

- NOTES
1. THE HIGHWAY AUTHORITY IS HERTFORDSHIRE COUNTY COUNCIL EXCEPT FOR THE M1 SLIP ROADS WHERE NATIONAL HIGHWAYS ARE THE HIGHWAY AUTHORITY.
 2. ANY DISCREPANCIES ON SITE MUST BE REPORTED TO THE PROJECT MANAGER IMMEDIATELY.
 3. ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH THE APPROVED CONTRACT DRAWINGS WITHIN APPENDIX 0/4, THE ROADS IN HERTFORDSHIRE: HIGHWAY DESIGN GUIDE AND THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS (SHW) VOLUME 1 AND SPECIFICATION APPENDICES.

- KEY
- PLANNING REDLINE BOUNDARY
 - - - DETAILED JUNCTION WITH THE OUTLINE PLANNING APPLICATION BOUNDARY



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WORK IN PROGRESS	S0
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Client
BLOOR HOMES LIMITED AND PIGEON (HEMEL HEMPSTEAD LIMITED) Ltd.

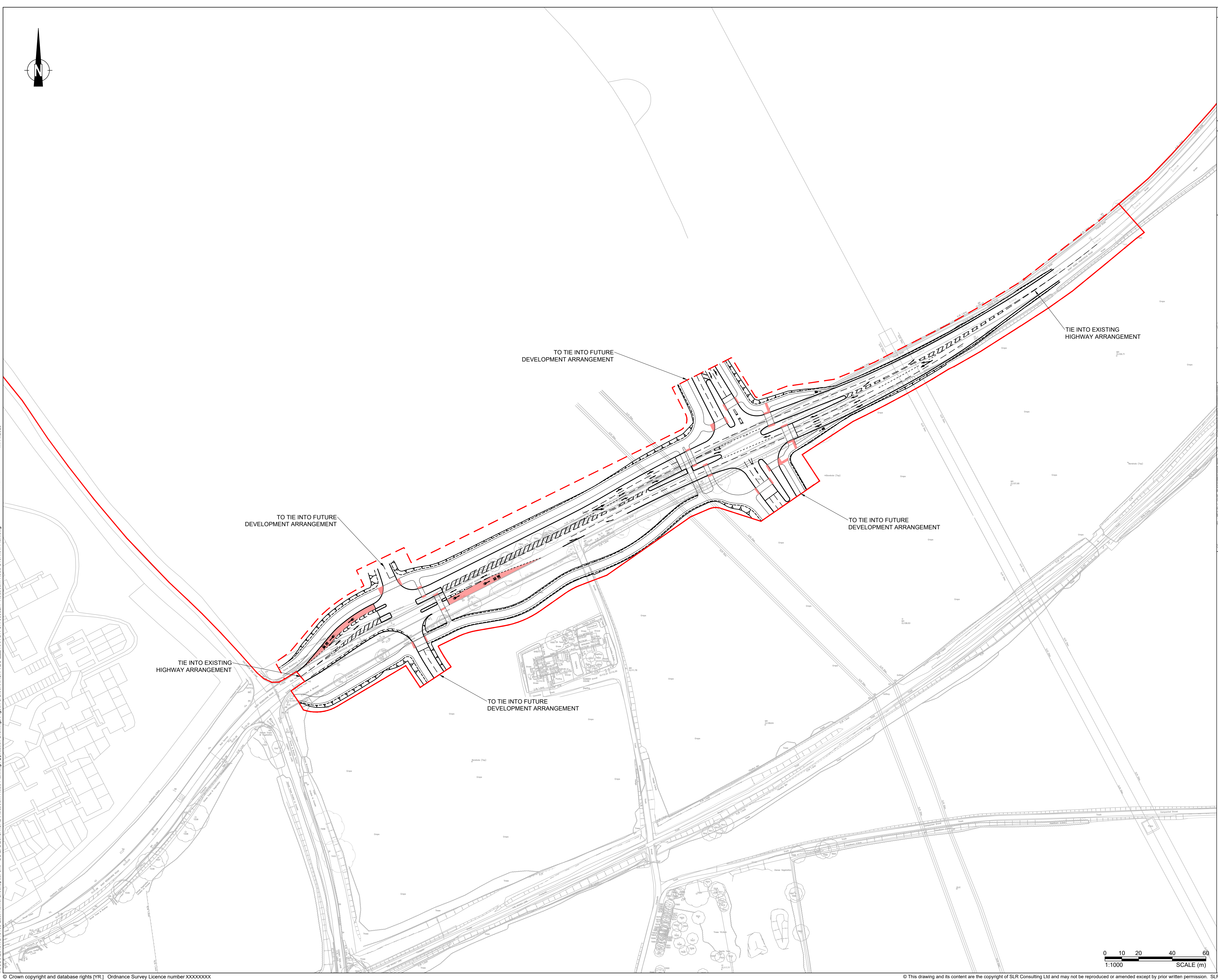
Project
NORTH HEMEL HEMPSTEAD

Drawing Title
DETAILED PLANNING - REDBOURN ROAD OVERVIEW PLAN

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L:\065\2019\VD19103 East Hemel Hempstead - DD12 DESIGN\CAD\Redbourn Road Planning Application Drawings\Pigeon & Bloor\NHUK-VEC-ZZZ-XXX-SK-CR-00082.1 - Redbourn Road Overview Plan.dwg

APPENDIX D. ITL16207-004A TN

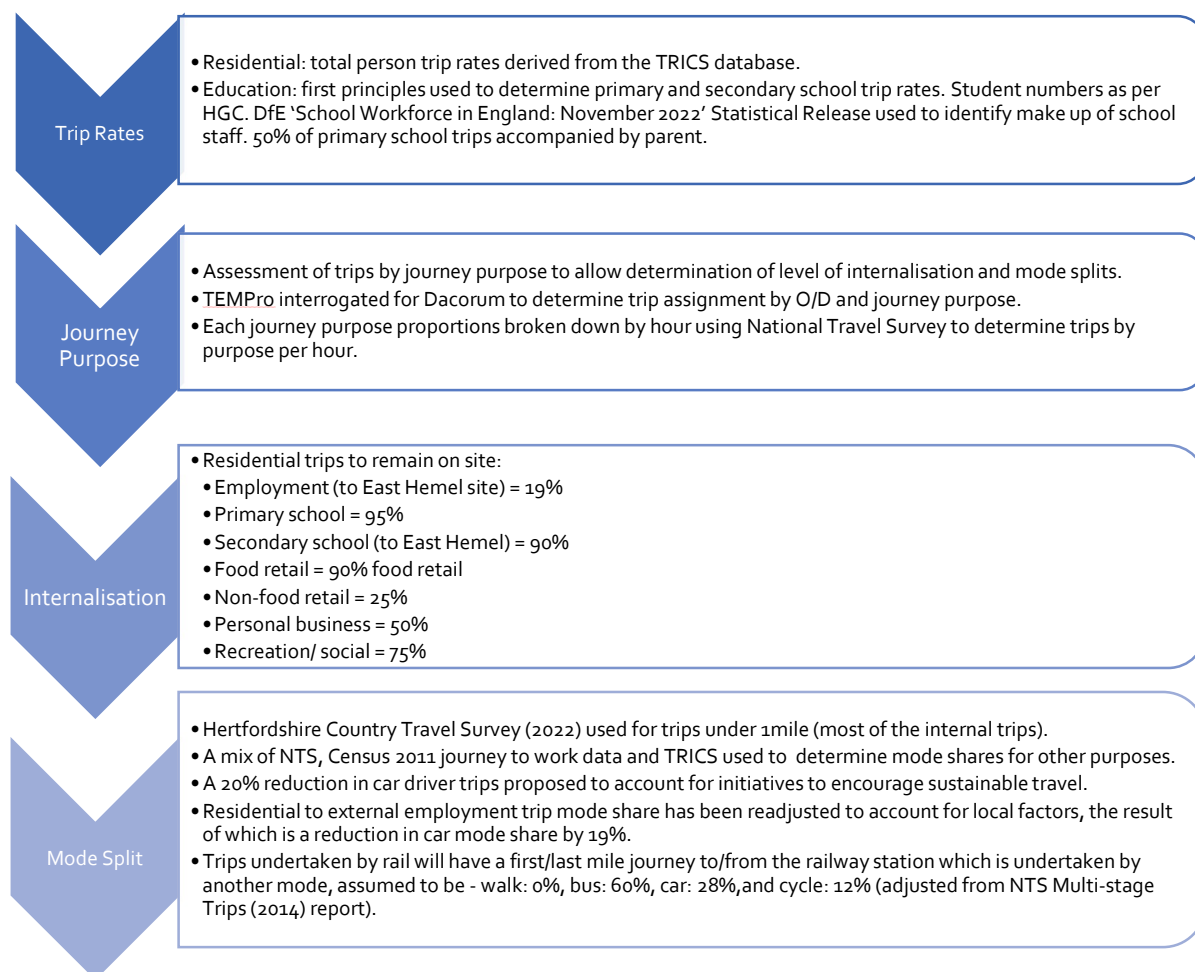
North Hemel Hempstead: Trip Generation Note

Ref: TH/WF/ITL16207-004A TN
Date: 3 September 2025

SECTION 1 Introduction

- 1.1.1 Pigeon (Hemel Hempstead) Ltd and Bloor Homes are progressing proposals for the development of land at North Hemel Hempstead for c. 1,500 homes (including specialist accommodation for older people), 3FE primary school (including early years provision), local centre and mobility hub. The development presents an opportunity to create a new, sustainable and integrated neighbourhood for Hemel Hempstead, aligned with the wider Hemel Garden Communities (HGC) aspirations.
- 1.1.2 This Technical Note (TN) sets out the proposed trip generation to be used to assess the transport impacts of the development. The approach has been updated taking on board comments received from Hertfordshire County Council (HCC) during technical meetings held in July 2025 and to align with the approach adopted by SLR for assessment of the neighbouring East Hemel development, which is being progressed by The Crown Estate (TCE). Agreement on the trip generation is sought to enable progression of the transport impact assessment, as agreed using Hemel Hempstead Paramics model.
- 1.1.3 To ensure a consistency for developments across the HGC area, it is proposed that the approach developed by SLR on behalf of HGC and TCE is used. Accordingly, the methodology broadly follows that which is detailed within "*Trip Generation and Internalisation Report*" prepared by SLR on behalf of TCE (dated June 2024), tailored to reflect the uses and connectivity of the site. It is understood that the methodology has already been agreed with HCC, which is reflective of HGC's transport vision.
- 1.1.4 The following diagram shows a summary of the approach which is detailed further within this note:

Figure 1-1 Summarised trip generation methodology



SECTION 2 Trip Rates and Total Trip Generation

2.1 Residential

2.1.1 The following selection criteria was used to obtain the residential trip generation from TRICS:

- Sub-Land Use: Mixed Private/Affordable Housing
- Calculation Option: Multi-modal trip rates
- Regions: England but excluding Greater London
- Location Types: Suburban Area, Edge of Town or Neighbourhood Centre
- Date Range: 8 years between 01/01/2012 to 27/06/2019 to avoid Covid-19 affected years
- Major Cities: removal of sites within major cities (e.g. 2 sites in Liverpool).

2.1.2 **Table 2-1** below demonstrates the total person trip rates and resultant trip generation for the proposed development, based on the full allocation build-out of 1,500 homes.

Table 2-1 Total person trip rates and trip generation

	AM Peak Period 07:00-10:00			PM Peak Period 16:00-19:00		
	Arr.	Dep.	Two-way	Arr.	Dep.	Two-way
Trip Rate	0.507	1.600	2.107	1.519	0.740	2.259
Trip Generation (1,500 homes)	761	2,400	3,161	2,279	1,110	3,389

Care Home

2.1.3 The 1,500 dwellings proposed is inclusive of the care home use component of the development. Given residential trip rates are significantly higher than those associated with a care home use, this provides a worst-case assessment and therefore the care home trip generation is not calculated separately.

2.2 Primary School

2.2.1 A first principles approach has been used to estimate the trips associated with primary school. The Department for Education (DfE) 'School Workforce in England: November 2022¹' Statistical Release has been utilised to identify the proportion of teachers versus support staff in schools. This states that across England, the average number of school age children per home is 0.25 primary school pupils. Additionally, it is estimated that 50% of all primary-aged pupil trips will be accompanied by a parent.

2.2.2 The following table presents the estimated school quantum:

Table 2-2 Primary school numbers

School Numbers	Quantum
Total Pupils (only used to determine staff)	630
Pupils per Class	30
Number of Classes	21
Number of Teachers	21
Number of Teaching Assistants	12
Other Staff	10
Total Staff	43

2.2.3 It is expected that only 10% of pupil arrivals will occur between 07:00 and 08:00, with the remaining 90% arriving between 08:00 and 09:00. No pupil arrivals are expected after 09:00. In the afternoon, 90% of pupils are expected to depart between 15:00 and 16:00 at the end of the school day, while the remaining 10% leave between 16:00 and 17:00 to account for after-school club attendance.

2.2.4 For staff travel patterns, it is expected that 75% of staff will arrive between 07:00 and 08:00, prior to the start of the school day, with the remaining 25% arriving between 08:00 and 09:00. In the evening, 25% of staff are expected to leave between 16:00 and 17:00, while the remaining 75% will depart between 17:00 and 18:00. Interpeak staff trips are based on data from the TRICS database.

2.2.5 The table below presents the trip generation for the primary school across the peak periods.

¹ Homes England - [Fact Sheet 5: New homes and school places - GOV.UK](#)

Table 2-3 Primary school trip generation

	AM Peak Period 07:00-10:00			PM Peak Period 16:00-19:00		
	Arr.	Dep.	Two-way	Arr.	Dep.	Two-way
Pupil	630	0	630	0	32	32
Parent	315	315	630	16	16	32
Staff	43	0	43	0	43	43

SECTION 3 Journey Purpose Split

- 3.1.1 The trips arriving and departing the proposed development have been split by journey purpose across the day using TEMPro and NTS to allow determination of the level of internalisation and mode split.
- 3.1.2 Firstly, the TEMPRO database (version 8.1) was interrogated to determine the assignment by journey purpose for Dacorum, for the morning, evening and interpeak periods in 2041 (base year 2023).
- 3.1.3 The NTS journey purpose split (which provides an hourly breakdown) has been applied to the location specific TEMPRO split to provide a final journey purpose split across the day for residential trips.
- 3.1.4 **Table 3-1** below shows the journey purpose proportions, and **Table 3-2** shows the subsequent trip generation by journey purpose.

Table 3-1 Residential trip proportions across journey purposes

Journey Purpose			Work	Education	Shopping	Personal Business	Recreation / Social /Visiting	Total
AM Peak Period	0700-0800	Arr.	20%	5%	1%	2%	1%	29%
		Dep.	18%	6%	1%	1%	1%	27%
	0800-0900	Arr.	15%	32%	3%	3%	1%	54%
		Dep.	16%	28%	3%	3%	1%	51%
	0900-1000	Arr.	4%	3%	7%	2%	3%	19%
		Dep.	4%	3%	7%	3%	3%	20%
	Total	Arr.	37%	41%	11%	6%	5%	100%
		Dep.	40%	36%	11%	8%	5%	100%
PM Peak Period	1600-1700	Arr.	11%	6%	8%	3%	8%	36%
		Dep.	11%	7%	8%	3%	7%	36%
	1700-1800	Arr.	16%	3%	7%	3%	9%	38%

Journey Purpose			Work	Education	Shopping	Personal Business	Recreation / Social /Visiting	Total
	1800-1900	Dep.	16%	3%	7%	3%	8%	37%
		Arr.	8%	1%	6%	2%	10%	27%
		Dep.	7%	1%	6%	2%	10%	26%
	Total	Arr.	34%	10%	20%	9%	27%	100%
		Dep.	33%	12%	21%	8%	25%	100%

Table 3-2 Trip generation across journey purpose

Journey Purpose			Work	Education	Shopping	Personal Business	Recreation / Social /Visiting	Total
AM Peak Period	0700-0800	Arr.	137	46	8	8	8	205
		Dep.	480	120	24	48	24	672
	0800-0900	Arr.	114	243	23	23	8	411
		Dep.	384	672	72	72	24	1248
	0900-1000	Arr.	30	23	53	15	23	152
		Dep.	96	72	168	72	72	480
	Total	Arr.	281	312	84	46	38	761
		Dep.	960	864	264	168	120	2400
PM Peak Period	1600-1700	Arr.	251	137	182	68	182	820
		Dep.	111	78	89	33	78	400
	1700-1800	Arr.	365	68	159	68	205	866
		Dep.	178	33	78	33	89	411
	1800-1900	Arr.	182	23	137	46	228	615
		Dep.	78	11	67	22	111	289
	Total	Arr.	775	228	456	205	615	2279
		Dep.	366	133	233	89	278	1110

SECTION 4 Internalisation

- 4.1.1 The proposed development includes a local centre, primary school, leisure and recreational journeys, a significant proportion of day-to-day trips are therefore expected to be internalised. Although the proposed development does not include employment or a secondary school, these uses will be delivered and available within the wider HGC area as part of the neighbouring East Hemel development. In the interim, there are existing schools and employment opportunities in the local area.
- 4.1.2 The development is assessed against two overarching scenarios: **Core**, which will include the North Hemel site in isolation with any committed development; and, **Cumulative** which will include SADC/DBC Local Plan sites (inclusive of North Hemel and East Hemel).
- 4.1.2.1 To provide an accurate assessment and account for the difference in internalisation, separate corresponding trip generation has been calculated for each scenario. The only difference is trips associated with the secondary school and employment which will not be internalised as part of the Core Test scenarios, since these uses are being delivered as part of the East Hemel site allocation.
- 4.1.3 There will be excellent sustainable travel connectivity between the neighbouring parcels utilising good quality routes along the Sustainable Transport Corridor (STC) and Green Loop. These journeys are therefore expected to be undertaken sustainably which has been accounted for in the internalisation.
- 4.1.4 The levels of internalisation for each journey purpose have been aligned with SLR assumptions for which a first principles approach was used to determine appropriate proportions based on the provision of relevant attractors within the site or East Hemel as well as the availability of local attractors outside the sites.
- 4.1.5 The proposed levels of trip internalisation by journey purpose are outlined in the tables below.

Table 4-1 Level of trip internalisation Core Test

Trip Purpose	Distribution	
	External (Off-site)	Internal (On-site)
Residential to Employment	100%	0%
Residential to Education (Primary)	5%	95%
Residential to Education (Secondary)	100%	0%
Residential to Food Retail	10%	90%
Residential to Non-Food Retail	75%	25%
Residential to Personal Business	50%	50%
Residential to Recreation/Social	25%	75%

- 4.1.6 The assumption of 19% of employment trips being associated with the proposed employment provision at East Hemel is derived from work undertaken by SLR. This demonstrated that 19% of residents living within Dacorum 013, the MSOA within which the Maylands Industrial Estate is located, also currently working within Dacorum 013. This is considered to be a reasonable basis for identifying the proportion of people living and working within East Hemel Hempstead. A sense check was also undertaken for a range of towns which showed the average percentage of people living and working within the MSOAs was 30%, demonstrating that the assumption of 19% is robust.

Table 4-2 Level of trip internalisation Cumulative Test

Trip Purpose	Distribution	
	External (Off-site)	Internal (On-site)
Residential to Employment	81%	19%
Residential to Education (Primary)	5%	95%
Residential to Education (Secondary)	10%	90%
Residential to Food Retail	10%	90%
Residential to Non-Food Retail	75%	25%
Residential to Personal Business	50%	50%
Residential to Recreation/Social	25%	75%

4.2 Sense Check

Employment

- 4.2.1 East Hemel will include c.4,000 jobs. It is estimated that 19% of residential trips from the site to employment uses will be to East Hemel. SLR have undertaken modelling for East Hemel which also estimates that 19% of residential trips from East Hemel travel to the employment uses at East Hemel.
- 4.2.2 A sense check has been undertaken to review the proportion of the 4,000 jobs that will be taken by prospective residents and North Hemel and East Hemel. The assessment outlined in this note demonstrates there are **253** daily arrivals to the East Hemel employment from the proposed 1,500 homes at North Hemel. The modelling undertaken for East Hemel demonstrates that there are **808** daily arrivals to the East Hemel employment from the proposed 4,000 homes at East Hemel.
- 4.2.3 This suggests that up to **1,061** jobs for the 4,000 available (27%) may be taken up by residents and East Hemel and North Hemel. This assumes every arrival accounts for a job and does not include lunchtime trips for example, therefore providing a worst case with the jobs likely to be lower.

Secondary School

- 4.2.4 The proposed development at East Hemel includes a secondary school of 1,680 school places.

- 4.2.5 The Department for Education (DfE) produces national pupil yields from housing development, which show that, across England, the average number of school age children per home is 0.25 primary and 0.13 secondary school pupils.
- 4.2.6 The 1,500 dwellings at North Hemel are therefore estimated to require 195 school places and the 4,000 dwellings at East Hemel would require 520 school places resulting in 715 school places at the 1,680 available school places. This leaves 58% of the secondary school capacity available.

SECTION 5 Mode Share

5.1 Internal Trips

- 5.1.1 The Hertfordshire County Travel Survey (2022)² outlines the mode share split for journeys less than 1 mile (1.6km). Given the proposed sustainable transport interventions to be brought forward with the site (and surrounding sites forming part of HGC), car mode share has been reduced by 20% from 14.4% to 11.5% as per the *“Trip Generation and Internalisation Report”* prepared by SLR.
- 5.1.2 The proposed 20% reduction for in car mode share for trips remaining internal to the site can be supported by the proposed priority of sustainable and active means of travel through the site including the STC, active travel links, bus priority measures as well as mobility hub accommodated on site.
- 5.1.3 The internal trip mode split (except education), including adjusted, is set out in the table below:

Table 5-1 Mode share for internal trips (except for education)

Mode	Hertfordshire County Travel Survey Mode Share %	Adjusted Mode Share %
Walk	76%	77%
Cycle	2%	3%
Bus	1%	2%
Train	0 %	0%
Car Driver	14%	11%
Car Passenger	7%	7%
Total	100%	100%

- 5.1.4 Residential to primary and secondary school mode shares are derived from the NTS: *‘NTS0614a: Trips to and from school for trip length by main mode and age, aged 5 to 16’* for trips under 1 mile, as demonstrated in the below table. The 20% reduction in car mode share has also been applied.

² [Hertfordshire Traffic and Transport Data Report 2022](#)

Table 5-2 Mode share for internal education trips

Mode	Primary School	Secondary School (Cumulative Only)
Walk	87%	90%
Cycle	2%	1%
Bus	2%	5%
Car Driver	10%	2%
Car Passenger	0%	3%
Total	100%	100%

Note: secondary school mode share varies slightly across the day. The morning peak is presented in the table.

5.2 External Trips

5.2.1 The external Residential to Employment mode split has been devised using data from the 2011 Census for Dacorum 005 MSOA. This MSOA provides a good representation of the mode split expected for the development. The locations of Dacorum 013 and 005 MSOAs are provided in **Figure 5.1** with a mode split comparison included within **Table 5-3**. As shown, Dacorum 005 has a higher car mode share.

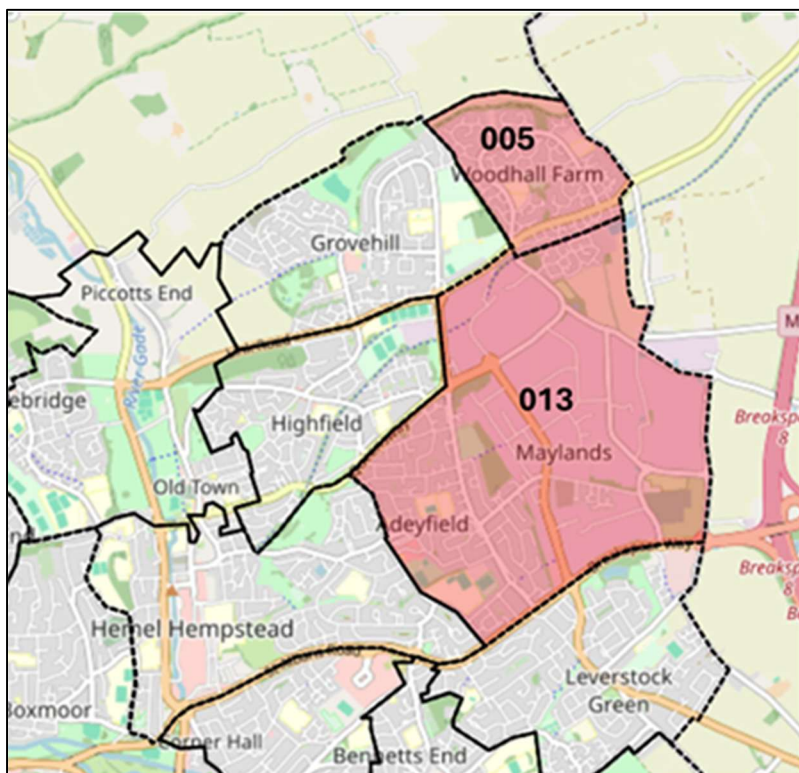
Figure 5.1 Dacorum 005 MSOA and Dacorum 013 MSOA locations

Table 5-3 Mode share Comparison of Dacorum 005 MSOA and Dacorum 013 MSOA

Mode	Dacorum 005 MSOA	Dacorum 013 MSOA
Walk	9%	15%
Cycle	1%	2%
Bus	6%	4%
Train	4%	3%
Car Driver	75%	70%
Car Passenger	5%	6%
Total	100%	100%

5.2.2 The baseline mode shares for Dacorum 005 MSOA presented in the above table have been amended to better reflect the shift away from car use that is to be facilitated by the proposed interventions including improvements to bus provision and active travel provision to and from the site.

5.2.3 **Table 5-5** demonstrates how the adjusted mode share has been calculated with specific consideration of likely mode share to local external employment centres at Hemel Hempstead and St Albans.

5.2.4 The adjusted average mode share presented in **Table 5-5** is a weighted average using distribution information provided by HCC from the COMET model specific to the North Hemel site. This is presented in **Table 5-4**.

Table 5-4 Adjusted mode share

%Trips by Sector	Op4a_AM_origin	Op4a_AM_destination	Op4a_PM_origin	Op4a_PM_destination
St Albans	18.9%	19.7%	18.9%	18.9%
Hemel	37.8%	43.3%	43.4%	41.1%
Other	43.3%	37.0%	37.7%	40.0%
All	100.0%	100.0%	100.0%	100.0%

Source: HCC COMET Model

5.2.5 **Table 5-5** presents the resulting weighted average which is applied to external employment trips.

Table 5-5 Adjusted mode share

Mode	Dacorum 005 MSOA	Hemel	St Albans	Weighted Average
Walk	9%	28%	5%	17%
Cycle	1%	12%	8%	7%
Bus	6%	18%	11%	11%
Train	4%	3%	3%	3%
Car Driver	75%	33%	67%	56%
Car Passenger	5%	6%	6%	6%
Total	100%	100%	100%	100%

5.2.6 The adjusted mode share presented in **Table 5-5** is considered a worst-case adjustment given the train mode share is not proposed to increase despite the improved connectivity proposed between North Hemel and the Hemel Hempstead Rail Station via cycle interventions and bus routes.

5.2.7 The following table shows the comparison between the Residential to Employment baseline mode share for Dacorum 005 MSOA and the adjusted mode share.

Table 5-6 Adjusted mode share

Mode	Residential to Employment Baseline Mode Share (Dacorum 005 MSOA)	Residential to Employment Adjusted Mode Share
Walk	15%	17%
Cycle	2%	7%
Bus	4%	11%
Train	3%	3%
Car Driver	70%	56%
Car Passenger	6%	6%
Total	100%	100%

5.2.8 The external Residential to Education mode split has been derived from Hertfordshire Traffic and Transport Data Report (2022)' which provides a percentage breakdown of modal split for journeys made to primary and secondary schools. The external residential to Food/Non-Food Retail, Personal Business and Recreation/Social have been derived from representative sites in TRICS. These have not been adjusted.

5.2.9 These mode shares for external journey purposes are presented in the below table.

Table 5-7 Mode share for external trips

Mode	Residential to Employment	Residential to Primary Education	Residential to Secondary Education*	Residential to Food Retail*	Residential to Non-Food Retail/Personal Business*	Residential to Recreation/Social*
Walk	16%	50%	44%	32%	28%	29%
Cycle	7%	4%	4%	2%	7%	8%
Bus	12%	2%	14%	11%	11%	13%
Train	3%	0%	3%	1%	0%	2%
Car Driver	56%	12%	16%	32%	32%	34%
Car Passenger	6%	32%	20%	22%	22%	14%
Total	100%	100%	100%	100%	100%	100%

* Mode shares for purpose do vary slightly across the day. The morning peak mode share is presented in the table.

5.3 Car Passenger Calculation

- 5.3.1 Residential to Food/Non-Food Retail and Personal Business journey purposes have been derived from TRICS and therefore the mode share is split by Multi-Occupancy Vehicles rather than proportion of Car Passengers (as is the case for those journey purposes derived from Census data).
- 5.3.2 As the single-occupancy vehicles and multi-occupancy vehicles both include a car driver it is necessary to assume the number of occupants within a multi-occupancy vehicle. It has been assumed there is just one passenger per multi-occupancy vehicle, which provides a worst-case assessment.
- 5.3.3 This means that for one single occupancy vehicle and one multi-occupancy vehicle there are 2 drivers (66.6% car driver) and 1 passenger (33.3% car passenger).
- 5.3.4 For example, TRICS shows that 26.1% of trips are single occupancy car and 38.7% of trips are multi-occupancy car between 07:00-08:00. The proportion of people travelling by car who are car passengers is therefore calculated as follows for this period:

$$38.3\% / (26.1\% + 38.3\% + 38.3\%) = 37.3\%$$

- 5.3.5 The proportion of people travelling by car who are car who are drivers would therefore be:

$$100\% - 37.3\% = 62.7\%$$

- 5.3.6 These values are pro-rata'd with the non-car modes to derive the mode share.

5.4 Double Counting

- 5.4.1 There is an element of double counting associated with the Residential and Primary School trips. Residential to Primary School is double counted with Primary School trips i.e. internal residential to education trips are also captured in the internal pupil/parent to school trips. To address this issue, internal trips associated with the Primary School have been removed from the total trips.

SECTION 6 Trip generation summary

6.1.1 The trip generation for both the Core Test and Cumulative Test are presented in the below tables.

Table 6-1 Multi-modal trip generation (Core Test)

Total	AM (0800-0900)			PM (1700-1800)		
	In	Out	Tot	In	Out	Tot
External						
Walk	115	222	336	97	47	144
Cycle	17	43	60	32	16	48
Bus	34	97	131	55	27	81
Train	8	24	32	14	7	21
Car Driver	101	290	391	294	141	434
Car Passenger	59	99	158	60	29	89
Internal						
Walk	772	69	841	215	98	313
Cycle	15	2	17	7	3	11
Bus	17	2	19	6	3	8
Train	0	0	0	0	0	0
Car Driver	87	10	97	32	15	47
Car Passenger	2	6	9	20	9	29

Table 6-2 Multi-modal trip generation (Cumulative Test)

Total	AM (0800-0900)			PM (1700-1800)		
	In	Out	Tot	In	Out	Tot
External						
Walk	64	86	149	71	35	106
Cycle	11	26	37	26	12	38
Bus	16	47	64	42	20	62
Train	4	12	15	11	5	17
Car Driver	72	203	275	252	121	373
Car Passenger	36	40	76	50	24	74
Internal (including East Hemel)						
Walk	887	643	1530	295	137	433
Cycle	16	12	29	9	4	14
Bus	22	22	44	8	4	12
Train	0	0	0	0	0	0
Car Driver	91	50	140	40	19	59
Car Passenger	8	22	30	26	12	38

6.1.2 The percentage mode share comparison between the Core Test and Cumulative Test are presented below. This demonstrates the impact of the inclusion of East Hemel on mode share.

Table 6-3 Mode share comparison

Mode	Core Test	Cumulative Test	Difference
Walk	50%	59%	9%
Cycle	4%	3%	-1%
Bus	6%	5%	-1%
Train	1%	1%	0%
Car Driver	29%	25%	-4%
Car Passenger	10%	8%	-2%
Total	100%	100%	0%

6.1.3 **Table 6-4** shows the anticipated car flows between North Hemel and East Hemel. Although these trips are considered 'Internal' in the modelling approach detailed in this note, these will be crossing Hemel Hempstead Road and therefore will be included within the site access junction assessment. These are only relevant for the Cumulative Test as both North Hemel and East Hemel will be occupied.

Table 6-4 Car flows between North Hemel and East Hemel

Total	AM (0800-0900)		PM (1700-1800)				Daily		
	In	Out	In	Out	Tot	Tot	In	Out	Tot
Secondary School	1	3	4	0	0	0	5	7	12
Employment	3	8	11	8	4	12	29	34	63

APPENDIX E. Hemel Hempstead Paramics Model Inclusions Note

potentially understates the likely level of reduction which could be achieved. However, at this stage, no further adjustments have been applied based on the approach being agreed in its current form.

Paramics Model Scheme Assumptions

- 5.36 Following the model forecasting and mode shift adjustments detailed in the previous text, there was a requirement to ensure that the HHPM was inclusive of all consented/known infrastructure inclusions, whilst also reflecting the latest IDP scheme inclusions within the COMET model.
- 5.37 The following section details the scheme inclusions within the HHPM.

Committed Infrastructure Inclusions

- 5.38 The original model forecasting undertaken by Systra included all known committed highway schemes within the model.
- 5.39 These schemes are listed as follows, with further details provided within the Systra forecasting report⁹.
- **Scheme 1** - Three Cherry Trees Lane Junction Signalisation
 - **Scheme 2** - New Link Between Boundary Way and Wood Lane End
 - **Scheme 3** - Closure of existing narrow country lanes within the industrial area of Cherry Trees Lane, Buncefield Lane (north) and Buncefield Lane (south) to through traffic
- 5.40 At this stage Vectos understand that this list of schemes remains accurate, and as such, each have been retained within the updated Local Plan model.

Local Plan Infrastructure Inclusions

- 5.41 Further to committed schemes highlighted above, Systra also included further highway schemes within the original Local Plan model. These schemes are outlined as follows:
- **Scheme 4** – New spine road from Redbourn Road to the A414
 - **Scheme 5** - Addition of right flare on Lawn Lane East and Signal Optimisation at the Durrants Hill/Lawn Lane junction
 - **Scheme 6** – M1 Junction 8 – Major reconfiguration to provide direct access into Maylands
 - **Scheme 7** – M1 dedicated coach service Luton to Hemel Hempstead

⁹ Hemel Hempstead Paramics Model - Forecasting Report FINAL

- **Scheme 8** – Bus Priority lanes on A414 WB, Station Road and Two Waters Road approaches to the Plough Roundabout
- **Scheme 9** – New high frequency bus service along A414 corridor
- **Scheme 10** – Northbound bus lane on Maylands Avenue
- **Scheme 11** – Restrict Lawn Lane access at northern end to bus and cycle only
- **Scheme 12** - Southbound bus lane on Leighton Buzzard Road north from North Hemel development
- **Scheme 13** – Northbound bus lane on Two Waters Road from reallocation of existing traffic lanes.

5.42 At this stage Vectos understand that this list of schemes remains accurate, however a number of adjustments to several schemes have been made on the following basis:

- **Scheme 4** – Updated to reflect East Hemel Hempstead detailed designs for this spine road
- **Scheme 6** – Updated to reflect Vectos latest designs for this junction (Project Breakspear)
- **Scheme 8** – Bus Priority lanes on A414 WB removed to retain capacity for vehicular traffic at this stage

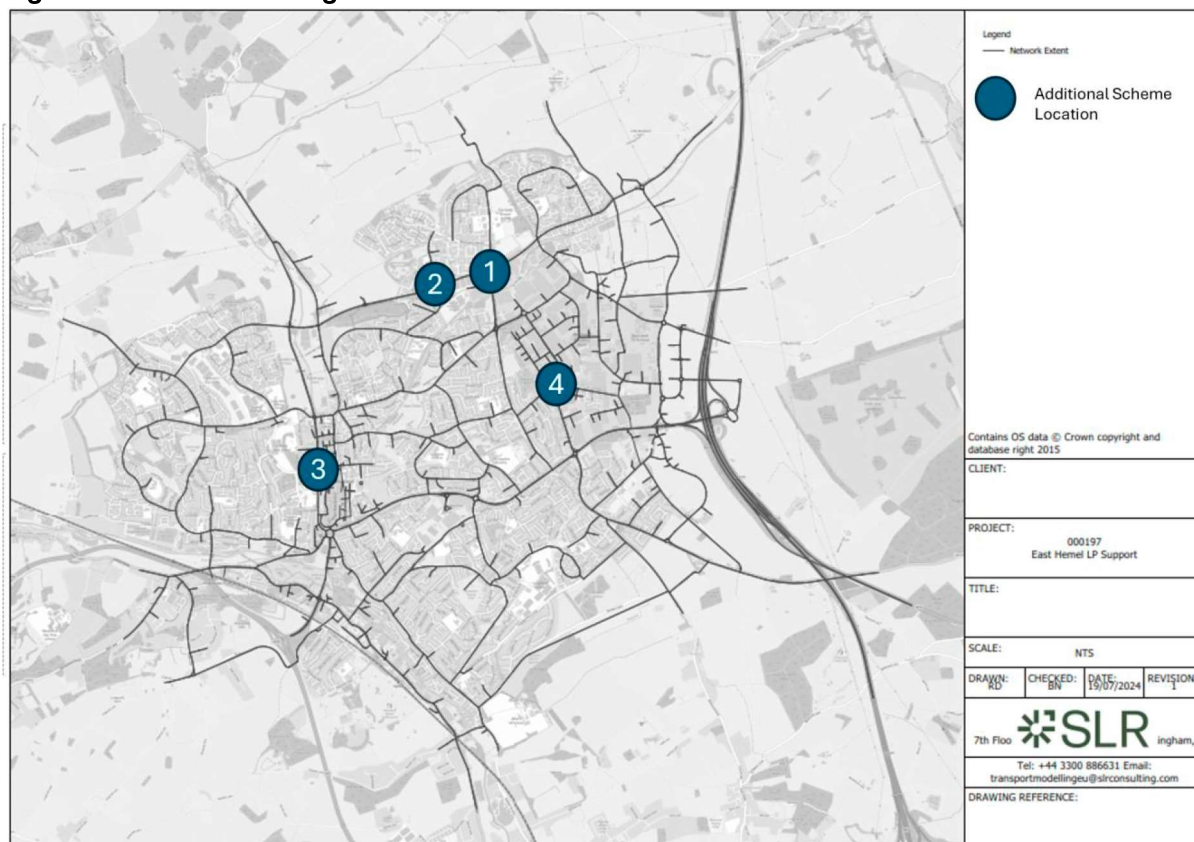
Additional Scheme Inclusions

5.43 Following the inclusion of the updated forecast demands within the 2041 Local Plan scenario, alongside the schemes highlighted within the previous text, it was apparent that there remained a small number of locations at which significant amounts of congestion was predicted to occur. These locations are listed below, with the locations highlighted within the supporting figure.

5.44 Vectos have therefore included additional highway infrastructure at these locations, to maintain a suitable level of model performance. At this stage it is acknowledged that the schemes are “concept” schemes, and that they will require detailed design considerations in due course to confirm both the feasibility and deliverability of the proposals. This level of detail is not expected necessary for this stage of the Plan process however.

- **Additional Scheme 1 – Redbourn Road/Three Cherry Trees Lane/Shenley Road** – partial signalisation scheme
- **Additional Scheme 2 – Link Road/Cambrian Way** – widening roundabout exit arms to allow two lane throughput for east-west and west-east movement
- **Additional Scheme 3 – Leighton Buzzard Road/Combe Street** – replacement of the existing min-roundabout with a signal junction
- **Additional Scheme 4 – Maylands Avenue/Maxted Road** – junction signalised

Figure 16 Additional Mitigation Locations



IDP Scheme Review

- 5.45 Following the inclusion of the schemes detailed within this chapter, further discussions were held with HCC to discuss the synergy between the HHPM, and COMET model, in terms of infrastructure inclusions.
- 5.46 HCC subsequently provided details of the IDP schemes included within the COMET model. Vectos have reviewed these schemes, alongside HCC, and where necessary, included within the HHPM. Details on these schemes are provided within the following table.

Table 6 IDP Scheme Inclusion within Paramics

Scheme Ref	Location/Details	Details
SG14-2	Three Cherry Trees Lane signalisation	Replacement of existing roundabout with signalised crossroads
LS17	A414 WB approach to Plough Rbt	Additional bus lane provided on approach – No reduction in general carriageway space
LS-18	Bus only traffic filter Adeyfield area	Included on Adeyfield Road
LS-42	Cherry Tree Lane quietway	Already accounted for in the Paramics
LS-43	Punchbowl Lane quietway	Already accounted for in the Paramics
LS-44	Hogg End Lane quietway	Already accounted for in the Paramics

LS-46	Bunkers Lane quietway	Included on Bunkers Lane between Belswains Lane and Bedmond Road
LS-48	Berkhamsted Rd gateway	Not included – outside of model extent
LS-54	A4147 HH Road gateway	Reduced speed limits on A4147 adjacent to EHH access junction and extending to M1 overbridge
LS-61	B487 HH Road gateway	Reduced speed limits on B487 adjacent to EHH/NH access junction and extending to approx M1 underpass
LS-64	B440 LBR gateway	Reduced speed limits on Leighton Buzzard Road corridor to the north of the Link Road roundabout
LS-70	A414 bus lanes (Maylands Ave- Green Lanes)	Bus lanes introduced on the A414 between the Maylands Avenue and Green Lane junctions. No reduction in general carriageway space
LS-72	A414 bus lane (Rant Meadow to Bennets End Rd)	A414 Westbound bus lane between Rant Meadow and A414/Bennetts End Road roundabout. No reduction in general carriageway space
SG2-2	20mph speed limit zone	Introduction of 20mph speed limit on Fishery Road
SG5-4	A4251/A4146 Station Road junction reconfiguration	Convert existing roundabout into signalised junction
SG25-1	Marlows 20mph zone	20mph speed limit along Marlows and reduction from two to one lane between Hillfield Road and Midland Road
SG15-1	Maylands Ave segregated cycle corridor	Not possible within Paramics

IDP Scheme Exclusions

- 5.47 At this stage, two of the originally identified IDP schemes have not been included within the HHPM. This consists of the following two schemes:
- LS-16 Plough Roundabout Link Break
 - LS-19 Station Road Bus Filter
- 5.48 The above two schemes were initially included within the HHPM, however, it was deemed that the impact on congestion around the Plough Roundabout was such that any benefits to bus journey times through this junction would be negated by the additional delay extending back from the roundabout that these schemes created.
- 5.49 The Plough Roundabout link break (between the A414 and Selden Hill) forces all traffic travelling between the town centre and A414 St Albans Road to travel around the western side of the roundabout, which in turn reduced the gaps in traffic for vehicles entering the roundabout from Station Road, Two Waters Way and Lawn Lane, resulting in significant increases in delay on these approaches.

- 5.50 The Station Road bus filter, resulted in traffic previously travelling between Station Road and the Plough Roundabout to now make this movement via the A4251/Two Waters Way junction. The result was a significant increase in congestion at this junction, with queues in a southbound direction to this junction blocking back and creating gridlock at the Plough Roundabout in the PM
- 5.51 Discussions around the omission of these schemes were held with HCC, and it was highlighted that although there is a desire to maintain a synergy with the COMET modelling, in terms of scheme inclusions, it is also the case that Paramics models vehicle interactions at individual junctions in significantly higher detail than is possible within COMET. It has also been highlighted within earlier analysis that the COMET modelling also predicts significant delays on the Two Waters approach to the Plough Roundabout and thus both models indicates that this scheme, as proposed, would introduce significant localised disruption to the transport network.
- 5.52 Whilst the COMET model simply shows additional traffic delay generated by these schemes will exceed the capacity of the Two Waters approach and increase delays accordingly, the HHPM testing results in the Plough Roundabout and wider town centre becoming grid-locked due to this part of the network being over-saturated when the traffic reassigns. On this basis, Vectos have omitted these two schemes at this stage of modelling.

Scheme Inclusion Summary

- 5.53 Further to the above text, a summary of all scheme inclusions within the HHPM, along with the source of each scheme, is provided within the following table. Vectos have also detailed where the schemes have been included with both the HHPM and COMET model, or where a scheme is included within the HHPM model only:

Table 7 Scheme Inclusion Summary

Scheme Location	Source of Schemes	Model Inclusion
Three Cherry Trees Lane/Swallowdale Lane signalisation	Consented	HHPM and COMET
Boundary Way and Wood Lane End Link	Consented	HHPM and COMET
Closure of existing narrow country lanes within the industrial area of Cherry Trees Lane, Buncefield Lane (north) and Buncefield Lane (south) to through traffic	Consented	HHPM and COMET
New spine road from Redbourn Road to the A414	EHH Development	HHPM and COMET
M1 Junction 8 – Major reconfiguration to provide direct access into Maylands (Breakspear Signal Scheme)	EHH Development	HHPM and COMET
M1 Junction 8 Overbridge (Breakspear Phase III)	EHH Development	COMET (Option 4b) + HHPM Local Plan Plus Only
Addition of right flare on Lawn Lane East and Signal Optimisation at the Durrants Hill/Lawn Lane junction	Local Plan	HHPM and COMET
Northbound bus lane on Maylands Avenue	Local Plan	HHPM and COMET

Restrict Lawn Lane access at northern end to bus and cycle only	Local Plan	HHPM and COMET
Southbound bus lane on Leighton Buzzard Road north from North Hemel development	Local Plan	HHPM and COMET
Northbound bus lane on Two Waters Road from reallocation of existing traffic lanes	Local Plan	HHPM and COMET
Redbourn Road/Link Road/St Agnells Lane – partial signalisation scheme	HHPM	HHPM Only
Link Road/Cambrian Way – widening roundabout exit arms to allow two lane throughput for east-west and west-east movement	HHPM	HHPM Only
Leighton Buzzard Road/Combe Street – replacement of the existing min-roundabout with a signal junction	HHPM	HHPM Only
Maylands Avenue/Maxted Road – junction signalised	HHPM	HHPM Only
Redbourn Road/Three Cherry Trees Lane signalisation	IDP	HHPM and COMET
A414/Maylands Avenue – partial signalisation	IDP	HHPM and COMET
A414 WB approach to Plough Rbt	IDP	HHPM and COMET
Bus only traffic filter Adeyfield area	IDP	HHPM and COMET
Cherry Tree Lane quietway	IDP	HHPM and COMET
Punchbowl Lane quietway	IDP	HHPM and COMET
Hogg End Lane quietway	IDP	HHPM and COMET
Bunkers Lane quietway	IDP	HHPM and COMET
Berkhamsted Rd gateway	IDP	HHPM and COMET
A4147 HH Road gateway	IDP	HHPM and COMET
B487 HH Road gateway	IDP	HHPM and COMET
B440 LBR gateway	IDP	HHPM and COMET
A414 bus lanes (Maylands Ave- Green Lanes)	IDP	HHPM and COMET
A414 bus lane (Rant Meadow to Bennets End Rd)	IDP	HHPM and COMET
A4251/A4146 Station Road junction reconfiguration	IDP	HHPM and COMET
Marlowes 20mph zone	IDP	HHPM and COMET
Station Road Modal Filter	IDP	COMET Only
Plough Roundabout Link Break	IDP	COMET Only

Consented Development Inclusions

Table 1 Consented Residential Development Inclusions

Development Site	Dwellings
Spencers Park Phase 2	440
Frogmore Road Industrial Estate	170
Land adjacent to the Forum and Dacorum Way	150
Land North of Dacorum Way	110
Bryanston Court	89
Technology House	85
Hamilton House	70
Martindale JMI School	65
Grovelands Business Centre	56
Zoffany House	55

Table 2 Consented Employment Development Inclusions

Development Site	Floor Area (sqm)
Land at Former Catherine House	1,495 B1a, 376 B2, 86 B8
Shendish Manor	2,165 C1, 2,241 D2
West Herts College	3,600 D1
Jarmans Fields	10,731 A1
Land at Junction of Swallowdale Lane	1,562 B1a
Spencers Park Phase II	2,500 B1, 2,500 B2, 2,500 B8
Maylands Gateway	26,382 B8
Land at Mayland Avenue	7,242 B1c, 7,242 B2, 7,242 B8

Local Plan Development Inclusions

Table 3 Local Plan Residential Development Inclusions

Development Site	Dwellings
West Hemel ~~Adi Pouchen~~ End Land	1150
Hemel Hempstead Hospital Site, ~~Hillfield~~ Road	450
Two Waters Site 2 London Road E	400
Marchmont Farm	385
Cupid Green Depot	360
Paradise Wood Lane	350
Two Waters Site 4	350
Kier Park	250
West Herts College Site and Civic Zone	200
Grovehill Local Centre	200
~~Symbio~~ House	180
Frogmore Road	170
Land at 66 and 72 Wood End Lane	150
Market Square/Bus Station	130
NCP Car Park	100
Old Town, Hemel Hempstead	90
Site South of Green Lane	80
Turners Hill	60
Two Waters Site 3	0
Land to the r/o St Margarets Way/ ~~Datchworth~~ Turn	50
Town Centre (General Area)	1097
Two Waters (General Area)	903
~~Polehanger~~ Lane	0
Two Waters Site London Road W	500

Table 4 Local Plan Employment Development Inclusions

Development Site	Floor Area (sqm)
Maylands Gateway (Local Plan Allocation)	6,000 B2, 18,000 B8
Land East of A41	5,000 B1c, 15,000 B2
Prologis Park	21,726 B8
New Schools Hemel	0
Paradise/Wood Lane	400 B1a
Market Square	400 B1a
Hemel Station Gateway	800 B1a
Two Waters North	800 B1a
~~Spencers~~ Park Phase II (Local Plan allocation)	3,750 B2, 3,750 B8

Additional Development Inclusions

- 2.5 Further to the developments outlined above, Vectos have been informed that there has been an additional sites that have come forward since the Systra forecasting was undertaken, which require capturing with the updated Local Plan model. Details on this site are provided in the following text:
- **Additional Site 1** – Prologis Park/Maylands Gateway Expansion – this site has been included within the model in Zone 507. The trip generation has been informed via the WSP Transport Assessment for the site, and the distribution based upon the 2011 Census Journey to Work data for the MSOA within which the development lies (MSOA Dacorum 013). Access to this site is formed via a fourth arm to the new roundabout provided to the north of the Brakespear/East Hemel Hempstead development

APPENDIX F. Standalone Junction Observed Traffic Surveys

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Client: SLR Consulting
Junction: Dunstable Road WB / M1 NB Slip Road
Date of Survey: 15/May/25

1. Datasheet - Dunstable Road WB

2. Datasheet - M1 NB Slip Road

3. Datasheet - Access NEB

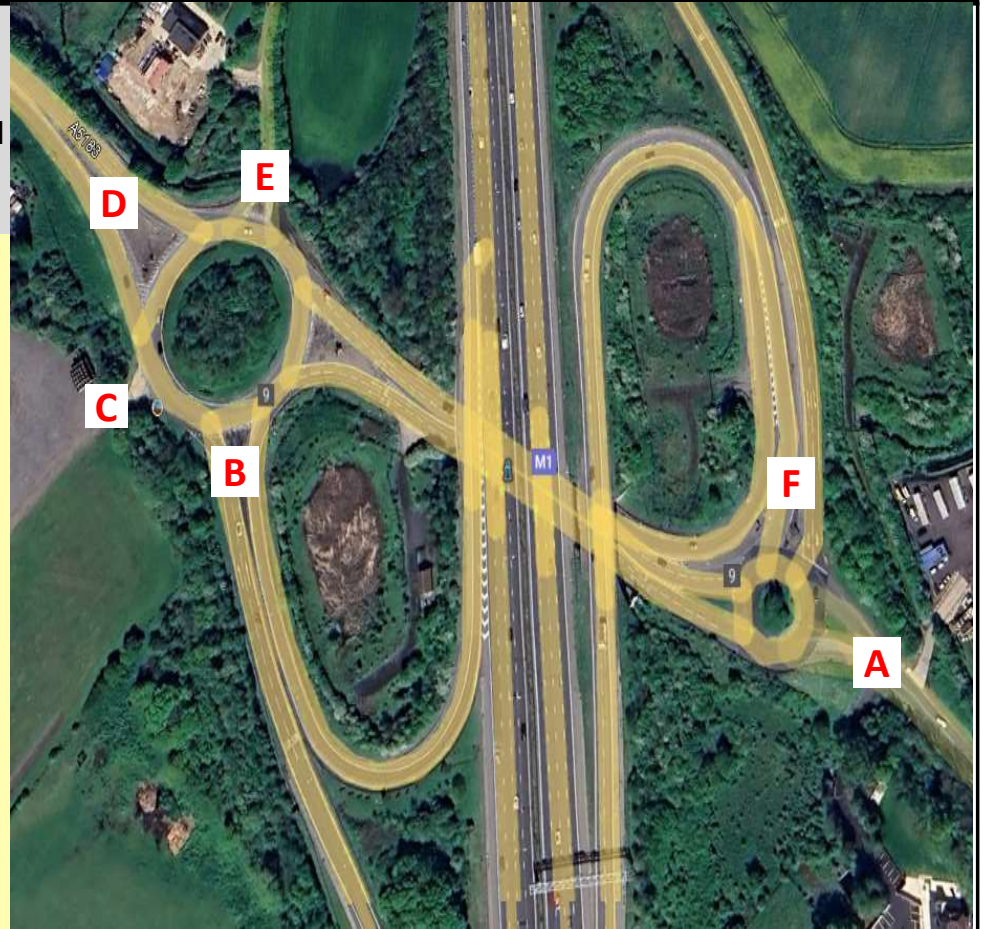
4. Datasheet - A5183 SEB

5. Datasheet - Watery Lane SB

6. Datasheet - M1 SB Slip Road

7. U - Turn

8. Queue Count



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Approach - Dunstable Road WB

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Approach - M1 NB Slip Road

Left Turn (B - C)									Bear Left Turn (B - D)									Ahead (B - E)									Bear Right Turn (B - F)									Right Turn (B - A)								
Time	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL				
0700 - 0715	0	0	0	0	0	0	0	0	25	8	4	5	0	1	0	43	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0	16	6	6	1	2	1	0	0	26			
0715 - 0730	0	0	0	0	0	0	0	0	33	11	3	2	0	0	1	50	8	8	0	0	0	0	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25					
0730 - 0745	0	0	0	0	0	0	0	0	54	14	6	3	0	0	0	77	9	4	1	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	36						
0745 - 0800	0	0	0	0	0	0	0	0	65	11	2	0	1	0	0	79	19	3	1	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	1	0	50						
Hourly Total	0	0	0	0	0	0	0	0	177	44	15	10	1	2	0	249	42	17	2	0	0	0	0	61	1	0	0	0	0	0	0	0	1	95	34	2	3	1	1	0	137			
0800 - 0815	0	0	0	0	0	0	0	0	59	10	4	3	0	2	0	78	13	6	0	0	0	0	0	19	0	0	1	0	0	0	0	0	23	13	2	0	0	1	0	39				
0815 - 0830	0	0	0	0	0	0	0	0	54	18	4	1	0	0	0	77	20	4	1	0	0	0	0	25	1	0	0	0	0	0	0	0	28	9	0	1	0	0	0	38				
0830 - 0845	0	0	0	0	0	0	0	0	72	6	1	2	0	0	0	81	22	5	0	0	0	0	0	27	1	0	0	0	0	0	0	0	27	6	4	1	0	0	0	38				
0845 - 0900	0	0	0	0	0	0	0	0	48	16	3	2	0	0	0	69	12	3	0	0	0	0	0	15	0	0	0	0	0	0	0	0	34	6	2	2	0	0	0	44				
Hourly Total	0	0	0	0	0	0	0	0	233	50	12	8	0	2	0	305	67	16	1	0	0	0	0	86	2	0	1	0	0	0	0	0	112	34	8	4	0	1	0	159				
0900 - 0915	0	0	0	0	0	0	0	0	41	10	2	4	0	0	0	57	9	1	0	0	0	0	0	10	1	1	1	0	0	0	0	0	20	7	1	0	0	0	0	28				
0915 - 0930	0	0	0	0	0	0	0	0	46	11	2	2	0	0	0	61	11	5	0	0	0	0	0	16	1	0	0	0	0	0	0	0	30	5	2	1	0	0	0	38				
0930 - 0945	0	0	0	0	0	0	0	0	46	12	1	1	2	0	0	62	4	4	0	0	0	0	0	8	1	0	0	0	0	0	0	0	29	4	0	1	0	0	0	34				
0945 - 1000	0	0	0	0	0	0	0	0	52	12	4	0	0	1	0	69	8	1	0	0	0	0	0	9	1	0	0	0	0	0	0	0	27	6	0	0	0	0	0	33				
Hourly Total	0	0	0	0	0	0	0	0	185	45	9	7	2	1	0	249	32	11	0	0	0	0	0	43	4	1	1	0	0	0	0	0	106	22	3	2	0	0	0	133				
TOTAL	0	0	0	0	0	0	0	0	595	139	36	25	3	5	0	803	141	46	3	0	0	0	0	190	7	1	2	0	0	0	0	0	314	90	13	9	1	2	0	429				

Left Turn (B - C)									Bear Left Turn (B - D)									Ahead (B - E)									Bear Right Turn (B - F)									Right Turn (B - A)								
Time	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL				
1600 - 1615	0	0	0	0	0	0	0	0	104	39	2	3	0	2	0	150	7	2	1	0	0	0	0	10	1	0	0	1	0	0	0	0	16	1	0	1	0	0	0	20				
1615 - 1630	0	0	0	0	0	0	0	0	94	36	2	3	0	0	0	135	11	4	1	0	0	0	0	16	2	0	0	0	0	0	0	0	20	2	0	0	0	1	0	23				
1630 - 1645	0	0	0	0	0	0	0	0	100	35	4	6	0	2	0	147	15	2	0	0	0	0	0	17	2	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16				
1645 - 1700	0	0	0	0	0	0	0	0	105	33	3	4	0	0	0	145	7	3	0	0	0	0	1	11	1	0	0	0	0	0	0	0	19	2	0	0	0	0	0	21				
Hourly Total	0	0	0	0	0	0	0	0	403	143	11	16	0	4	0	577	40	11	2	0	0	0	1	54	5	2	0	1	0	0	0	0	71	7	0	1	0	0	1	80				
1700 - 1715	0	0	0	0	0	0	0	0	100	20	1	5	0	3	0	129	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	21				
1715 - 1730	0	0	0	0	0	0	0	0	126	33	2	2	0	3	0	166	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16				
1730 - 1745	0	0	0	0	0	0	0	0	121	25	4	5	0	0	0	155	12	3	0	0	0	0	1	16	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5					
1745 - 1800	0	0	0	0	0	0	0	0	119	28	3	9	0	1	0	160	17	2	0	0	0	0	0	19	0	1	0	0	0	0	0	0	13	3	0	0	0	0	0	16				
Hourly Total	0	0	0	0	0	0	0	0	466	106	10	21	0	7	0	610	48	5	0	0	0	0	1	54	0	1	0	0	0	0	0	0	53	5	0	0	0	0	0	58				
1800 - 1815	0	0	0	0	0	0	0	0	123	35	3	5	0	2	0	168	5	3	0	0	0	0	1	9	0	1	0	0	0	0	0	0	16	2	0	0	0	1	0	19				
1815 - 1830	0	0	0	0	0	0	0	0	133	20	0	3	0	2	0	158	20	2	0	0	0	0	0	22	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12				
1830 - 1845	0	0	0	0	0	0	0	0	134	21	2	4	0	1	0	162	19	1	0	0	0	0	0	20	0	0	0	0	0	0	0	0	25	0	0	0	0	1	0	26				
1845 - 1900	0	0	0	0	0	0	0	0	148	20	4	3	0	4	0	179	19	0	0	0	0	0	2	21	0	1	0	0	0	0	0	0	21	1	0	0	0	0	0	23				
Hourly Total	0	0	0	0	0	0	0	0	538	96	8	15	0	9	0	667	63	6	0	0	0	0	3	72	0	2	0	0	0	0	0	0	73	4	0	0	0	3	0	80				
TOTAL	0	0	0	0	0	0	0	0	1407	345	30	52	0	20	0	1854	151	22	2	0	0	0	5	0	180	5	5	0	1	0	0	0	0	197	16	0	1	0	4	0	218			

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Left Turn (D - E)									Bear Left Turn (D - F)									Ahead (D - A)									Bear Right Turn (D - B)									Right Turn (D - C)								
Time	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL				
0700 - 0715	3	1	0	0	0	0	0	4	176	67	4	7	0	4	0	258	72	18	1	0	0	0	0	91	8	4	2	3	0	0	0	17	0	0	0	0	0	0	0					
0715 - 0730	3	1	0	0	0	0	0	4	203	60	2	3	0	2	0	270	75	27	4	1	3	1	0	111	8	0	0	5	0	0	0	13	0	0	0	0	0	0	0					
0730 - 0745	9	2	0	0	0	0	0	11	230	43	1	1	0	0	0	275	90	17	5	1	1	1	0	115	16	1	0	1	0	0	0	18	0	0	0	0	0	0	0					
0745 - 0800	21	2	0	0	0	0	0	23	205	44	5	5	0	2	0	261	76	7	6	0	3	1	1	94	21	1	1	1	0	0	0	24	0	0	0	0	0	0	0					
Hourly Total	36	6	0	0	0	0	0	42	814	214	12	16	0	8	0	1064	313	69	16	2	7	3	1	411	53	6	3	10	0	0	0	72	0	0	0	0	0	0	0					
0800 - 0815	24	3	0	0	0	0	0	27	192	36	3	0	1	3	0	235	81	15	5	3	1	2	0	107	16	2	0	0	0	0	0	20	0	0	0	0	0	0	0					
0815 - 0830	21	0	0	0	0	0	0	21	157	19	1	5	0	4	0	186	79	11	1	0	1	0	1	93	11	0	2	1	0	0	0	15	0	0	0	0	0	0	0					
0830 - 0845	20	1	0	0	0	0	0	21	145	36	8	9	1	0	0	199	89	13	2	0	0	2	0	106	23	6	1	4	0	0	0	34	0	0	0	0	0	0	0					
0845 - 0900	7	3	0	0	0	0	0	10	130	16	7	3	0	2	0	158	85	19	1	0	0	0	0	105	14	3	1	1	0	0	0	19	0	0	0	0	0	0	0					
Hourly Total	72	7	0	0	0	0	0	79	624	107	19	17	2	9	0	778	334	58	9	3	2	4	1	411	64	12	4	8	0	0	0	88	0	0	0	0	0	0	0					
0900 - 0915	11	2	0	0	0	0	0	13	101	14	0	1	0	0	0	116	79	13	1	2	0	0	0	95	20	6	3	3	0	0	0	32	0	0	0	0	0	0	0					
0915 - 0930	2	1	0	0	0	0	0	3	80	16	5	2	3	0	0	106	67	12	2	2	2	1	0	86	22	3	0	1	0	0	0	26	0	0	0	0	0	0	0					
0930 - 0945	6	0	0	0	0	0	0	6	63	13	2	8	0	0	0	86	69	11	2	2	1	0	0	83	15	7	2	2	0	0	0	26	0	0	0	0	0	0	0					
0945 - 1000	6	0	0	0	0	0	0	6	66	10	2	6	0	1	0	85	64	10	0	1	0	0	0	76	8	0	0	3	0	0	0	11	0	0	0	0	0	0	0					
Hourly Total	25	3	0	0	0	0	0	28	310	63	9	17	3	1	0	393	279	46	5	6	3	1	0	340	65	16	5	9	0	0	0	95	0	0	0	0	0	0	0					
TOTAL	133	16	0	0	0	0	0	149	1748	374	40	50	5	18	0	2235	926	173	30	11	12	8	2	1162	182	34	12	27	0	0	0	255	0	0	0	0	0	0	0					

Left Turn (D - E)									Bear Left Turn (D - F)									Ahead (D - A)									Bear Right Turn (D - B)									Right Turn (D - C)								
Time	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL				
1600 - 1615	9	1	0	0	0	0	0	10	63	9	2	3	0	1	0	78	58	7	2	0	1	1	0	67	18	3	5	2	1	0	0	30	0	0	0	0	0	0	0					
1615 - 1630	9	0	0	0	0	0	0	9	61	8	2	2	0	0	0	73	57	3	1	0	1	1	0	63	22	2	1	1	0	0	0	26	0	0	0	0	0	0	0					
1630 - 1645	9	1	0	0	0	0	0	10	65	4	0	2	1	0	0	72	62	6	2	0	1	0	0	71	13	3	1	2	0	0	0	19	0	0	0	0	0	0	0					
1645 - 1700	21	0	0	0	0	0	0	21	69	12	0	0	1	1	0	83	83	9	0	0	0	0	0	92	12	5	1	1	0	0	0	19	0	0	0	0	0	0	0					
Hourly Total	48	2	0	0	0	0	0	50	258	33	4	7	2	2	0	306	258	25	6	0	3	2	0	293	65	13	8	6	1	1	0	94	0	0	0	0	0	0	0					
1700 - 1715	7	1	0	0	0	0	0	8	65	16	3	3	0	0	0	87	60	3	0	0	0	0	1	64	10	2	0	2	0	0	0	14	0	0	0	0	0	0	0					
1715 - 1730	1	0	0	0	0	0	0	1	63	10	0	0	0	0	0	73	54	6	0	0	0	0	0	60	16	2	0	3	0	0	0	21	0	0	0	0	0	0	0					
1730 - 1745	4	0	0	0	0	0	0	4	76	10	0	0	1	0	0	88	57	1	0	0	0	1	0	59	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0					
1745 - 1800	11	1	0	0	0	0	0	12	68	8	2	2	0	1	0	81	62	3	0	0	1	0	0	66	15	2	1	0	0	0	0	18	0	0	0	0	0	0	0					
Hourly Total	23	2	0	0	0	0	0	25	272	44	5	5	1	2	0	329	233	13	0	0	2	1	0	249	50	8	1	5	0	0	0	64	0	0	0	0	0	0	0					
1800 - 1815	7	0	0	0	0	0	0	7	55	5	1	2	1	0	0	64	47	4	0	0	0	2	0	53	17	1	1	2	0	0	0	21	0	0	0	0	0	0	0					
1815 - 1830	9	1	0	0	0	0	1	11	78	19	0	0	0	0	0	97	48	3	0	0	0	0	1	52	15	4	0	0	0	0	0	19	0	0	0	0	0	0	0					
1830 - 1845	7	0	0	0	0	0	0	7	56	5	1	1	0	0	0	63	30	3	1	0	0	0	0	34	15	1	0	1	0	0	0	17	0	0	0	0	0	0	0					
1845 - 1900	7	0	0	0	0	0	0	7	50	2	2	1	0	1	0	56	43	2	0	0	1	0	0	46	11	1	1	0	0	0	0	13	0	0	0	0	0	0	0					
Hourly Total	30	1	0	0	0	1	0	32	239	31	4	4	1	1	0	280	168	12	1	0	1	3	0	185	58	7	2	3	0	0	0	70	0	0	0	0	0	0	0					
TOTAL	101	5	0	0	0	1	0	107	769	108	13	16	4	5	0	915	659	50	6	0	6	6	0	727	173	28	11	14	1	1	0	228	0	0	0	0	0	0	0					

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Approach - Watery Lane SB

Time	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0700 - 0715	76	18	0	0	0	1	0	85
0715 - 0730	74	11	0	0	0	0	0	85
0730 - 0745	65	16	0	0	0	0	0	81
0745 - 0800	75	14	0	0	0	0	0	89
Hourly Total	290	59	0	0	0	1	0	350
0800 - 0815	55	12	0	0	0	1	0	68
0815 - 0830	30	5	0	0	0	0	0	35
0830 - 0845	43	10	0	0	0	0	0	53
0845 - 0900	30	3	1	0	0	0	0	34
Hourly Total	158	30	1	0	0	1	0	190
0900 - 0915	16	5	0	0	0	0	0	21
0915 - 0930	15	1	0	0	0	0	0	16
0930 - 0945	11	4	0	0	0	0	0	15
0945 - 1000	9	4	0	0	0	0	0	13
Hourly Total	51	14	0	0	0	0	0	65
TOTAL	499	103	1	0	0	2	0	605

Time	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1600 - 1615	12	4	0	0	0	0	0	16
1615 - 1630	11	0	1	0	0	0	0	12
1630 - 1645	8	2	1	0	0	0	0	11
1645 - 1700	12	1	0	0	0	0	0	13
Hourly Total	43	7	2	0	0	0	0	52
1700 - 1715	15	1	0	0	0	0	0	16
1715 - 1730	14	2	0	0	0	0	0	16
1730 - 1745	14	3	0	0	0	0	0	17
1745 - 1800	8	0	0	0	0	0	0	8
Hourly Total	51	6	0	0	0	0	0	57
1800 - 1815	10	3	2	0	0	0	0	15
1815 - 1830	5	0	0	0	0	0	0	5
1830 - 1845	9	2	0	0	0	0	0	11
1845 - 1900	12	0	0	0	0	0	0	12
Hourly Total	36	5	0	0	0	0	0	41
TOTAL	130	18	2	0	0	0	0	150

Time	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1600 - 1615	4	0	0	0	0	0	0	4
1615 - 1630	2	1	0	0	0	0	0	3
1630 - 1645	2	0	0	0	0	0	0	2
1645 - 1700	3	0	0	0	0	0	0	3
Hourly Total	11	1	0	0	0	0	0	12
1700 - 1715	2	0	0	0	0	0	0	2
1715 - 1730	4	1	0	0	0	0	0	5
1730 - 1745	2	0	0	0	0	0	0	2
1745 - 1800	2	0	0	0	0	0	0	2
Hourly Total	10	0	0	0	0	0	0	10
1800 - 1815	0	1	0	0	0	0	0	1
1815 - 1830	3	0	0	0	0	0	0	3
1830 - 1845	4	0	0	0	0	0	0	4
1845 - 1900	2	0	0	0	0	0	0	2
Hourly Total	7	1	0	0	0	0	0	8
TOTAL	28	3	0	0	0	0	0	31

Time	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1600 - 1615	0	0	0	0	0	0	0	0
1615 - 1630	0	1	0	0	0	0	0	1
1630 - 1645	2	1	0	0	0	0	0	3
1645 - 1700	1	0	0	0	0	0	0	1
Hourly Total	3	3	0	0	0	0	0	6
1700 - 1715	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0
1745 - 1800	1	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0
1845 - 1900	2	0	0	0	0	0	0	2
Hourly Total	2	0	0	0	0	0	0	2
TOTAL	6	3	0	0	0	0	0	9

Time	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1600 - 1615	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0

Time	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1600 - 1615	5	0	0	0	0	1	0	6
1615 - 1630	4	1	1	0	0	0	0	6
1630 - 1645	12	0	0	0	0	0	0	12
1645 - 1700	9	2	0	0	0	0	0	11
Hourly Total	40	3	0	0	0	2	0	45
1700 - 1715	3	2	0	0	0	0	0	5
1715 - 1730	9	0	0	0	0	0	0	9
1730 - 1745	4	0	0	0	0	0	0	4
1745 - 1800	9	0	0	0	0	0	0	9
Hourly Total	25	2	0	0	0	0	0	27
1800 - 1815	2	0	0	0	0	1	0	3
1815 - 1830	9	0	0	0	0	0	0	9
1830 - 1845	3	1	0	0	0	0	0	4
1845 - 1900	1	0	0	0	0	0	0	1
Hourly Total	15	1	0	0	0	1	0	17
TOTAL	80	6	0	0	0	3	0	89

Time	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1600 - 1615	4	0	0	0	0	0	0	4
1615 - 1630	3	0	0	0	0	0	0	3
1630 - 1645	4	3	0	0	0	0	0	7
1645 - 1700	16	0	0	0	0	0	0	16
Hourly Total	27	3	0	0	0	0	0	30
1700 - 1715	12	0	0	0	0	0	0	12
1715 - 1730	4	1	0	0	0	0	0	5
1730 - 1745	16	4	0	0	0	0	0	20
1745 - 1800	8	4	0	0	0	0	0	12
Hourly Total	40	9	0	0	0	0	0	49
1800 - 1815	10	1	0	0	0	0	0	11
1815 - 1830	12	0	0	0	0	0	0	12
1830 - 1845	5	2	0	0	0	0	0	7
1845 - 1900	7	2	0	0	0	0	0	9
Hourly Total	34	5	0	0	0	0	0	39
TOTAL	101	17	0	0	0	0	0	118

Time	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1600 - 1615	0	0	0	0	0	0	0	0
1615 - 1630	14	1	1	0	0	0	0	16
1630 - 1645	12	0	0	0	0	0	0	12
1645 - 1700	9	2	0	0	0	0	0	11
Hourly Total	40	3	0	0	0	0	0	43
1700 - 1715	3	2	0	0	0	0	0	5
1715 - 1730	9	0	0	0	0	0	0	9
1730 - 1745	4	0	0	0	0	0	0	4
1745 - 1800	9	0	0	0	0	0	0	9
Hourly Total	25	2	0	0	0	0	0	27
1800 - 1815	2	0	0	0	0	0	0	2
1815 - 1830	9	0	0	0	0	0	0	9
1830 - 1845	3	1	0	0	0	0	0	4
1845 - 1900	1	0	0	0	0	0	0	1
Hourly Total	15	1	0	0	0	0	0	16
TOTAL	80	6	0	0	0	0	0	86

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Approach - M1 SB Slip Road

Left Turn (F - A)									Ahead (F - B)									Bear Right Turn (F - C)									Right Turn (F - D)									Right Turn (F - E)								
Time	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL				
0700 - 0715	53	11	1	0	0	0	0	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	1	0	0	0	6	0	0	0	0	0	0	0					
0715 - 0730	76	12	2	1	1	0	0	94	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	4	3	0	1	0	0	0	8	0	0	0	0	0	0	0						
0730 - 0745	80	13	1	2	0	0	0	96	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	6	0	0	0	8	0	0	0	0	0	0	0						
0745 - 0800	84	21	1	0	0	0	0	106	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	2	2	0	0	0	12	0	0	0	0	0	0	0						
Hourly Total	295	57	5	3	1	0	0	361	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	15	7	2	10	0	0	0	34	0	0	0	0	0	0	0						
0800 - 0815	88	14	0	1	0	0	0	103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	5	0	0	0	13	2	1	0	0	0	0	3						
0815 - 0830	119	11	1	1	0	0	0	132	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	1	2	0	0	0	12	0	0	0	0	0	0	0						
0830 - 0845	112	22	2	1	0	0	0	137	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	6	0	0	0	14	0	0	0	0	0	0	0							
0845 - 0900	127	21	4	0	0	0	0	152	1	0	0	0	0	0	0	1	0	0	0	0	0	0	12	2	0	2	0	0	0	16	0	0	0	0	0	0	0							
Hourly Total	446	68	7	3	0	0	0	524	1	0	0	0	0	0	0	1	0	0	0	0	0	0	29	10	1	15	0	0	0	55	2	1	0	0	0	0	3							
0900 - 0915	96	22	1	2	0	0	0	121	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	3	2	3	0	0	0	19	0	0	0	0	0	0	0							
0915 - 0930	90	22	7	3	0	0	0	122	1	0	0	0	0	0	0	1	0	0	0	0	0	0	17	6	1	3	0	0	0	27	0	0	0	0	0	0	0							
0930 - 0945	90	14	1	1	0	0	0	106	3	0	0	0	0	0	0	3	0	0	0	0	0	0	12	2	2	2	0	1	0	19	0	0	0	0	0	0	0							
0945 - 1000	68	19	2	0	0	0	0	89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	5	3	3	1	0	0	17	0	0	0	0	0	0	0							
Hourly Total	344	77	11	6	0	0	0	435	4	0	0	0	1	0	0	4	0	0	0	0	0	0	48	16	8	9	0	1	0	82	0	0	0	0	0	0	0							
TOTAL	1085	202	23	12	1	0	0	1323	5	0	0	1	0	0	0	6	0	0	0	0	0	0	92	33	11	34	0	1	0	171	2	1	0	0	0	0	3							

Left Turn (F - A)									Ahead (F - B)									Bear Right Turn (F - C)									Right Turn (F - D)									Right Turn (F - E)								
Time	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL				
1600 - 1615	85	10	3	0	0	0	0	101	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	16	6	2	4	0	0	0	23	0	0	0	0	0	0	0						
1615 - 1630	99	15	1	1	0	1	0	117	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	17	1	8	5	0	0	0	31	0	0	0	0	0	0	0						
1630 - 1645	113	14	2	0	0	1	0	130	2	0	0	0	0	0	0	2	0	0	0	0	0	0	12	1	4	8	0	0	0	25	0	0	0	0	0	0	0							
1645 - 1700	128	9	0	1	1	0	0	139	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	4	0	9	0	0	0	27	0	0	0	0	0	0	0							
Hourly Total	428	48	6	2	1	2	0	487	6	0	0	0	0	0	0	6	0	0	0	0	0	0	59	12	14	26	0	0	0	111	0	0	0	0	0	0	0							
1700 - 1715	132	11	1	0	0	0	0	144	2	0	0	0	0	0	0	2	0	0	0	0	0	0	20	2	0	3	0	0	0	25	0	0	0	0	0	0	0							
1715 - 1730	129	10	2	1	0	0	0	142	0	0	1	0	0	0	0	1	0	0	0	0	0	0	22	4	1	2	0	0	0	29	0	0	0	0	0	0	0							
1730 - 1745	140	11	0	1	0	0	0	152	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	3	1	3	0	0	0	31	0	0	0	0	0	0	0							
1745 - 1800	146	12	2	0	0	1	0	161	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	5	0	2	0	0	0	40	0	0	0	0	0	0	0							
Hourly Total	547	44	5	2	0	1	0	599	2	0	1	0	0	0	0	3	0	0	0	0	0	0	99	14	2	10	0	0	0	125	0	0	0	0	0	0	0							
1800 - 1815	122	6	1	0	0	0	0	129	2	0	0	0	0	0	0	2	0	0	0	0	0	0	16	3	0	1	0	0	0	20	0	0	0	0	0	0	0							
1815 - 1830	107	8	0	0	0	0	0	115	2	0	0	0	0	0	0	2	0	0	0	0	0	0	14	0	1	2	0	0	0	17	0	0	0	0	0	0	0							
1830 - 1845	98	6	1	0	0	0	0	105	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	3	0	0	0	17	0	0	0	0	0	0	0								
1845 - 1900	93	4	0	1	0	0	0	98	2	1	0	0	0	0	0	3	0	0	0	0	0	0	10	2	0	2	0	0	0	14	1	0	0	0	0	0	1							
Hourly Total	420	24	2	1	0	0	0	447	8	1	0	0	0	0	0	7	0	0	0	0	0	0	54	5	1	8	0	0	0	68	1	0	0	0	0	0	1							
TOTAL	1395	116	13	5	1	3	0	1533	14	1	1	0	0	0	0	16	0	0	0	0	0	0	212	31	17	44	0	0	0	304	1	0	0	0	0	0	1							

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Approach - U - Turn

Dunstable Road WB (Arm A)								
Time	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	1	0	0	0	1
0730 - 0745	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	1	0	0	0	1
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0
0830 - 0845	1	0	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1
0900 - 0915	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0
0930 - 0945	1	1	0	0	0	0	0	2
0945 - 1000	1	0	1	0	0	0	0	2
Hourly Total	2	1	1	0	0	0	0	4
TOTAL	3	1	1	1	0	0	0	6

M1 NB Slip Road (Arm B)								
Time	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	1	0	0	0	1
0730 - 0745	0	0	0	0	0	0	0	0
0745 - 0800	1	0	0	0	0	0	0	1
Hourly Total	1	0	0	1	0	0	0	2
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	3	0	3
0915 - 0930	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	1	0	0	0	1
0945 - 1000	1	0	0	0	0	0	0	1
Hourly Total	1	0	0	1	0	3	0	5
TOTAL	2	1	0	1	0	3	0	7

Access NEB (Arm C)								
Time	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	1	0	0	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1
0900 - 0915	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0

A5183 SEB (Arm D)								
Time	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	1	0	0	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1
0900 - 0915	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0
0945 - 1000	0	1	0	0	0	0	0	1
Hourly Total	1	1	0	0	0	0	0	2
TOTAL	2	1	0	0	0	0	0	3

Watery Lane SB (Arm E)								
Time	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0
0830 - 0845	0	1	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	0	0	1
0900 - 0915	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
TOTAL	0	1	0	0	0	0	0	1

M1 SB Slip Road (Arm F)								
Time	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0700 - 0715	0	1	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0
0745 - 0800	1	0	0	0	0	0	0	1
Hourly Total	1	1	0	0	0	0	0	2
0800 - 0815	1	1	0	0	0	0	0	2
0815 - 0830	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0
Hourly Total	1	1	0	0	0	0	0	2
0900 - 0915	0	1	0	0	0	0	0	1
0915 - 0930	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	1	0	0	0	1
Hourly Total	0	1	0	1	0	0	0	2
TOTAL	2	3	0	1	0	0	0	6

Dunstable Road WB (Arm A)								
Time	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1600 - 1615	0	1	0	0	0	0	0	1
1615 - 1630	1	0	0	0	0	0	0	1
1630 - 1645	1	0	0	0	0	0	0	1
1645 - 1700	1	0	0	0	0	0	0	1
Hourly Total	3	1	0	0	0	0	0	4
1700 - 1715	3	0	0	0	0	0	0	3
1715 - 1730	1	0	0	0	0	0	0	1
1730 - 1745	1	0	0	0	0	0	0	1
1745 - 1800	1	0	0	0	0	0	0	1
Hourly Total	6	0	0	0	0	0	0	6
1800 - 1815	1	0	0	0	0	0	0	1
1815 - 1830	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0
1845 - 1900	1	0	0	0	0	0	0	1
Hourly Total	2	0	0	0	0	0	0	2
TOTAL	11	1	0	0	0	0	0	12

M1 NB Slip Road (Arm B)								
Time	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1600 - 1615	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0
1715 - 1730	1	1	0	0	0	0	0	2
1730 - 1745	2	1	0	1	0	0	0	4
1745 - 1800	4	2	0	0	0	0	0	6
Hourly Total	7	4	0	1	0	0	0	12
1800 - 1815	0	0	0	0	0	0	0	0
1815 - 1830	1	0	0	0	0	0	0	1
1830 - 1845	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1
TOTAL	8	4	0	1	0	0	0	13

Access NEB (Arm C)								
Time	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1600 - 1615	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0

A5183 SEB (Arm D)								
Time	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1600 - 1615	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0
1630 - 1645	1	0	0	0	0	0	0	1
1645 - 1700	1	0	0	0	0	0	0	1
Hourly Total	2	0	0	0	0	0	0	2
1700 - 1715	1	0	0	0	0	0	0	1
1715 - 1730	1	0	0	0	0	0	0	1
1730 - 1745	1	1	0	0	0	0	0	2
1745 - 1800	1	0	0	0	0	0	0	1
Hourly Total	4	1	0	0	0	0	0	5
1800 - 1815	3	1	0	0	0	0	0	4
1815 - 1830	3	0	0	0	0	0	0	3
1830 - 1845	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0
Hourly Total	6	1	0	0	0	0	0	7
TOTAL	8	1	0	0	0	0	0	9

Watery Lane SB (Arm E)								
Time	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1600 - 1615	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0

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Queue Counts

[illegible]

St Albans



Client: SLR Consulting

Junction: A5183 SB / B487 WB / A5183 NB

Date of Survey: 15/May/25

1. Datasheet - A5183 SB

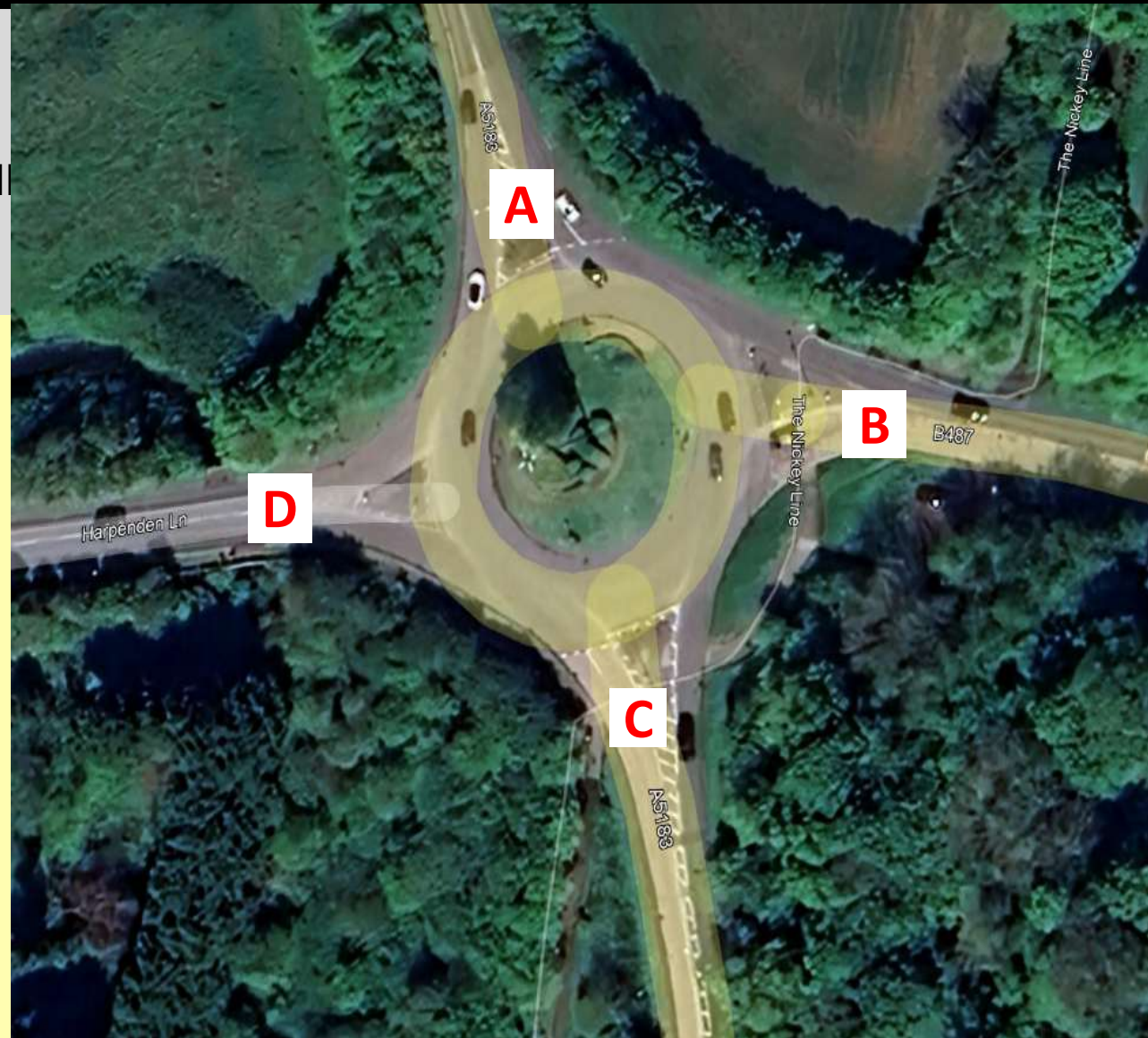
2. Datasheet - B487 Redbourn Lane WB

3. Datasheet - A5183 NB

4. Datasheet - Harpenden Lane EB

5. U - Turn

6. Queue Count



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Approach - A5183 SB

Time	Left Turn (A - B)								Ahead (A - C)								Right Turn (A - D)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0700 - 0715	55	18	1	1	1	0	0	76	107	29	1	1	0	2	0	140	9	1	0	0	0	0	0	10
0715 - 0730	56	20	3	0	1	1	0	81	134	23	3	2	1	0	0	163	5	2	0	0	0	0	0	7
0730 - 0745	75	15	1	0	0	1	0	92	137	29	3	2	0	0	0	171	7	2	0	0	0	0	0	9
0745 - 0800	51	14	1	1	0	1	0	68	142	22	4	0	0	1	0	169	5	1	0	0	0	0	0	6
Hourly Total	237	67	6	2	2	3	0	317	520	103	11	5	1	3	0	643	26	6	0	0	0	0	0	32
0800 - 0815	68	20	2	1	1	1	0	93	126	20	1	2	1	1	0	151	8	2	0	0	0	0	0	10
0815 - 0830	84	11	0	0	0	1	0	96	173	18	1	1	1	0	0	194	14	4	0	0	0	0	0	18
0830 - 0845	61	10	1	1	0	0	0	73	158	34	3	1	0	1	0	197	14	3	0	0	0	0	0	17
0845 - 0900	89	12	5	2	0	0	0	108	142	19	1	1	0	1	0	164	20	3	0	0	0	0	0	23
Hourly Total	302	53	8	4	1	2	0	370	599	91	6	5	2	3	0	706	56	12	0	0	0	0	0	68
0900 - 0915	71	18	1	0	0	0	0	90	154	30	0	3	0	0	0	187	19	4	0	0	0	0	0	23
0915 - 0930	89	11	3	3	0	0	0	106	102	25	3	3	0	1	0	134	15	1	0	0	0	0	0	16
0930 - 0945	64	17	1	0	0	1	0	83	114	16	3	5	0	0	0	138	11	3	0	0	0	0	0	14
0945 - 1000	63	9	3	0	0	0	0	75	96	19	1	1	0	0	0	117	15	2	0	0	0	0	0	17
Hourly Total	287	55	8	3	0	1	0	354	466	90	7	12	0	1	0	576	60	10	0	0	0	0	0	70
TOTAL	826	175	22	9	3	6	0	1041	1585	284	24	22	3	7	0	1925	142	28	0	0	0	0	0	170

Time	Left Turn (A - B)								Ahead (A - C)								Right Turn (A - D)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1600 - 1615	62	11	1	0	0	2	0	76	107	14	3	4	0	0	0	128	16	1	0	0	0	0	0	17
1615 - 1630	82	4	0	0	0	1	0	87	109	16	1	1	0	1	0	128	9	0	0	0	0	0	0	9
1630 - 1645	67	6	0	0	0	0	0	73	122	17	4	0	0	1	0	144	15	1	0	0	0	0	0	16
1645 - 1700	92	10	0	0	0	1	0	103	127	16	1	1	0	0	0	145	20	3	0	0	0	0	0	23
Hourly Total	303	31	1	0	0	4	0	339	465	63	9	6	0	2	0	545	60	5	0	0	0	0	0	65
1700 - 1715	84	6	0	0	1	0	0	91	142	14	0	1	0	0	0	157	19	2	0	0	0	0	0	21
1715 - 1730	64	5	0	0	1	0	0	70	137	14	1	2	0	0	0	154	14	2	0	0	0	0	0	16
1730 - 1745	73	3	0	0	0	0	0	76	154	13	0	0	0	0	0	167	14	1	0	0	0	0	0	15
1745 - 1800	73	4	1	0	1	1	0	80	150	14	1	1	0	1	0	167	20	1	0	0	0	0	0	21
Hourly Total	294	18	1	0	3	1	0	317	583	55	2	4	0	1	0	645	67	6	0	0	0	0	0	73
1800 - 1815	65	3	0	0	0	0	0	68	118	10	2	0	0	2	0	132	21	2	0	0	0	0	0	23
1815 - 1830	54	5	0	0	0	1	0	60	130	12	0	0	0	0	0	142	5	2	0	0	0	1	0	8
1830 - 1845	58	3	0	0	0	0	0	61	90	9	0	2	0	1	0	102	14	0	0	0	0	0	0	14
1845 - 1900	51	3	1	0	0	1	0	56	104	10	0	0	0	1	0	115	10	0	0	0	0	0	0	10
Hourly Total	228	14	1	0	0	2	0	245	442	41	2	2	0	4	0	491	50	4	0	0	0	1	0	55
TOTAL	825	63	3	0	3	7	0	901	1490	159	13	12	0	7	0	1681	177	15	0	0	0	1	0	193

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Approach - B487 Redbourn Lane WB

Time	Left Turn (B - C)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0700 - 0715	45	9	0	0	0	0	0	54
0715 - 0730	66	13	1	0	1	0	1	82
0730 - 0745	78	9	2	0	0	0	0	89
0745 - 0800	73	8	3	1	0	0	0	85
Hourly Total	262	39	6	1	1	0	1	310
0800 - 0815	81	9	2	1	0	0	0	93
0815 - 0830	108	7	2	0	1	0	1	119
0830 - 0845	93	10	1	0	0	0	0	104
0845 - 0900	91	16	0	1	1	0	1	110
Hourly Total	373	42	5	2	2	0	2	426
0900 - 0915	66	7	1	1	0	0	0	75
0915 - 0930	56	7	2	0	0	1	1	67
0930 - 0945	39	6	2	0	0	2	0	49
0945 - 1000	32	5	0	0	1	1	0	39
Hourly Total	193	25	5	1	1	4	1	230
TOTAL	828	106	16	4	4	4	4	966

Time	Left Turn (B - C)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1600 - 1615	87	10	0	0	2	0	0	99
1615 - 1630	60	12	1	0	0	1	0	74
1630 - 1645	76	15	2	0	1	0	0	94
1645 - 1700	80	10	0	0	0	0	0	90
Hourly Total	303	47	3	0	3	1	0	357
1700 - 1715	71	14	1	0	0	2	0	88
1715 - 1730	75	12	0	0	1	0	0	88
1730 - 1745	64	4	0	0	1	1	0	70
1745 - 1800	114	12	0	0	0	2	0	128
Hourly Total	324	42	1	0	2	5	0	374
1800 - 1815	69	6	0	0	0	0	0	75
1815 - 1830	76	2	0	0	0	2	0	80
1830 - 1845	53	4	0	0	0	0	0	57
1845 - 1900	58	2	0	0	0	0	0	60
Hourly Total	256	14	0	0	0	2	0	272
TOTAL	883	103	4	0	5	8	0	1003

Ahead (B - D)							
Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
9	3	1	0	1	0	0	14
6	4	0	0	1	0	0	11
12	1	0	0	0	0	0	13
11	2	0	0	0	0	3	16
38	10	1	0	2	0	3	54
23	2	0	0	0	0	2	27
35	1	0	0	0	0	0	36
31	1	0	0	0	0	0	32
23	3	0	0	0	0	0	26
112	7	0	0	0	0	2	121
16	5	1	0	0	0	0	22
11	0	1	0	0	0	0	12
10	4	0	0	0	0	22	36
11	0	0	0	0	0	0	11
48	9	2	0	0	0	22	81
198	26	3	0	2	0	27	256

Ahead (B - D)							
Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
20	1	0	0	1	1	0	23
27	3	0	0	0	0	0	30
29	4	0	0	0	1	0	34
30	1	0	0	0	0	0	31
106	9	0	0	1	2	0	118
25	0	0	0	0	1	0	26
18	0	0	0	0	0	0	18
28	1	0	0	1	0	0	30
20	2	0	0	0	3	0	25
91	3	0	0	1	4	0	99
30	2	0	0	0	1	0	33
27	2	0	0	0	0	0	29
10	0	0	0	0	0	0	10
27	0	0	0	0	0	0	27
94	4	0	0	0	1	0	99
291	16	0	0	2	7	0	316

Right Turn (B - A)							
Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
46	15	0	1	1	1	0	64
84	9	1	3	0	0	0	97
96	11	1	1	1	0	0	110
119	6	0	1	0	0	0	126
345	41	2	6	2	1	0	397
120	7	2	0	0	1	0	130
85	11	1	0	1	2	0	100
108	9	1	0	1	0	0	119
91	11	0	0	1	0	0	103
404	38	4	0	3	3	0	452
72	9	2	1	0	0	0	84
52	11	0	0	0	1	0	64
55	8	0	0	0	0	0	63
60	9	1	1	0	0	0	71
239	37	3	2	0	1	0	282
988	116	9	8	5	5	0	1131

Right Turn (B - A)							
Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
121	32	3	0	0	0	0	156
116	29	0	0	0	1	0	146
110	33	1	0	0	2	0	146
124	22	0	0	0	0	0	146
471	116	4	0	0	3	0	594
91	17	0	0	1	0	0	109
105	12	0	0	0	0	0	117
93	9	1	0	1	0	0	104
105	15	1	0	0	2	0	123
394	53	2	0	2	2	0	453
94	8	0	0	0	0	0	102
112	10	0	0	0	0	0	122
65	1	2	0	1	0	0	69
44	5	0	0	0	0	0	49
315	24	2	0	1	0	0	342
1180	193	8	0	3	5	0	1389

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Approach - A5183 NB

Time	Left Turn (C - D)								Ahead (C - A)								Right Turn (C - B)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	88	12	3	2	1	2	0	108	57	12	5	0	0	0	0	74
0715 - 0730	1	1	0	0	0	0	0	2	117	22	2	1	0	0	0	142	92	13	1	0	1	4	0	111
0730 - 0745	1	0	0	0	0	0	0	1	147	11	5	2	1	1	0	167	91	16	2	1	1	0	0	111
0745 - 0800	2	0	0	0	0	0	0	2	118	17	3	0	0	0	0	138	107	19	1	1	1	0	0	129
Hourly Total	4	1	0	0	0	0	0	5	470	62	13	5	2	3	0	555	347	60	9	2	3	4	0	425
0800 - 0815	1	0	0	0	0	0	0	1	138	15	1	0	0	0	0	154	88	11	2	0	0	1	0	102
0815 - 0830	0	0	0	0	0	0	0	0	87	17	3	4	0	1	0	112	77	8	2	0	0	0	0	87
0830 - 0845	4	0	0	0	0	0	0	4	96	11	3	0	2	1	0	113	77	7	1	0	0	0	0	85
0845 - 0900	3	1	0	0	0	0	0	4	89	15	2	1	1	0	0	108	77	6	0	0	2	2	0	87
Hourly Total	8	1	0	0	0	0	0	9	410	58	9	5	3	2	0	487	319	32	5	0	2	3	0	361
0900 - 0915	5	0	0	0	0	0	0	5	84	12	1	3	1	0	0	101	50	12	2	0	0	1	0	65
0915 - 0930	3	0	0	0	0	0	0	3	68	12	0	2	0	0	0	82	54	13	1	0	0	0	0	68
0930 - 0945	4	0	0	0	0	0	0	4	78	15	0	5	0	0	0	98	54	11	2	0	0	1	0	68
0945 - 1000	4	0	0	0	0	0	0	4	63	15	3	1	0	4	0	86	53	13	1	0	0	0	0	67
Hourly Total	16	0	0	0	0	0	0	16	293	54	4	11	1	4	0	367	211	49	6	0	0	2	0	268
TOTAL	28	2	0	0	0	0	0	30	1173	174	26	21	6	9	0	1409	877	141	20	2	5	9	0	1054

Time	Left Turn (C - D)								Ahead (C - A)								Right Turn (C - B)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1600 - 1615	1	0	0	0	0	0	0	1	130	21	4	2	2	0	0	159	50	6	1	0	1	0	0	58
1615 - 1630	0	0	0	0	0	0	0	0	145	29	2	3	0	0	0	179	44	5	0	0	0	0	0	49
1630 - 1645	1	0	0	0	0	0	0	1	141	22	2	1	1	0	0	167	69	7	0	0	0	0	0	76
1645 - 1700	4	0	0	0	0	0	0	4	142	22	3	0	0	1	0	168	59	6	0	0	0	0	0	65
Hourly Total	6	0	0	0	0	0	0	6	558	94	11	6	3	1	0	673	222	24	1	0	1	0	0	248
1700 - 1715	4	0	0	0	0	0	0	4	165	23	1	0	0	1	0	190	68	8	1	0	1	1	0	79
1715 - 1730	2	0	0	0	0	0	0	2	192	18	2	0	0	0	0	212	66	1	0	0	0	0	0	67
1730 - 1745	1	0	0	0	0	0	0	1	172	19	1	0	0	1	0	193	70	2	0	0	0	0	0	72
1745 - 1800	2	0	0	0	0	0	0	2	178	26	1	0	0	1	0	206	56	6	0	0	0	1	0	63
Hourly Total	9	0	0	0	0	0	0	9	707	86	5	0	0	3	0	801	260	17	1	0	1	2	0	281
1800 - 1815	2	0	0	0	0	0	0	2	186	26	0	0	0	2	0	214	50	4	0	0	0	1	0	55
1815 - 1830	5	0	0	0	0	1	0	6	171	10	1	1	0	0	0	183	62	1	0	0	1	1	0	65
1830 - 1845	4	0	0	0	0	0	0	4	121	7	0	1	0	1	0	130	52	4	0	0	0	0	0	56
1845 - 1900	3	0	0	0	0	0	0	3	92	8	0	0	0	0	0	100	56	5	0	0	0	0	0	61
Hourly Total	14	0	0	0	0	1	0	15	570	51	1	2	0	3	0	627	220	14	0	0	1	2	0	237
TOTAL	29	0	0	0	0	1	0	30	1835	231	17	8	3	7	0	2101	702	55	2	0	3	4	0	766



Approach - Harpenden Lane EB

Time	Left Turn (D - A)								Ahead (D - B)								Right Turn (D - C)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0700 - 0715	19	1	0	0	0	0	0	20	11	2	0	0	0	0	0	13	3	1	0	0	0	0	0	4
0715 - 0730	24	3	0	0	0	0	0	27	14	3	0	0	0	0	1	18	3	0	0	0	0	0	0	3
0730 - 0745	34	0	0	0	0	0	0	34	31	0	0	0	0	0	0	31	2	0	0	0	0	0	0	2
0745 - 0800	28	0	0	0	0	1	0	29	57	2	0	0	3	0	0	62	1	0	0	0	0	0	0	1
Hourly Total	105	4	0	0	0	1	0	110	113	7	0	0	3	0	1	124	9	1	0	0	0	0	0	10
0800 - 0815	24	2	0	0	0	0	0	26	63	3	1	0	0	1	0	68	0	0	0	0	0	0	0	0
0815 - 0830	23	1	0	0	0	0	0	24	28	3	0	0	0	1	0	32	2	1	0	0	0	0	0	3
0830 - 0845	22	0	0	0	0	0	0	22	21	1	0	0	0	0	0	22	2	1	0	0	0	0	0	3
0845 - 0900	17	2	0	0	0	0	0	19	15	1	0	0	0	0	0	16	5	0	0	0	0	0	0	5
Hourly Total	86	5	0	0	0	0	0	91	127	8	1	0	0	2	0	138	9	2	0	0	0	0	0	11
0900 - 0915	23	0	0	0	0	0	0	23	15	2	0	0	0	1	0	18	3	1	0	0	0	0	0	4
0915 - 0930	13	1	0	0	0	0	0	14	14	2	0	0	0	0	0	16	3	0	0	0	0	0	0	3
0930 - 0945	15	0	0	0	1	0	0	16	18	0	0	0	0	0	0	18	2	1	0	0	0	0	0	3
0945 - 1000	8	0	0	0	0	0	0	8	20	2	0	0	0	0	0	22	5	0	0	0	0	0	0	5
Hourly Total	59	1	0	0	1	0	0	61	67	6	0	0	0	1	0	74	13	2	0	0	0	0	0	15
TOTAL	250	10	0	0	1	1	0	262	307	21	1	0	3	3	1	336	31	5	0	0	0	0	0	36

Time	Left Turn (D - A)								Ahead (D - B)								Right Turn (D - C)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1600 - 1615	18	1	0	0	0	0	0	19	13	2	0	0	0	0	0	15	1	1	0	0	0	0	0	2
1615 - 1630	21	4	0	0	0	0	0	25	20	2	0	0	0	0	0	22	2	0	0	0	0	0	0	2
1630 - 1645	23	2	0	0	0	0	0	25	21	4	0	0	0	4	0	29	5	0	0	0	0	0	0	5
1645 - 1700	18	1	0	0	0	2	0	21	22	0	0	0	0	0	2	24	1	0	0	1	0	0	0	2
Hourly Total	80	8	0	0	0	2	0	90	76	8	0	0	0	4	2	90	9	1	0	1	0	0	0	11
1700 - 1715	30	1	0	0	0	0	0	31	25	2	0	0	0	0	0	27	4	0	0	0	1	0	0	5
1715 - 1730	25	2	0	0	0	0	0	27	16	1	0	0	1	0	0	18	5	0	0	0	0	0	0	5
1730 - 1745	24	0	0	0	0	0	0	24	17	1	0	0	0	0	0	18	4	0	0	0	0	0	0	4
1745 - 1800	16	0	0	0	0	0	0	16	24	1	0	0	0	0	0	25	0	1	0	0	0	0	0	1
Hourly Total	95	3	0	0	0	0	0	98	82	5	0	0	1	0	0	88	13	1	0	0	1	0	0	15
1800 - 1815	14	1	0	0	1	0	0	16	26	1	0	0	0	0	0	27	6	0	0	0	0	0	0	6
1815 - 1830	17	0	0	0	0	0	0	17	20	0	0	0	0	0	0	20	3	1	0	0	0	0	0	4
1830 - 1845	18	1	0	0	0	0	0	19	13	1	0	0	0	0	0	14	3	0	0	0	0	0	0	3
1845 - 1900	17	0	0	0	0	0	0	17	20	1	0	0	0	0	0	21	1	0	0	0	0	0	0	1
Hourly Total	66	2	0	0	1	0	0	69	79	3	0	0	0	0	0	82	13	1	0	0	0	0	0	14
TOTAL	241	13	0	0	1	2	0	257	237	16	0	0	1	4	2	260	35	3	0	1	1	0	0	40



Approach - U - Turn

A5183 SB (Arm A)								
Time	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0
0730 - 0745	1	0	0	0	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	1	0	0	0	1
Hourly Total	0	0	0	1	0	0	0	1
0900 - 0915	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0
0930 - 0945	1	0	0	0	0	0	0	1
0945 - 1000	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1
TOTAL	2	0	0	1	0	0	0	3

B487 Redbourn Lane WB (Arm B)								
Time	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0
0730 - 0745	0	1	0	0	0	0	0	1
0745 - 0800	0	1	0	0	0	0	0	1
Hourly Total	0	2	0	0	0	0	0	2
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	3	0	0
0900 - 0915	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0
0930 - 0945	1	0	0	0	0	0	0	1
0945 - 1000	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1
TOTAL	1	2	0	0	0	3	0	3

A5183 NB (Arm C)								
Time	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0

Harpenden Lane EB (Arm D)								
Time	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0900 - 0915	1	0	0	0	0	0	0	1
0915 - 0930	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1
TOTAL	1	0	0	0	0	0	0	1

A5183 SB (Arm A)								
Time	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1600 - 1615	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0
1630 - 1645	1	0	0	0	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1
1700 - 1715	1	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0
1745 - 1800	3	0	0	0	0	0	0	3
Hourly Total	4	0	0	0	0	0	0	4
1800 - 1815	1	0	0	0	0	0	0	1
1815 - 1830	1	0	0	0	0	0	0	1
1830 - 1845	1	0	0	0	0	0	0	1
1845 - 1900	1	0	0	0	0	0	0	1
Hourly Total	4	0	0	0	0	0	0	4
TOTAL	9	0	0	0	0	0	0	9

B487 Redbourn Lane WB (Arm B)								
Time	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1600 - 1615	1	0	0	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1
1700 - 1715	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
TOTAL	1	0	0	0	0	0	0	1

A5183 NB (Arm C)								
Time	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1600 - 1615	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0

Harpenden Lane EB (Arm D)								
Time	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1600 - 1615	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0

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Queue Counts

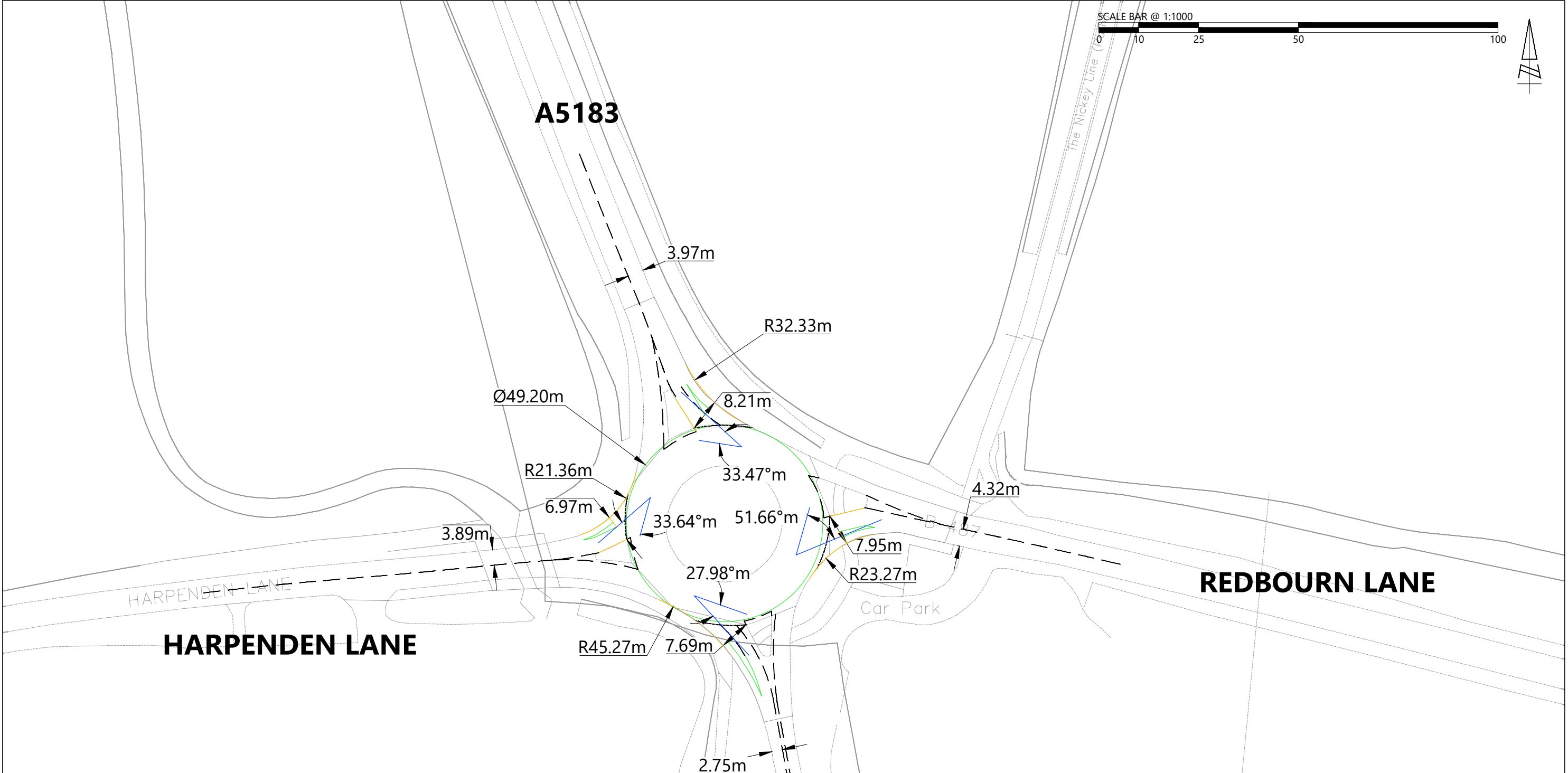
AM - 07:00 - 10:00

Time	A5183 SB (Arm A)		B487 Redbourn Lane WB (Arm B)		A5183 NB (Arm C)		Harpenden Lane EB (Arm D)	
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
07:00	6	1	6	4	2	1	2	0
07:05	5	1	2	3	2	3	3	0
07:10	4	0	1	2	2	1	1	0
07:15	10	2	2	1	2	5	2	1
07:20	11	2	4	4	3	4	2	1
07:25	9	1	5	9	3	7	4	0
07:30	5	2	3	3	3	5	3	1
07:35	12	1	2	5	3	9+	6+	1
07:40	10	1	3	25+	3	10+	4	0
07:45	12+	2	2	11	3	8	5+	0
07:50	11+	2	3	5	3	9+	5+	1
07:55	6	3	3	6	3	8	5+	2
08:00	5	2	2	6	3	11+	7+	1
08:05	4	2	5	13+	2	10+	9	3
08:10	13+	1	5	4	3	9+	6+	2
08:15	4	1	4	20	3	3	3	1
08:20	4	0	4	20+	3	10	2	1
08:25	5	2	6	6	3	4	1	0
08:30	5	1	6	18+	3	5	1	0
08:35	8	2	5	14	3	6	3	1
08:40	4	1	5	20+	3	2	2	1
08:45	3	0	5	9	3	10+	4	1
08:50	4	1	3	6	3	5	1	1
08:55	4	1	4	4	3	2	2	1
09:00	5	0	6	7	3	3	2	1
09:05	5	0	4	8	2	2	3	1
09:10	5	1	3	9	3	3	3	1
09:15	5	1	4	3	3	2	1	0
09:20	7	1	2	4	2	2	2	1
09:25	7	0	4	3	3	2	2	1
09:30	10	0	4	4	1	3	1	1
09:35	10	2	3	4	3	8+	3	1
09:40	6	1	2	3	2	4	2	0
09:45	3	0	1	3	3	4	1	1
09:50	4	1	2	1	2	6	2	0
09:55	5	0	2	2	2	3	0	1

PM - 16:00 - 19:00

Time	A5183 SB (Arm A)		B487 Redbourn Lane WB (Arm B)		A5183 NB (Arm C)		Harpenden Lane EB (Arm D)	
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
16:00	2	2	5	3	3	4	2	0
16:05	6	0	5	5	3	16+	2	1
16:10	3	1	4	5	3	10+	9+	1
16:15	2	1	4	8	3	11+	9+	1
16:20	2	2	3	5	3	12+	3	1
16:25	4	1	3	25+	3	11+	3	1
16:30	3	1	3	12	3	10+	3	1
16:35	1	2	3	4	3	12+	3	1
16:40	4	1	3	5	3	11+	3	1
16:45	2	0	4	13	3	9+	4	0
16:50	7	2	5	9	3	10+	4	1
16:55	6	3	4	8	3	10+	4	0
17:00	5	1	4	5	3	9+	5	1
17:05	4	1	5	3	3	9+	6	1
17:10	5	1	5	4	3	10+	5	2
17:15	9	1	3	6	3	11+	3	2
17:20	6	0	2	5	3	12+	2	1
17:25	2	1	4	11	3	11+	2	1
17:30	4	0	4	8	3	11+	5	0
17:35	5	1	2	5	3	12+	5	0
17:40	7	1	4	13	3	4	1	1
17:45	8	2	5	8	3	11+	3	1
17:50	4	4	5	4	3	12+	3	0
17:55	4	1	5	4	3	6	4	1
18:00	3	0	5	5	3	11+	2	1
18:05	4	2	5	3	3	14+	3	1
18:10	3	1	4	5	3	12+	5	2
18:15	5	2	5	4	3	11+	4	2
18:20	1	0	3	3	3	10+	1	1
18:25	7	1	2	1	3	6	2	1
18:30	8	1	3	1	3	3	2	1
18:35	1	0	4	3	3	2	2	0
18:40	2	1	1	2	3	3	3	1
18:45	4	0	5	2	3	2	1	0
18:50	7	1	5	2	2	2	1	0
18:55	9	1	1	2	2	1	2	0

APPENDIX G. Standalone Junction Geometry Drawings

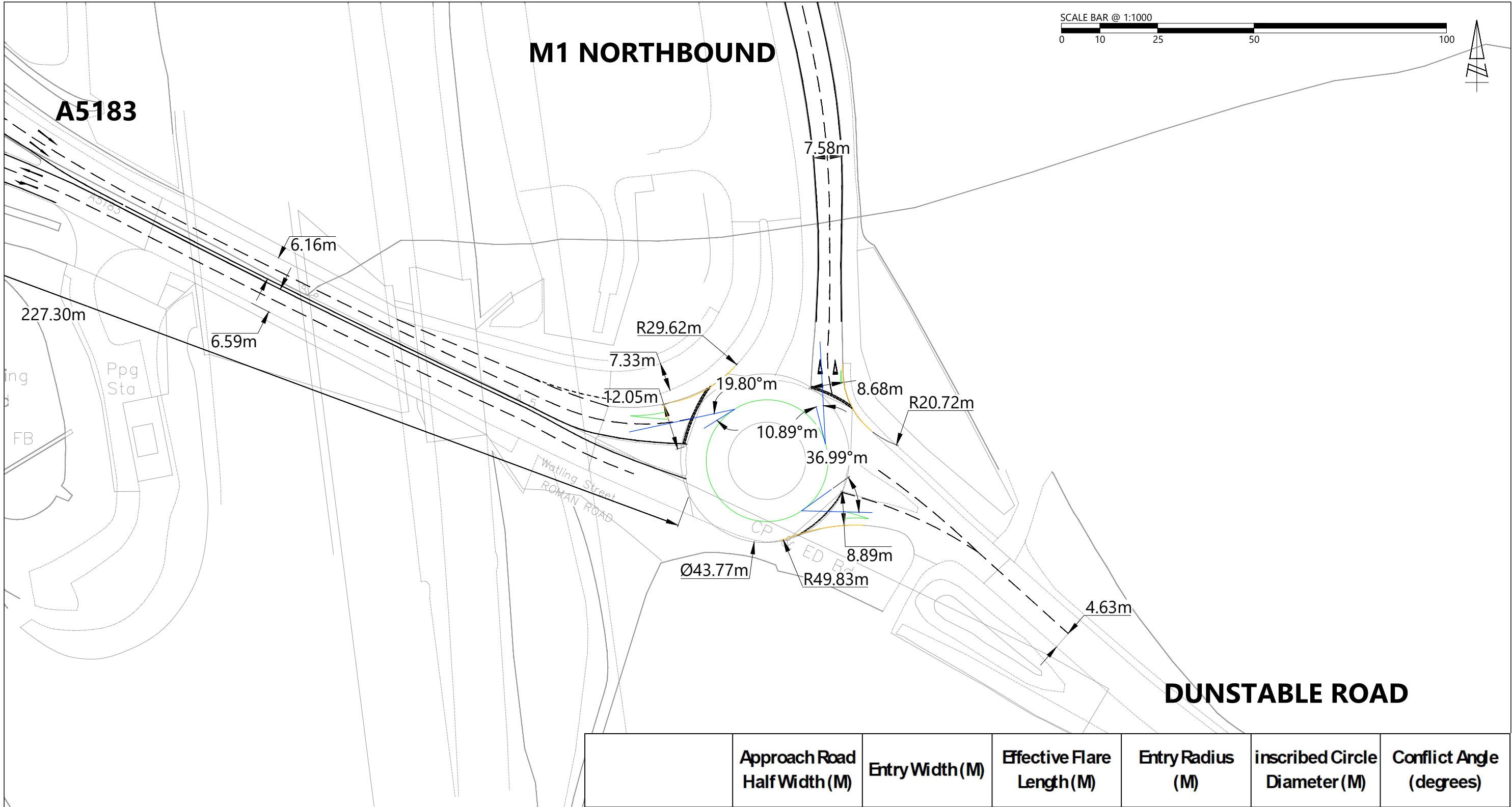


	Approach Road Half Width (M)	Entry Width (M)	Effective Flare Length (M)	Entry Radius (M)	Inscibed Circle Diameter (M)	Conflict Angle (degrees)
A5183 N	3.97	8.21	8.4	32.3	49.2	33.5
Redbourn Lane	4.32	7.95	8.4	23.3	49.2	51.7
A5183 S	2.75	7.69	16.1	45.3	49.2	28.0
Harpenden Lane	3.89	6.97	8.6	21.4	49.2	33.6

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STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.

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	Approach Road Half Width (M)	Entry Width (M)	Effective Flare Length (M)	Entry Radius (M)	inscribed Circle Diameter (M)	Conflict Angle (degrees)
Dunstable Road	4.63	8.89	6.3	49.8	43.8	37
A5183	6.16	12.05	9.4	29.6	43.8	19.8
M1 Northbound	7.58	8.68	3.1	20.7	43.8	10.9

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REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					

TITLE: JUNCTION GEOMETRY
M1 JUNCTION 9 (WEST ROUNDABOUT)

PROJECT: NORTH HEMEL HEMPSTEAD

CLIENT: PIGEON (HEMEL HEMPSTEAD) LTD
AND BLOOR HOMES

DRAWN: WF	CHECKED: TH	APPROVED: TH
PROJECT No: ITL16207	SCALE @ A3: 1:500	DATE: 27.10.25
DRAWING No: ITL16207-GEOM-005		REV: -

APPENDIX H. Eastern Access Junction Model Output