which area it serves:

Region
 England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02004943	St Albans 020	1.0346

Appendix 13

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: 21086- Site Access Junction.j9
Path: P:\21 Jobs\086 Land North of Chiswell Green Lane, Chiswell Green, Hertfordshire, AL2 3AJ\Technical Assessments\Junctions 9\PICADY
Report generation date: 26/10/2021 15:22:06

»2026 Base + Development, AM
 »2026 Base + Development, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2026 Base + Development								
Stream B-AC	0.4	8.36	0.31	A	0.1	6.59	0.13	A
Stream C-AB	0.1	6.18	0.08	A	0.3	7.04	0.19	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	
Location	
Site number	
Date	22/10/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	mtp\MTPGeneral
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Base + Development	AM	ONE HOUR	00:00	01:30	15	✓
D2	2026 Base + Development	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

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

2026 Base + Development, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Chiswell Green Lane (W)		Major
B	Site Access		Minor
C	Chiswell Green Lane (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Chiswell Green Lane (E)	4.85			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.22	18	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	501	0.096	0.242	0.152	0.346
B-C	646	0.104	0.263	-	-
C-B	632	0.257	0.257	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Base + Development	AM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chiswell Green Lane (W)		ONE HOUR	✓	46	100.000
B - Site Access		ONE HOUR	✓	175	100.000
C - Chiswell Green Lane (E)		ONE HOUR	✓	76	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Chiswell Green Lane (W)	B - Site Access	C - Chiswell Green Lane (E)
From	A - Chiswell Green Lane (W)	0	2	44
	B - Site Access	6	0	169
	C - Chiswell Green Lane (E)	30	46	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Chiswell Green Lane (W)	B - Site Access	C - Chiswell Green Lane (E)
From	A - Chiswell Green Lane (W)	0	0	20
	B - Site Access	0	0	0
	C - Chiswell Green Lane (E)	17	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.31	8.36	0.4	A	161	241
C-AB	0.08	6.18	0.1	A	44	66
C-A					26	38
A-B					2	3
A-C					40	61

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	132	33	629	0.210	131	0.0	0.3	7.217	A
C-AB	36	9	635	0.057	36	0.0	0.1	6.005	A
C-A	21	5			21				
A-B	2	0.38			2				
A-C	33	8			33				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	157	39	626	0.251	157	0.3	0.3	7.666	A
C-AB	43	11	635	0.068	43	0.1	0.1	6.075	A
C-A	25	6			25				
A-B	2	0.45			2				
A-C	40	10			40				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	193	48	623	0.309	192	0.3	0.4	8.345	A
C-AB	53	13	636	0.084	53	0.1	0.1	6.172	A
C-A	30	8			30				
A-B	2	0.55			2				
A-C	48	12			48				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	193	48	623	0.309	193	0.4	0.4	8.362	A
C-AB	53	13	636	0.084	53	0.1	0.1	6.180	A
C-A	30	8			30				
A-B	2	0.55			2				
A-C	48	12			48				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	157	39	626	0.251	158	0.4	0.3	7.691	A
C-AB	43	11	635	0.068	43	0.1	0.1	6.087	A
C-A	25	6			25				
A-B	2	0.45			2				
A-C	40	10			40				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	132	33	629	0.210	132	0.3	0.3	7.257	A
C-AB	36	9	635	0.057	36	0.1	0.1	6.019	A
C-A	21	5			21				
A-B	2	0.38			2				
A-C	33	8			33				

2026 Base + Development, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026 Base + Development	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chiswell Green Lane (W)		ONE HOUR	✓	49	100.000
B - Site Access		ONE HOUR	✓	71	100.000
C - Chiswell Green Lane (E)		ONE HOUR	✓	134	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Chiswell Green Lane (W)	B - Site Access	C - Chiswell Green Lane (E)
From	A - Chiswell Green Lane (W)	0	4	45
	B - Site Access	2	0	69
	C - Chiswell Green Lane (E)	27	107	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Chiswell Green Lane (W)	B - Site Access	C - Chiswell Green Lane (E)
From	A - Chiswell Green Lane (W)	0	0	9
	B - Site Access	0	0	0
	C - Chiswell Green Lane (E)	15	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.13	6.59	0.1	A	65	98
C-AB	0.19	7.04	0.3	A	102	153
C-A					21	31
A-B					4	6
A-C					41	62

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	53	13	630	0.085	53	0.0	0.1	6.240	A
C-AB	83	21	634	0.131	83	0.0	0.2	6.524	A
C-A	18	4			18				
A-B	3	0.75			3				
A-C	34	8			34				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	64	16	627	0.102	64	0.1	0.1	6.387	A
C-AB	100	25	634	0.158	100	0.2	0.2	6.731	A
C-A	20	5			20				
A-B	4	0.90			4				
A-C	40	10			40				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	20	624	0.125	78	0.1	0.1	6.589	A
C-AB	124	31	635	0.195	123	0.2	0.3	7.033	A
C-A	24	6			24				
A-B	4	1			4				
A-C	50	12			50				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	20	624	0.125	78	0.1	0.1	6.592	A
C-AB	124	31	635	0.195	124	0.3	0.3	7.044	A
C-A	24	6			24				
A-B	4	1			4				
A-C	50	12			50				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	64	16	627	0.102	64	0.1	0.1	6.390	A
C-AB	100	25	634	0.158	100	0.3	0.2	6.749	A
C-A	20	5			20				
AB	4	0.90			4				
AC	40	10			40				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	53	13	630	0.085	54	0.1	0.1	6.249	A
C-AB	83	21	634	0.131	83	0.2	0.2	6.548	A
C-A	18	4			18				
AB	3	0.75			3				
AC	34	8			34				

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: Import of Double mini-roundabout.j9
Path: P:\21 Jobs\086 Land North of Chiswell Green Lane, Chiswell Green, Hertfordshire, AL2 3AJ\Technical Assessments
Report generation date: 01/10/2021 16:28:30

- »Existing - 2021 Base, AM
- »Existing - 2021 Base, PM
- »Existing - 2026 Base , AM
- »Existing - 2026 Base, PM
- »Existing - 2026 Base + Dev, AM
- »Existing - 2026 Base + Dev, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
Existing - 2021 Base												
1 - Southern - 1 - Watford Road (S)	D1	7.3	36.14	0.90	E	-14 % [2 - Northern - 2 - Tippendell Ln]	D2	18.5	77.22	0.99	F	-15 % [2 - Northern - 2 - Tippendell Ln]
1 - Southern - 2 - Chiswell Green Ln		0.5	13.92	0.33	B			1.3	31.24	0.58	D	
1 - Southern - 3 - Watford Road		1.0	6.30	0.51	A			1.2	6.70	0.55	A	
2 - Northern - 1 - Watford Road (N)		6.0	33.63	0.87	D			11.3	57.11	0.95	F	
2 - Northern - 2 - Tippendell Ln		15.0	117.83	1.00	F			17.6	144.52	1.03	F	
2 - Northern - 3 - Watford Road		1.2	6.59	0.55	A			2.5	10.50	0.72	B	
Existing - 2026 Base												
1 - Southern - 1 - Watford Road (S)	D3	13.4	60.97	0.96	F	-19 % [2 - Northern - 2 - Tippendell Ln]	D4	38.8	139.59	1.06	F	-20 % [2 - Northern - 2 - Tippendell Ln]
1 - Southern - 2 - Chiswell Green Ln		0.6	15.70	0.37	C			1.6	37.86	0.64	E	
1 - Southern - 3 - Watford Road		1.1	6.63	0.54	A			1.3	7.01	0.57	A	
2 - Northern - 1 - Watford Road (N)		10.0	52.90	0.93	F			22.4	99.32	1.01	F	
2 - Northern - 2 - Tippendell Ln		31.8	218.91	1.11	F			34.2	255.02	1.14	F	
2 - Northern - 3 - Watford Road		1.4	7.05	0.58	A			2.8	11.15	0.74	B	
Existing - 2026 Base + Dev												
1 - Southern - 1 - Watford Road (S)	D5	20.1	85.96	1.00	F	-21 % [2 - Northern - 2 - Tippendell Ln]	D6	74.2	293.85	1.15	F	-26 % [2 - Northern - 2 - Tippendell Ln]
1 - Southern - 2 - Chiswell Green Ln		4.1	52.15	0.83	F			6.1	102.07	0.91	F	
1 - Southern - 3 - Watford Road		1.3	7.37	0.57	A			1.5	7.75	0.61	A	
2 - Northern - 1 - Watford Road (N)		19.3	94.72	1.00	F			36.4	148.70	1.06	F	
2 - Northern - 2 - Tippendell Ln		40.2	274.71	1.15	F			62.6	529.43	1.27	F	
2 - Northern - 3 - Watford Road		1.9	8.52	0.66	A			2.4	10.01	0.71	B	

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

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

File summary

File Description

Title	
Location	
Site number	
Date	01/10/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	mtpjoswin
Description	

Units

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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	07:30	09:00	15	✓
D2	2021 Base	PM	ONE HOUR	17:00	18:30	15	✓
D3	2026 Base	AM	ONE HOUR	07:30	09:00	15	✓
D4	2026 Base	PM	ONE HOUR	17:00	18:30	15	✓
D5	2026 Base + Dev	AM	ONE HOUR	07:30	09:00	15	✓
D6	2026 Base + Dev	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

Existing - 2021 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Southern	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 91% of the total flow for the roundabout for one or more time segments]
Warning	Pedestrian Crossing	1 - Southern - 3 - Watford Road - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Linked Roundabout	1 - Southern - 3 - Watford Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - Northern - 3 - Watford Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	2 - Northern	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Southern	Mini-roundabout		1, 2, 3	22.19	C
2	Northern	Mini-roundabout		1, 2, 3	45.09	E

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-14	2 - Northern - 2 - Tippendell Ln

Arms

Arms

Junction	Arm	Name	Description
1 - Southern	1	Watford Road (S)	
	2	Chiswell Green Ln	
	3	Watford Road	
2 - Northern	1	Watford Road (N)	
	2	Tippendell Ln	
	3	Watford Road	

Mini Roundabout Geometry

Junction	Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Southern	1 - Watford Road (S)	4.32	4.32	4.37	0.1	12.90	9.90	0.0	
	2 - Chiswell Green Ln	3.41	3.41	3.55	0.1	13.10	7.40	0.0	
	3 - Watford Road	5.60	5.60	5.60	0.0	17.70	16.80	0.0	
2 - Northern	1 - Watford Road (N)	3.70	3.70	4.23	0.1	11.70	8.00	0.0	
	2 - Tippendell Ln	3.64	3.64	4.86	0.1	14.80	12.00	0.0	
	3 - Watford Road	5.60	5.60	5.60	0.0	18.80	19.20	0.0	

Zebra Crossings

Junction	Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
1 - Southern	3 - Watford Road	2.00	2.00	✓	Time	5.60	4.00	5.60	4.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
1 - Southern	1 - Watford Road (S)	0.643	981
	2 - Chiswell Green Ln	0.607	756
	3 - Watford Road	0.750	1251
2 - Northern	1 - Watford Road (N)	0.618	861
	2 - Tippendell Ln	0.621	771
	3 - Watford Road	0.893	1522

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	07:30	09:00	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Southern	3 - Watford Road	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - Northern	3 - Watford Road	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Southern	1 - Watford Road (S)		ONE HOUR	✓	709	100.000
	2 - Chiswell Green Ln		ONE HOUR	✓	114	100.000
	3 - Watford Road	✓				
2 - Northern	1 - Watford Road (N)		ONE HOUR	✓	622	100.000
	2 - Tippendell Ln		ONE HOUR	✓	423	100.000
	3 - Watford Road	✓				

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Southern	1 - Watford Road (S)		
	2 - Chiswell Green Ln		
	3 - Watford Road	[ONEHOUR]	0.00
2 - Northern	1 - Watford Road (N)		
	2 - Tippendell Ln		
	3 - Watford Road		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Watford Road (S)	2 - Chiswell Green Ln	3 - Watford Road	
1 - Southern	From	1 - Watford Road (S)	0	160	549
		2 - Chiswell Green Ln	43	0	71
		3 - Watford Road	418	136	0

Demand (Veh/hr)

		To			
		1 - Watford Road (N)	2 - Tippendell Ln	3 - Watford Road	
2 - Northern	From	1 - Watford Road (N)	0	206	416
		2 - Tippendell Ln	281	4	138
		3 - Watford Road	547	71	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Watford Road (S)	2 - Chiswell Green Ln	3 - Watford Road	
1 - Southern	From	1 - Watford Road (S)	0	1	2
		2 - Chiswell Green Ln	0	0	0
		3 - Watford Road	4	2	0

Heavy Vehicle Percentages

		To			
		1 - Watford Road (N)	2 - Tippendell Ln	3 - Watford Road	
2 - Northern	From	1 - Watford Road (N)	0	2	4
		2 - Tippendell Ln	2	0	3
		3 - Watford Road	2	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Southern	1 - Watford Road (S)	0.90	36.14	7.3	E	651	976
	2 - Chiswell Green Ln	0.33	13.92	0.5	B	105	157
	3 - Watford Road	0.51	6.30	1.0	A	507	761
2 - Northern	1 - Watford Road (N)	0.87	33.63	6.0	D	571	856
	2 - Tippendell Ln	1.00	117.83	15.0	F	388	582
	3 - Watford Road	0.55	6.59	1.2	A	567	851

Main Results for each time segment

07:30 - 07:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsigna level servi
1 - Southern	1 - Watford Road (S)	534	133	101		901	0.592	528	341	0.0	1.4	9.518	A
	2 - Chiswell Green Ln	86	21	409		503	0.171	85	220	0.0	0.2	8.590	A
	3 - Watford Road	412	103	32	0.00	1184	0.348	410	462	0.0	0.5	4.634	A
2 - Northern	1 - Watford Road (N)	468	117	56		801	0.584	463	614	0.0	1.4	10.476	B
	2 - Tippendell Ln	318	80	310		557	0.572	313	209	0.0	1.3	14.504	B
	3 - Watford Road	461	115	211		1306	0.353	459	412	0.0	0.5	4.241	A

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsigna level servi
1 - Southern	1 - Watford Road (S)	637	159	121		888	0.718	633	411	1.4	2.4	13.930	B
	2 - Chiswell Green Ln	102	26	490		453	0.226	102	264	0.2	0.3	10.251	B
	3 - Watford Road	494	124	39	0.00	1180	0.419	493	554	0.5	0.7	5.239	A
2 - Northern	1 - Watford Road (N)	559	140	68		794	0.704	556	737	1.4	2.3	14.851	B
	2 - Tippendell Ln	380	95	372		518	0.735	375	251	1.3	2.5	24.447	C
	3 - Watford Road	553	138	253		1268	0.436	552	495	0.5	0.8	5.021	A

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsigna level servi
1 - Southern	1 - Watford Road (S)	781	195	145		872	0.895	764	492	2.4	6.5	29.589	D
	2 - Chiswell Green Ln	126	31	592		390	0.322	125	317	0.3	0.5	13.524	B
	3 - Watford Road	591	148	47	0.00	1174	0.504	590	670	0.7	1.0	6.157	A
2 - Northern	1 - Watford Road (N)	685	171	82		786	0.871	672	878	2.3	5.5	28.758	D
	2 - Tippendell Ln	466	116	451		469	0.994	434	303	2.5	10.3	72.132	F
	3 - Watford Road	668	167	293		1232	0.542	667	592	0.8	1.2	6.346	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level serv
1 - Southern	1 - Watford Road (S)	781	195	148		870	0.897	777	502	6.5	7.3	36.144	E
	2 - Chiswell Green Ln	126	31	602		384	0.327	125	323	0.5	0.5	13.915	B
	3 - Watford Road	602	151	47	0.00	1173	0.513	602	680	1.0	1.0	6.301	A
2 - Northern	1 - Watford Road (N)	685	171	83		785	0.872	683	897	5.5	6.0	33.626	D
	2 - Tippendell Ln	466	116	458		464	1.003	447	308	10.3	15.0	117.826	F
	3 - Watford Road	679	170	301		1225	0.554	679	603	1.2	1.2	6.587	A

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsigna level servi
1 - Southern	1 - Watford Road (S)	637	159	129		883	0.722	656	434	7.3	2.7	16.971	C
	2 - Chiswell Green Ln	102	26	508		442	0.232	103	276	0.5	0.3	10.640	B
	3 - Watford Road	522	131	39	0.00	1180	0.443	523	572	1.0	0.8	5.495	A
2 - Northern	1 - Watford Road (N)	559	140	71		793	0.706	573	790	6.0	2.5	17.320	C
	2 - Tippendell Ln	380	95	384		510	0.745	427	260	15.0	3.4	55.506	F
	3 - Watford Road	571	143	288		1237	0.462	573	523	1.2	0.9	5.428	A

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsigna level servi
1 - Southern	1 - Watford Road (S)	534	133	104		899	0.594	539	352	2.7	1.5	10.132	B
	2 - Chiswell Green Ln	86	21	417		498	0.172	86	226	0.3	0.2	8.746	A
	3 - Watford Road	422	106	33	0.00	1184	0.357	423	471	0.8	0.6	4.738	A
2 - Northern	1 - Watford Road (N)	468	117	58		800	0.585	473	633	2.5	1.4	11.123	B
	2 - Tippendell Ln	318	80	317		553	0.576	326	214	3.4	1.4	16.404	C
	3 - Watford Road	470	118	220		1298	0.362	471	423	0.9	0.6	4.360	A

Existing - 2021 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Southern	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 91% of the total flow for the roundabout for one or more time segments]
Warning	Pedestrian Crossing	1 - Southern - 3 - Watford Road - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Linked Roundabout	1 - Southern - 3 - Watford Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	1 - Southern	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.
Warning	Linked Roundabout	2 - Northern - 3 - Watford Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	2 - Northern	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Southern	Mini-roundabout		1, 2, 3	45.43	E
2	Northern	Mini-roundabout		1, 2, 3	54.79	F

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-15	2 - Northern - 2 - Tippendell Ln

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	17:00	18:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Southern	3 - Watford Road	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - Northern	3 - Watford Road	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Southern	1 - Watford Road (S)		ONE HOUR	✓	802	100.000
	2 - Chiswell Green Ln		ONE HOUR	✓	140	100.000
	3 - Watford Road	✓				
2 - Northern	1 - Watford Road (N)		ONE HOUR	✓	689	100.000
	2 - Tippendell Ln		ONE HOUR	✓	394	100.000
	3 - Watford Road	✓				

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Southern	1 - Watford Road (S)		
	2 - Chiswell Green Ln		
	3 - Watford Road	[ONEHOUR]	0.00
2 - Northern	1 - Watford Road (N)		
	2 - Tippendell Ln		
	3 - Watford Road		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Watford Road (S)	2 - Chiswell Green Ln	3 - Watford Road	
1 - Southern	From	1 - Watford Road (S)	1	70	731
		2 - Chiswell Green Ln	46	0	94
		3 - Watford Road	509	104	1

Demand (Veh/hr)

		To			
		1 - Watford Road (N)	2 - Tippendell Ln	3 - Watford Road	
2 - Northern	From	1 - Watford Road (N)	0	181	508
		2 - Tippendell Ln	285	5	104
		3 - Watford Road	752	67	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Watford Road (S)	2 - Chiswell Green Ln	3 - Watford Road	
1 - Southern	From	1 - Watford Road (S)	0	0	2
		2 - Chiswell Green Ln	0	0	0
		3 - Watford Road	1	0	0

Heavy Vehicle Percentages

		To			
		1 - Watford Road (N)	2 - Tippendell Ln	3 - Watford Road	
2 - Northern	From	1 - Watford Road (N)	0	1	1
		2 - Tippendell Ln	1	0	0
		3 - Watford Road	2	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Southern	1 - Watford Road (S)	0.99	77.22	18.5	F	736	1104
	2 - Chiswell Green Ln	0.58	31.24	1.3	D	128	193
	3 - Watford Road	0.55	6.70	1.2	A	561	842
2 - Northern	1 - Watford Road (N)	0.95	57.11	11.3	F	632	948
	2 - Tippendell Ln	1.03	144.52	17.6	F	362	542
	3 - Watford Road	0.72	10.50	2.5	B	757	1136

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsigna level servi
1 - Southern	1 - Watford Road (S)	604	151	77		915	0.660	596	410	0.0	1.9	11.046	B
	2 - Chiswell Green Ln	105	26	545		419	0.252	104	129	0.0	0.3	11.388	B
	3 - Watford Road	455	114	35	0.00	1211	0.376	453	614	0.0	0.6	4.733	A
2 - Northern	1 - Watford Road (N)	519	130	54		817	0.635	512	772	0.0	1.7	11.573	B
	2 - Tippendell Ln	297	74	378		530	0.560	292	188	0.0	1.2	14.826	B
	3 - Watford Road	615	154	215		1308	0.470	611	455	0.0	0.9	5.139	A

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsigna level servi
1 - Southern	1 - Watford Road (S)	721	180	93		905	0.796	714	494	1.9	3.6	18.190	C
	2 - Chiswell Green Ln	126	31	653		352	0.357	125	155	0.3	0.5	15.782	C
	3 - Watford Road	546	136	42	0.00	1206	0.453	545	736	0.6	0.8	5.439	A
2 - Northern	1 - Watford Road (N)	619	155	65		810	0.765	614	926	1.7	3.0	17.875	C
	2 - Tippendell Ln	354	89	454		483	0.734	349	226	1.2	2.5	25.971	D
	3 - Watford Road	737	184	257		1271	0.580	735	546	0.9	1.4	6.687	A

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsigna level servi
1 - Southern	1 - Watford Road (S)	883	221	110		894	0.987	843	587	3.6	13.5	49.404	E
	2 - Chiswell Green Ln	154	39	771		279	0.552	152	183	0.5	1.2	27.691	D
	3 - Watford Road	647	162	51	0.00	1199	0.540	646	871	0.8	1.2	6.490	A
2 - Northern	1 - Watford Road (N)	759	190	77		803	0.945	734	1085	3.0	9.2	41.625	E
	2 - Tippendell Ln	434	108	542		427	1.015	399	269	2.5	11.2	82.398	F
	3 - Watford Road	872	218	294		1239	0.704	869	647	1.4	2.3	9.629	A

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level serv
1 - Southern	1 - Watford Road (S)	883	221	113		893	0.989	863	600	13.5	18.5	77.223	F
	2 - Chiswell Green Ln	154	39	789		268	0.575	154	187	1.2	1.3	31.244	D
	3 - Watford Road	662	166	52	0.00	1199	0.552	662	891	1.2	1.2	6.699	A
2 - Northern	1 - Watford Road (N)	759	190	79		802	0.946	750	1112	9.2	11.3	57.105	F
	2 - Tippendell Ln	434	108	554		420	1.034	408	275	11.2	17.6	144.522	F
	3 - Watford Road	892	223	300		1233	0.724	891	662	2.3	2.5	10.496	B

18:00 - 18:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level servi
1 - Southern	1 - Watford Road (S)	721	180	101		900	0.801	777	532	18.5	4.5	36.941	E
	2 - Chiswell Green Ln	126	31	710		317	0.397	128	168	1.3	0.7	19.324	C
	3 - Watford Road	588	147	43	0.00	1205	0.488	589	795	1.2	1.0	5.854	A
2 - Northern	1 - Watford Road (N)	619	155	71		806	0.768	650	1029	11.3	3.6	26.470	D
	2 - Tippendell Ln	354	89	480		466	0.760	409	241	17.6	3.8	79.455	F
	3 - Watford Road	796	199	301		1232	0.646	799	588	2.5	1.9	8.365	A

18:15 - 18:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level servi
1 - Southern	1 - Watford Road (S)	604	151	81		913	0.661	614	426	4.5	2.0	12.395	B
	2 - Chiswell Green Ln	105	26	561		409	0.258	107	133	0.7	0.4	11.960	B
	3 - Watford Road	469	117	36	0.00	1211	0.388	471	632	1.0	0.6	4.873	A
2 - Northern	1 - Watford Road (N)	519	130	57		815	0.636	526	805	3.6	1.8	12.732	B
	2 - Tippendell Ln	297	74	389		524	0.567	306	194	3.8	1.4	17.273	C
	3 - Watford Road	633	158	226		1299	0.487	636	469	1.9	1.0	5.464	A

Existing - 2026 Base , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Southern	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 91% of the total flow for the roundabout for one or more time segments]
Warning	Pedestrian Crossing	1 - Southern - 3 - Watford Road - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Linked Roundabout	1 - Southern - 3 - Watford Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - Northern - 3 - Watford Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	2 - Northern	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Southern	Mini-roundabout		1, 2, 3	35.17	E
2	Northern	Mini-roundabout		1, 2, 3	78.25	F

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-19	2 - Northern - 2 - Tippendell Ln

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Base	AM	ONE HOUR	07:30	09:00	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Southern	3 - Watford Road	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - Northern	3 - Watford Road	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Southern	1 - Watford Road (S)		ONE HOUR	✓	756	100.000
	2 - Chiswell Green Ln		ONE HOUR	✓	122	100.000
	3 - Watford Road	✓				
2 - Northern	1 - Watford Road (N)		ONE HOUR	✓	664	100.000
	2 - Tippendell Ln		ONE HOUR	✓	451	100.000
	3 - Watford Road	✓				

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Southern	1 - Watford Road (S)		
	2 - Chiswell Green Ln		
	3 - Watford Road	[ONEHOUR]	0.00
2 - Northern	1 - Watford Road (N)		
	2 - Tippendell Ln		
	3 - Watford Road		

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Watford Road (S)	2 - Chiswell Green Ln	3 - Watford Road	
1 - Southern	From	1 - Watford Road (S)	0	171	585
		2 - Chiswell Green Ln	46	0	76
		3 - Watford Road	446	145	0

Demand (Veh/hr)

		To			
		1 - Watford Road (N)	2 - Tippendell Ln	3 - Watford Road	
2 - Northern	From	1 - Watford Road (N)	0	220	444
		2 - Tippendell Ln	300	4	147
		3 - Watford Road	583	76	1

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Watford Road (S)	2 - Chiswell Green Ln	3 - Watford Road	
1 - Southern	From	1 - Watford Road (S)	0	1	2
		2 - Chiswell Green Ln	0	0	0
		3 - Watford Road	4	2	0

Heavy Vehicle Percentages

		To			
		1 - Watford Road (N)	2 - Tippendell Ln	3 - Watford Road	
2 - Northern	From	1 - Watford Road (N)	0	2	4
		2 - Tippendell Ln	2	0	3
		3 - Watford Road	2	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Southern	1 - Watford Road (S)	0.96	60.97	13.4	F	694	1041
	2 - Chiswell Green Ln	0.37	15.70	0.6	C	112	168
	3 - Watford Road	0.54	6.63	1.1	A	541	812
2 - Northern	1 - Watford Road (N)	0.93	52.90	10.0	F	609	914
	2 - Tippendell Ln	1.11	218.91	31.8	F	414	621
	3 - Watford Road	0.58	7.05	1.4	A	605	907

Main Results for each time segment

07:30 - 07:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level servi
1 - Southern	1 - Watford Road (S)	569	142	107		897	0.635	562	363	0.0	1.7	10.566	B
	2 - Chiswell Green Ln	92	23	435		487	0.189	91	234	0.0	0.2	9.067	A
	3 - Watford Road	439	110	34	0.00	1183	0.371	436	492	0.0	0.6	4.807	A
2 - Northern	1 - Watford Road (N)	500	125	60		799	0.626	493	653	0.0	1.6	11.550	B
	2 - Tippendell Ln	340	85	331		544	0.624	333	223	0.0	1.6	16.631	C
	3 - Watford Road	491	123	225		1294	0.380	489	439	0.0	0.6	4.458	A

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level servi
1 - Southern	1 - Watford Road (S)	680	170	129		883	0.770	674	437	1.7	3.1	16.777	C
	2 - Chiswell Green Ln	110	27	521		434	0.253	109	281	0.2	0.3	11.079	B
	3 - Watford Road	525	131	41	0.00	1178	0.446	525	590	0.6	0.8	5.503	A
2 - Northern	1 - Watford Road (N)	597	149	72		792	0.754	592	783	1.6	2.9	17.579	C
	2 - Tippendell Ln	405	101	397		502	0.807	398	267	1.6	3.6	32.082	D
	3 - Watford Road	589	147	268		1255	0.469	588	526	0.6	0.9	5.386	A

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level serv
1 - Southern	1 - Watford Road (S)	832	208	151		868	0.959	803	515	3.1	10.5	42.399	E
	2 - Chiswell Green Ln	134	34	621		372	0.361	133	333	0.3	0.6	15.025	C
	3 - Watford Road	617	154	50	0.00	1171	0.527	615	704	0.8	1.1	6.462	A
2 - Northern	1 - Watford Road (N)	731	183	86		783	0.933	709	910	2.9	8.4	39.712	E
	2 - Tippendell Ln	497	124	475		453	1.095	437	320	3.6	18.3	111.394	F
	3 - Watford Road	703	176	295		1231	0.571	701	618	0.9	1.3	6.777	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level serv
1 - Southern	1 - Watford Road (S)	832	208	154		866	0.961	821	525	10.5	13.4	60.971	F
	2 - Chiswell Green Ln	134	34	635		363	0.370	134	340	0.6	0.6	15.695	C
	3 - Watford Road	629	157	51	0.00	1171	0.537	629	719	1.1	1.1	6.632	A
2 - Northern	1 - Watford Road (N)	731	183	88		782	0.935	724	928	8.4	10.0	52.895	F
	2 - Tippendell Ln	497	124	485		447	1.111	443	327	18.3	31.8	218.914	F
	3 - Watford Road	718	179	298		1227	0.585	717	630	1.3	1.4	7.054	A

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level serv
1 - Southern	1 - Watford Road (S)	680	170	140		875	0.777	718	473	13.4	3.8	27.020	D
	2 - Chiswell Green Ln	110	27	555		413	0.266	111	303	0.6	0.4	11.942	B
	3 - Watford Road	571	143	42	0.00	1178	0.485	572	624	1.1	1.0	5.956	A
2 - Northern	1 - Watford Road (N)	597	149	77		789	0.757	624	867	10.0	3.4	24.578	C
	2 - Tippendell Ln	405	101	418		489	0.829	474	283	31.8	14.6	181.590	F
	3 - Watford Road	623	156	320		1208	0.516	625	573	1.4	1.1	6.182	A

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsigna level servi
1 - Southern	1 - Watford Road (S)	569	142	115		892	0.638	577	387	3.8	1.8	11.708	B
	2 - Chiswell Green Ln	92	23	447		480	0.191	92	245	0.4	0.2	9.297	A
	3 - Watford Road	466	116	35	0.00	1182	0.394	467	504	1.0	0.7	5.041	A
2 - Northern	1 - Watford Road (N)	500	125	62		798	0.627	506	706	3.4	1.7	12.626	B
	2 - Tippendell Ln	340	85	339		538	0.631	391	229	14.6	1.8	31.991	D
	3 - Watford Road	503	126	263		1259	0.400	505	467	1.1	0.7	4.785	A