ST ALBANS PRIMARY SCHOOL SITE SEARCH

PLANNING APPRAISAL REPORT FOR SHORT LISTED POTENTIAL NEW PRIMARY SCHOOL SITES

<u>SITE 2: WNW10 - LAND AT ARISTON WORKS (MAIN SITE), HARPENDEN ROAD, ST ALBANS (REVISED JANUARY 2017)</u>

1.0 INTRODUCTION

- 1.1 This planning appraisal is for the following site which was short listed following a review of potential sites for a new primary school at St Albans:
 - Land at Ariston Works (main site), Harpenden Road, St Albans
- 1.2 The report was originally prepared in March 2016 and has been updated to take account of a Technical Note on the Heathlands Drive / Harpenden Road junction prepared by Stomor and a report on Geotechnical Hazards prepared by Opus. (See below for further details).
- 1.3 The site is located on the northern side of St Albans, within the Wider Search Area, approximately 400m north of the Core Search Area.
- 1.4 The site has been visited on a number of occasions, the most recent being on 2nd February 2016.
- 1.5 The site has an area of approximately 2.63ha. This appraisal assesses whether there is potential for the site to accommodate a 2fe primary school.
- 1.6 The following drawings accompany this report:
 - Site Location Plan (drawing 5115/150)
 - Site Identification Plan (drawing 5115/151)
 - Aerial Photograph (drawing 5115/152)
 - Site Appraisal (drawing 5115/153)
 - Development Principles (drawing 5115/154)
- 1.7 The following drawing also accompanies this report:
 - Site appraisal (drawing 4208/355B)
- 1.8 This is a more detailed site appraisal drawing, incorporating topographical survey information, which has been prepared for the whole of the Ariston Works site (Sites WNW10 and WNW11) for the purposes of a planning application which is to be submitted to St Albans City and District Council.
- 1.9 The County Council has been progressing proposals for a mixed use development on the site, and the adjoining former playing field (Site WNW11), for a number of years. The development proposals include residential development, open space, and a replacement youth and community building. As part of these proposals a number of technical studies and investigations have been undertaken. The following paragraphs incorporate the main findings of these investigations.
- 1.10 The following report also accompanies this report (see Appendix):

 High Level Accessibility Appraisal (including drawing ST-2479-05) prepared by Stomor Civil Engineering Consultants.

2.0 SITE DESCRIPTION

- 2.1 The site is located in the northern part of St. Albans approximately 700m north of the City Centre. It lies to the east of Bernard's Heath which is an area of common land on either side of Harpenden Road, from which the site has access across the common.
- 2.2 The site is partly used and partly unused and includes the site of the former St Albans Adolescent Resources Centre, a number of buildings St Albans Judo Club, The Pioneer Club, the former St Albans fire station (now closed and replaced elsewhere), and also a former ambulance station (now closed). It is largely hidden from view by existing woodland, trees and vegetation on the heath. The main body of the site is connected to Harpenden Road by a narrow corridor of land partly comprising Heathlands Drive and partly the access road serving the former fire station and the ambulance station.
- 2.3 The existing access is shared with Heathlands School, which lies immediately to the north east of the site. Heathlands School is a special school for the hearing impaired, currently offering nursery, primary, and secondary provision
- 2.4 To the east of the site is an area of former playing fields (referred to as the Lower Field (or Lower Heath)).
- 2.5 Immediately to the west and south of the site and to the south of the former playing fields is an area of common land known as Bernard's Heath, which is used as public open space.
- 2.6 The area of the common to the west and south west of the site mostly comprises mature woodland, with a number of deep depressions and significant changes in level. That part to the south of the former playing field, beyond a hedgerow and trees, is a more formal recreation ground.
- 2.7 To the north and east of the site and former playing field is a residential area comprising mainly two storey semi-detached and detached houses. Immediately to the south of the site is a cluster of recent two storey detached houses. A short distance further to the south, beyond an area of common, is a residential area of mainly two storey semi-detached and detached houses.
- 2.8 **Access/Highways** the site has vehicular access from the un-adopted Heathlands Drive, which crosses Bernard's Heath, and joins Harpenden Road to the west at a priority junction. Heathlands Drive serves the site and Heathlands School, with the former Fire Station and the Ambulance Station, having a separate access off the Drive.
- 2.9 Harpenden Road (A1081) is the main route leading to and through St. Albans city centre to the south and Harpenden to the north.
- 2.10 Stomor Civil Engineering Consultants have undertaken a high level transportation and accessibility appraisal for the site (and the adjoining Site 3 WNW11), based on a review of work previously undertaken by other

consultants (Wormald Burrows Partnership), which makes the following conclusions (for both sites):

The former Ariston site is well located in a residential area to serve a wide catchment. It is expected that most pupils will travel from the main area of need to the south. Existing levels of traffic in the vicinity of the site were observed to be reasonably low, so the access should be able to cater for the levels of traffic expected with a 2FE primary school, in addition to traffic already on Heathlands Drive from Heathlands School and the existing community use of a Judo Club and Youth Centre. However, modelling would be required to simulate the impact of school traffic on the local network and confirm this.

It is considered that fairly minimal works are likely to be required if the western site (WNW10) is redeveloped with the eastern site (WNW11) left as open space. Works are likely to include remediation of the concrete access road and installation of a new foot/cycleway to the north of the access. Additionally, there are likely to be some waiting restrictions required on the main access routes and, possibly also installation of new street lights on Heathlands Drive.

Development of the eastern site is likely to require more extensive works as a result of sharing the access with a new residential development on the western site. It is considered that the junction from the A1081 is unlikely to be able to cope with school on the east site and the other development on the west site. Detailed analysis would be required to confirm junction capacity. The land adjacent to the A1081 Harpenden Road is understood to be Common Land. This is likely to prohibit any widening in the vicinity of the site, and therefore, it is unlikely the junction can be improved.

The local public transport provision and cycle network are reasonable, providing options for staff as well as accompanied pupils to use these sustainable travel modes.

Given the very limited opportunities for parking around the site, on site provision for parents as well as staff vehicles will be required. There is potential for a park and stride scheme with the Ancient Briton public house to be used if the necessary agreement is obtained.

Overall, the western site offers a fairly straight forward opportunity to locate a 2FE primary school with reasonably good accessibility to the north of St Albans City Centre. On the basis of the existing traffic flows on the A1081 and the low expected level of school vehicular traffic, given the site's central location, it appears that the access should be able to adequately deal with this possible use. Further analysis will be needed to confirm this and test the local network, but it is considered that the site is sufficiently suitable to warrant this further study.

- 2.11 A copy of the report, and the accompanying drawing which illustrates the main conclusions, is attached at the Appendix.
- 2.12 Stomor Civil Engineering Consultants subsequently prepared a short Technical Note on Heathlands Drive / A1081 Harpenden Road Junction Modelling (7th September 2016), which considered the suitability of Heathlands Drive and its junction with the A1081 Harpenden Road to serve a development consisting of a new 2FE primary school located on the adjoining former playing field (Site WNW11), a residential development of 48 dwellings, a replacement youth and community building and the existing Heathlands Special School for Deaf Children. (See below for information on development proposals). The note makes the following conclusion:

Based on the assumptions above, the J9 modelling indicates that the junction should be able to just cope with the predicated traffic associated with:-

- A new 2FE primary school,
- 48 residential units
- · A replacement youth and community building

Maintaining access to Heathlands – A Special School for Deaf Children.

Most of the school generated traffic is expected to be concentrated over a short period of time at either ends of the school day, so this is when the junction is likely to experience the most delay. However modelling suggests that this should not be too significant. The operation of the junction becomes more sensitive to additional traffic the closer it is to its capacity, so a fairly modest increase in traffic may cause a noticeable change in the junctions operation. The assumptions above consider that the majority of pupils would walk to school, so measures would need to be implemented to encourage this. The assumptions also consider that all pupils originate from the south as advised by HCC; if more were expected to come from the north, the modelling may indicate a different result.

- 2.13 A copy of the note is also attached at the Appendix.
- 2.14 Pedestrian / cycle access there are several points of access to the site from Bernard's Heath and the former playing field. The St Albans Green Ring, which is a strategic cycle route (partly off road and partly on quiet roads) running around St Albans, runs along the western side of Harpenden Road, with a Toucan crossing point to the south of Heathlands Drive. A further cycle route, which forms part of the Sustrans National Cycle Network, runs along the western edge of Bernard's Heath.
- 2.15 **Public transport** Harpenden Road is the main route into the city centre from the north west and is a public transport corridor with Arriva bus service 321 providing a half-hourly link to the retail, service and community facilities in St. Albans city centre as well as to facilities in Luton and Watford. Harpenden Road is also served by routes 84A, 361 and 714, but these services are less frequent. There is a bus stop close to the site.
- 2.16 **Green Belt** the site is not located in the Green Belt.
- 2.17 **Land ownership** the land is owned by Hertfordshire CC.
- 2.18 Flooding the Environment Agency website indicates that the site is not within an area at risk of flooding. A Flood Risk Assessment (including drainage strategy) has been prepared by Wormald Burrows Partnership which concludes that the site is not at risk from the sources of flooding considered, as suitable sustainable engineering measures can be implemented to mitigate and manage flood risk.
- 2.19 **Topography** The majority of the site is level but the northern part slopes down in a series of steps.
- 2.20 **Listed buildings/conservation area** there are no listed buildings on the site or in the vicinity of the site and the site is not within a conservation area. The nearest conservation area lies approximately 300m to the east of the site.
- 2.21 Archaeology the site does not contain any Scheduled Ancient Monuments and does not lie within an Area of Archaeological Significance. A Heritage Desk Based Assessment prepared by CgMs Consulting (September 2013) has established that the majority of the site has been disturbed by former industrial uses, consequently, there is no archaeological potential within the southern part of the site. The remaining area has low/no archaeological potential. In these circumstances, it is concluded that the proposed residential development proposals do not require any further archaeological investigations or mitigation works.

- 2.22 Other Heritage Assets The site is located within the general locality of the Second Battle of St. Albans. However, the battlefield is not included on the English Heritage Register of Battlefields since "the battlefield no longer survives sufficiently to warrant conservation measures ..." The Battlefields Trust confirmed that it had no objection to the development of the area shown for development in the Planning Brief (see Planning Policy Context) (ie the current site) and supported keeping the former playing field free from development as it forms part of the remaining open area of the original battlefield.
- 2.23 **Ecology** the site has no designations for its nature conservation importance or interest, and there are no Sites of Special Scientific Interest or Local Nature reserves within 2km of the site. There are a number of non-statutory County Wildlife Sites (CWSs) within 2km of the site, the nearest being Bernard's Heath which is adjacent to the site.
- 2.24 A number of ecological appraisals and species surveys have been undertaken for the site. These found that the site contains a number of habitats which are all common and under no conservation threat and have a lack of general ecological value. They also did not find any bat roosts or reptiles and that it is unlikely to support important species of amphibians. However, surveys did find some bird nesting habitat, bat feeding / foraging habitat, and potential hedgehog habitat. The report made a number of recommendations for mitigation measures for nesting birds, bats and hedgehogs.
- 2.25 **Trees** There are a large number of mature trees on the site and immediately adjoining the site, notably on the site boundaries and on the northern part of the site. A tree survey has been carried out and a root protection plan prepared.
- 2.26 **Tree Preservation Order** the status of the trees has not been investigated at this stage but it is likely that there are trees on the site which would be worthy of a TPO.
- 2.27 Agricultural land quality not applicable.
- 2.28 **Public Right of Way** There are no definitive public rights of way (i.e. footpaths or bridleways etc) crossing the site. However, there are a number of public footways adjoining Harpenden Road and a number of points around the boundary of the site where pedestrian access is gained to the site on an informal basis from the adjoining open space and common land, including the former playing field.
- 2.29 **Public access / Community Use** Bernard's Heath to the west and south of the site comprises registered Common Land, which is also an area of Access Land over which there is public access.
- 2.30 In 2000 an application was made by the Bernard's Heath Village Green Preservation Society to register the former playing field as a town or village green. However, the application was rejected following a Public Inquiry in June 2002. In April 2014 St Albans City and District Council gave notice that the former playing field (referred to as the Lower Field) had been added to the Council's list of Assets of Community Value.
- 2.31 **Noise sources** there are unlikely to be any significant noise issues.

- 2.32 Size / shape the site comprises a large rectangular area of land which is more than the minimum 0.7ha required by this study to accommodate a new primary school (excluding playing field) on a constrained urban site. It is also larger than the 1.99ha site required by BB103 for a new 2FE primary school (including 60 place nursery and playing field) on an unrestrained site in a non-urban area.
- 2.33 **Ground Conditions** a number of geotechnical and geo-environmental investigations have been carried out for the site and the adjoining former playing field (Site WNW11) in connection with development proposals for the site (see Planning History section below) as they have a history of former industrial activities and brickearth excavations and lime workings. Further investigations have been undertaken following the opening up of a large sink hole in the residential area to the east of the former playing field in October 2015. These investigations are ongoing and include the site.
- 2.34 A Geotechnical Hazards Summary Report (August 2016) has been prepared by Opus on behalf of the County Council for the adjoining former playing filed site which provides a summary of the assessments of potential geotechnical hazards which might be encountered across that site and the bearing they may have on the potential location of a school on the site.
- 2.35 The Executive Summary advises that:

There are potential development constraints associated with the presence of past clay extraction and the likely presence of variable depth of unreliable materials (Made Ground) at shallow and moderate depths. This rules out the use of traditional shallow footings for much of the proposed building footprint.

There will also be abnormal costs associated with the required precautions associated with external areas (roads, parking, hard landscaped areas etc.) and provision of service installations (in particular drains, sewers and water supply).

The proposed mitigation works are within the "normal" range of site specific "extra-over" costs associated with poor near surface ground conditions. The site is therefore considered developable.

2.36 At this stage it is assumed that similar advice might also apply to the main Ariston site.

3.0 SUMMARY OF RELEVANT LOCAL PLANNING POLICIES

- 3.1 The St Albans District Local Plan was adopted in November 1994 and covers the period 1981 to 2001. A number of policies have been 'saved'.
- 3.2 The Local Plan Proposals Map does not indicate any designations or allocations affecting the site or the immediately adjoining land apart from including them in the built up area of St Albans, which is one of two towns in the district which area excluded from the Green Belt.
 - **Policy 2 Settlement Strategy** advises that development will generally be concentrated in the towns, but proposals should not detract from their essential character, particularly in respect of a number of considerations, including green spaces within settlements (Policy 75).
- 3.3 The Local Plan contains the following 'saved' policies which are of relevance:

Policy 65 Education Facilities is particularly relevant to the current proposals, particularly part A which relates to proposals for new schools, extensions to existing schools and changes of use to schools within towns and specified settlements. It advises that proposals for new schools (and extensions or changes of use) will be assessed against the following criteria:

- (i) Where a loss of dwellings is proposed, Policy 10 (iv) shall be complied with;
- (ii) The impact on the amenity of the surrounding area in terms of visual impact, design, noise and disturbance, road access and traffic generation;
- (iii) Sufficient on-site parking and servicing shall be provided;
- (iv) Provision shall be made for the setting down and picking up of pupils, by car or public transport, in a safe and acceptable manner.

Policy 10 Loss of residential accommodation opposes the loss of residential accommodation unless one of a number exceptions are met. One of these permits this for educational uses where suitable non-residential properties or sites for new buildings are not available.

Policy 67 Public Meeting Rooms and facilities, advises that before granting permission for a change of use or redevelopment of buildings used for community purposes, the Council will need to be satisfied that a need for them no longer exists.

Policy 69 General Design and Layout – seeks to ensure developments are to a high standard.

Policy 75 Green Space Within Settlements seeks to protect green space or re-provide it elsewhere if its loss would result in a deficiency of open space in the area. The policy would not permit development if it would destroy the character of any remaining green space. The policy identifies a number of considerations which will be taken into account in determining planning applications for the development of green space within towns. The accompanying explanatory text advises that urban green spaces consist of all open land, irrespective of ownership, which supports trees and other plants in built—up areas, including parks, playing fields, allotments, verges, waste land about public utilities and gardens.

Policy 74 Landscaping and Tree Preservation – seeks to retain existing landscaping and provide new landscaping in developments

Policy 39 Parking Standards, General Requirements sets out the Council's car parking standards.

Planning brief

3.4 In October 2001 the District Council approved a Planning Brief for the site (including the former playing field – Site WNW11), and the adjoining Heathlands School, following public consultations, including an exhibition. The aim of the brief was to provide a planning framework for the redevelopment of the site, consistent with planning policies. The brief proposed the following:

- Residential development of the northern part of the site, except the woodland (i.e. Pioneer Centre, Judo Club, IT Centre, and the sites of the former depot and houses).
- Community use of the site of the fire and ambulance stations.
- Retention of the playing field (now former playing field) as open space.
- Retention of Heathlands School
- Retention of existing trees and new planting.
- Improvement to junction of Heathlands Drive / new access with Harpenden Road.
- 3.5 The brief indicates a residential area of 1.55ha, comprising three areas, and indicated suggested densities and number of storeys for development as follows:
 - Northern area 10 to 20 dpha and 2 storey maximum
 - Central area 20 to 30 dpha and 2.5 storey maximum
 - Southern area over 30 dpha, may include flats up to 3 storeys.
- 3.6 The brief includes a section on implementation which identifies a number of matters which may be covered by a Section 106 Agreement.

4.0 PLANNING HISTORY

- 4.1 In August 2002 St Albans City and District Council resolved to grant planning permission (ref: 5/02/0852) for the comprehensive redevelopment of the site, subject to the completion of a S106 agreement. The application was for residential, community and open space purposes, including approximately 50 dwellings. The proposals included the relocation of St Albans Judo Club and Pioneer Club, with ancillary parking. The former playing fields were shown to be retained as playing fields.
- 4.2 The Legal Agreement, which reached an advanced stage, was not concluded and so a planning permission was not issued. Technically the 2002 application is therefore still 'live'.
- 4.3 Since 2012 the County Council has been progressing proposals for a new planning application which are effectively a renewal (or refresh) of the 2002 planning application. This has involved commissioning updated technical investigations, discussions with St Albans Council, and holding two public exhibitions. However, submission of the application has been delayed pending the resolution of highways / access issues, negotiations over the content of the related S106 agreement, and more recently by issues relating to the sink hole which opening up near the site, including the need for further technical investigations.

5.0 ASSESSMENT OF POTENTIAL FOR NEW PRIMARY SCHOOL

Site

5.1 The site has an area of 2.63ha, which is significantly more than the minimum 0.7ha size sought for a new 2fE primary school by this study to identify potential new primary school sites (excluding playing field). It would also be significantly larger than the minimum 1.99ha site required by BB103 for a new 2FE primary school (including 60 place nursery and playing field) on an

unrestrained site in a non-urban area. However, the area available is likely to be reduced by about 25 to 30% as much of the site contains mature trees which are likely to need to be retained and it is crossed by Heathlands Drive which provides access to the adjoining Heathlands School, which would also need to be retained.

- 5.2 The northern part of the site slopes down in a number of steps and may need to be re-terraced to create a level area for a playing field.
- 5.3 Whilst the site is large enough to accommodate a BB103 2FE primary school on an unrestrained site in a non-urban area the presence of the mature trees and Heathlands Drive are likely to make it difficult to lay out a school on the site and it is likely that it will be necessary to adopt the minimum 0.7ha approach for a constrained site, although it may be able to accommodate a playing field rather than requiring a detached playing field.

Acquisition of additional land

5.4 The site is adjoined by the former playing field to the east (Site WNW11), which is also owned by the County Council, which could potentially enable the site to be enlarged, but this may not be necessary.

Maximum height of development

5.5 Bearing in mind the location a single or two storey building would be appropriate. There may even be scope for a three storey building if necessary, on the southern part of the site bearing in mind the planning brief, which accepts three storey development on the southern part of the site.

Location relative to area of need

The site is located in the Wider Search Area approximately 400m north of the Core Search Area which is the optimum location for a new primary school, and so is a sub-optimal location. However, it is located approximately 700m north of the City Centre and so may help meet needs within the Core Search Area.

Other considerations

- 5.7 The site is currently partly unused, is not located in the Green Belt, and would not result in the loss of an open space and so on face value would seem to be a relatively good site. However, the site has the benefit of a resolution to grant planning permission for its redevelopment and is subject to current development proposals being progressed by the County Council. It is also subject to ongoing site investigations to establish whether there are ground stability issues on the site, which may affect its development.
- 5.8 The site currently contains a number of youth and community uses, including the Pioneer Club (youth club / youth centre, including indoor and outdoor skate parks), St Albans Judo Club, and Youth Connexions (County Council's services for young people), which have outdated buildings which are in need of replacement. It also contains St Albans Ambulance Station.
- 5.9 The re-development proposals being progressed by the County Council are required to fund the provision of new premises and facilities for the youth and community uses and to relocate the ambulance station (as well as provide

'replacement' funding for the fire station which was relocated a number of years ago). If the site were to be used for a new school the development could not take place and so the funding would not be available to fund the provision of new facilities for the youth and community uses and so the existing facilities would need to remain and so the site would not be available for a new school.

Development principles

- 5.10 The Development Principles drawing illustrates how a 2FE primary school could be accommodated on the site. This is based on a new primary school (including nursery) on an unrestrained site (1.99ha) in a non-urban area, and would be a single storey building, rather than a two storey school on a constrained urban site (0.7ha), with a detached playing field, as this would be likely to be able to be accommodated on site.
- 5.11 The plan retains the existing access to Heathlands School, although this would split the school site into two halves, which isn't ideal the southern half where the school could be located, and the northern part, which may be able to accommodate a 'detached' playing field (subject to detailed design, in particular relationship to trees, and levels). The southern part of the site would also be unlikely to have sufficient room for a hard play area unless the school building were to be a two storey building or the car parking were to be provided on the northern part of the site. Alternatively the playing field and hard play area could possibly be located on the former playing field (Site 3 WNW11).

6.0 SUMMARY AND CONCLUSIONS

- 6.1 The main planning and environmental constraints and considerations which would affect the potential use of the site for a new primary school are:
 - Existing youth and community uses on the site and the current proposals to provide replacement facilities by redeveloping the site (Note: these uses would either need to be retained or re-provided on site)
 - Relationship to Bernard's Heath (County Wildlife Site / Registered Common / Access Land / Mature trees)
 - Existing trees on the site, which are likely to need to be retained
 - Potential ground stability issues (subject to ongoing site investigations)
- 6.2 The site is of sufficient size to accommodate a new primary school based on either the minimum for a constrained site (0.7ha) or for an unconstrained site (1.99ha), although it will be likely to be more difficult to accommodate a school based on an unconstrained site due to the existing trees and the road (Heathlands Drive) which crosses the site.
- 6.3 It is located outside the optimum location for a new school, but may help to meet needs within the Core Area, being located in the Wider Search Area. It is also owned by the County Council, which is an advantage.
- 6.4 In addition to the constraints and considerations above there are a number of other physical and site constraints and considerations which would affect the potential use of the site for a new primary school:
 - Need to retain access to Heathlands School

- Topography sloping nature of part of the site
- 6.5 The topography means that the northern part of the site may need to be reterraced to create a level area suitable for a playing field / playing surface.
- 6.6 Proposals for a new school would need to avoid the existing trees, which would need to be retained, and retain the existing access to Heathlands School.
- 6.7 The high level transportation and accessibility appraisal advises that overall, the site offers a fairly straight forward opportunity to locate a 2FE primary school with reasonably good accessibility to the north of St Albans City Centre. On the basis of the existing traffic flows on the A1081 and the low expected level of school vehicular traffic, given the site's central location, the existing access should be able to adequately deal with this possible use. Further analysis will be needed to confirm this and test the local network, but it is considered that the site is sufficiently suitable to warrant this further study.
- 6.8 A subsequent technical note looked in more detail at the suitability of the Heathlands Drive / Harpenden Road junction and found that it should be able to cope with the predicted traffic, based on a number of assumptions.
- 6.9 Most of the necessary studies and technical investigations have already been undertaken for the site in connection with the current redevelopment proposals but they may need to be modified to reflect proposals for a school rather than residential / youth and community use / open space, were they to be progressed for this site, in particular the following:
 - Transport assessment and a site access arrangements
 - Geophysical / geotechnical studies
 - Utilities assessment
- 6.10 The overall conclusion is that although the site is relatively unconstrained, it is owned by the County Council, and could help meet needs in the Core Area, it is in a sub-optimum location. But the main issue is that the site it is not available for use for a new school. The existing youth and community uses would either need to be retained on site, if the site is not to be redeveloped, or they would need to be re-provided on site, or relocation off site, which would need to be funded by the redevelopment of the site. In either case the site would not be available for use for a new school.
- 6.11 Also, further geophysical / geotechnical studies are currently investigating ground conditions to see whether there are ground stability issues which would need to be addressed by development proposals for the site and may affect the disposition of development on the site.
- 6.12 Ground condition issues were previously identified as a matter which meant that there was significant uncertainty about whether the site would be able to accommodate a new school or whether the cost of provision on site would be prohibitive. However, further investigations for the adjoining former playing field site suggest that this issue is likely to be able to be addressed and would not prevent the site being able to accommodate a new primary school.

APPENDIX



St Albans Primary School Site Search

High Level Accessibility Appraisal for Sites at Former Ariston Works

This high level access appraisal is to consider the suitability of access for a new 2 Form of Entry (2FE) primary school on the location of the former Ariston Works site in St Albans. It is to be read in conjunction with Drawing ST-2479-05, attached to the end of this document and refers to site references WNW10 and WNW11.

There are two sites to be considered, WNW10 the former fire station and existing community use buildings on the west of Heathlands School (herein referred to as the west site) and WNW11 the playing field to the south of Heathlands School (herein referred to as the east site). The Client has advised that both sites would take their access from Heathlands Drive to the west, so therefore will be considered in one access appraisal and generally as one site, except where the potential sites have significantly different requirements.

The west site was subject to an assessment of access suitability for residential use in 2015 by Wormald Burrows Partnership Limited (WBPL). This study considered serving the site through Heathlands Drive onto the A1081 Harpenden Road, with access maintained through the site to Heathlands School for Deaf Children. The Transport Statement (TS) considered the redevelopment of the former fire station to 48 residential units, along with the replacement of the youth and community facilities on site. This TS concluded that the site could be suitably served from the A1081 Harpenden Road with some minor improvements to visibility splays.

Two options have been considered at this stage for the purposes of this high level transport assessment:

- 1. A new primary school on west site replacing all existing development, with the east site left as open space.
- 2. A new primary school on the east site with the residential and community use development on the west site, as considered by the WBPL TS and summarised above.

Access would be maintained to Heathlands School with both options.

1. Site Background

1.1 Location

The site is situated in the northern part of St Albans, adjacent to the Heathlands School. It is surrounded by residential areas to the north and east and woodland to the west and south. The site is currently served by Heathlands Drive, which connects the A1081 at its western end with Heathlands School to the east.

1.2 Local Road Network

Heathlands Drive is an approximately 5.5m wide access road which connects to the A1081 Harpenden Road by a simple T-junction. The A1081 is a Main Distributor Road which connects the



north of St Albans with the A414 North Orbital Road at the London Colney Roundabout, passing through St Albans City Centre. In the vicinity of the site the A1081 is approximately 7.3m wide.

The playing field site is also adjacent to Bridle Close, an approximately 5.5m wide residential road to the east. Bridle Close is accessed from Fontmell Close, another residential access which is also about 5.5m wide.

All the roads in the vicinity of the site are within a 30mph speed limit zone.

1.3 Existing Access

Vehicular and pedestrian access to the site is currently via Heathlands Drive to the west of the site, which serves the existing St Albans Ambulance Station, Heathlands School and a Judo Club.

1.4 Existing Conditions

Observations of transport conditions in the vicinity of the site were made in the AM peak period of 19th January 2016 between 8am and 9am. The weather was cold and generally dry. Traffic was seen to be generally light in the vicinity of the site, with the only congestion observed at the signal controlled junction with Batchwood Drive 400m to the north.

No parking was observed on the western part of Heathlands Drive nor on the A1081 at the time of the site visit. Some parking was observed within the site itself, in connection with its existing school and community uses.

1.5 Existing Pedestrian/Cycle Provision

Heathlands Drive has an approximately 2m wide footway on its southern side with concrete bollards and a 1.8m wide footway on the northern side. The western and eastern footways on the A1081 Harpenden Road are approximately 2.5m and 1.8m wide respectively. A relatively new traffic signal controlled pedestrian crossing is located approximately 100m south of Heathlands Drive.

Bridle Close and Fontmell Close have approximately 1.8m wide footways on either side.

National Cycle Route 6 passes about 100m to the west of the junction of Heathlands Drive and the A1081 Harpenden Road. This provides a north south route from the north of England to Uxbridge through St Albans and provides connections to Harpenden to the north and Watford and the Route 61, The Albans Way, to Hatfield to the south; passing through the centre of St Albans.

The new St Albans Green Ring walking and cycling route passes along the A1081 Harpenden Road adjacent to the site before continuing to Batchwood Drive to the north west and crossing Sandridge Road to the south east.

1.6 Public Transport

There are bus stops along the A1081 Harpenden Road on either side, approximately 160m to the south. Route 321, operated by Arriva, connects Luton and Watford via Harpenden and St Albans, passing the site three times per hour. Route 714 connects New Barnet with Luton, via St Albans and



Harpenden, passing the site between every one or two hours. Routes 84A and 361 also provide a limited number of school services past the site connecting to Sandridge, Tyttenhanger and the Garston area of Watford.

The nearest major railway station is St Albans City, approximately 1.4 kilometres to the south east of the site, which has regular connections with Harpenden, Luton, London and further afield. St Albans Abbey, an unmanned stop approximately 2.0 kilometres to the south west of the site, has connections with Watford Junction approximately every 45 minutes.

2. Access Considerations

2.1 Network Capacity

Traffic in the vicinity of the site appeared to be moderately light for a Main Distributor Road. Modelling would be required to ensure that the surrounding network has sufficient capacity for the additional vehicles associated with a new school. However, it is considered that the junction from the A1081 is unlikely to be able to cope with school on the east site and the other development on the west site. Detailed analysis will be required to confirm the capacity of the junction. The land adjacent to the A1081 Harpenden Road is understood to be Common Land. This is likely to prohibit any widening in the vicinity of the site, and therefore, it is unlikely the junction can be improved.

Parking restrictions may be required to prevent congestion caused by drop offs/pick ups on the A1081 Harpenden Road in the vicinity of the junction with Heathlands Drive.

2.2 General Improvements

Vehicular access to the site would use the existing concrete access road to the former fire station and Heathlands School. It is recommended that the improvements identified by WBPL for Heathlands Drive in terms of improving the visibility splays onto the A1081 for potential residential development are implemented in advance of construction of a new primary school.

Heathlands Drive was observed to be in poor condition in places when visiting the site. It is recommended that this be rectified as part of the access improvement works.

Considering that Heathlands Drive runs through an area of woodland in the vicinity of the site, it is possible that additional street lights would be required to encourage pupils to walk to the school. There is also a need to provide suitable crossing facilities over Heathlands Drive itself.

WBPL proposed the introduction of a new foot/cycleway to the north of Heathlands Drive. It is recommended that this is also incorporated into the improvements to access, but given the use as a primary school, a wider shared use foot/cycleway, protected from the access by guard railing may be more appropriate than the segregated shared use facility WBPL identified for possible residential development.



2.3 Proposed Access

There is likely to be only one suitable vehicular access option, particularly to the west site and this is to provide access through Heathlands Drive onto the A1081 Harpenden Road as happens at present. Pupils could travel from all directions, but will all reach the school site from the A1081. As the site lies north of the expected catchment, it is likely the majority of pupils will come from the south.

Pedestrians would travel to the Heathlands Drive entrance to the school along the A1081 Harpenden Road. The existing controlled pedestrian crossing south of Heathlands Drive would appear to be the most appropriate place for pupils to cross the A1081.

Access to the eastern site will be taken through the western site, with vehicles and pedestrians arriving from the A1081 Harpenden Road and Heathlands Drive.

If Bridle Close was to be used as a vehicular access it would require extensive parking restrictions to keep it clear for two way school traffic. This is something which would adversely affect local residents. As there is a potential access that does not have this problem and already serves the site, the Bridle Close option has not been taken forward for further consideration.

Analysis by others currently suggests that the majority of pupils will arrive at the site from the south. However, if a change in catchment means that a significant proportion of pupils will arrive from the east, it would be worth considering a new pedestrian access from Bridle Close. If this is taken forwards, some localised parking restrictions may be required to discourage parents from using this area for drop offs and pick ups.

2.4 Park and Stride

The Ancient Briton Harvester public house is located 200m to the north of the site with a large car park within walking distance of the site. Depending upon the origin of pupils, and vehicle desire lines, this could provide a suitable location for a park and stride facility, subject to agreement with the landowners.

3. Conclusion

The former Ariston site is well located in a residential area to serve a wide catchment. It is expected that most pupils will travel from the main area of need to the south. Existing levels of traffic in the vicinity of the site were observed to be reasonably low, so the access should be able to cater for the levels of traffic expected with a 2FE primary school, in addition to traffic already on Heathlands Drive from Heathlands School and the existing community use of a Judo Club and Youth Centre. However, modelling would be required to simulate the impact of school traffic on the local network and confirm this.

It is considered that fairly minimal works are likely to be required if the western site (WNW10) is redeveloped with the eastern site (WNW11) left as open space. Works are likely to include remediation of the concrete access road and installation of a new foot/cycleway to the north of the access. Additionally, there are likely to be some waiting restrictions required on the main access routes and, possibly also installation of new street lights on Heathlands Drive.

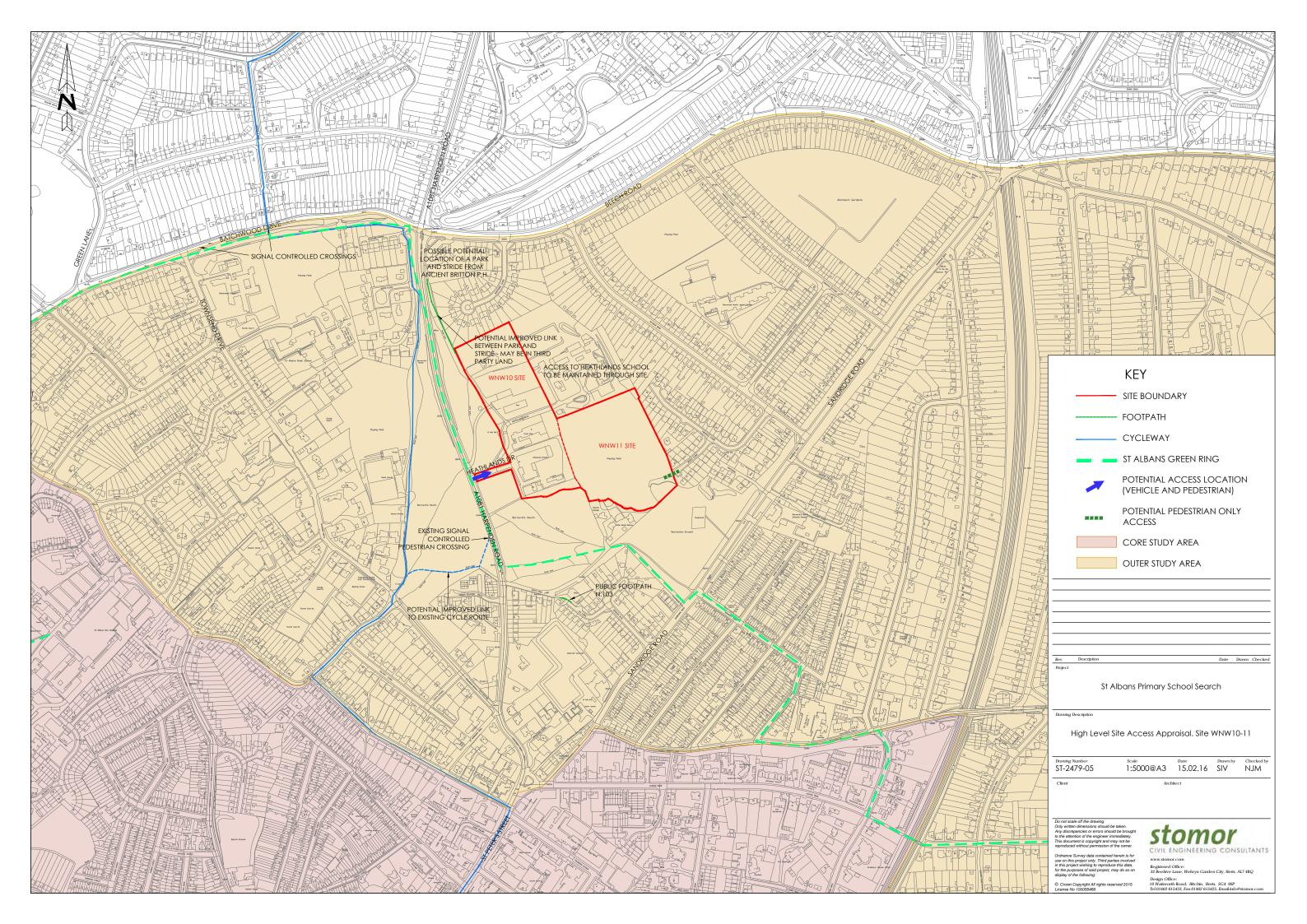


Development of the eastern site is likely to require more extensive works as a result of sharing the access with a new residential development on the western site. It is considered that the junction from the A1081 is unlikely to be able to cope with school on the east site and the other development on the west site. Detailed analysis would be required to confirm junction capacity. The land adjacent to the A1081 Harpenden Road is understood to be Common Land. This is likely to prohibit any widening in the vicinity of the site, and therefore, it is unlikely the junction can be improved.

The local public transport provision and cycle network are reasonable, providing options for staff as well as accompanied pupils to use these sustainable travel modes.

Given the very limited opportunities for parking around the site, on site provision for parents as well as staff vehicles will be required. There is potential for a park and stride scheme with the Ancient Briton public house to be used if the necessary agreement is obtained.

Overall, the western site offers a fairly straight forward opportunity to locate a 2FE primary school with reasonably good accessibility to the north of St Albans City Centre. On the basis of the existing traffic flows on the A1081 and the low expected level of school vehicular traffic, given the site's central location, it appears that the access should be able to adequately deal with this possible use. Further analysis will be needed to confirm this and test the local network, but it is considered that the site is sufficiently suitable to warrant this further study.





St Albans Primary School Site Search

Technical Note on Heathlands Drive / A1081 Harpenden Road Junction Modelling

Prepared 7th September 2016

Scope

Stomor has been commissioned by Vincent and Gorbing on behalf of Hertfordshire County Council (HCC) to prepare a short technical note to consider the suitability of Heathlands Drive and its junction with the A1081 Harpenden Road to serve a development consisting of:-

- A new 2FE primary school
- 48 new residential units
- · A replacement youth and community building
- Maintaining access to Heathlands A Special School for Deaf Children

Using data from the Wormald Burrows Partnership Ltd (WBPL) Transport Statement report reference E3053-pc-hla-tsreport0912-rev 1 dated August 2015, Stomor have added a 2FE primary school to the junction arrangement set out in this report and shown on WBPL Drawing E3053/21/H. This WBPL plan is provided in **Appendix A**.

The land adjacent to the A1081 Harpenden Road is understood to be Common Land. This is likely to prohibit any widening in the vicinity of the site, and therefore, it is unlikely the junction can be improved beyond that proposed in WBPL Drawing E3053/21/H.

Junctions 9 (J9) software was used to analyse the operation of the junction in the future assessment year of 2025 when it is assumed that the school will be operating with pupils in each year group.

Assumptions:

Geometry

- Geometry of junction modelled, obtained from WBPL Drawing E3053/21/H:
 - o A1081 Harpenden Road
 - 6.3m wide
 - 90m forward visibility
 - no right turn lane, so blocking would occur
 - Heathlands Drive,
 - 3.55m wide approach on average
 - 10m back
 - 26m vision to left
 - 21m vision to right



Traffic Counts

- Traffic count data was taken from the WBPL report counts undertaken on Tuesday 10th July 2012 (traffic may be lighter due to some older school children being on exam leave)
 - o The raw traffic count data provided in **Appendix B**.
- Existing traffic used to consider Heathlands and community uses of site
- Traffic projected from 2012 to 2025 using TEMPro 7 for car drivers using the Origin-Destination average rates for St Albans Area 010

AM Peak Growth
 Interpeak (for School PM) Growth
 PM Peak Growth
 2.085%

 Residential TRICS rates from WBPL report used in AM and PM evening peaks, with School PM peak assumed based on Foster Street, Harlow rates, scaled up to be proportional to WBPL peak rates

	Arrivals	Departures	Total
AM	0.203	0.543	0.746
School PM	0.360	0.240	0.600
PM	0.510	0.314	0.824

- Number of Pupils:
 - o 2FE 7 classes of 60 pupils = 420 Pupils
 - Plus two nursery classes = 60 pupils
 - o 480 Pupils overall
- 30% of Pupils will come by car = 144 pupils by car, based on other HCC Schools
- Share rate of cars is 1.4 = 103 cars overall, based on other HCC Schools
- For modelling purposes, assume a start time of 08:45 hours and a departure time of 15:15 hours
- Distribution of Pupils:
 - o AM Peak: 100% of cars arrive from the south, as advised by HCC Client
 - o AM Peak: 75% of these cars depart south, 25% of these cars depart north
 - Sch PM Peak: 75% of parents arrive from the south, 25% of parents arrive from the north
 - o Sch PM Peak: 100% depart to the south, as advised by HCC Client
 - See Vincent and Gorbing Plan 5115-001 in **Appendix C** showing 'Core Search Area' where pupils are expected to originate.
- Assume that pupils will arrive/depart in the AM Peak in the same profile (shown in italics) as at observed previously at the Giles Schools in Stevenage:



	Arriving	No.	Departing	No.	North	South
Pre 0800	4%	4	-	-	-	-
0800-0815	9%	9	-	-	-	-
0815-0830	33%	34	18%	19	5	14
0830-0845	51%	53	38%	39	10	29
0845-0900	3%	3	35%	36	9	27
Post 0900	-	-	9%	9	2	7
Totals	100	103	100	103	26	77

 Assume the following distribution of pupils in school PM peak, based upon previous observations at the Giles Schools in Stevenage:

	Arriving	No.	North	South	Departing	No.
Pre 1500	55%	57	14	43	-	-
1500-1515	41%	42	10	32	-	-
1515-1530	-	ı	1	1	96%	98
1530-1545	4%	5	1	4	-	-
1545-1600	-	-	-	-	4%	5
Post 1600	-	-	-	-	-	-
Totals	100	103	25	79	100	103

- Number of Staff:
 - 14 classes plus a 60 place nursery and head teacher gives 17 spaces for full-time members of staff
 - o 1 space for every 100 pupils gives 5 more spaces
 - o 1 space per 20 pupils gives 24 more spaces
 - o Overall 46 car spaces
 - o Assume all members of staff drive
- Assume that staff arrive and leave at different times:
 - o 70% arrive between 8-9 AM, giving 32 arrivals; no departures
 - o 40% depart between 3-4 PM, giving 18 departures; no arrivals
 - o 25% depart between 5-6 PM, giving 12 departures; no arrivals
- Distribution of Staff:
 - o AM: 75% arrive from the south, 25% from the north
 - o PM: 75% depart south, 25% depart north
- Assume no community use of school, and community use of other facilities is equal to or less than existing
 - The traffic count data provided in **Appendix D**.
- Assume the pedestrian/cycle crossing to the south of the junction of A1081 Harpenden Road
 / Heathlands Drive does not influence traffic flows significantly enough to affect the operation of the junction



Results

AM Peak Year 2025 Traffic with Predicted Development plus Predicted School Traffic

	Queue (Veh)	Delay (s)	RFC
Heathlands Drive	0.9	16.44	0.49
A1081 Northbound	1.2	15.50	0.55

The junction appears to operate within its capacity in the AM peak period, with a maximum queue of about one vehicle expected on the northbound arm of the A1081. Both Ratios of Flow to Capacity (RFC) are under the 0.85 value usually used as the highest level a new junction should be designed to operate to.

School PM Peak Year 2025 Traffic with Predicted Development plus Predicted School Traffic

	Queue (Veh)	Delay (s)	RFC
Heathlands Drive	4.0	29.55	0.83
A1081 Northbound	1.5	17.32	0.61

The junction appears to operate within its capacity in the School PM peak period, with a maximum queue of approximately four vehicles expected on Heathlands Drive. Both RFCs are under the 0.85 value, but the Heathlands Drive arm is close to it.

School PM Peak Sensitivity Test

Given how close the operation is to an RFC of 0.85 in the school PM peak hour, a sensitivity test was undertaken to see the effect on the junction of 5% of parent traffic turning right, north, out of Heathlands Drive rather than all 100% turning to the left to the south. This would reflect a small number of parents (5 in this case) linking trips and visiting other destinations accessed by the A1081 north, before returning home. The results are as follows:

	Queue (Veh)	Delay (s)	RFC
Heathlands Drive	4.5	32.41	0.85
A1081 Northbound	1.5	17.32	0.61

The junction appears to operate just within its capacity in the School PM peak period, with a maximum queue of approximately five vehicles expected on Heathlands Drive. The RFC on Heathlands Drive is at the 0.85 value, so it is considered the junction would be operating at or around the maximum desirable capacity at the time parents leave the school.



Evening PM Peak Year 2025 Traffic with Predicted Development plus Predicted School Traffic

	Queue (Veh)	Delay (s)	RFC
Heathlands Drive	0.1	8.79	0.12
A1081 Northbound	0.1	7.19	0.06

The junction appears to operate well within its capacity in the evening PM peak period, with no real queuing expected. Both RFCs are well under the assessment 0.85 value.

Junction modelling results are provided in Appendix E.

Discussion

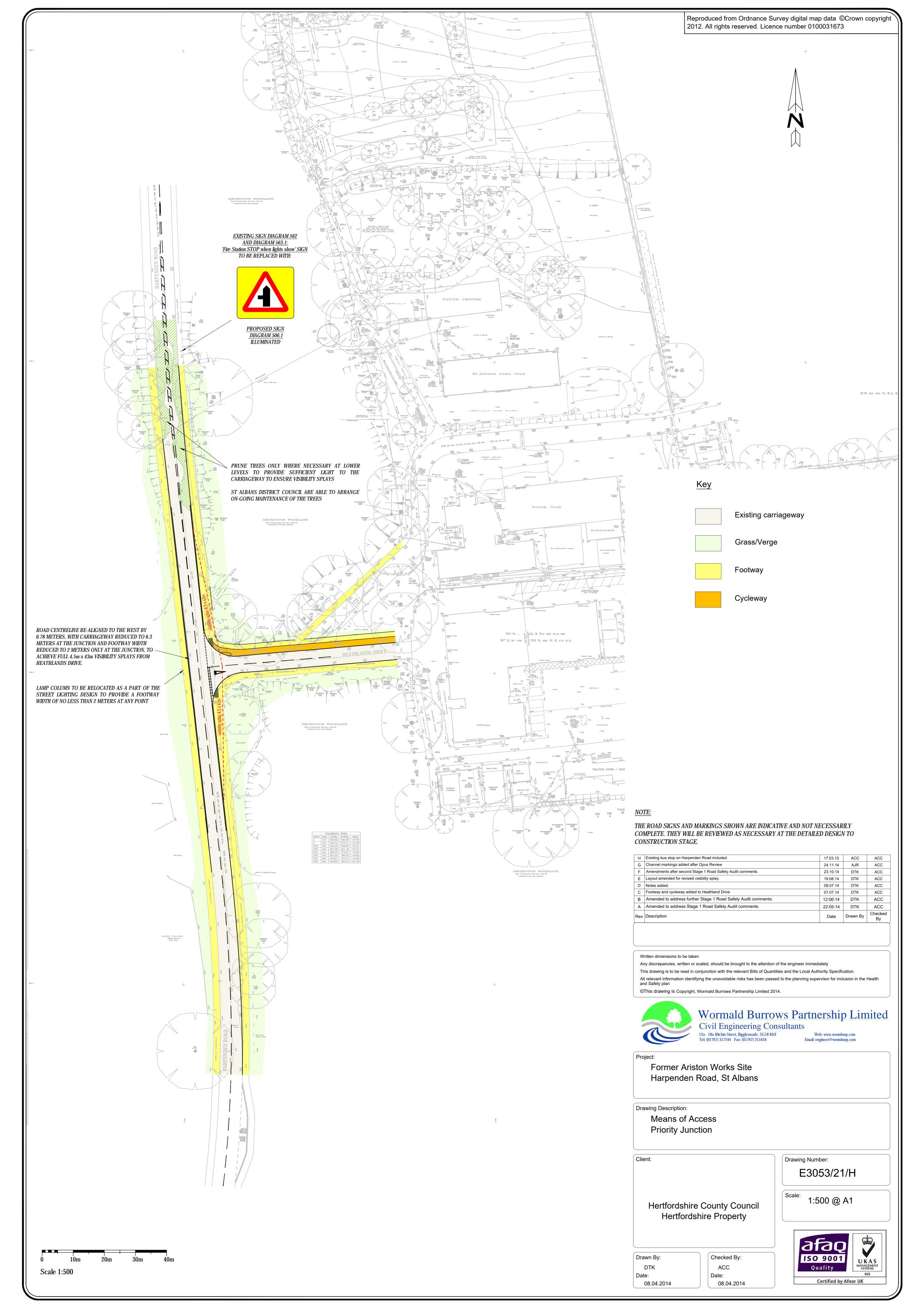
Based on the assumptions above, the J9 modelling indicates that the junction should be able to just cope with the predicted traffic associated with:-

- A new 2FE primary school
- 48 new residential units
- A replacement youth and community building
- Maintaining access to Heathlands A Special School for Deaf Children

Most of the school generated traffic is expected to be concentrated over a short period of time at either ends of the school day, so this is when the junction is likely to experience the most delay. However modelling suggests that this should not be too significant. The operation of the junction becomes more sensitive to additional traffic the closer it is to its capacity, so a fairly modest increase in traffic may cause a noticeable change in the junction's operation. The assumptions above consider that the majority of pupils would walk to school, so measures would need to be implemented to encourage this. The assumptions also consider that all pupils originate from the south as advised by HCC; if more were expected to come from the north, the modelling may indicate a different result.

APPENDIX A





APPENDIX B



JOB NAME: ST. ALBANS : JUNCTION 2 (HARPENDEN RD-HEATHLANDS DR) DATE: TUESDAY 10 JULY 2012

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PROACH	HARPENDI	EN RD NOI	RTH					
TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL.
1100 - 1105	0	0	0	0	0	0	0	C.L.O.
1105 - 1110 1110 - 1115	.0	<u>0</u>	0	0	0	<u>0</u>	0	0
15-MINS	:~ 0.°	7076KO 242K		3 : 0 %				200 O 200
1115 - 1120	0	0	0	0	0	0	0	0 "
1120 - 1125	0	0	0	. 0.	0	0	0	0,
1125 1130 15-MINS	0	0 - 0 2 %	0	0	0 -	<u>0</u>	0	0
1130 - 1135	0	0	0	1	0	0	0	1
1135 - 1140	0	0	0.	0	0	0	0	0:
1140 - 1145	0	0	0	0	0	0	0	0"
15-MINS 1145 - 1150	ς ∵ 0 · · · · · · · · · · · · · · · · · ·	0	0	<i>्क</i> ै.1५% र	0 1999	0 0	0 0	0
1150 - 1155	0		1	0	- 6	0 -	0	1 1
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TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1200 - 1205	0	0	0	1	0	0	0	117
1205 - 1210 · 1210 - 1215	0	0	0	0	0	0	0	0
1210 - 1215	0	0	0	1: 3:4	0	n (0} o	9 90 0	
1215 - 1220	0	0	0	Ö	0	0	0	0
1220 - 1225	0	0	0	1	0	0	0	
1225 1230	0	0	0	0	0	0	0	03
15-MINS :	0	0	0	1i 0	0	0	′ + , 0 ;	0
1235 - 1240	0	0	1	0	ő	0	0	1.07.4450
1240 - 1245	Ö	0	0 .	ō	0	0	0	
15-MINS	0	0 .	1 1 1 1 1 1 1 1 1	0 .:	. 0	,	3.900	
1245 - 1250	0	1	0	. 0	0	0	0	aft. 17 (1).2.1
1250 - 1255 1255 - 1300	0	0	0	0	0	0	0	1 0
15-MINS	0,	1	1 41	1. 0.55	0;		1214.01	2 2
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Hourly Total	0.	1.,	. 2	2	- 0	0	<u> </u>	. 1000, 51.
ПМЕ	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1300 - 1305		0	1 1	0	0	0	0	1917
1305 - 1310 1310 - 1315	0	0	0	0	0	0	0	0
15-MINS	0.	o .	i 1 .	0.	0.	0:	0	12
1315 - 1320	. 0	0	1	0	0	0	0	1'
1320 - 1325	0	0	0	0	0	0	0	0:
1325 - 1330	0	0	0 1	0	0	<u> </u>	0	0.00
- 15-MINS * 1335	0	0	0	0	0	0	0	
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. 1335 - 1340 · · .		0	1	0	0	0	0	1 1
1340 - 1345	0			. 0 7	, 0,		0.0	
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JOB NAME: ST, ALBANS - JUNCTION 2 (HARPENDEN RD-HEATHLANDS DR) DATE: TUESDAY 10 JULY 2012

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TIME					ENDEN RD		DH6	TOTAL
	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0705	2	0	17	6	0	1	0	26
0705 - 0710	1	0	22	6	0	0		20
0710 - 0715	0	0	15	4	1	0	0	
	3	0	_ 54 å	. 16	<u></u>	1/2/31/250	377 11 2589 0	
0715 - 0720	1	0	29	6	0	0	0	36
0720 - 0725		0	26		0	0	0	32
0725 - 0730	0	0	35	7	0	0	0	42
	2	. 0	36° 90 %	18	0.1	.*:::10::24	100 mm	37.07.0
0730 0735	-1		29	<u> 4</u>	0	0	0	34
0735 - 0740		0	40	5	0	0	1	47.
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5 1, 10 111110 11.	(929 4 95%)			· 9 · · · ·	.0	State On the	J. 1981	
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0750 - 0755	5	0	46	3	.0	0	0	
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15-MINS	9,	2 1	109	10	0:- "	. ,0	*: 1 ;	' <mark> 131</mark>
Hourly Total	18	. 2	358	53	1 1	- 41	- 3	436
TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0800 - 0805	2	0	40	5	0	0	0	47
0805 - 0810	1	0	32	1	1	0	0	35
0810 - 0815	3	0	38	3	1	0	1	46
15-MINS	6	0	. 110	9	2 '	- 0.	16.5	128
0815 - 0820	0	0	30	3	1	0	3	37,
0820 - 0825	2	0	24	3	0	0	2	31
0825-0830	2	1	42	5	0	0	0	50
15-MINS	4 -	.7°1€ v	96	11111	2 1 1 ,	.a . : 01	. 5	. 118
0830 - 0835	0	0	27	3	0	0	1	31
0835 - 0840	2	0	39	5	Ō	0	2	48
0840 - 0845	0	0	19	4	0	0	0	23
15-MINS .	2	· O.	85	12	0	0 +	~~ ·3	102
0845 - 0850	0	0	29	2	1	0.	1	33
0850 - 0855	Ō	0	31	3	1	0	1	36
0855 - 0900	3	0	25	3	0	0	0	. 31
. 15-MINS	3	0	. 85	8	2 .	0	2	100
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0900 - 0905 0905 - 0910	1 2	0	CAR 39 18	LGV 3	OGV1	OGV2	BUS 0	TOTA
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	NS - JUN	CTION 2 (HJ	ARPENDEN	RD-HEATH	LANDS DR)			
ATE: TUESDAY 10 .	JULY 2012							
PPROACH	HARPEND	EN RD NOR	TH					
TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1100 - 1105 ·	1	0	15	1	000	0002	0	101AL
1105 - 1110	- i -	Ö	15	2	0	0	0	18
1110 - 1115	0	0	22	3	1	0	1	27
- 15-MINS	2	18/01/14		**************************************	. 1841V		《福1 》	
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1125 - 1130	1	0	29	5	0	0	0	35
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1145 - 1150	0	0	23	1	1	0	0	25
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riourly (total '	• •		1 23	- 31	•			g 300 (
TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1200 - 1205	. 0	0	11	2	0	1	0	14
1205 - 1210	0	1	13	3	0	0	0	## T17.
1210 - 1215	0	. 0	26	4	0	0	11	31
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15-MINS	1)	0 ,	.74\.	5 _ '	·O`:	0	, 2	82 🌣
1245 - 1250	0	0	24	4	1	0	0	29:
1250 - 1255	0	0	18	0	1	0	0	191
1255 - 1300	0	0	22	3	0	0	0	25
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1310 - 1315	1	0	22	1	0	0	0	24
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15-MINS	<u>₹ (0°° • </u>	0	69	9	0 '	0	0	78
1330 - 1335	0	0	16	2	ō	0	0_	18
1335 - 1340	1	0	15	2	1	0	1	20
1340 - 1345	0	0	18	3	1	0	0	22
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15-MINS 1345 - 1350 1350 - 1355 1355 - 1400	0 0	0	17 22	1 2	0	0_	0	24
15-MINS 1345 - 1350 1350 - 1355	0		17	1	0		 	24:
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15-MINS 1345 - 1350 1350 - 1355 1355 - 1400 15-MINS	0 0 0	0	17 22 2 61	1 2	0 0	0	0 0 -	280.
15-MINS 1345-1350 1350 - 1355 1355-1400 15-MINS Hourly Total	0 0 0 0 24	0 _ 0 . 0 . MC 0	17 22 61 245 CAR 21	1 2 25 F 7	0 0 1. 1.7 -	0 0 0 	0 . 0 . 2 . BUS 0	70TAL
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TIME				KPENDEN	KD-HEA I HL	ANUS UK)			
1505-1516 0	PPROACH	HARPEND	EN RD NOR	TH					
1505-1516 0	TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
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1710\(\) 1715\(\) 0	1650 - 1655 1655 - 1700 15-MINS - Hourly Total IIME - 1700 - 1705	0 %1 70°" -2 .1°\. -2 .0°	0 0 0	26 27 	3 -/24 -/24 LGV	0 1 1 6 OGV1	0 	0 5(45164) (2064) BUS 1	7.1 30 7.1 7.1 303 TOTAL
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JOB NAME: ST. ALBANS - JUNCTION 2 (HARPENDEN RD-HEATHLANDS DR)
DATE: TUESDAY 10 JULY 2012
APPROACH

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TIME								
TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0705	0	0	1	0	0	0	0	1
0705 - 0710	0	0	0	0	0	0	0	0.
0710 - 0715	0	0	0	0	0	0	0	0
*15-MINS ***	\$ 0 m	121 0 242	75127	50000	0.4	0.50	120 O 120	1000001
0715 - 0720	0	0	0	0	0	0	0	. 0
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0730 - 0735	0	0	0	0	0	0	0	0
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0740 - 0745	0	0	1	0	0	0	0	1
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^ 0745 - 0750 <	0	0	0	0	0	0	0	0
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15-MINS	0	a 0'	· 0	. 0	0	. 0	· ` . O •	
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0820 - 0825	0	0	1	0	0	0	0	1
0825 - 0830	- 6	0	<u> </u>	0	0	0	0	0
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0830 - 0835	0	0	1	1	0	0	0	2
0835 - 0840	0	 0	1	Ö	0	Ö	0	1.
0840 - 0845	0	 	2	0	ő	0	Ö	2
15-MINS	~ ~ 40 ~ .	- 0	3-1 4	1: -	- O:	0	0	5
0845 - 0850	0	0	2	1	0	0	0	3
0850 - 0855	1 0	0	2	0	0	0	0	2
				 		0	- 0	0
0855 - 0900 15-MINS	0	0	0	0	0			
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OB NAME: ST. ALB/ ATE: TUESDAY 10 .		CTION 2 (HA	RPENDEN	RD-HEATH!	LANDS DR)			
PPROACH	HEATHLAN	IDS DR						
TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1100 - 1105	0	0	0	0	0	0	0	3.7.3.70°35°
1105 ± 1110	0	0	0	0	0	0	0	10
	1900 T	\$400 × 3	্ৰগ্ৰহণ	***0 :		0.3	*****	21/2 81 1336
1115 - 1120	0	0	0	0	0	0	0	0.
1120 - 1125 1125 - 1130	0	0	0	0	0	0	0	0/,
15-MINS	15.107.50	r. 0	<u>, 1468</u>	<u>`</u> \$.0 ∂∰`	Opc. 54	₩ 2.0.0 Å	7.55 O 4745	375.27.1 35E
1130 - 1135	0	0	1	0	0	0	0	₹. . 1 1%
1135 1140	0	0	2	0	0	0	0	1.01
1140 - 1145	0	0 466-0 256	204	0	2,000		*200	3279450
1145 - 1150 🕟	0	0	0	0	0	0	0	0
1150 - 1155	0	0	0	0	0	0	0	. 0
1155 1200 115-MINS	0 	0	<u> </u>	0	0	0	0	0
· io-mino (. , , , ,	1		- 101			
Hourly Total	0	0,	6,	0 6	0	· · · · · · · · · · · · · · · · · · ·	· 70	· 16
TIME	PC	MC -	CAR	LGV	OGV1	OGV2	BUS	TOTAL
TIME ∴1200¥1205	0	MC O	OAR O	UGV 0	0601	0GV2 0	0	44 O 0
1205 1210	0	0	0	0	0	0	0	""" O
(1210 - 1215)	0	0	0	0	0	0	0	0
15-MINS 1215 - 1220	0	0 0	0; 1	0 7	0	0	0	0,0
1220 - 1225	0	0	0	0	0	0	0	الدا في السابة
1225 - 1230	0	0	2	0	0	0	0	2
.15-MINS (1)	0	0	;""∃31" <u>.</u> 1	0	0	0	0	3376 906, 214736
1230 - 1235 1235 - 1240	0	0	1	0	0	0	0	C. 11
1240 - 1245	0	Ö	0	Ö	0	0	0	0
15-MINS	0 .	0 `	2	0	. 0	. 40	0	. 2 .
1245 - 1250 1250 - 1255	0	0	1 1	2	0	0 -	0	3
1255 - 1300	0	- 6	0	ő	0	0	0	. 0
15-MINS	0	0 -	2.	£=":3:7"	0``	0 ~ .	~~`°0	5
This is well at	0		. 7'	3 · ·	O			10.3
Hourly Total		0.			, 0	- 0	1	10
ПМЕ	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1300 - 1305	0	0	1	0	0	0	0	1
1305 - 1310 1310 - 1315	0	0	0	0	0	0	0	0 8
15-MINS	0	0	1' .;	0	. 0.	0	:0	1 1
1315 1320	0	0	0	0	0	.0	0	0)
1320 - 1325	0	0	1	0	0	0	0	2;***** 1-
1325 - 1330	0	01	2:	0.2	0		1,°	. 3
1330 - 1335	0	0	0	0	0	0	0	0
1335 - 1340	0	0	0	0	0	0	0	L O i i.
1340 - 1345	0	0 (3 < 0) (1	1 15 11 12	0	0	0	0	11
1345 1350	0	0	0	1	0	0	0	: 1 1: " ·
1350 - 1355	0	0	0	0	0	. 0	0	0
1355 1400 15-MINS	0 , ; 0: ∂-	0	0	0 1.1	0	0	0	7 7 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
. ;15-MINS	. : 0: . : .	<u> </u>	14	1 .1	ju .	. 07	<u> </u>	. T
Hourly Total	. 0	0 .	4.	1	0	.0.	1: '	. 6
	D.O.—		C+2-	I GV-	00244-	OGV4	вие.—	TOTAL
TIME 1400 - 1405	PC 0	MC 0	CAR -0	LGV 0	OGV1	OGV2	BUS 0	TOTAL 0
6 1405 - 1410	0	0	0	ő	0	ő	0	
1410 - 1415	0	0	3	0	0	0	0	3 "
15-MINS 1415 - 1420	0	0	31 1 0	, 0	0	0	0	3
1420 - 1425	0	0	0	0	0	0	0	0 "
1425:-1430	0	0	1	. 0	0	0	0	
15-MINS: 3	(3/ 3/05/05/05/05/05/05/05/05/05/05/05/05/05/	0 .	1	0	, : 0;√	0.7%	-	1. 12.12.5 4 41.54.
1430 - 1435	0	0	1	1 1	0	0	0	2
	0	0	1	0	0	0	0	
1435 - 1440 1440 - 1445			1	2	0.	* 0	0	4
1440 - 1445 15-MINS			.∵ 2; <u>-</u> ``?				1 4	of the same will be
1440 - 1445 15-MINS 1445 - 1450	0	0	1	0	0	0	1 0	
1440 - 1445 15-MINS) 1445 - 1450 1450 - 1455	0		+			0 0 0	0	0
1440 - 1445 :: 15-MINS 1445 - 1450	0 0 0	0 0	0 0	0	0 0	0	0	1

JOB NAME: ST. ALBANS - JUNCTION 2 (HARPENDEN RD-HEATHLANDS DR) DATE: TUESDAY 10 JULY 2012 APPROACH HEATHLANDS DR TIME CAR LGV OGV2 BUS OGV1 TOTAL 0 0 1500 - 1505 0 0 0 0. 1505 - 1510 0 0 0 0 0 1510 - 1515 0 0 0.8 0: 15-MINS 0 **6**₹2. : O . 0 / 00 1515 - 1520 0 0 0 1520 - 1525 0 νo 0 0 0 1525 - 1530 0 0 0 <u>0 1448</u> 1839893 TAS · _ 0 15-MINS. ··· 0 0. 3 0 .0. 1530 - 1535 0 0 0 0 0 0 1535 - 1540 0 0 0 1540 - 1545 0 0 0 0 0 6 €**1** (4) **200**×17-34 ★参第15-MINS 極 · 0 -15 ₹0` - 46 O MA 0.0 0 0 0 n 1550 - 1555 0 3 0 0 0 0 1555 - 1600 0 0 0 0 0 4×0×34 7,3×36 7. 15-MINS 0 0 . 0 0.00 320 0 0 20 28 0 0 Hourly Total ١1 A 0 26 * 1**1**(** 0 πме OGV2 BUS MC CAR LGV OGV1 TOTAL PC 1600 3 1605 0 0 0 0 0 0 1605 - 1610 0 0 0 0 0 1610 - 1615 S 0 0 0 0 0 0 0 -0 0 **∵** 0 : 15-MINS 0 . 0 1615 - 1620 0 0 .1620 ± 1625 .1625 = 1630 0 0 0 0 02 15-MINS 0 0 - 5 ា 0 0 6. 0 0 0 1630 - 1635 0 0 0 1635 - 1640 0 0 0 1640 - 1645 n 0 0 0 0 O ·* <u>· · 2</u> · 0 15-MINS 0 4 1 0 0. 0. 1645 - 1650 1650 - 1655 1655 - 1700 0 0 0 0 0 . 0 0 0 0 0 15-MINS 0 0; 1 0 0, 0 ં72 : Hourly Total 0 1 ... 13 2 0. 0 ... 0. 5 2 3.16 3. πме OGV1 OGV2 PС MC CAR LGV BUS TOTAL 10 1700 - 1705 0 0 0 0 0 0 1705 - 1710 n 0 1710 - 1715 0 0 0 0 0 0 0 15-MINS · 0: 11. 0 . 0. .0 .1 1. 0 1720 - 1725 0 0 0 0 0 0 1725 - 1730 0 0 0 15-MINS 0 0 . 0 0,4 0 0 0 1730 - 1735 0 0 0 1735 1740 0 1740 - 1745 0 n 0 0 O 0 0 0 15-MINS 0 0 ٠6 0. .13 4 1745 - 1750 0 1750 - 1755 0 0 0 0 0 O 0 13 1755 - 1800 0 0 0 0 0 0 0 0 0 ...15-MINS 14 0 1 0 - 2 O 12 161 Hourly Total .14 ^O CAR LGV OGV1 OGV2 BUS TOTAL ПМЕ PC MC 1800 - 1805 0 0 0 0 1805 - 1810 1810 - 1815 0 . 0 5.7 15 MINS 0 ... 1815 - 1820 0 n O 0 ō 0 0 0 1820 - 1825 0 0 0 0 1825 - 1830 n 0 n 1830 - 1835 : 0 0 .0 0 0 . '0' :∛ `O 1835 - 1840 n 0 3 1840 - 1845 0 15-MINS ~ 0* 0 0 0 # O * 1845 - 1850 0 0 0 0 0 0 1850 - 1855 0 0

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JOB NAME: ST. ALBANS - JUNCTION 2 (HARPENDEN RD-HEATHLANDS DR) DATE: TUESDAY 10 JULY 2012

0745'-0750 0750-0755 0750-0755-0800 0755-0800 015-MINS Hourly Total 1IME 0800-0805 0805-0810 0815-0820 0825-0830 0815-0820 0826-0835 0836-0840 0846-0845 0840-0845 0840-0845 0840-0845 0845-0850 0855-0800 15-MINS	PC 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	MC 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	CAR 0 1 0 0 0 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 1 1 0 0 1 1 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 0 1 1 0	LGV 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 1 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3
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115-MINS 0815 - 0820 0820 - 0825 0825 - 0830 15-MINS 0836 - 0835 0836 - 0840 0840 - 0845 315-MINS 0845 - 0850 0855 - 0850 0855 - 0900	0 0 0 0 0 0 0 0 0	0 0 0 0 0	1 1 0 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0 0 0	0 0	0 0 0	0 0	1 0
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15-MINS	0 0 0 0	0 0	\$ 90 .1 997	0.5		0	l 0	*** *******
0830 * 0835 * 0833 * 0840 * 0840 * 0845 * 315-MINS * 0845 * 0850 * 0855 * 0855 * 0950 * 115-MINS *	0 0 0 0	0 0	0		0.	0)	0.0	(d): (sa-1/-), (
0835 0840 0845 0840 0840 0845 0845 0855 085	0 0 0			0 .	0	0	0	013.013.
15-MINS	0	0	1	0	0	0	0	\$ 1.1 1 3473
0845 - 0850 - 9 0850 - 0855 - 0 0855 - 0900 - 15-MINS	0		0	0	0	0	0	01,7
0850 0855 0855 0900 15-MINS	_	0	1 ·	. 0	0	. 0.	0	3- 1- 1
0855 : 0900 15-MINS		0	2	2	0	0	0	4
15-MINS	0	0		0	0	0	0	10.1.11
		0	4	0	0	0	0	1, 9: 1
	0	· · · · · · · · · · · · · · · · · · ·		<u> </u>	·	U.,	<u> </u>	<u> </u>
Hourly Total	n 1	۰.0	10	. ° 3		~· o :	0	13
Troutly Town					1			
TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
	0	0	0	1	0	0.	0	is."TUTELL
0905 - 0910	0	0	1	0_	0	0	0	1.
< 0910 - 0915 ×	0	0	0	0	0	0	0	01
15-MINS	_ <u> </u>	0	。. 1. k	1 1	. 0	.0	-	2
0915-0920	0	0	1	0	0	0	0	2 4
0920-0925	0	0	1	0	0	0	0	f : 1.5: 1
0925 0930 15-MINS	3. 035 S	.0)	4		0	, - 0		4
0930 - 0935	0	0	1	1	0	0	0	2 "
0935 - 0940	0	0	Ö	0	ő	Ö	Ö	00
0940 - 0945	ō	ŏ	1	O_	Ö	0	0	1.12
15-MINS	0	. 0	2	- 1	. 0	1 7 01	0	
0945 - 0950	0	0	1	0	Ö	0	0	1 1
0950 - 0955	0	0	0	0	0	0	0	0:
0955 - 1000	0	0	0	1	0	0	0	[375.65.43***
15-MINS	· '0	0	102015.5	1 4.0	17:00	0,7	10.70	1 1 1 2 J.
* 11	0	i kun i	1	1	1940 Oct	l o	Taraka da da	14
Hourly Total	0∵∽	[:::h=0]	1 2.8 -	1 , 3	1 * * 0.	1: 0.4	<u>, prezio 5 a </u>	12.5. 22.11.
πме	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1000 - 1005	0	0	0	0	0	0	0	0
1005 - 1010	0	. 0	<u> </u>	Ö	0	0	0	0
1010 - 1015	0	0	0	0	0	0	0	F 0.18.
15-MINS	0.22	(\$. 0 °c)	0.	7.0	: 7400	. 0	36 × 0 × 33	0.44
1015 - 1020	0	0	0	0	0	0_	0	01
1020 - 1025	0	0	0	0	0	0_	0	0 .
1025 - 1030	. 0	0	0	, 0	0	0	0	- 0
15-MINS				· · · · · · · · · · · · · · · · · · ·		0:125	िक्ष के 0 •≪2 0	& ** 0 A
1030 - 1035	0	0	2	0 -	1 0	0	 0	a.,01;
1035 - 1040 1040 - 1045	0	0 -	0	0	0	0.	0	0
* 1040 - 1045 * 15-MINS ***								
1045 - 1050	0	0	0	0	0	0	0	
1050 - 1055		0	1	0	0	0	Ö	7 4 1 1 1 1
1055 - 1100	0	0	0	0	0	. 0	0	0
15-MINS					0.2	0.32	: E0 634	

OB NAME: ST. ALB. DATE: TUESDAY 10		:ΠΟΝ 2 (HA	RPENDEN	RD-HEATHI	.ANDS DR)			
APPROACH	HEATHLAN	IDS DR						
ПМЕ	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1100 - 1105	0	0	0	0	0	0	0	. 0
1105 - 1110	0.	0	0	0	0	0	0	0.5
1110 - 1115	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	O hard
1115 - 1120	0	0	0	0	<u>√200 - €</u> 0	0	0	0
1120 - 1125	- 6	- 6	0	0	0	0	0	0
1125 - 1130	0	0	1	0	0	0	0	.1.
15-MINS	· 0	.7. O → 3	S. 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	€ 20 € 2	0 ,		· * 0 ·*	2.861 Mg
ें 31130 - 1135 हैं े	0	0	1	0	0	0	0	
3 1135 - 1140 ≥ ○	0 1	0	0	0	0	0	0	0 2
1140 - 1145				0 38034	0	2 950 O . 33	-200 O 5868	******************************
1145 - 1150	0	0	0	0	0	0	0	0
1150-1155	0	0	0	0	0	0	0	0
1155 - 1200	0	0	0	0	0	0	0	4 O da
19415-MINS	. 0.	>4.00 Yes	· ` 0 × 🐍	1,000 €	*****O* · ` · `	704	·** 0 35%	Sec. 4. 035.4
Hourly Total	***1.5	0.70 × 0.5		**	0	. 0	\$40.049	52.335 4 513
noutly rotal		- A - O (1595)	<u> </u>	• U 39	U 1	- 0	· • . · · . · · · · ·	
TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1200 - 1205	0	0	0	0	0	0	0	0)*
1205 - 1210	0	0	0	0	0	0	0	0
1210 - 1215	0	0	0	0	0	0	0	and the Oliver
1215 1220	- 0 0	0	0 0	0	<u>್</u> 0.∿% 0	0	0	0
1215 - 1220 1220 - 1225	0	0	1	0	0	0	0	1
1225 - 1230	- 0	Ö	Ö	ō	0	- 0	Ö	0
15-MINS	0	0:11	4 11/11/15	0	.0	-0	0 +	F-11-14
1230 - 1235	0	0	2	0	0	0	0	22
1235 - 1240	0	0	1	0	0	0	0	
1240 - 1245	0	0	1 1	0	0	0	0 101.5	4:33 4:33
15-MINS	0	; 0 1	4 : ≠	0.7.	<u> </u>	0	0	- 4 554
1250 - 1255	- 0	0	1	0	0	0	0	
1255 - 1300	ō	ō	Ö	ō	0	ō	ō	0
15-MINS	O	117	r marris	0	0	0:	11-0-1	`.∖∵2*∵⊹
					-			
: Hourly Total	* ` O · :	1 1	.;	0	0.	01	0	7 ,
TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1300 - 1305	0	0	0	0	0	0	0	# TO 775
1305 - 1310	0	. 0	0	_ ^				0.776
1310,:1315	0	0		0	0	0	0	0
15-MINS	0		0	0	0	0	0	. 0
		0.0	. 0	0 • •	0 0 ⁷	0	0	0 0
1315 - 1320 1320 - 1325	0	0	0	0 / 0 (6)	0 0 ⁷ 0	0 :0` 0	0 0	0
1320 - 1325			. 0	0 • •	0 0 ⁷	0	0	0 0
1320 - 1325 1325 - 1330 15-MINS	0 0 1	0 0 0	0	0 0 (2 0 0 0	0 0 0 0 1	0 0 0 0	0 0 0 0	0 0 1 2 2 3
1320 - 1325 1325 - 1330 15-MINS 1330 - 1335	0 0 1 1	0 0 0 .0	0 0 1 0 1	0 0 0 0 0	0 0,0,7 0 0 1 1	0 0 0 0 0	0 0 0 0 0	0 0 0 1 2 3
1320 - 1325 1325 - 1330 15-MINS 1330 - 1335	0 0 1 1,,	0 0 0 .0 .0	0 1 0 0 1 1 0	0 0 0 0 0 0	0 0,7 0 0 1 1 0	0 0 0 0 0	0 0 0 0 0	0 0 0 1 2 2 3
1320 - 1325 1325 - 1330 15-MINS 1330 - 1335 1335 - 1340	0 0 1 1,0 0	0 0 0 0 0	0 0 1 0 1 0 0	0 0 0 0 0 0	0 0 0 0 1 1 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 0 1 2 3 3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
1320 - 1325 1325 - 1330 15-MINS 1330 - 1335 1335 - 1340 1340 - 1345	0 0 1 1,0 0	0 0 0 .0 0	0 1 0 0 1 1 0	0 0 0 0 0 0	0 0,7 0 0 1 1 0	0 0 0 0 0	0 0 0 0 0	0 0 0 1 2 2 3
1320 : 1325 1325 : 1330 15-MINS 1330 : 1335 1335 : 1340 1340 : 1345 15-MINS 1345 : 1350	0 0 1 1 0 0 0	0 0 0 0 0	0 0 1 0 0 1 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 1 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
1320 : 1325 1325 : 1330 15-MINS 1330 : 1335 1335 : 1340 1340 : 1345 15-MINS 1345 : 1350 1350 : 1355 1355 : 1400	0 0 1 1 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 1 0 1 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0,00,00 0 1 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 1 1 2 3 0 0 0 0
1320 : 1325 1330 1325 1330 1325 1330 1335 1340 1340 1340 1340 1340 1345 1340 1345 1350 1350 1355 13	0 0 1 1 0 0 0	0 0 0 .0	0	0 0 0 0 0 0 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 1 2 3 0 0 0 0
1320 : 1325 1330 1325 1330 1325 1330 1325 1335 1335 1335 1340 1340 1345 1345 1350 1350 1355 1400 1355 1400 154MINS	0 0 1 1 10 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 .07. 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 1 2 2 3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
1320 : 1325 1325 : 1330 15-MINS 1330 : 1335 1335 : 1340 1340 : 1345 15-MINS 1345 : 1350 1350 : 1355 1355 : 1400	0 0 1 1 10 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 1 0 1 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0,00,00 0 1 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 1 2 2 3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
1320 : 1325 1330 1325 1330 1325 1330 1325 1335 1335 1335 1340 1340 1345 1345 1350 1350 1355 1400 1355 1400 154MINS	0 0 1 1 10 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 .07. 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
1320 : 1325 1330 1325 1330 1325 1330 1335 1340 1340 1340 1340 1350 1350 1355 1400 154MINS 1440 1400 1405 1400 1400 1405 1400	0 0 1 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 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 1 4 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
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1320 ::1325 1325 1325 1325 1330 1325 1330 1335 1330 1335 1340 1345 1340 1345 1350 1355 1350 1355 1400 1355 1400 1405 1400 1405 1405 1405 1410 14	0 0 1 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 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 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 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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ATE: TUESDAY 10								
PPROACH	HEATHLAI	NDS DR						
тіме	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1500 - 1505	0	0	0	0	0	0	0 5	
1505 - 1510	0	0	0	0	0	0	0	0
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× 1515 - 1520	0	0	0	0	0	0	0	0
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1615 1620	0	0	0	0	0	0		0
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1630 - 1635	0	0	1 1	0	0	0		11 11 17 a
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15-MINS	0	0	2	1 22 3	0	0	0 1	3 6
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TSS

JOB NAME: ST. ALBANS - JUNCTION 2 (HARPENDEN RD-HEATHLANDS DR) DATE: TUESDAY 10 JULY 2012

ΔP	PR	n	٩СН

TIME			AHE	AD TO HARF	PENDEN RE	NORTH		
THE	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0705	0	0	11	1	1	0	2	15
0705 - 0710	1	0	12	3	1	0	1	18
0710 - 0715	. 0	1	9	1	0	0	1	12
55-MINS	** * 1	. : :: : :1 : . : : : : : : : : : : : :	54532 N	327 5 324	. 2 :	. 0.	v 2.4.33	45
0715 - 0720	1	0	18	1	1	0	0	Tue 21 ind
0720 - 0725	0	1	7	1	1	0	0	10
0725 - 0730	0	0	9	0	0	0	0	9
15-MINS		5391330	· 34 · 3		2 2	*****	0.00	40
0730 - 0735	0	1	18	4	0	0	0	23
0735 - 0740	0	Ö	28	2	0	0	0	30
0740 - 0745	0 .	0	23	2	0	0	1	26
					2000 0 to 4		- 1631 ###	
15-MINS		7-35/1 1/26/40	Se 69					
0745 - 0750	2	0	16	1 1	0	0	0	- 19
0750 - 0755	.0	0	27	4	0	0	2	33
0755 0800	<u> </u>	0	23	2	0	0	0	. 25
15-MINS	2	0	66	7	0 *	.0	2.0	1 (10 p. 77 h. 1
Hourly Total	4	3	201	22	~ 4	0 0	7.22	241
TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0800 - 0805	1	1	25	3	0	0	1	31
0805 - 0810		Ö	22	1	1	Ö	1	26
0810 - 0815	2	0	40	5	0	0	2	49
15-MINS	4.	3/5/10 3	87	9.	`∜°∞ 1 फर* s	0	4.	106
0815 0820			28	2	0	0	1	32
	1 0	0						
0820 - 0825	0	0	25	1	0	0	2	28
0825 - 0830	0	0	15	3	0	1	2	21
15-MINS	5-1-1 1 16	. 0	68	6.6.	· 0	1.5	5	'81
0830 - 0835	1	0	24	3	0	0	0	28 = 1
0835 - 0840	1	0	24	3	0	0	1	29
0840 - 0845	0	0	31	3	1	0	1	36
15-MINS	. ; -2	0	79	. 9:5:	1 1	0	2.	93
0845 - 0850	0	0	19	3	. 1	0	0	23
0850 - 0855	1	0	16	2	0	0	1	20
0855 - 0900	0	0	23	6	0	0	0	29
15-MINS	. * 3 1 /*	11.130%	. 58	11.11		. 0	1.1	72
10 111110						1		
Hourly Total		11	292	35	3 "	1.	12:5	352
riourly rotars								
TIME	P.C	MC	CAP	LGV	OGV1	OGV2	BIIS	TOTAL
TIME	PC	MC	CAR 25	LGV	OGV1	OGV2	BUS	TOTAL
0900 - 0905	0	0	25	8	0	0	0	33
0900 - 0905 0905 - 0910	0	0	25 11	8 2	0	0	0	33
0900 - 0905 0905 - 0910 0910 - 0915	0 0 1	0 0	25 11 17	8 2 3	0 1 0	0 0	0 0 0	14 21
0900 0905 0910 0915 0910 0915 0915 0915	0 0 1	0 0	25 11 17 534	8 2 3	0 1 0	0 0 0	0 0 0	33 14 21 68
0900 0905 0905 0905 0910 0915 0915 0920 0915 0920 0915	0 0 1 - * 1: -	0 0 0	25 11 17 53	8 2 3	0 1 0	0 0 0	0 0 0 0	33 14 21 68 21
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0900 0905 0905 0910 0910 0915 15-MINS 0915 0920 0920 0925 0925 0930	0 0 1 - 531 1 0 1	0 0 0 0 0 0	25 11 17 53/37 16 10	8 2 3 4 5 2	0 1 0 1	0 0 0 0 0	0 0 0 0 0 0	21 68 21 15
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B NAME: ST. ALE TE: TUESDAY 10			RPENDEN	RD-HEATH	LANDS DR	<u> </u>		
PROACH	HARPEND	EN RD SOU	TH					
ПМЕ	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1500 - 1505	1	0	18	3	0	0	2	24
1505 - 1510	0	0	25	5	0	0	0	30
1510 - 1515	1	11	24	2	0	0	1	29
15-MINS	2 2 2		\$20 F 67. 75	10	1250, 37	130000	·5223 198	
1515 - 1520 1520 - 1525	3	0	20 31	2	0	0	1	26 37
1525 - 1530	1	0	38	1	0	0	2	42
* 15 MINS	4	S. 6 .2	. 89	2317.3%	17 / 18 1 8 / 18		. 4 4 4	32 105
1530 - 1535	0	0	27	2	0	0	1	30
1535 - 1540	0	0	20	2	0	0	2	- 24
1540 - 1545	1	0	11	4	0	1	1	18
₩#15-MINS	2001	0 0	₩ 458 3	\$3668 A 545	154800 MRG		4.9% 1	*# #.72 * √
1545 - 1550 1550 - 1555	0	0.	27 24	5	0	0		29
1555 - 1600	0	6	31	2	0	0	0	33
15-MINS	2740	0.74	82 TF	3 18 18 18 18 18 18 18 18 18 18 18 18 18	0.20	(39 O + A)	0.005 1 0.000	366691 X
Hourly Total		1 1 a 1	134 -296 38	33 ' 1	["t., 1 , w;	7-5 15 .	12 3	-/ ∰351%
TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
.1600,-1605	1	0	27	5	0	0	1	34
1605 - 1610	1	0	31	3	1	0	0	36
1610 - 1615	1	0	34	4	1	0	1	41
15-MINS	3	0 0	∵ 192 - ≩ 40	12	2	0	2 2	44
1615 - 1620 1620 - 1625	2 2	0	40 37	2	0	0	3	44
1625 - 1630	1	0	23	0	1	0	1	26
15-MINS * "	5	0	100	2	1.1	· · · · · · ·	.61-	÷114
71630 - 1635	. 0	0	25	2	0	0	0	27
1635 - 1640	0	0	20	7	0	0	2	29
1640 - 1645	1 1	0	32	2	0	0	0	35
15-MINS 1645 - 1650	. 0	1	<i>⊙ 77. ⇒</i> 40	3	0,	0	1	91
	0	Ö	29	5	Ö	0	2	36
1650 - 1655 1655 - 1700	1	0	32	2	0	0	0	35
1655 - 1700 15-MINS	1 1	0	32 101	2	0	0	0	35 .116
1655 ≥ 1700 15-MINS - 3-Hourly Total	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 	32 101) 370)	2 10 10 1 35 10 1	0 00'	0 0 3 3 1, 2 0 2	0 3' 132'	35 116 432 TOTAL
1655 1700 154MINS 154M	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 1 1 MG 1	32 101 370) CAR 39	2 35 LGV 2	0 0'3 OGV1	0	0 3'	35 116 432 TOTAL
1655 1700 15-MINS 15-MINS 15-MINS 15-MINS 15-MINS 15-MINS 15-MINS 1700 1705 1705 1705 1705 1705 1705 1700 1700	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 	32 101) 370)	2 10 10 1 35 10 1	0 00'	0 0 0 0 0 0 0 0 0 0 0 0 0	0 3' 13' BUS 2	35 116 432 TOTAL
1655 1700 154MINS 5Hourly Total 11ME 1700 31705 1705 1710 1710 17115	1 1 10 1 10 1 PC 0 1 1	0 1 1 MG 1 0	32 101 370) CAR 39 26	2 35 LGV 2 1	0 0'3 OGV1 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 3' 13' BUS 1	35 116 432 TOTAL 44 30 38
1655 1700 15-MINS 5-Hourly Total 11ME 1700 1705 1705 1710 1710 1715 15-MINS 1715 1720	1 10 : 10 : PC 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 11 10 10 10 11 10 11 12 10	32 370) CAR 39 26 30 95'	2 35	0 0 0 0 0 0 0 1	0 0 0 0 0 0 0 1 0 0	0 3' 3' 3' 3' 3' 3' 3' 3' 3' 3' 3' 3' 3' 3	35 116 10TAL 10TAL 30 38 - 112 39
1655 1700 15-MINS 3-Hourly Total TIME 1700 1705 1705 1710 1740 1745 15-MINS 1745 1720	1 10 10 10 10 10 10 10 10 10 10 10 10 10	0 11 1 1 0 1 0 1 1 2 0 3	32 101 370 CAR 39 26 30 95 38 28	2 35 LGV 2 1 5 . 8	0 0 0 0 0 0 0 1 1 0 0	0 0 0 0 0 0 0 1 0 0 1 0	0 3 13-2 BUS 2 1 0 0 3 1	118 118 118 118 118 118 118 118 118 118
1655 1700 15-MINS 5-Hourly Total 1700 1705 1705 1710 1710 1715 15-MINS 1715 1720 1720 1725 1725 1730	10 10 10 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 11 1 0 1 0 1 0 1 7 2 0 3	32 101 370 CAR 39 26 30 , 95 38 28 35	2 35 2 2 1 5 2 1 1 1	0 0GV1 0 0 1 1 0 0	0 0 0 0 0 0 0 1 0 0 1 0 0 0 0	0 3' 13-2' EUS 2 1 0 	118
1655 1700 15-MINS 	PC 0 1 1 1 2 2 0 0 1 1 0 0 1 1 1 1 1 1 1 1	0 11 1 1 0 1 1 2 0 3 1 1	32 101 370 26 39 26 30 95 38 28 35	2 10 35 2 1 5 . 8 0 1 1	0 0 0 0 0 0 1 1 0 0 0 0	0 0GV2 0 1 1 0 0 0 1 1 0	0 33 BUS 2 1 0 0 3 1 0	116. 35 116. 35 107AL 107AL 30. 38 38 38 39 33 33 37 109
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JOB NAME: ST. ALBANS : JUNCTION 2 (HARPENDEN RD-HEATHLANDS DR) DATE: TUESDAY 10 JULY 2012

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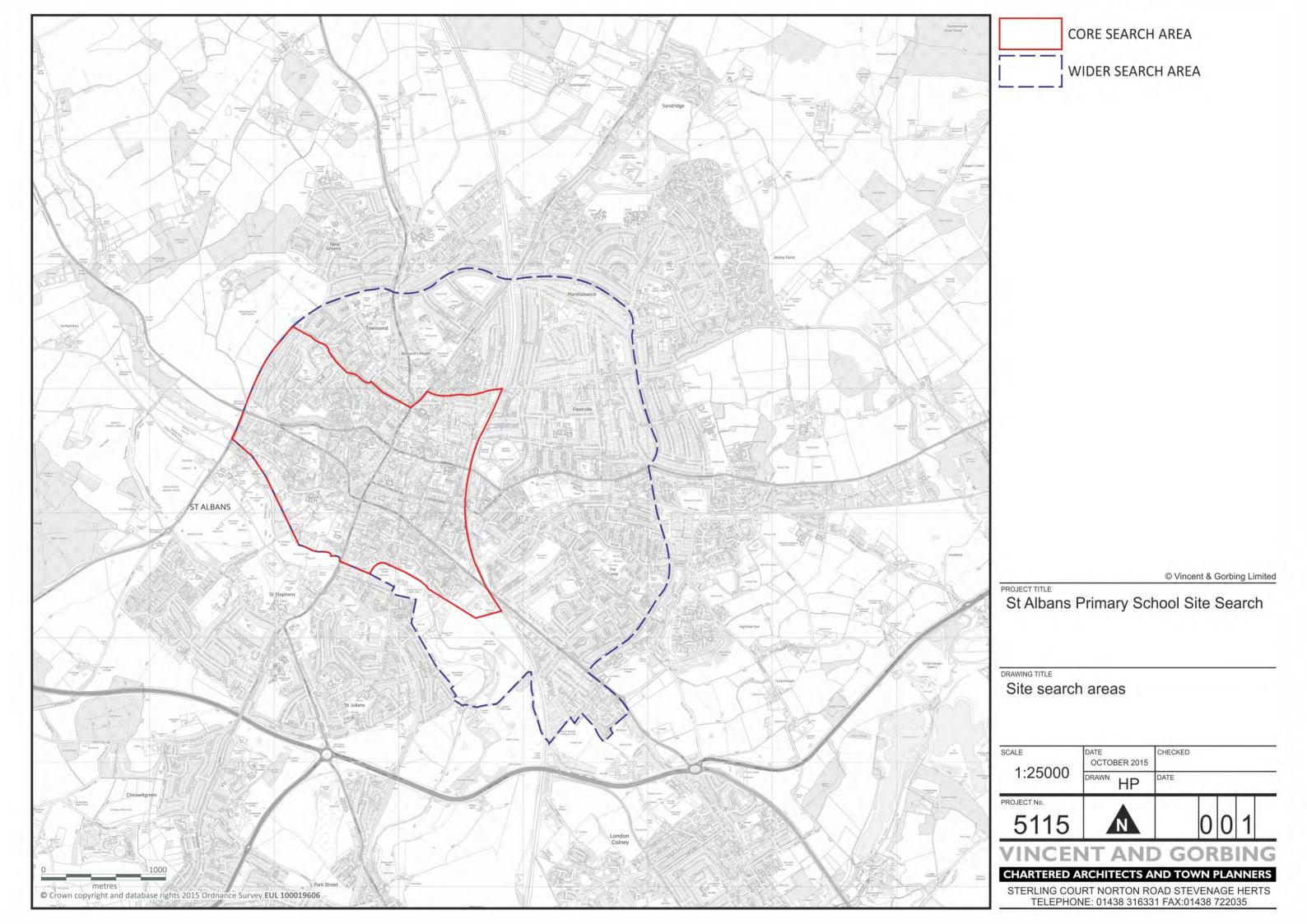
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B NAME: ST.	ALBANS - JUN	NCTION 2 (H	ARPENDEN	RD-HEATH	LANDS DR)			
ATE: TUESDAY	10 JULY 201	2						
PROACH	HARPENI	DEN RD SOL	HTL					
TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1100 - 1105		0	0	0	0	0	0	0
1105 1110		0	0	0	0	0	0	
1110 - 1115		0	0	0	0	0	0 ************************************	
1115 - 1120		0	0	0	0	0	0	0
1120 - 1125	an o	0	1	0	0	0	0	1:3
1125 - 1130		0	0	0	0	0	0	0
	<u> </u>	0	0	0 44	0	0	0.00	0
1135 - 1140		0	0	0	0	0	1 6	0
1140 - 1145		0	0	ō	0	0	0	
15-MINS		2750000	· ** 0 * *	* > 0 - 54	0.0	40,		
1145 - 1150		0	0	0	0	0		0
1150 - 1155 1155 - 1200		0	2	0	0	0	0	0
15-MINS		0	A 12 15 1	35.30		+ 40 b 9	5 3 5 0 35	
Hourly Total	<u> </u>	<u> </u>	15-03:05	0		£0. ``	· ~ o ~	3.5
πме	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1200 - 1205		0	1	0	0	0	0	3 t. 10.5
1205-1210		0	1	1	0	0	0	2
1210 - 1215		0	0	0	0	0	0	3
15-MINS 1215 - 1220	* 01.	0.	0	0	0	F <u>0</u>	0	0
1220 - 1225		1 0	2	Ö	0	0	1 0	22
1225 - 1230	0	0	0	1	. 0	0	0	15 15 15
15-MINS	-, "O	, 0, -	2	10 11	0;	. 50	0	311
1230 - 1235 1235 - 1240		<u> </u>	0	0	0	0	- 8	0
1240 - 1245		0	0	1	0	0	0	11
15-MINS		0,		11, 11,50	70.	0 ,	; . ! > O? !	9 4 7 1 1 7 C
1245 - 1250	% 0	0	0	0	0	0 .	0	G. 13-10
1250 - 1255		0	0	0	0	0	0	0
1255 - 1300 15-MINS	0	0	2	0	0 ° ° ° ° ° ° ° ° ° ° ° ° ° ° ° ° ° ° °	1 0	0	2:1
. FID-MING.	rj U	1	1 2	1 0 %	<u>, , , , , , , , , , , , , , , , , , , </u>	,	1 . 0	د ۲۰۰۰
Hourly Total	. 0'.	. 0	6 -	3	1:01	0.	> 0	9, 3
ПМЕ	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1300 1305		0	1	0	0	0	0	ET 171615
1305 - 1310		0	0	0	0	0	0	0.0
1310 1315		0	0	0	0	0	0	
15-MINS*	0	0	[∂. ∠1] 0	0	1	0	0	3 × 1 × 1
1320 - 1325		1 0	1	0	6	0	1	3
1325 - 1330		0	0	1	0	0	0	7 7 71/7
15-MINS	2 Jul 15		1 1	12	1.	. 0		5
1330 - 1335		. 0	0	0	0	0	0	7.0
1335 - 1340 1340 - 1345	<u> </u>	0	0	0	0	0	0	0
15-MINS	3 200	0	** ** O. ***	O	0	0	1 57 07	***· : O: :
1345 - 1350		0	0	0	0	0	0	* ***: *******
1350 - 1355		0	2.	0	0	0	0	. 2
1355-1400		0	0	0	0	0	0	
515-MINS:		0	2	0	0,50	0	0 1 2	<u>. [] </u>
Hourly Total	* 1 7	1 0	4 *	* 11 ···	1744.15	0.	<u>. 1</u> .	3 8
						0000		
TIME	PC	MC 0	CAR 0	LGV 0	OGV1	OGV2	BUS 0	TOTAL
1400 4405		1 6	0	0	 6	0	1 6	0
		0	2	1	0	0	0	3
1405 - 1410 1410 - 1415	0	1	2	10.110	. 0	0 .	0, -	
1405 - 1410 1410 - 1415 15-MINS	0	0		0	0	0	0	1 3°
1405 1410 1410 1415 15-MINS 1415 1420	0 0	0	3	1 0		, ,		1
1405 -1410 1410 -1415 15-MINS 1415 -1420 1420 -1425	0 0 0 0 0		1 1	0	0	0	. 0	at Farmer
1405 - 1410 1410 - 1415 15-MINS 1415 - 1420 1420 - 1425 1425 - 1430	0 0 0 0	0 0	1	0		0	0	- 1. 45 /
1405 1410 1410 1415 15-MINS 1415 1420 1420 1425 1425 1430 15-MINS	0 0 0 0 0 0 0	0 0 0 	1 1 5	0 0``	0 '0':'0	0	0	- 5 × 5 × 0 · .
1405 1410 1410 1415 15-MINS 1415 1420 1420 1425 1425 1430 15-MINS 1430 1435	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 3 (4 - 10 ° ° 0	1 1 0 0	0 2 0	0 ' 0 '0 0	0 0	0	0
1400 1405 1405 1410 1410 1415 15-MINS 1415 1420 1420 1425 1425 1430 15-MINS 1430 1435 1430 1435		0 0 0 0 0 0	1 1 0 0	0 0 0 2 0	0 .2.2	0 0 0	0 0	0 2
1405 1410 1410 1415 15-MINS 1415 1420 1420 1425 1425 1430 15-MINS 1430 1435 1430 1445 1440 1445	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 1 5 0 0	0 2 0	0 ' 0 '0 0	0 0	0 0	0 2 0
1405 1410 1410 1415 15-MINS 1415 1420 1420 1425 1425 1430 15-MINS 1430 1435 1430 1445 1440 1445 1445 1450	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 1 0 0	0 0 2 0	0 0 0 0	0 0 0 0	0 0	0 2 0 2 2 2 2
1405 1410 1410 1415 15-MINS 1415 1420 1420 1425 1425 1430 15-MINS 1430 1435 1430 1445 1440 1445	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 1 5 0 0 0	0 0 2 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	5 0 2

TE: TUESDAY 10 PROACH	JULY 2012		ARPENDEN	RDTILATII	DANUS DK)			
PROACH	HARPENU	EN KD 300						
TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1500 - 1505 1505 - 1510	0	0	1 1	0	0	0	0	
1510 - 1515	0	0	 	0		0	0	21.7.47
15-MINS :			26.50.3°40.89		~::0.c	3640000	350 0 1555	
1515 - 1520 🧺	0	0	1	0	0	0	0	11.77
1520 - 1525	0	0	1	0	0	0	0	1 1
1525 - 1530	0	0	1	2	0	0	0	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3
15-MINS 4-4-	. 0	0	1	0	30.74 0 136	0	- 0 · · ·	2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1535 - 1540	0	0	4	0	0	0	0	4:
1540 - 1545	0	0	5	0	. 0	Ö	0	e 5 5
15-MINS	\$2.40 A	· • · 0 🖟 ·		建物0倍 4	2001 (Odyc)*	49×10	SC 0 5%	SM\$10%
1545 - 1550	0	0	0	0	0	0	1	1
1550 - 1555	0	0	0	0	0	0	0	
1555 - 1600	0	0	1 1 2 1 2 3 2	0	0 *->0,2%	0	0 8 - 23155 5	7. 37.4 FT# 4 \$6 \$43 2 \$34
15-MINS	·	. 0	1.014000	1 300	** · υ , · · · ,	• 34.30 Set !	persians, a	1 3 12 5
Hourly Total		0,	17 7	2	. 0.		1.5	20
				<u> </u>				
TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1600 - 1605	0	0	0	0	0	0	0	0
1605 - 1610	0	0	1	0	0	0	0	3 19 11 19 10
1610 - 1615	0	0	0	0	0	0	0 123 · 025 ·	
1615 - 1620	0	0	4	0	0	0	0	4
1620 - 1625	0	0	2	1	0	0	0	3
1625 - 1630	Ö	Ö	4	0	0	Ö	0	34
15-MINS	. 0	0	10,	(1 · · · ·	0 . '	^{रत्र} ∙ 0र् [°] `` '	0	11 :
1630 - 1635	0	0	3	0	0	0	0	33
1635 - 1640	0	0	0	0	0	0	0	0
1640 1645	0	0	0 3	0	0	0	0 91 0 15	3
1645 1650	0	0	1	0	0	0	0	. a. 10 a.
1650 - 1655	0	0	6	0	0	0	0	0 ,
1655 - 1700	Ö	ő	0	2	ō	ŏ.	Ö	2 - 2
15-MINS	∵0	0.	771	·-· 2 🗼	0	. 0	. 0	31.
`Hourly Total * `	*************	A. C. 4 (2000)	0050000000000000000000000			.0.		18
TIME 1700 - 1705	PC 0	MC O	CAR 1	LGV 0	OGV1	OGV2	BUS 0	TOTAL
1700 - 1705 1705 - 1710	0	0	1	0	0	OGV2 0	0	TOTAL 1
1700 - 1705 1705 - 1710 1710 - 1715	0 0	0 0	1 1 0	0 0	0 0	OGV2 0 0	0 0	TOTAL 1
1700 -1705 (2) 1705 -1710 1710 -1715 15-MINS	0 0 0	0 0 0	1 0 2 5	0 0 0	0 0 0	OGV2 0 0 0	0 0 0 -	TOTAL 1
1700 - 1705 1705 1705 - 1710 1710 - 1715 1710 - 1710 - 1715 1710 - 1710 - 1715 1710 - 17	0 0 0 , = -, 0 >	0 0 0 2,- 0 . ()	1 1 0 2 3	0 0 0 0	0 0 0 0	OGV2 0 0 0	0 0 0 0	101AL
1700 -1705 (2) 1705 -1710 1710 -1715 15-MINS	0 0 0	0 0 0	1 0 2 5	0 0 0	0 0 0	OGV2 0 0 0	0 0 0 -	TOTAL 1 1 1 2 3
1700 -1705 1705 -1710 1710 -1715 15-MINS 1710 -1715 1720 -1725	0 0 0 ,,,,,,0,5	0 0 0 0,- 0, %	1 1 0 . 2 . 5	0 0 0 0 0 0	0 0 0 0	OGV2 0 0 0 0 0	0 0 0 0 0	TOTAL 1
1700 -1705 1705 -1710 1710 -1715 15-MINS 1710 -1715 1720 -1725 1725 -1730 -15-MINS 1725 -1730	0 0 0 0 0 0 0	0 0 0 0 0 0 0	1 1 0 2 5 0 1 0	0 0 0 0 0 0 0	0 0 0 0 0 0	OGV2 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	TOTAL 1 1 2 3 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1700 -1705 1705 -1710 1740 -1715 -15-MINS 1740 -1715 1720 -1725 1725 -1730 -15-MINS 1725 -1730 1725 -1730 1735 -1740	0 0 0 0 0 0 0	0 0 0 0 0 0 0	1 1 0 2 0 1 0 1 2	0 0 0 0 0 0 0	0 0 0 0 0 0	OGV2 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	TOTAL 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
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1700 -1705 1705 -1710 1710 -1715 175 -1710 1710 -1715 1720 -1725 1725 -1730 175 -1730 1735 -1740 1740 -1745 15-MINS 1740 -1745 15-MINS 1750 -1755 1750 -1755 1750 -1755 1750 -1755 1800 15-MINS	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 1 0 2 0 1 0 1 0 2 1 1 0 0 1 2 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	OGV2 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	TOTAL 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
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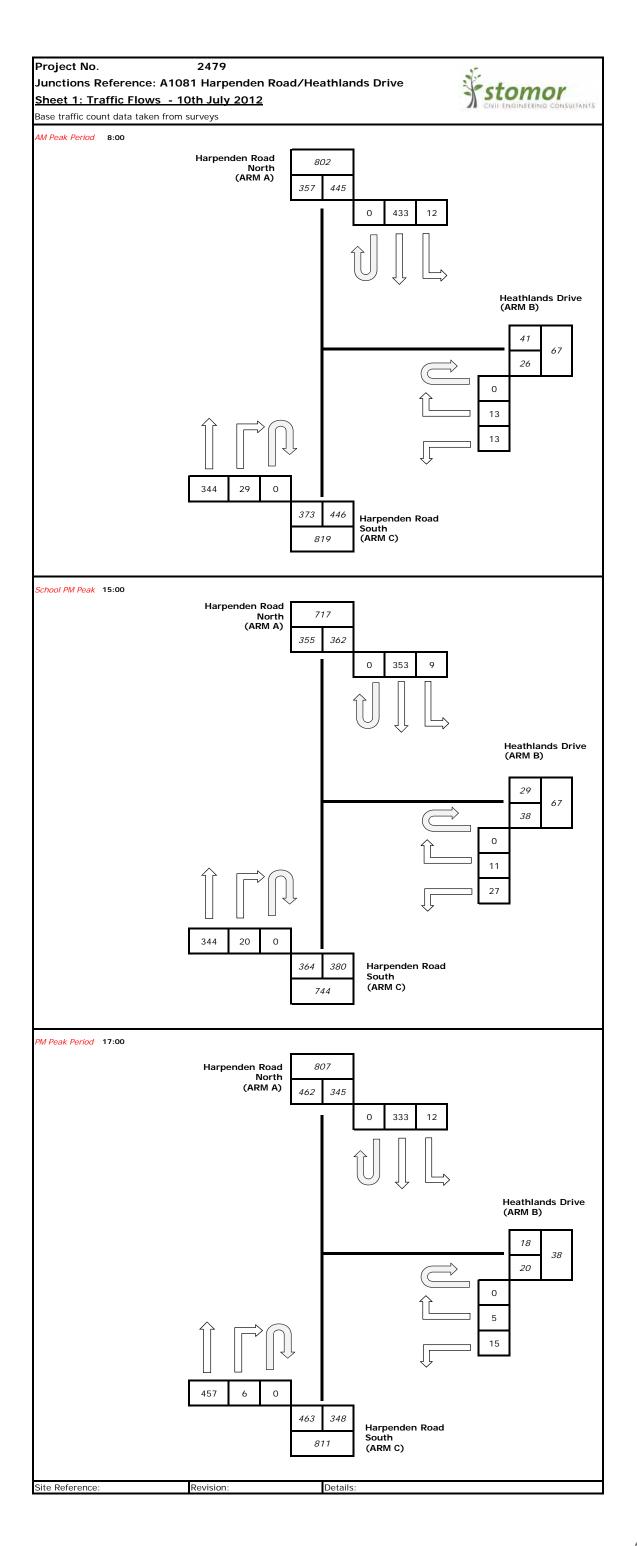
APPENDIX C

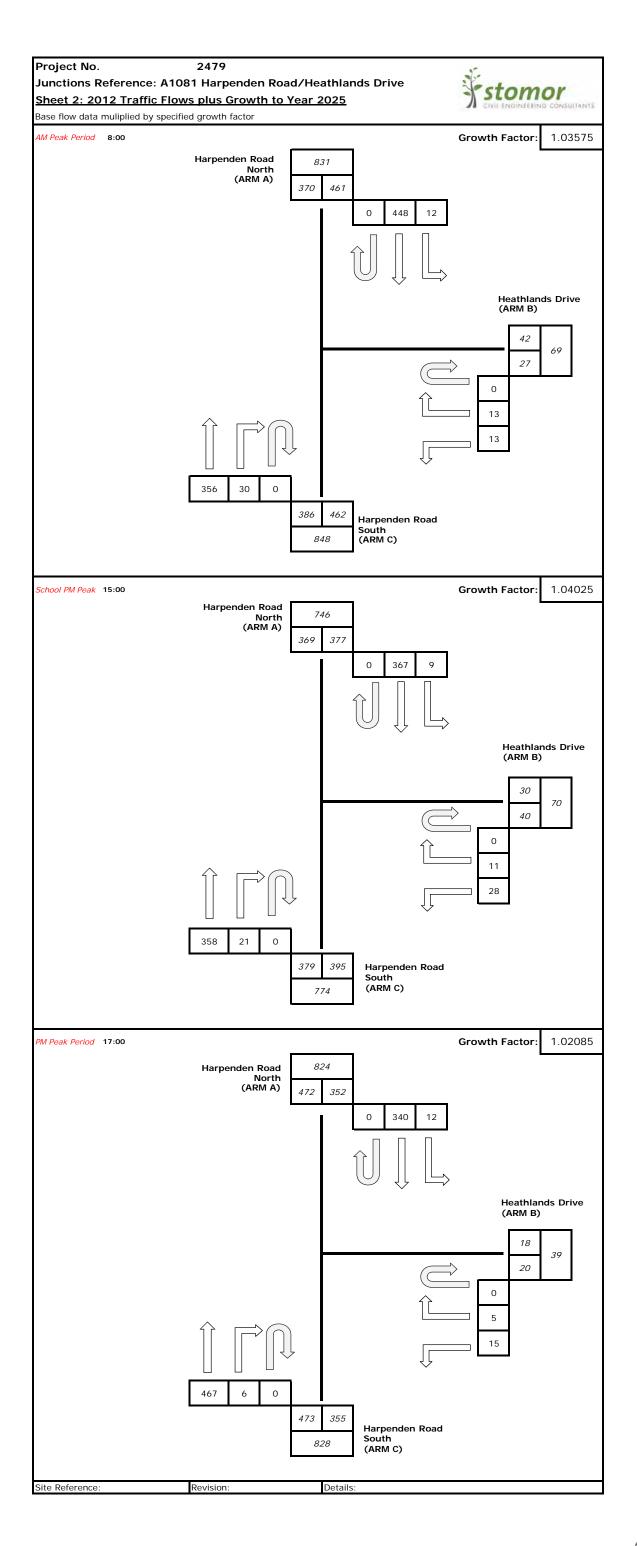


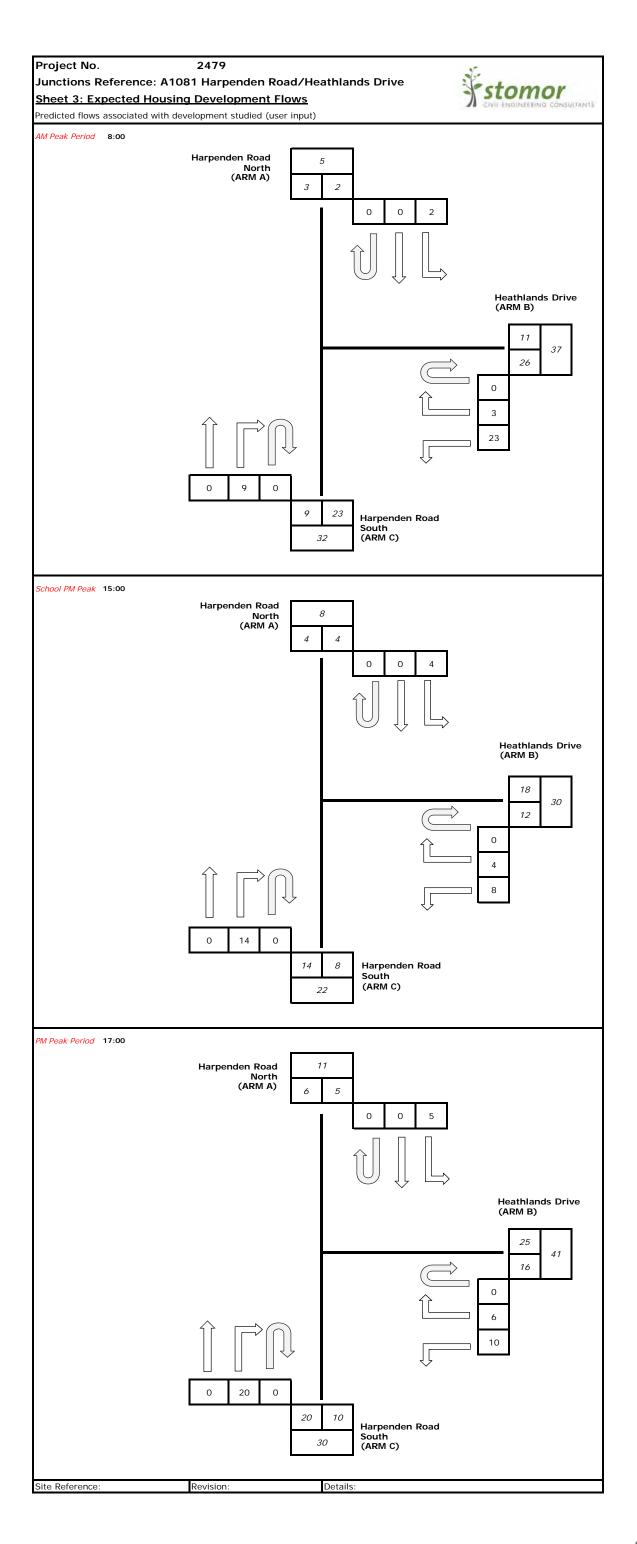


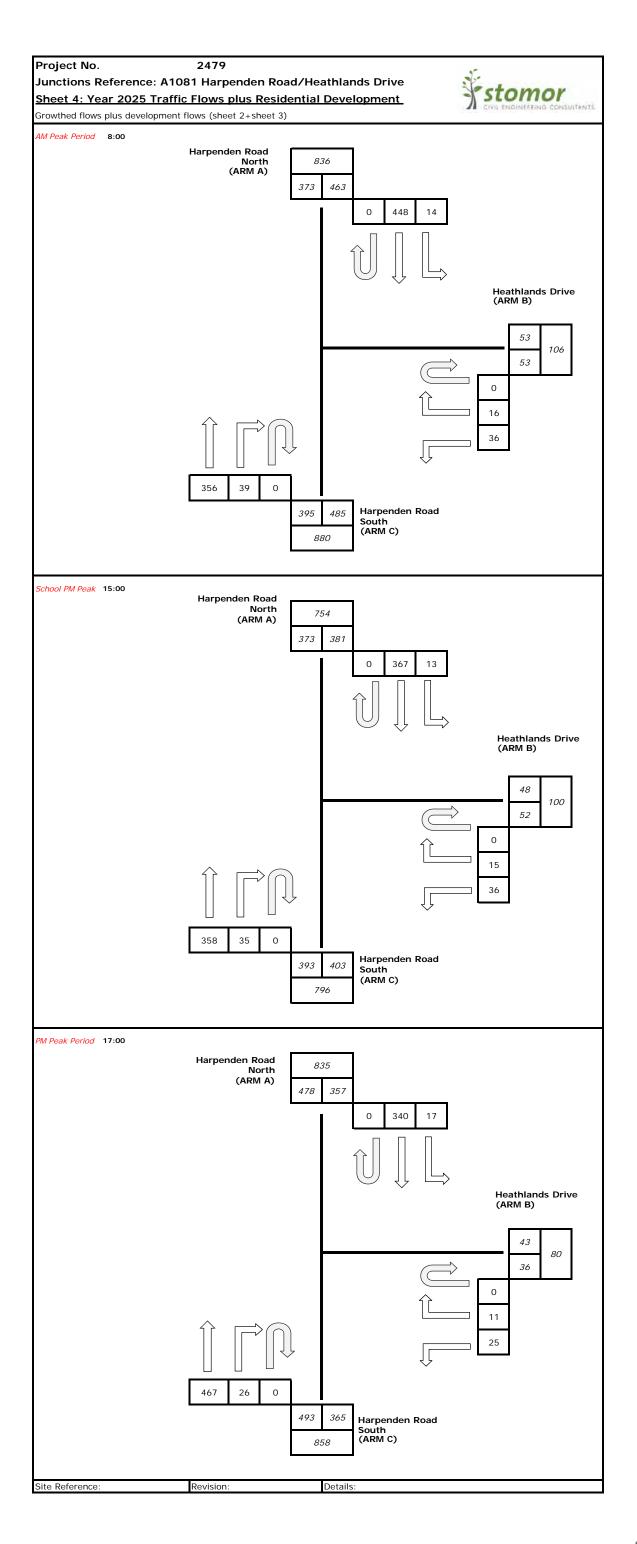
APPENDIX D

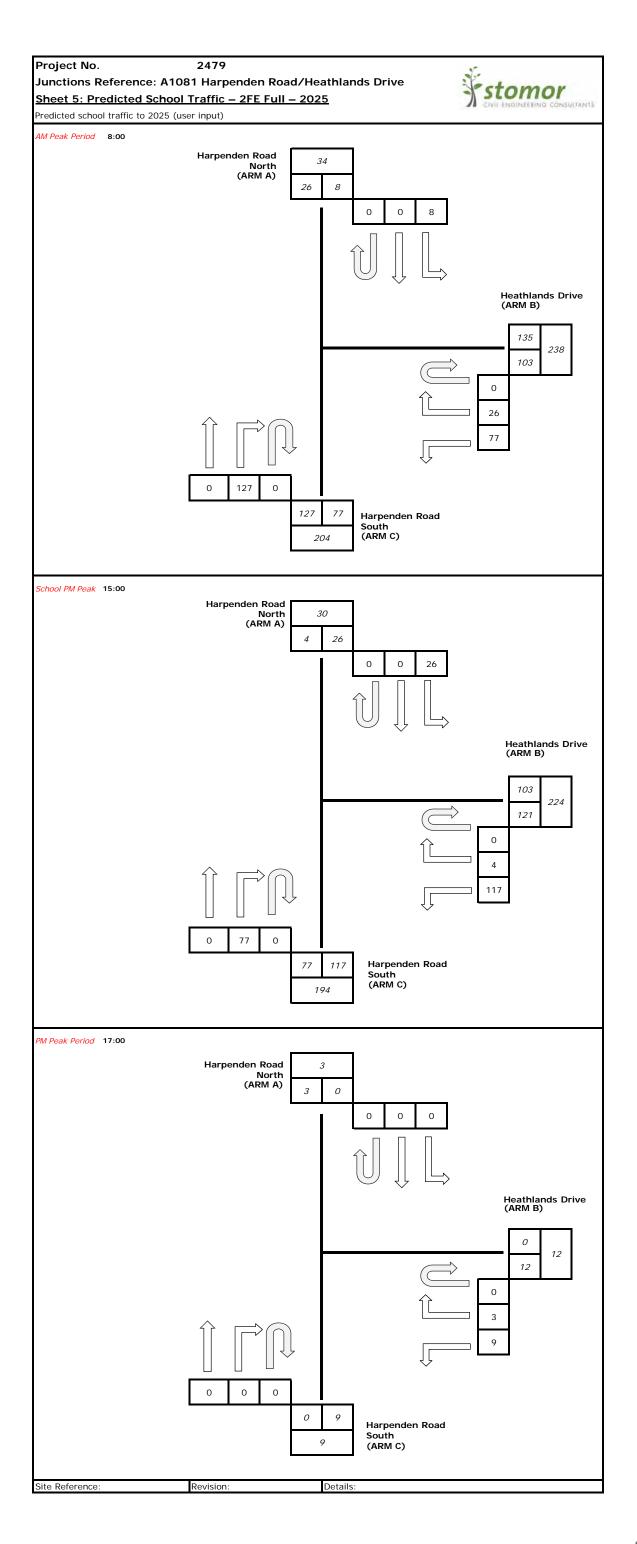


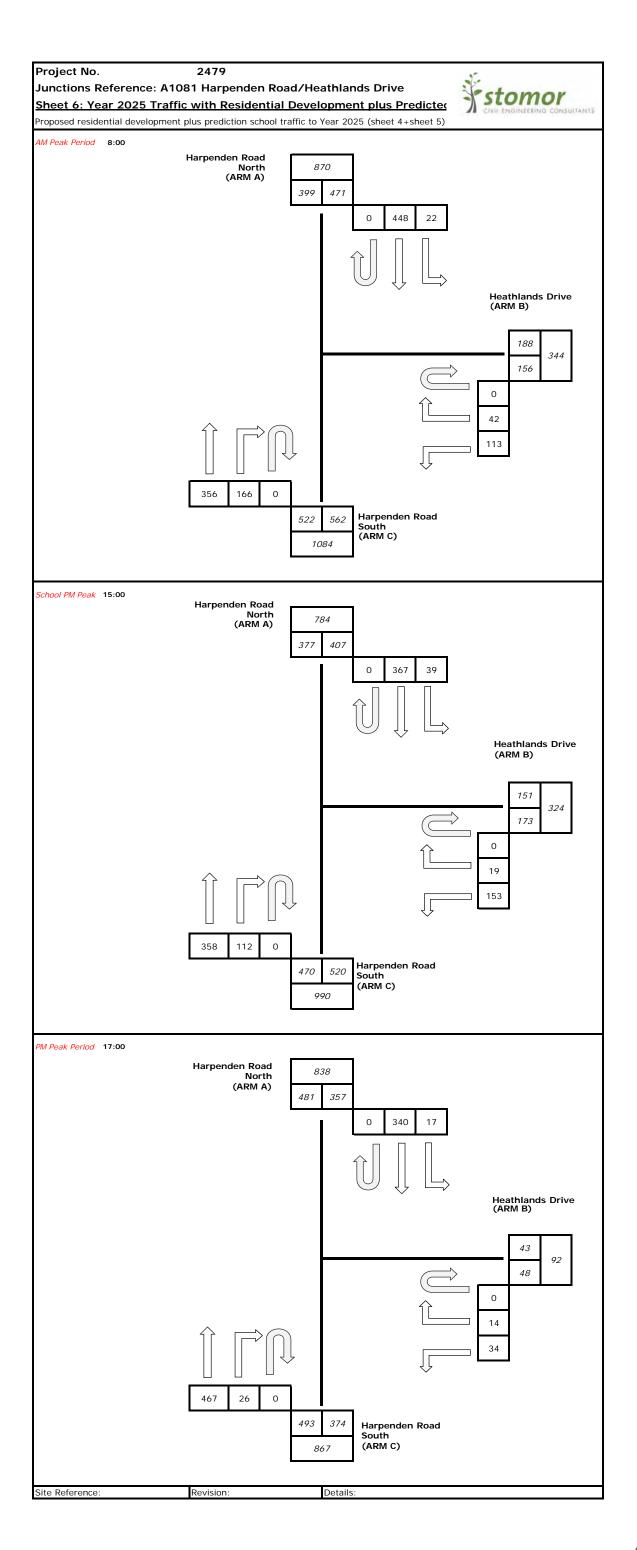












APPENDIX E





Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 [] © Copyright TRL Limited, 2016

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Filename: Ariston Junctions 9.j9

Path: Y:\2400 Projects\2479-St Albans Primary School Search\Junctions 9\Peak Loading

Report generation date: 07/09/2016 14:56:28

«Future Traffic with Development, AM Peak Period

»Junction Network

»Arms

»Traffic Demand

»Origin-Destination Data

»Vehicle Mix

»Results

Summary of junction performance

	AM Peak Period					
	Queue (Veh)	Delay (s)	RFC	LOS		
	Future Traff	ic with De	velopr	nent		
Stream B-AC	0.9	16.44	0.49	С		
Stream C-B	1.2	15.50	0.55	С		

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

i iic Descrip	
Title	Ariston Access
Location	
Site number	
Date	11/01/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	ST-2479
Enumerator	STOMORLTD\paul
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00



Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	Future Traffic with Development	AM Peak Period	DIRECT	08:00	09:00	60	15



Future Traffic with Development, AM Peak Period

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

ĺ	Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
ĺ	1	untitled	T-Junction	Two-way	4.23	Α

Junction Network Options

Driving side	Lighting	
Left	Normal/unknown	

Arms

Arms

Arm	Name	Description	Arm type
Α	Harpenden Road - North		Major
В	Heathlands Drive		Minor
С	Harpenden Road - South		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)
С	6.30			90.0		-

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

Minor Arm Geometry

I	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
ſ	В	One lane	3.55	26	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	130.918	0.094	0.238	0.150	0.340
1	B-C	168.060	0.102	0.257	-	-
1	С-В	156.521	0.239	0.239	-	-

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

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓



Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
Α		✓	100.000
В		✓	100.000
С		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

	То				
		A	В	C	
	Α	0.00	6.00	112.00	
From	В	4.00	0.00	9.00	
	C	89.00	25.00	0.00	

Demand (Veh/TS)

08:15 - 08:30

	То					
		Α	В	C		
F	Α	0.00	6.00	112.00		
From	В	9.00	0.00	23.00		
	С	89.00	50.00	0.00		

Demand (Veh/TS)

08:30 - 08:45

	То					
		Α	В	С		
F	Α	0.00	6.00	112.00		
From	В	14.00	0.00	38.00		
	C	89.00	69.00	0.00		

Demand (Veh/TS)

08:45 - 09:00

		То				
		Α	В	C		
	Α	0.00	6.00	112.00		
From	В	13.00	0.00	36.00		
	С	89.00	19.00	0.00		

Vehicle Mix

Heavy Vehicle Percentages

	То				
		Α	В	ပ	
From	Α	0	0	4	
	В	0	0	0	
	С	5	1	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.49	16.44	0.9	С
C-A				
С-В	0.55	15.50	1.2	С
A-B				
A-C				



Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	13.00	112.76	0.115	12.87	0.1	8.998	А
C-A	89.00			89.00			
С-В	25.00	126.02	0.198	24.76	0.2	8.867	A
A-B	6.00			6.00			
A-C	112.00			112.00			

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	32.00	109.21	0.293	31.72	0.4	11.574	В
C-A	89.00			89.00			
С-В	50.00	126.02	0.397	49.60	0.6	11.718	В
A-B	6.00			6.00			
A-C	112.00			112.00			

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	52.00	105.68	0.492	51.47	0.9	16.443	С
C-A	89.00			89.00			
С-В	69.00	126.02	0.548	68.48	1.2	15.499	С
A-B	6.00			6.00			
A-C	112.00			112.00			

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	49.00	116.53	0.420	49.19	0.7	13.405	В
C-A	89.00			89.00			
С-В	19.00	126.02	0.151	19.99	0.2	8.564	А
A-B	6.00			6.00			
A-C	112.00			112.00			



Junctions 9

PICADY 9 - Priority Intersection Module

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Filename: Ariston Junctions 9.j9

Path: Y:\2400 Projects\2479-St Albans Primary School Search\Junctions 9\Peak Loading

Report generation date: 07/09/2016 14:57:03

«Future Traffic with Development, Sch PM Peak Period

»Junction Network

»Arms

»Traffic Demand

»Origin-Destination Data

»Vehicle Mix

»Results

Summary of junction performance

	Sch PM Peak Period				
	Queue (Veh) Delay (s) RFC			LOS	
	Future Traffic with Development				
Stream B-AC	4.0	29.55	0.83	D	
Stream C-B	1.5	17.32	0.61	С	

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

ille Descrip	
Title	Ariston Access
Location	
Site number	
Date	11/01/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	ST-2479
Enumerator	STOMORLTD\paul
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00



Analysis Set Details

ID	Network flow scaling factor (%)
A 1	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	Future Traffic with Development	Sch PM Peak Period	DIRECT	14:45	16:15	90	15



Future Traffic with Development, Sch PM Peak Period

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Jι	ınction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
	1	untitled	T-Junction	Two-way	6.03	Α

Junction Network Options

Driving side	Lighting	
Left	Normal/unknown	

Arms

Arms

Arm	Name	Description	Arm type
Α	Harpenden Road - North		Major
В	Heathlands Drive		Minor
С	Harpenden Road - South		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)
С	6.30			90.0		-

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

Minor Arm Geometry

١	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
ı	В	One lane	3.55	26	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	130.918	0.094	0.238	0.150	0.340
1	B-C	168.060	0.102	0.257	-	-
1	С-В	156.521	0.239	0.239	-	-

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

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓



Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
Α		✓	100.000
В		✓	100.000
С		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

14:45 - 15:00

		То				
		A	В	C		
	Α	0.00 17.00		92.00		
From	В	5.00	0.00	13.00		
	С	90.00	78.00	0.00		

Demand (Veh/TS)

15:00 - 15:15

		То				
		Α	В	С		
F	Α	0.00	13.00	92.00		
From	В	5.00	0.00	13.00		
	С	90.00	67.00	0.00		

Demand (Veh/TS)

15:15 - 15:30

	То				
		Α	В	С	
F	Α	0.00	3.00	92.00	
From	В	5.00	0.00	111.00	
	C	90.00	9.00	0.00	

Demand (Veh/TS)

15:30 - 15:45

	То					
		Α	В	O		
	Α	0.00	4.00	92.00		
From	В	5.00	0.00	13.00		
	С	90.00	13.00	0.00		

Demand (Veh/TS)

15:45 - 16:00

	То					
		Α	В	С		
F	Α	0.00	3.00	92.00		
From	В	5.00	0.00	18.00		
	С	90.00	9.00	0.00		

Demand (Veh/TS)

16:00 - 16:15

	То					
		Α	В	C		
_	Α	0.00	3.00	92.00		
From	В	5.00	0.00	13.00		
	С	90.00	9.00	0.00		

Vehicle Mix

Heavy Vehicle Percentages

	То				
From		Α	В	С	
	Α	0	0	4	
	В	0	0	0	
	С	4	2	0	



Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.83	29.55	4.0	D
C-A				
С-В	0.61	17.32	1.5	С
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	18.00	107.18	0.168	17.80	0.2	10.047	В
C-A	90.00			90.00			
С-В	78.00	127.07	0.614	76.49	1.5	17.322	С
A-B	17.00			17.00			
A-C	92.00			92.00			

15:00 - 15:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	18.00	110.00	0.164	18.00	0.2	9.782	А
C-A	90.00			90.00			
С-В	67.00	128.01	0.523	67.38	1.1	14.943	В
A-B	13.00			13.00			
A-C	92.00			92.00			

15:15 - 15:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	116.00	139.68	0.830	112.16	4.0	29.548	D
C-A	90.00			90.00			
С-В	9.00	130.35	0.069	10.06	0.1	7.547	А
A-B	3.00			3.00			
A-C	92.00			92.00			

15:30 - 15:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	18.00	125.38	0.144	21.87	0.2	9.016	Α
C-A	90.00			90.00			
С-В	13.00	130.12	0.100	12.96	0.1	7.679	А
A-B	4.00			4.00			
A-C	92.00			92.00			



15:45 - 16:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	23.00	127.21	0.181	22.95	0.2	8.629	А
C-A	90.00			90.00			
С-В	9.00	130.35	0.069	9.04	0.1	7.422	А
A-B	3.00			3.00			
A-C	92.00			92.00			

16:00 - 16:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	18.00	123.47	0.146	18.05	0.2	8.540	A
C-A	90.00			90.00			
С-В	9.00	130.35	0.069	9.00	0.1	7.418	A
A-B	3.00			3.00			
A-C	92.00			92.00			



Junctions 9

PICADY 9 - Priority Intersection Module

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Filename: Ariston Junctions 9.j9

Path: Y:\2400 Projects\2479-St Albans Primary School Search\Junctions 9\Peak Loading - Sensitivity Testing

Report generation date: 07/09/2016 14:39:08

«Future Traffic with Development Sensitivity Test, Sch PM Peak Period

»Junction Network

»Arms

»Traffic Demand

»Origin-Destination Data

»Vehicle Mix

»Results

Summary of junction performance

	Sch PM Peak Period				
	Queue (Veh)	Delay (s)	RFC	LOS	
	Future Traffic with	Sensitiv	ity Test		
Stream B-AC	4.5	32.41	0.85	D	
Stream C-B	1.5	17.32	0.61	С	

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

ne Bescription				
Title	Ariston Access			
Location				
Site number				
Date	11/01/2016			
Version				
Status	(new file)			
Identifier				
Client				
Jobnumber	ST-2479			
Enumerator	STOMORLTD\paul			
Description				

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00



Analysis Set Details

ID	Network flow scaling factor (%)
A 1	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2a ST	Future Traffic with Development Sensitivity Test	Sch PM Peak Period	DIRECT	14:45	16:15	90	15



Future Traffic with Development Sensitivity Test, Sch PM Peak Period

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	6.41	Α

Junction Network Options

Driving side	Lighting	
Left	Normal/unknown	

Arms

Arms

Arm	Name	Description	Arm type
Α	Harpenden Road - North		Major
В	Heathlands Drive		Minor
С	Harpenden Road - South		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)
С	6.30			90.0		-

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

Minor Arm Geometry

	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
ĺ	В	One lane	3.55	26	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	130.918	0.094	0.238	0.150	0.340
1	B-C	168.060	0.102	0.257	-	-
1	С-В	156.521	0.239	0.239	-	-

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

Vehicle mix source	Vehicle mix source PCU Factor for a HV (PCU)	
HV Percentages	2.00	✓



Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
Α		✓	100.000
В		✓	100.000
С		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

14:45 - 15:00

	То			
		A	В	O
F	Α	0.00	17.00	92.00
From	В	5.00	0.00	13.00
	С	90.00	78.00	0.00

Demand (Veh/TS)

15:00 - 15:15

	То			
From		Α	В	С
	Α	0.00	13.00	92.00
	В	5.00	0.00	13.00
	С	90.00	67.00	0.00

Demand (Veh/TS)

15:15 - 15:30

	То			
		Α	В	С
F	Α	0.00	3.00	92.00
From	В	10.00	0.00	106.00
	C	90.00	9.00	0.00

Demand (Veh/TS)

15:30 - 15:45

	То				
From		Α	В	O	
	Α	0.00	4.00	92.00	
	В	5.00	0.00	13.00	
	С	90.00	13.00	0.00	

Demand (Veh/TS)

15:45 - 16:00

	То			
		Α	В	С
From	Α	0.00	3.00	92.00
	В	5.00	0.00	18.00
	С	90.00	9.00	0.00

Demand (Veh/TS)

16:00 - 16:15

	То			
From		Α	В	C
	Α	0.00	3.00	92.00
	В	5.00	0.00	13.00
	C	90.00	9.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	То			
From		Α	В	С
	Α	0	0	4
	В	0	0	0
	С	4	2	0



Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.85	32.41	4.5	D
C-A				
С-В	0.61	17.32	1.5	С
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	18.00	107.18	0.168	17.80	0.2	10.047	В
C-A	90.00			90.00			
С-В	78.00	127.07	0.614	76.49	1.5	17.322	С
A-B	17.00			17.00			
A-C	92.00			92.00			

15:00 - 15:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	18.00	110.00	0.164	18.00	0.2	9.782	А
C-A	90.00			90.00			
С-В	67.00	128.01	0.523	67.38	1.1	14.943	В
A-B	13.00			13.00			
A-C	92.00			92.00			

15:15 - 15:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	116.00	136.34	0.851	111.70	4.5	32.414	D
C-A	90.00			90.00			
С-В	9.00	130.35	0.069	10.06	0.1	7.547	A
A-B	3.00			3.00			
A-C	92.00			92.00			

15:30 - 15:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	18.00	125.07	0.144	22.32	0.2	9.125	Α
C-A	90.00			90.00			
С-В	13.00	130.12	0.100	12.96	0.1	7.679	А
A-B	4.00			4.00			
A-C	92.00			92.00			



15:45 - 16:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	23.00	127.21	0.181	22.95	0.2	8.629	А
C-A	90.00			90.00			
С-В	9.00	130.35	0.069	9.04	0.1	7.422	Α
A-B	3.00			3.00			
A-C	92.00			92.00			

16:00 - 16:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	18.00	123.47	0.146	18.05	0.2	8.542	Α
C-A	90.00			90.00			
С-В	9.00	130.35	0.069	9.00	0.1	7.418	Α
A-B	3.00			3.00			
A-C	92.00			92.00			



Junctions 9

PICADY 9 - Priority Intersection Module

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Filename: Ariston Junctions 9.j9

Path: Y:\2400 Projects\2479-St Albans Primary School Search\Junctions 9\Peak Loading

Report generation date: 07/09/2016 14:59:59

«Future Traffic with Development, Eve PM Peak Period

»Junction Network

»Arms

»Traffic Demand

»Origin-Destination Data

»Vehicle Mix

»Results

Summary of junction performance

	Eve PM Peak Period				
	Queue (Veh)	RFC	LOS		
	Future Traff	nent			
Stream B-AC	0.1	8.79	0.12	Α	
Stream C-B	0.1	7.19	0.06	Α	

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

ne Descrip	
Title	Ariston Access
Location	
Site number	
Date	11/01/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	ST-2479
Enumerator	STOMORLTD\paul
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00



Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Demand Set Details

I	D	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
C)3	Future Traffic with Development	Eve PM Peak Period	ONE HOUR	16:45	18:15	15



Future Traffic with Development, Eve PM Peak Period

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.73	Α

Junction Network Options

Driving side	Lighting		
Left	Normal/unknown		

Arms

Arms

Arm	Name	Description	Arm type
Α	Harpenden Road - North		Major
В	Heathlands Drive		Minor
С	Harpenden Road - South		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)
С	6.30			90.0		-

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

Minor Arm Geometry

	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
ĺ	В	One lane	3.55	26	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	130.918	0.094	0.238	0.150	0.340
1	B-C	168.060	0.102	0.257	-	-
1	С-В	156.521	0.239	0.239	-	-

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

Vehicle mix source	PCU Factor for a HV (PCU)		
HV Percentages	2.00		



Demand overview (Traffic)

Arm	Linked arm	Linked arm Use O-D data Average Demand (Veh/TS)		Scaling Factor (%)	
Α		✓	89.00	100.000	
В		✓	13.00	100.000	
С		✓	124.00	100.000	

Origin-Destination Data

Demand (Veh/TS)

	То					
		Α	В	С		
F	Α	0.00	4.00	85.00		
From	В	4.00	0.00	9.00		
	С	117.00	7.00	0.00		

Vehicle Mix

Heavy Vehicle Percentages

	То				
		Α	В	С	
F	Α	0	0	1	
From	В	0	0	3	
	C	2	0	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.12	8.79	0.1	Α
C-A				
С-В	0.06	7.19	0.1	A
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	9.79	128.30	0.076	9.71	0.1	7.584	Α
C-A	88.08			88.08			
С-В	5.27	140.33	0.038	5.23	0.0	6.660	А
A-B	3.01			3.01			
A-C	63.99			63.99			



17:00 - 17:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	11.69	123.52	0.095	11.66	0.1	8.043	А
C-A	105.18			105.18			
С-В	6.29	137.18	0.046	6.28	0.0	6.875	А
A-B	3.60			3.60			
A-C	76.41			76.41			

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	14.31	116.75	0.123	14.28	0.1	8.780	A
C-A	128.82			128.82			
С-В	7.71	132.84	0.058	7.69	0.1	7.191	A
A-B	4.40			4.40			
A-C	93.59			93.59			

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	14.31	116.74	0.123	14.31	0.1	8.786	А
C-A	128.82			128.82			
С-В	7.71	132.84	0.058	7.71	0.1	7.191	А
A-B	4.40			4.40			
A-C	93.59			93.59			

17:45 - 18:00

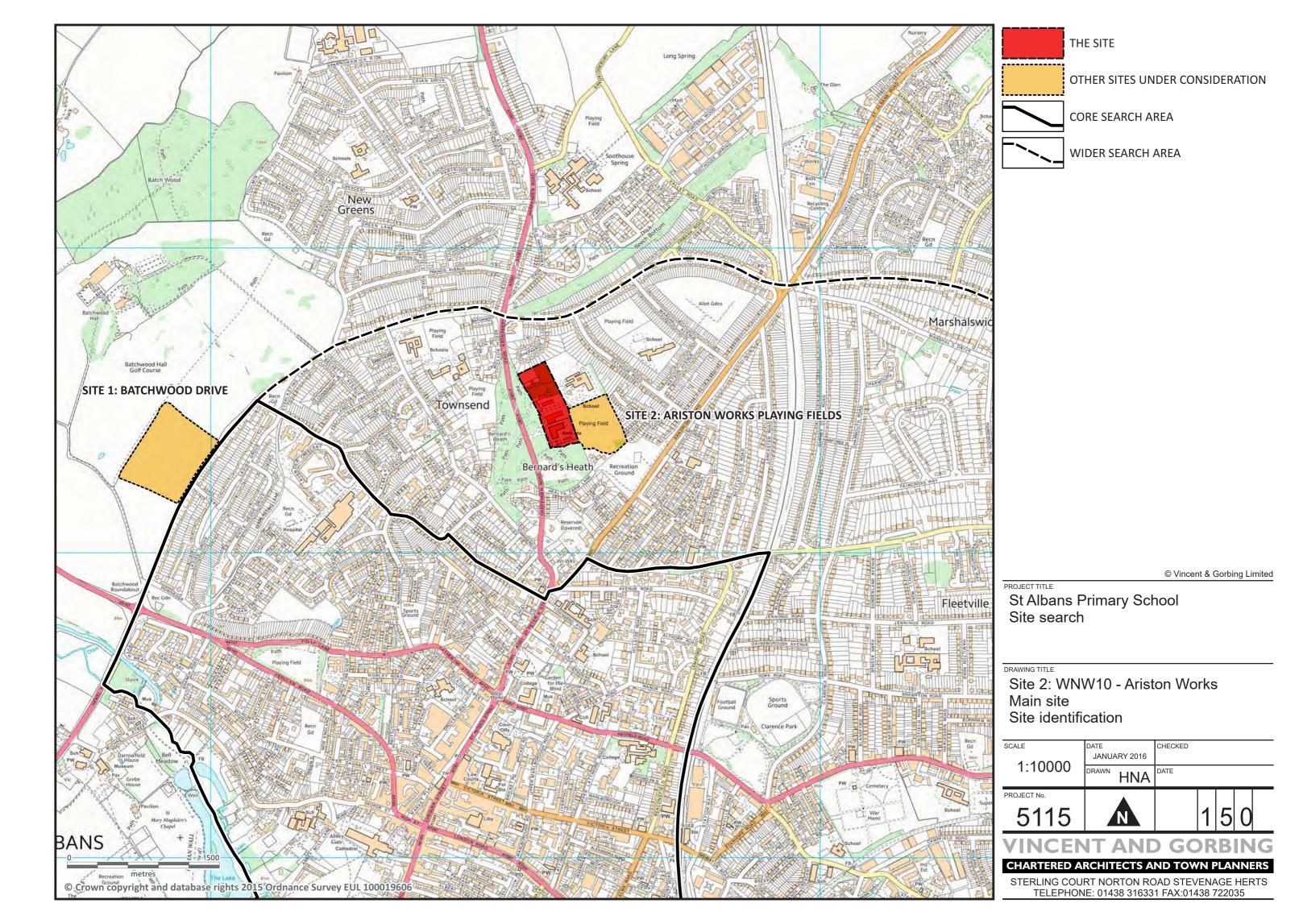
Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	11.69	123.51	0.095	11.72	0.1	8.052	А
C-A	105.18			105.18			
С-В	6.29	137.18	0.046	6.31	0.0	6.879	A
A-B	3.60			3.60			
A-C	76.41			76.41			

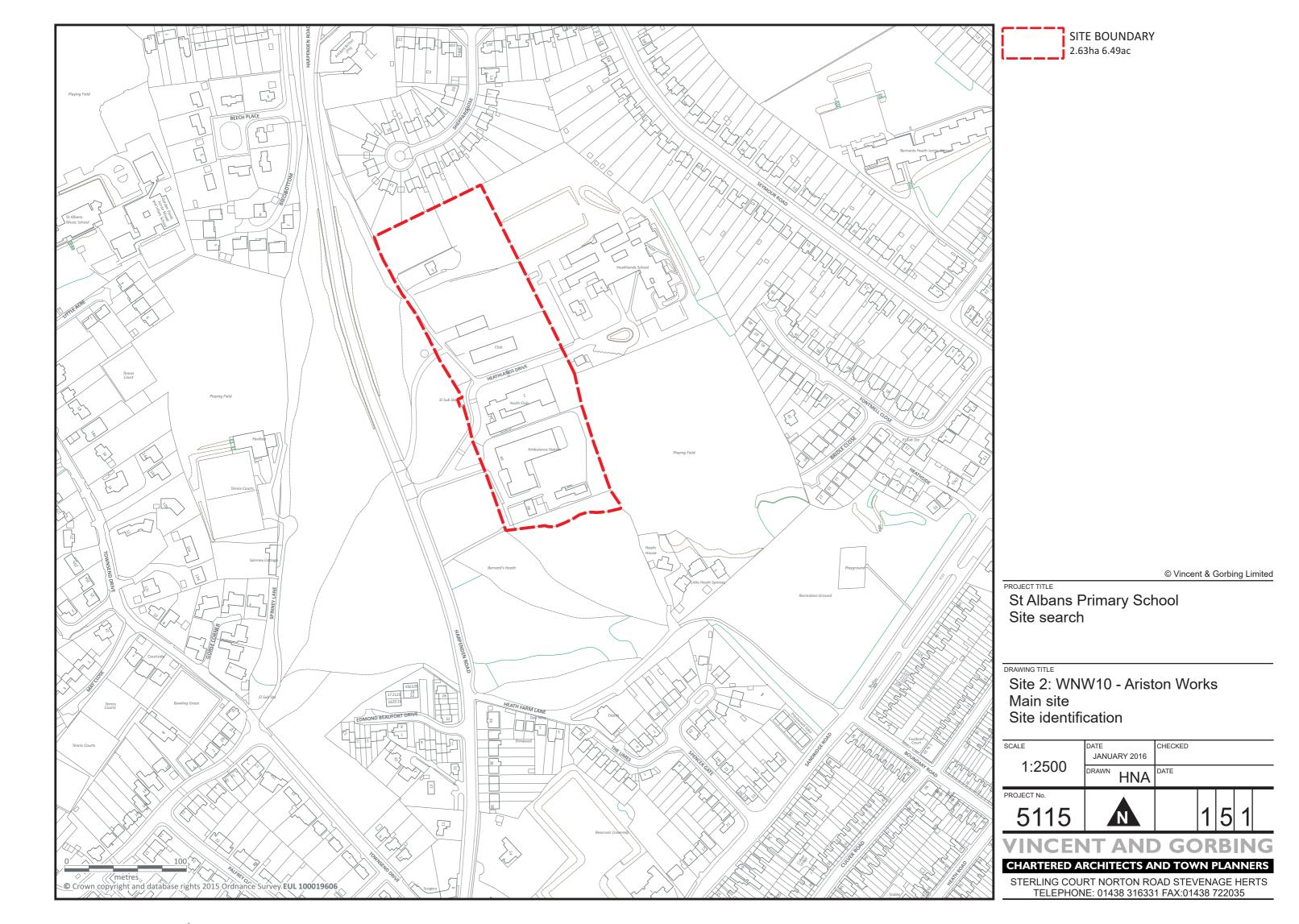
18:00 - 18:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	9.79	128.29	0.076	9.81	0.1	7.599	А
C-A	88.08			88.08			
С-В	5.27	140.33	0.038	5.28	0.0	6.664	Α
A-B	3.01			3.01			
A-C	63.99			63.99			

5

DRAWINGS







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PROJECT TITLE
St Albans Primary School
Site search

Site 2: WNW10 - Ariston Works Main site Aerial photograph

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1:2500	DRAWN HNA	DATE				
1,2500	JANUARY 2016					
SCALE	DATE	CHECKED				

VINCENT AND GORBING

STERLING COURT NORTON ROAD STEVENAGE HERTS TELEPHONE: 01438 316331 FAX:01438 722035

