

ST ALBANS PRIMARY SCHOOL SITE SEARCH

PLANNING APPRAISAL REPORT FOR SHORT LISTED POTENTIAL NEW PRIMARY SCHOOL SITES

SITE 3: WNW11 – LAND AT ARISTON WORKS (FORMER PLAYING FIELD), HARPENDEN ROAD, ST ALBANS (REVISED JANUARY 2017)

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 (former playing field), Harpenden Road, St Albans

1.2 The site is also known as the Lower Field or Lower Heath.

1.3 This appraisal updates the September 2016 version, which amended the original (March 2016) version to take account of a Technical Note on the Heathlands Drive / Harpenden Road junction prepared by Stomor (see below for further details). This update amends the earlier version to take account of a report on Geotechnical Hazards prepared by Opus.

1.4 The site is located on the northern side of St Albans, within the Wider Search Area, approximately 400m north of the Core Search Area.

1.5 A site visit has been visited on many occasions – the most recent being on 2nd February 2016.

1.6 The site has an area of approximately 2.44ha. This appraisal assesses whether there is potential for the site to accommodate a 2fe primary school.

1.7 The following drawings accompany this report:

- Site Location Plan (drawing 5115/200)
- Site Identification Plan (drawing 5115/201)
- Aerial Photograph (drawing 5115/202)
- Site Appraisal (drawing 5115/203)
- Development Principles (drawing 5115/204)

1.8 The following drawing also accompanies this report:

- Site appraisal (drawing 4208/355B)

1.9 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.

1.10 The County Council has been progressing proposals for a mixed use development on the Ariston Works site (including the adjoining main site - Site WNW10), for a number of years. The development proposals include residential development, open space, and a replacement youth and community building, with the built development on the main site and most of the open space on the former playing field (this site). 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.

1.11 The following reports also accompany this report (see Appendix):

- High Level Accessibility Appraisal (including drawing ST-2479-05) prepared by Stomor Civil Engineering Consultants.
- Technical Note on Heathlands Drive / A1081 Harpenden Road Junction Modelling 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 the main part of the Ariston Works site which 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 (via the main part of the site).
- 2.2 The site comprises an area of former brick fields and clay pits which were restored to use as playing fields. It is currently an area of informal grassland with a number of shallow grass mounds, which are the result of remedial works due to subsidence of parts of the field. A temporary access road currently crosses the field to provide vehicular access to a number of residential properties in Fontmell Close and Bridge Close which were stranded following the opening of a large sink hole in October 2015.
- 2.3 As mentioned earlier the field is often referred to as the Lower Field or Lower Heath. It is owned by the County Council.
- 2.4 Immediately to the west of the site is the main part of the Ariston works site (Site WNW10) which comprises an area of partly used and partly unused land. It 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 an ambulance station. 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. The playing fields have a maintenance access from this site.
- 2.5 The existing access on the main site is shared with Heathlands School, which lies immediately to the north of the former playing field. Heathlands School is a special school for the hearing impaired, currently offering nursery, primary, and secondary provision
- 2.6 Immediately to the east and south west of the site and the west of the main site is an area of common land known as Bernard's Heath, which is used as public open space.
- 2.7 The area of the common to the south west of the site mostly comprises mature woodland, with a number of deep depressions and significant changes in level. The area to the east, beyond a hedgerow and trees, is a more formal recreation ground with children's playground.

- 2.8 To the east of the site is a residential area comprising mainly two storey semi-detached and detached houses. Immediately to the south west, within the common, 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.
- 2.9 **Access/Highways** – apart from the temporary access mentioned above, the site has a maintenance access via the adjoining main part of the site, 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 former Ambulance Station, having a separate access off the Drive.
- 2.10 Harpenden Road (A1081) is the main route leading to and through St. Albans city centre to the south and Harpenden to the north.
- 2.11 Stomor Civil Engineering Consultants have undertaken a high level transportation and accessibility appraisal for the site (and the adjoining Site 2 WNW10), 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.

- 2.12 A copy of the report, and the accompanying drawing which illustrates the main conclusions, is attached at the Appendix.

- 2.13 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, 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.

- 2.14 A copy of the note is also attached at the Appendix.
- 2.15 **Pedestrian / cycle access** – there are several points of access to the site from Bernard’s Heath and the main part of the site. 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.
- 2.16 **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. Sandridge Road is a short distance to the east of the site and is also an important public transport corridor with two services operating – 304/305 and 657.
- 2.17 **Green Belt** – the site is not located in the Green Belt.
- 2.18 **Land ownership** – the land is owned by Hertfordshire CC.
- 2.19 **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.

- 2.20 **Topography** – The site is generally level with gently sloping mounds. It lies at a lower level than land to the east, due to past quarrying activities relating to the former brickearth workings on the site. (See below for further information).
- 2.21 **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 140m to the east of the site.
- 2.22 **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.
- 2.23 **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 main part of the site) and supported keeping the former playing field (ie this site) free from development as it forms part of the remaining open area of the original battlefield.
- 2.24 **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.
- 2.25 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 advised that the site 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.
- 2.26 **Trees** – There is an area of woodland on the southern boundary of the site, where there are changes level due to past brickearth workings, and a number of mature trees on the other boundaries of the site and immediately adjoining the site. A tree survey has been carried out and a root protection plan prepared.
- 2.27 **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.

- 2.28 **Agricultural land quality** – not applicable.
- 2.29 **Public Rights of Way** – There are no definitive public rights of way (i.e. public footpaths or bridleways etc) crossing the site. However, there are 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, and from a car park at the rear of the Pioneer Club. (Note: standard HCC ownership signs are in place)
- 2.30 **Public access / Community Use** – Bernard’s Heath is an area of registered Common Land, which is also an area of Access Land over which there is public access. 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.
- 2.31 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.
- 2.32 **Noise sources** – there are unlikely to be any significant noise issues.
- 2.33 **Size / shape** – the site comprises a large rectangular field 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.
- 2.34 **Ground conditions** – a number of geotechnical and geo-environmental investigations have been carried out for the site and the adjoining main part of the Ariston site (Site WNW10) in connection with development proposals (see Planning History section below) as they have a history of former industrial activities and brickearth excavations and lime workings. Further investigations have also been undertaken following the opening up of a large sink hole, at Fontmell Close in the residential area a short distance to the east of the site, in October 2015. These investigations, which are on-going, have identified a number of anomalies which may affect the site.
- 2.35 A Geotechnical Hazards Summary Report (August 2016) has been prepared by Opus on behalf of the County Council which provides a summary of the assessments of potential geotechnical hazards which might be encountered across the site and the bearing they may have on the potential location of a school on the site.
- 2.36 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.

- 2.37 The report notes that the footprint of a school building may be able to be adjusted to avoid anomalies.
- 2.38 (Note: The residential properties which were stranded by the sink hole were accessed via a temporary road which crossed the former playing field from the rear of the closed fire station on the adjoining main part of the 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.*

[Note: there are no dwellings on the site]

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 adjoining main 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 field was outside this site but was shown as retained as open space.

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 is effectively a renewal (or refresh) of the 2002

planning application, but with the site extended to include this site (to be used as open space. 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 ground condition issues relating to the sink hole at Fontmell Close, 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 2.44ha, 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 more 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 school site in a non-urban area. It would also allow room for adjusting the location of a building to avoid ground anomalies (if necessary). Unlike the main part of the Ariston site the former playing field is relatively clear of trees and other site features, apart from the gentle mounds (assuming the temporary access road is removed).

Acquisition of additional land

- 5.2 The site is adjoined by the main part of the Ariston Works site (Site WNW10), which is also owned by the County Council, which could potentially enable the site to be enlarged, but this may not be necessary. It is also adjoined by Bernard's Heath to the east which could also potentially enable the site to be enlarged, but is a registered Common and designated Access Land, is used as a public open space, and is at a higher level than the site.

Maximum height of development

- 5.3 Bearing in mind the location a single or two storey building would be appropriate.

Location relative to area of need

- 5.4 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

- 5.5 We understand that the adjoining Heathlands School may wish to use part of the field to enable that school to be expanded and that the proposed youth and community building, which is proposed as part of the redevelopment of the main site, may need to use part of the field as a sports pitch. There is also the possibility that another school may require additional playing fields.
- 5.6 The site is formally unused, apart from a temporary access road, but is informally used by the public as if it were open space. The site has recently

been designated an Asset of Community Value and Local Plan policies seek to protect the open space from development. It may also be one of the last remaining open areas of the site of the Second Battle of St. Albans, although this is not a formally designated battlefield site. But this could become an issue if it were to be developed for a school.

Development principles

- 5.7 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) for an unrestrained site (1.99ha) in a non-urban area, rather than a two storey school on a constrained urban site (0.7ha), with detached playing field, as this is considered to be more appropriate for the site and could be accommodated on the site bearing in mind its size. As noted earlier the location of the building could be adjusted to avoid ground anomalies (if necessary).

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:
- Loss of Green Space (ie open space), which is designated an Asset of Community Value
 - Relationship to Bernard's Heath (County Wildlife Site / Registered Common Land / Access Land / mature trees)
- 6.2 Potential ground stability issues were previously thought to be a constraint on the potential use of the site for a new primary school but technical investigations indicate that the site is developable. Although there will be abnormal costs they are within the normal range of costs.
- 6.3 Another consideration is that the site may be one of the last open areas of the site of the Second Battle of St. Albans, although this is not a formally designated battlefield site.
- 6.4 The site is of sufficient size to accommodate a new primary school based on the higher standard for an unrestrained site in a non-urban area, rather than the minimum 0.7ha (excluding playing field) for a constrained site which has been sought by this site search. Apart from a number of gentle mounds there are no site features to affect its use as a school.
- 6.5 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.
- 6.6 The site is relatively free of physical and site constraints and considerations (apart from ground stability issues) which would affect the potential use of the site for a new primary school. The main constraints are:
- Its use by the public as if it were open space, Local Plan policy which seeks to protect Green Spaces within Settlements, and its designation as an Asset of Community Value (although a school use may not conflict with this designation). It had also been offered informally to St Albans DC for use as open space.

- The possibility that the site may be needed to allow the expansion of Heathlands School and/or provide a playing pitch for the proposed youth and community building or for another school.
 - Existing mature trees on the perimeter of the site
 - Provision of a satisfactory vehicular access, which would be most likely to need to be via a redevelopment of the main site (ie Site 2 WNW10) – it may therefore be dependent on that development taking place and the timing of that development.
- 6.7 Proposals for a school would need to avoid the existing trees, which would need to be retained.
- 6.8 The high level transportation and accessibility appraisal initially advised that the Heathlands Drive junction with the A1081 is unlikely to be able to cope with a development consisting of a new 2FE primary school, residential development, and a replacement youth and community building on the main Ariston site, and the existing Heathlands School. However, the subsequent technical note which looked in more detail at the suitability of the junction to serve these uses found that it should just about be able to cope with the predicted traffic, based on a number of assumptions, including the majority of pupils would walk to the school, and all school related traffic is from the south.
- 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, in particular the following:
- Transport assessment
 - Utilities assessment
- 6.10 Ground condition investigations are on-going and may identify ground stability issues which would need to be addressed by development proposals for the site.
- 6.11 It was previously concluded that although the site is relatively unconstrained (apart from being a green space, possibly being one of the last remaining open areas of the Second Battle of St Albans, a designated Asset of Community Value, and used by the public as open space), and is owned by the County Council and could help meet needs in the Core Area, it is in a sub-optimum location.
- 6.12 Ground condition issues and junction capacity issues (re: Heathlands Drive / Harpenden Road) were previously identified as matters which, taken together, meant that there was significant uncertainty about whether the site would be able to accommodate a new school. However, further technical investigations indicate that these issues can be addressed and would not prevent the site being able to accommodate a new primary school.
- 6.13 In the light of the further investigations the overall conclusion is that although there are a number of issues the site is potentially suitable for a new primary school and merits further consideration.

RL/5115/9.3.16 (rev 8.9.16 and 19.1.17)

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.

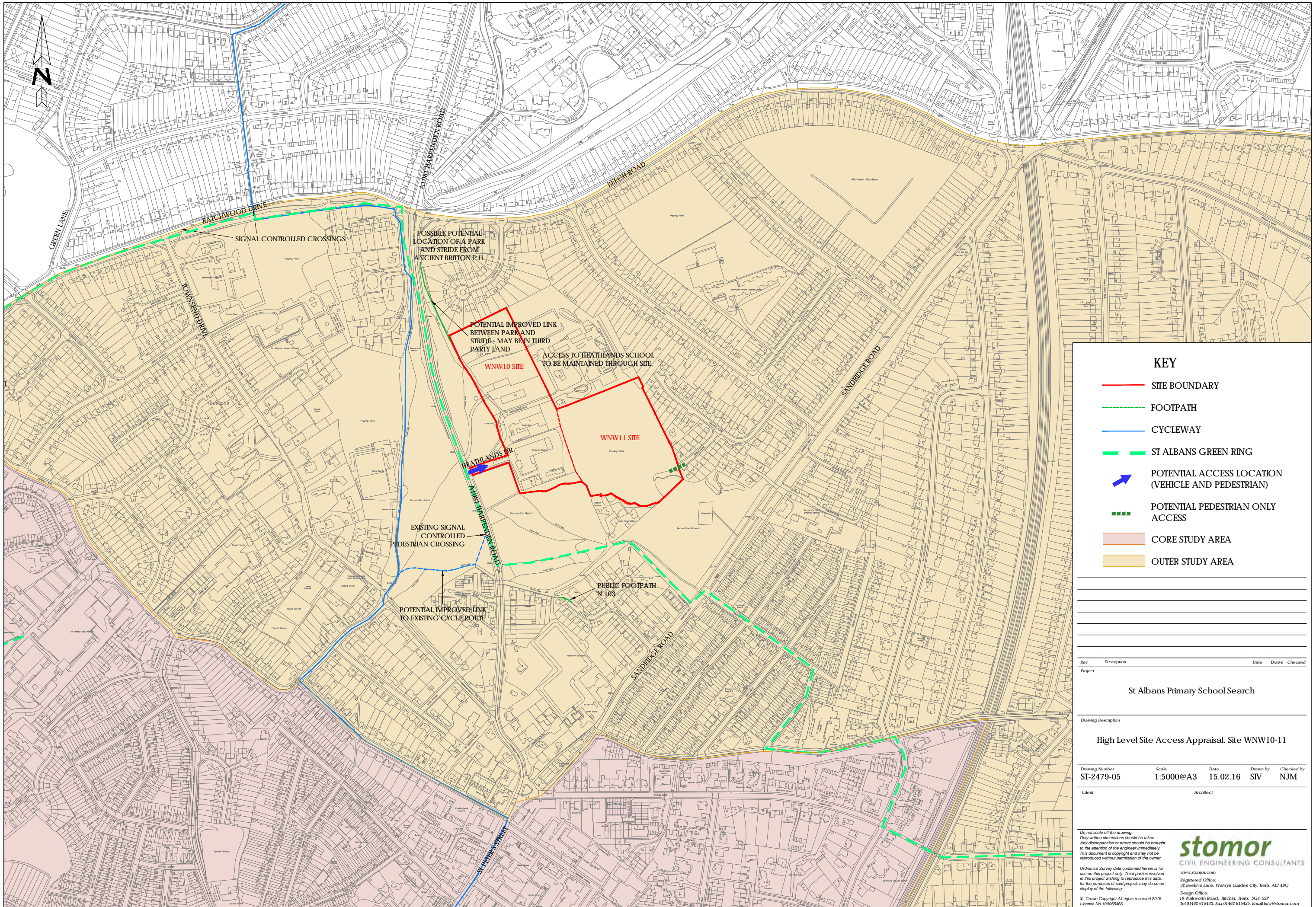
It is considered that fairly minimal works are likely to be required if the western site (WNW10) is redeveloped with the eastern site (WNW11) left as open space. Works are likely to include remediation of the concrete access road and installation of a new foot/cycleway to the north of the access. Additionally, 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.



KEY

- SITE BOUNDARY
- - - FOOTPATH
- CYCLEWAY
- - - ST ALBANS GREEN RING
- ➔ POTENTIAL ACCESS LOCATION (VEHICLE AND PEDESTRIAN)
- - - POTENTIAL PEDESTRIAN ONLY ACCESS
- CORE STUDY AREA
- OUTER STUDY AREA

Rev	Description	Date	Drawn	Checked

Project: **St Albans Primary School Search**

Drawing Description: **High Level Site Access Appraisal. Site WNW10-11**

Drawing Number	Scale	Date	Drawn by	Checked by
ST-2479-05	1:5000@A3	15.02.16	SIV	NJM

Client: Architect

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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:
 - 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*)
 - 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 3.575%
 - Interpeak (for School PM) Growth 4.025%
 - 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:
 - 2FE - 7 classes of 60 pupils = 420 Pupils
 - Plus two nursery classes = 60 pupils
 - 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:
 - AM Peak: 100% of cars arrive from the south, as advised by HCC Client
 - 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
 - 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	-	-	-	-	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
 - 1 space for every 100 pupils gives 5 more spaces
 - 1 space per 20 pupils gives 24 more spaces
 - Overall 46 car spaces
 - Assume all members of staff drive
- Assume that staff arrive and leave at different times:
 - 70% arrive between 8-9 AM, giving 32 arrivals; no departures
 - 40% depart between 3-4 PM, giving 18 departures; no arrivals
 - 25% depart between 5-6 PM, giving 12 departures; no arrivals
- Distribution of Staff:
 - AM: 75% arrive from the south, 25% from the north
 - 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**.

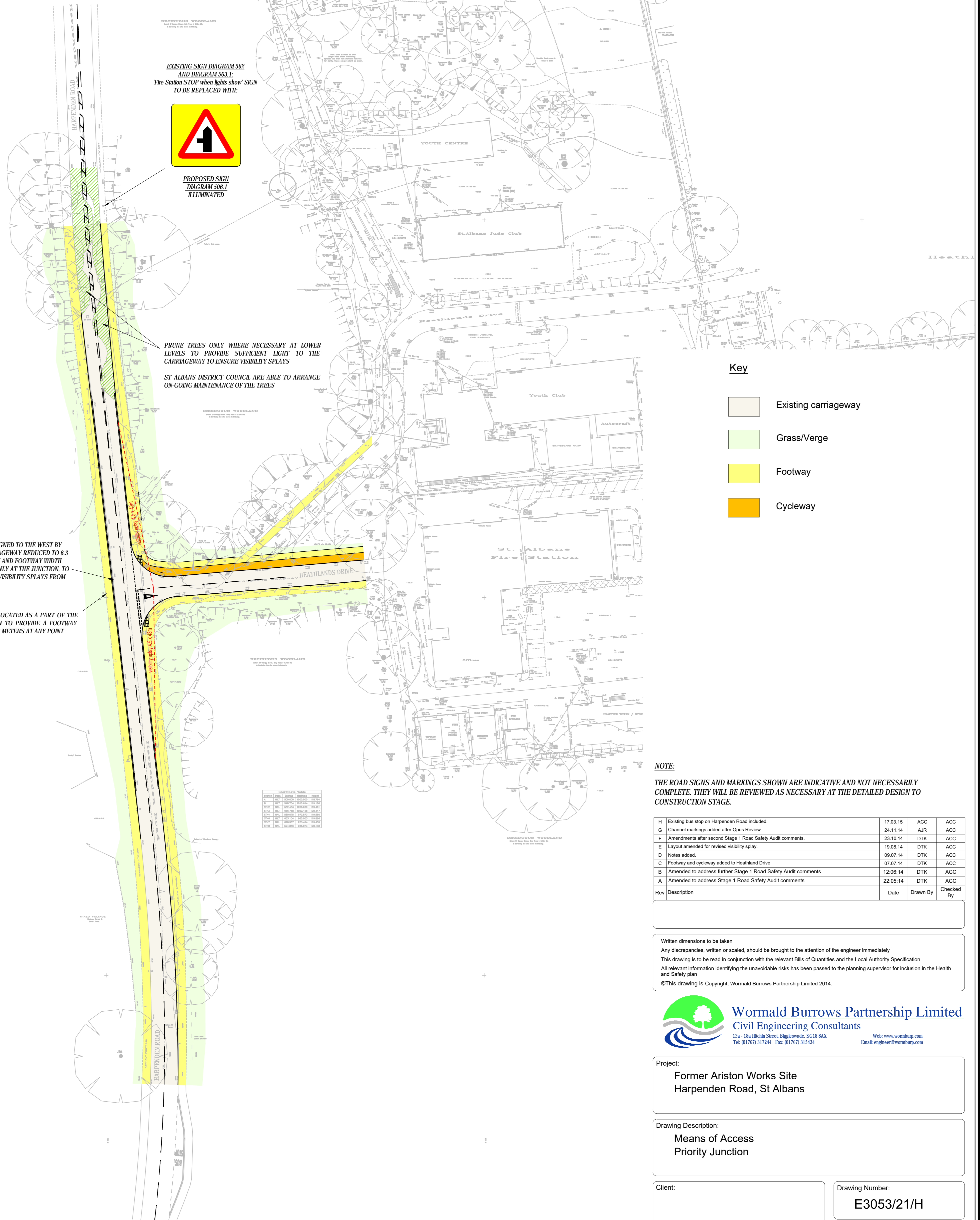
Discussion

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.





EXISTING SIGN DIAGRAM 562 AND DIAGRAM 563.1:
Fire Station STOP when lights show SIGN TO BE REPLACED WITH:



PROPOSED SIGN DIAGRAM 506.1 ILLUMINATED

PRUNE TREES ONLY WHERE NECESSARY AT LOWER LEVELS TO PROVIDE SUFFICIENT LIGHT TO THE CARRIAGEWAY TO ENSURE VISIBILITY SPLAYS
ST ALBANS DISTRICT COUNCIL ARE ABLE TO ARRANGE ON-GOING MAINTENANCE OF THE TREES

ROAD CENTRELINE RE-ALIGNED TO THE WEST BY 0.78 METERS, WITH CARRIAGEWAY REDUCED TO 6.3 METERS AT THE JUNCTION AND FOOTWAY WIDTH REDUCED TO 2 METERS ONLY AT THE JUNCTION, TO ACHIEVE FULL 4.5m x 43m VISIBILITY SPLAYS FROM HEATHLANDS DRIVE.

LAMP COLUMN TO BE RELOCATED AS A PART OF THE STREET LIGHTING DESIGN TO PROVIDE A FOOTWAY WIDTH OF NO LESS THAN 2 METERS AT ANY POINT

Key

- Existing carriageway
- Grass/Verge
- Footway
- Cycleway

NOTE:

THE ROAD SIGNS AND MARKINGS SHOWN ARE INDICATIVE AND NOT NECESSARILY COMPLETE. THEY WILL BE REVIEWED AS NECESSARY AT THE DETAILED DESIGN TO CONSTRUCTION STAGE.

Rev	Description	Date	Drawn By	Checked By
H	Existing bus stop on Harpenden Road included.	17.03.15	ACC	ACC
G	Channel markings added after Opus Review	24.11.14	AJR	ACC
F	Amendments after second Stage 1 Road Safety Audit comments.	23.10.14	DTK	ACC
E	Layout amended for revised visibility splay.	19.08.14	DTK	ACC
D	Notes added.	09.07.14	DTK	ACC
C	Footway and cycleway added to Heathland Drive	07.07.14	DTK	ACC
B	Amended to address further Stage 1 Road Safety Audit comments.	12.06.14	DTK	ACC
A	Amended to address Stage 1 Road Safety Audit comments.	22.05.14	DTK	ACC

Written dimensions to be taken
Any discrepancies, written or scaled, should be brought to the attention of the engineer immediately
This drawing is to be read in conjunction with the relevant Bills of Materials and the Local Authority Specification.
All relevant information identifying the unavoidable risks has been passed to the planning supervisor for inclusion in the Health and Safety plan.
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Civil Engineering Consultants
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Web: www.womburp.com
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Project:
Former Ariston Works Site
Harpenden Road, St Albans

Drawing Description:
Means of Access
Priority Junction

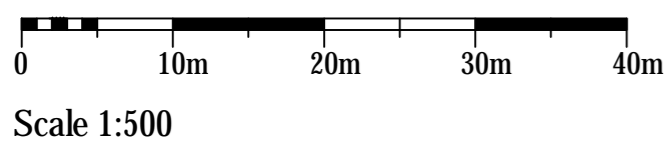
Client:
Hertfordshire County Council
Hertfordshire Property

Drawing Number:
E3053/21/H

Scale:
1:500 @ A1

Drawn By:
DTK
Date:
08.04.2014

Checked By:
ACC
Date:
08.04.2014



Scale 1:500

Coordinate Table

Point	North	East	Height
A	550000.00	100000.00	100.00
B	550000.00	100000.00	100.00
C	550000.00	100000.00	100.00
D	550000.00	100000.00	100.00
E	550000.00	100000.00	100.00
F	550000.00	100000.00	100.00
G	550000.00	100000.00	100.00
H	550000.00	100000.00	100.00
I	550000.00	100000.00	100.00
J	550000.00	100000.00	100.00
K	550000.00	100000.00	100.00
L	550000.00	100000.00	100.00
M	550000.00	100000.00	100.00
N	550000.00	100000.00	100.00
O	550000.00	100000.00	100.00
P	550000.00	100000.00	100.00
Q	550000.00	100000.00	100.00
R	550000.00	100000.00	100.00
S	550000.00	100000.00	100.00
T	550000.00	100000.00	100.00
U	550000.00	100000.00	100.00
V	550000.00	100000.00	100.00
W	550000.00	100000.00	100.00
X	550000.00	100000.00	100.00
Y	550000.00	100000.00	100.00
Z	550000.00	100000.00	100.00



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

APPROACH HARPENDEN RD NORTH

TIME	LEFT TO HEATHLANDS DR							TOTAL
	PC	MC	CAR	LGV	OGV1	OGV2	BUS	
0700-0705	0	0	0	0	0	0	0	0
0705-0710	0	0	1	0	0	0	0	1
0710-0715	0	0	0	0	0	0	0	0
15-MINS	0	0	1	0	0	0	0	1
0715-0720	0	0	1	0	0	0	0	1
0720-0725	0	0	0	0	0	0	0	0
0725-0730	0	0	1	0	0	0	0	1
15-MINS	0	0	2	0	0	0	0	2
0730-0735	0	0	1	0	0	0	0	1
0735-0740	0	0	1	0	0	0	0	1
0740-0745	0	0	0	1	0	0	0	1
15-MINS	0	0	2	1	0	0	0	3
0745-0750	0	0	0	0	0	0	0	0
0750-0755	0	0	2	0	0	0	0	2
0755-0800	0	0	2	0	0	0	0	2
15-MINS	0	0	4	0	0	0	0	4
Hourly Total	0	0	9	1	0	0	0	10
TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0800-0805	0	0	0	0	0	0	0	0
0805-0810	0	0	2	0	0	0	0	2
0810-0815	0	0	0	0	0	0	0	0
15-MINS	0	0	2	0	0	0	0	2
0815-0820	0	0	3	0	0	0	0	3
0820-0825	0	0	1	0	0	0	0	1
0825-0830	0	0	0	0	0	0	0	0
15-MINS	0	0	4	0	0	0	0	4
0830-0835	0	0	2	0	0	0	0	2
0835-0840	0	0	1	0	0	0	0	1
0840-0845	0	0	1	0	0	0	0	1
15-MINS	0	0	4	0	0	0	0	4
0845-0850	0	0	0	0	0	0	0	0
0850-0855	0	0	1	0	0	0	0	1
0855-0900	0	0	1	0	0	0	0	1
15-MINS	0	0	2	0	0	0	0	2
Hourly Total	0	0	12	0	0	0	0	12
TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0900-0905	0	0	0	0	0	0	0	0
0905-0910	0	0	0	0	0	0	0	0
0910-0915	0	0	0	1	0	0	0	1
15-MINS	0	0	0	1	0	0	0	1
0915-0920	0	0	2	0	0	0	0	2
0920-0925	0	0	0	0	0	0	0	0
0925-0930	0	0	1	0	0	0	0	1
15-MINS	0	0	3	0	0	0	0	3
0930-0935	0	0	1	0	0	0	0	1
0935-0940	0	0	0	0	0	0	0	0
0940-0945	0	0	0	0	0	0	0	0
15-MINS	0	0	1	0	0	0	0	1
0945-0950	0	0	0	0	0	0	0	0
0950-0955	0	0	0	0	0	0	0	0
0955-1000	0	0	0	0	0	0	0	0
15-MINS	0	0	0	0	0	0	0	0
Hourly Total	0	0	4	1	0	0	0	5
TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1000-1005	0	0	1	0	0	0	0	1
1005-1010	0	0	0	0	0	0	0	0
1010-1015	0	0	1	0	0	0	0	1
15-MINS	0	0	2	0	0	0	0	2
1015-1020	0	0	1	0	0	0	0	1
1020-1025	0	0	1	0	0	0	0	1
1025-1030	0	0	0	0	0	0	0	0
15-MINS	0	0	2	0	0	0	0	2
1030-1035	0	0	0	0	0	0	0	0
1035-1040	0	0	0	0	0	0	0	0
1040-1045	0	0	0	0	0	0	1	1
15-MINS	0	0	0	0	0	0	1	1
1045-1050	0	0	0	0	0	0	0	0
1050-1055	0	0	1	0	0	0	0	1
1055-1100	0	0	0	0	0	0	0	0
15-MINS	0	0	1	0	0	0	0	1
Hourly Total	0	0	5	0	0	0	1	6

JOB NAME: ST. ALBANS - JUNCTION 2 (HARPENDEN RD-HEATHLANDS DR)

DATE: TUESDAY 10 JULY 2012

APPROACH HARPENDEN RD NORTH

TIME	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
1110-1115	0	0	0	0	0	0	0	0
15-MINS	0	0	0	0	0	0	0	0
1115-1120	0	0	0	0	0	0	0	0
1120-1125	0	0	0	0	0	0	0	0
1125-1130	0	0	0	0	0	0	0	0
15-MINS	0	0	0	0	0	0	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	0	0	0	1	0	0	0	1
1145-1150	0	0	0	0	0	0	0	0
1150-1155	0	0	1	0	0	0	0	1
1155-1200	0	0	0	0	0	0	0	0
15-MINS	0	0	1	0	0	0	0	1

Hourly Total	0	0	1	1	0	0	0	2
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TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1200-1205	0	0	0	1	0	0	0	1
1205-1210	0	0	0	0	0	0	0	0
1210-1215	0	0	0	0	0	0	0	0
15-MINS	0	0	0	1	0	0	0	1
1215-1220	0	0	0	0	0	0	0	0
1220-1225	0	0	0	1	0	0	0	1
1225-1230	0	0	0	0	0	0	0	0
15-MINS	0	0	0	1	0	0	0	1
1230-1235	0	0	0	0	0	0	0	0
1235-1240	0	0	1	0	0	0	0	1
1240-1245	0	0	0	0	0	0	0	0
15-MINS	0	0	1	0	0	0	0	1
1245-1250	0	1	0	0	0	0	0	1
1250-1255	0	0	1	0	0	0	0	1
1255-1300	0	0	0	0	0	0	0	0
15-MINS	0	1	1	0	0	0	0	2

Hourly Total	0	1	2	2	0	0	0	5
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TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1300-1305	0	0	1	0	0	0	0	1
1305-1310	0	0	0	0	0	0	0	0
1310-1315	0	0	0	0	0	0	0	0
15-MINS	0	0	1	0	0	0	0	1
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	0	0	0	0	0
15-MINS	0	0	1	0	0	0	0	1
1330-1335	0	0	0	0	0	0	0	0
1335-1340	0	0	0	0	0	0	0	0
1340-1345	0	0	1	0	0	0	0	1
15-MINS	0	0	1	0	0	0	0	1
1345-1350	0	0	0	0	0	0	0	0
1350-1355	0	0	1	0	0	0	0	1
1355-1400	0	0	0	0	0	0	0	0
15-MINS	0	0	1	0	0	0	0	1

Hourly Total	0	0	4	0	0	0	0	4
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TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1400-1405	0	0	0	0	0	0	0	0
1405-1410	0	0	0	0	0	0	0	0
1410-1415	0	0	0	0	0	0	1	1
15-MINS	0	0	0	0	0	0	1	1
1415-1420	0	0	0	0	1	0	0	1
1420-1425	0	0	0	0	0	0	0	0
1425-1430	0	0	1	0	0	0	0	1
15-MINS	0	0	1	0	0	0	0	1
1430-1435	0	0	0	0	0	0	0	0
1435-1440	0	0	0	1	0	0	0	1
1440-1445	0	0	0	0	0	0	0	0
15-MINS	0	0	0	1	0	0	0	1
1445-1450	0	0	0	0	0	0	0	0
1450-1455	0	0	0	0	0	0	0	0
1455-1500	0	0	0	0	0	0	0	0
15-MINS	0	0	0	0	0	0	0	0

Hourly Total	0	0	1	1	0	0	1	3
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JOB NAME: ST. ALBANS - JUNCTION 2 (HARPENDEN RD-HEATHLANDS DR)
 DATE: TUESDAY 10 JULY 2012

APPROACH HARPENDEN RD NORTH

TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1500-1505	0	0	0	0	0	0	0	0
1505-1510	0	0	2	0	0	0	0	2
1510-1515	0	0	0	0	0	0	0	0
15-MINS	0	0	2	0	0	0	0	2
1515-1520	0	0	1	0	0	0	0	1
1520-1525	0	0	2	0	0	0	0	2
1525-1530	0	0	1	1	0	0	0	2
15-MINS	0	0	4	1	0	0	0	5
1530-1535	0	0	0	0	0	0	0	0
1535-1540	0	0	0	0	0	0	0	0
1540-1545	0	0	0	0	0	0	0	0
15-MINS	0	0	0	0	0	0	0	0
1545-1550	0	0	2	0	0	0	0	2
1550-1555	0	0	0	0	0	0	0	0
1555-1600	0	0	0	0	0	0	0	0
15-MINS	0	0	2	0	0	0	0	2

Hourly Total: 0 0 8 1 0 0 0 0 9

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	1
1610-1615	0	0	1	1	0	0	0	2
15-MINS	0	0	2	1	0	0	0	3
1615-1620	0	0	1	0	0	0	0	1
1620-1625	0	0	0	0	0	0	0	0
1625-1630	0	0	2	0	0	0	0	2
15-MINS	0	0	3	0	0	0	0	3
1630-1635	0	0	2	0	0	0	0	2
1635-1640	0	0	0	0	0	0	0	0
1640-1645	0	0	0	0	0	0	0	0
15-MINS	0	0	2	0	0	0	0	2
1645-1650	0	0	1	0	0	0	0	1
1650-1655	0	0	1	0	0	0	0	1
1655-1700	0	0	0	0	0	0	0	0
15-MINS	0	0	2	0	0	0	0	2

Hourly Total: 0 0 9 1 0 0 0 0 10

TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1700-1705	0	0	0	0	0	0	0	0
1705-1710	0	0	1	0	0	0	0	1
1710-1715	0	0	0	0	0	0	0	0
15-MINS	0	0	1	0	0	0	0	1
1715-1720	0	0	0	0	0	0	0	0
1720-1725	0	0	2	0	0	0	0	2
1725-1730	0	0	1	0	0	0	0	1
15-MINS	0	0	3	0	0	0	0	3
1730-1735	0	0	1	0	0	0	0	1
1735-1740	0	0	2	0	0	0	0	2
1740-1745	0	0	1	0	0	0	0	1
15-MINS	0	0	4	0	0	0	0	4
1745-1750	0	0	1	0	0	0	0	1
1750-1755	0	0	0	0	0	0	0	0
1755-1800	0	0	3	0	0	0	0	3
15-MINS	0	0	4	0	0	0	0	4

Hourly Total: 0 0 12 0 0 0 0 0 12

TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1800-1805	0	0	2	0	0	0	0	2
1805-1810	0	0	0	0	0	0	0	0
1810-1815	0	0	0	0	0	0	0	0
15-MINS	0	0	2	0	0	0	0	2
1815-1820	0	0	1	0	0	0	0	1
1820-1825	0	0	3	0	0	0	0	3
1825-1830	0	0	4	0	0	0	0	4
15-MINS	0	0	8	0	0	0	0	8
1830-1835	0	0	2	0	0	0	0	2
1835-1840	0	0	4	0	0	0	0	4
1840-1845	0	0	1	0	0	0	0	1
15-MINS	0	0	7	0	0	0	0	7
1845-1850	0	0	2	0	0	0	0	2
1850-1855	0	0	0	0	0	0	0	0
1855-1900	0	0	2	0	0	0	0	2
15-MINS	0	0	4	0	0	0	0	4

Hourly Total: 0 0 21 0 0 0 0 0 21

Session Total: 0 0 88 8 0 0 0 0 99

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

APPROACH HARPENDEN RD NORTH

TIME	AHEAD TO HARPENDEN RD SOUTH							TOTAL
	PC	MC	CAR	LGV	OGV1	OGV2	BUS	
0700 - 0705	2	0	17	6	0	1	0	26
0705 - 0710	1	0	22	6	0	0	1	30
0710 - 0715	0	0	15	4	1	0	0	20
15-MINS	3	0	54	16	1	1	1	76
0715 - 0720	1	0	29	6	0	0	0	36
0720 - 0725	1	0	26	5	0	0	0	32
0725 - 0730	0	0	35	7	0	0	0	42
15-MINS	2	0	90	18	0	0	0	110
0730 - 0735	1	0	29	4	0	0	0	34
0735 - 0740	1	0	40	5	0	0	1	47
0740 - 0745	2	0	36	0	0	0	0	38
15-MINS	4	0	105	9	0	0	1	119
0745 - 0750	2	0	38	2	0	0	0	42
0750 - 0755	5	0	46	3	0	0	0	54
0755 - 0800	2	2	25	5	0	0	1	35
15-MINS	9	2	109	10	0	0	1	131
Hourly Total	18	2	358	53	1	1	3	436

TIME	AHEAD TO HARPENDEN RD SOUTH							TOTAL
	PC	MC	CAR	LGV	OGV1	OGV2	BUS	
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	1	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	1	96	11	1	0	5	118
0830 - 0835	0	0	27	3	0	0	1	31
0835 - 0840	2	0	39	5	0	0	2	48
0840 - 0845	0	0	19	4	0	0	0	23
15-MINS	2	0	85	12	0	0	3	102
0845 - 0850	0	0	29	2	1	0	1	33
0850 - 0855	0	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
Hourly Total	15	1	376	40	5	0	11	448

TIME	AHEAD TO HARPENDEN RD SOUTH							TOTAL
	PC	MC	CAR	LGV	OGV1	OGV2	BUS	
0900 - 0905	1	0	39	3	0	0	0	43
0905 - 0910	2	0	18	2	0	0	0	22
0910 - 0915	0	0	48	3	0	0	1	52
15-MINS	3	0	105	8	0	0	1	117
0915 - 0920	0	0	17	1	0	0	0	18
0920 - 0925	2	0	16	1	0	0	0	19
0925 - 0930	0	0	24	7	1	0	0	32
15-MINS	2	0	57	9	1	0	0	69
0930 - 0935	0	1	16	4	0	0	0	21
0935 - 0940	0	1	31	2	0	0	0	34
0940 - 0945	1	0	24	1	0	0	0	26
15-MINS	1	2	71	7	0	0	0	81
0945 - 0950	1	0	26	0	0	0	0	27
0950 - 0955	2	1	33	1	2	0	0	39
0955 - 1000	0	0	28	4	0	0	0	32
15-MINS	3	1	87	5	2	0	0	98
Hourly Total	9	3	320	29	3	0	1	365

TIME	AHEAD TO HARPENDEN RD SOUTH							TOTAL
	PC	MC	CAR	LGV	OGV1	OGV2	BUS	
1000 - 1005	0	0	18	2	0	0	0	20
1005 - 1010	0	0	19	3	0	0	1	23
1010 - 1015	1	0	24	3	0	0	0	28
15-MINS	1	0	61	8	0	0	1	71
1015 - 1020	0	0	26	2	0	0	0	28
1020 - 1025	1	0	24	2	0	0	0	27
1025 - 1030	0	0	15	3	0	0	0	18
15-MINS	1	0	65	7	0	0	0	73
1030 - 1035	0	0	19	1	0	0	0	20
1035 - 1040	0	1	20	2	1	0	0	24
1040 - 1045	1	0	16	2	0	2	1	22
15-MINS	1	1	55	5	1	2	1	66
1045 - 1050	1	0	14	3	0	0	0	18
1050 - 1055	0	0	18	4	0	0	0	22
1055 - 1100	1	0	16	5	0	0	0	22
15-MINS	2	0	48	12	0	0	0	62
Hourly Total	5	1	229	32	1	2	2	272

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

APPROACH HARPENEN RD NORTH

TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1100-1105	1	0	15	1	0	0	0	17
1105-1110	1	0	15	2	0	0	0	18
1110-1115	0	0	22	3	1	0	1	27
15-MINS	2	0	52	6	1	0	1	62
1115-1120	1	0	25	6	1	0	0	33
1120-1125	0	0	20	9	0	0	0	29
1125-1130	1	0	29	5	0	0	0	35
15-MINS	2	0	74	20	1	0	0	97
1130-1135	0	0	20	2	0	0	0	22
1135-1140	0	0	16	3	0	0	0	19
1140-1145	0	0	23	1	1	0	2	27
15-MINS	0	0	59	6	1	0	2	68
1145-1150	0	0	23	1	1	0	0	25
1150-1155	0	0	20	3	2	0	0	25
1155-1200	0	0	27	1	1	0	0	29
15-MINS	0	0	70	5	4	0	0	79

Hourly Total	4	0	255	37	7	0	3	306
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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	17
1210-1215	0	0	26	4	0	0	1	31
15-MINS	0	1	50	9	0	1	1	62
1215-1220	0	0	26	3	2	0	0	31
1220-1225	0	0	20	1	0	0	0	21
1225-1230	0	0	15	2	0	0	0	17
15-MINS	0	0	61	6	2	0	0	69
1230-1235	0	0	29	3	0	0	0	32
1235-1240	0	0	25	1	0	0	1	27
1240-1245	1	0	20	1	0	0	1	23
15-MINS	1	0	74	5	0	0	2	82
1245-1250	0	0	24	4	1	0	0	29
1250-1255	0	0	18	0	1	0	0	19
1255-1300	0	0	22	3	0	0	0	25
15-MINS	0	0	64	7	2	0	0	73

Hourly Total	1	1	249	27	4	1	3	286
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TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1300-1305	0	0	23	1	1	0	0	25
1305-1310	0	0	21	2	2	0	1	26
1310-1315	1	0	22	1	0	0	0	24
15-MINS	1	0	66	4	3	0	1	75
1315-1320	0	0	30	5	0	0	0	35
1320-1325	0	0	16	0	0	0	0	16
1325-1330	0	0	23	4	0	0	0	27
15-MINS	0	0	69	9	0	0	0	78
1330-1335	0	0	16	2	0	0	0	18
1335-1340	1	0	15	2	1	0	1	20
1340-1345	0	0	18	3	1	0	0	22
15-MINS	1	0	49	7	2	0	1	60
1345-1350	0	0	22	2	1	0	0	25
1350-1355	0	0	17	1	0	0	0	18
1355-1400	0	0	22	2	0	0	0	24
15-MINS	0	0	61	5	1	0	0	67

Hourly Total	2	0	245	25	6	0	2	280
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TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1400-1405	0	0	21	0	0	0	0	21
1405-1410	0	0	13	2	1	0	1	17
1410-1415	0	1	31	4	0	0	0	36
15-MINS	0	1	65	6	1	0	1	74
1415-1420	0	1	24	5	0	0	1	31
1420-1425	0	0	21	6	0	0	0	27
1425-1430	0	0	25	2	0	0	0	27
15-MINS	0	1	70	13	0	0	1	85
1430-1435	0	0	26	5	0	0	0	31
1435-1440	0	0	20	3	1	0	0	24
1440-1445	0	0	24	6	0	0	0	30
15-MINS	0	0	70	14	1	0	0	85
1445-1450	0	0	18	3	0	0	0	21
1450-1455	0	0	21	1	0	1	0	23
1455-1500	0	0	24	1	1	0	0	26
15-MINS	0	0	63	15	1	1	0	70

Hourly Total	0	2	268	38	3	1	2	314
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JOB NAME: ST. ALBANS - JUNCTION 2 (HARPENEN RD-HEATHLANDS DR)

DATE: TUESDAY 10 JULY 2012

APPROACH HARPENEN RD NORTH

TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1500-1505	0	0	21	0	1	0	0	22
1505-1510	0	0	27	3	1	0	0	31
1510-1515	0	0	27	6	1	0	0	34
15-MINS	0	0	75	9	3	0	0	87
1515-1520	0	1	23	4	1	0	1	30
1520-1525	0	0	23	2	0	0	0	25
1525-1530	2	1	28	0	0	0	0	31
15-MINS	2	2	74	6	1	0	1	86
1530-1535	1	0	26	1	0	0	1	29
1535-1540	1	0	28	2	0	0	1	32
1540-1545	1	0	13	6	0	0	1	21
15-MINS	3	0	67	9	0	0	3	82
1545-1550	1	0	23	2	0	0	4	30
1550-1555	0	0	42	3	1	0	2	48
1555-1600	0	0	26	0	0	0	0	26
15-MINS	1	0	91	5	1	0	6	104

Hourly Total	6	2	307	29	5	0	10	359
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TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1600-1605	0	0	29	4	0	0	0	33
1605-1610	0	0	21	1	0	0	0	22
1610-1615	0	0	28	4	0	0	0	32
15-MINS	0	0	78	9	0	0	0	87
1615-1620	0	0	36	1	0	0	0	37
1620-1625	0	0	22	5	0	0	0	27
1625-1630	1	0	21	1	0	0	0	23
15-MINS	1	0	79	7	0	0	0	87
1630-1635	0	0	19	0	0	0	0	19
1635-1640	0	0	20	0	1	0	0	21
1640-1645	0	0	16	2	0	0	0	18
15-MINS	0	0	55	2	1	0	0	58
1645-1650	0	0	11	1	0	0	0	12
1650-1655	0	0	26	2	0	0	1	29
1655-1700	0	0	27	3	0	0	0	30
15-MINS	0	0	64	6	0	0	1	71

Hourly Total	1	0	276	24	1	0	1	303
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TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1700-1705	0	0	20	1	0	0	1	22
1705-1710	0	0	21	0	0	0	0	21
1710-1715	0	0	23	2	0	0	0	25
15-MINS	0	0	64	3	0	0	1	68
1715-1720	0	0	25	1	0	0	0	26
1720-1725	1	0	24	4	0	0	1	30
1725-1730	0	0	27	2	0	0	0	29
15-MINS	1	0	76	7	0	0	1	85
1730-1735	0	2	39	4	0	0	0	45
1735-1740	0	0	23	0	0	0	0	23
1740-1745	1	0	31	0	0	0	0	32
15-MINS	1	2	93	4	0	0	0	100
1745-1750	0	0	30	1	0	0	0	31
1750-1755	0	0	27	1	0	0	1	29
1755-1800	1	0	21	0	0	0	1	23
15-MINS	1	0	78	2	0	0	2	83

Hourly Total	3	2	311	16	0	0	4	336
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TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1800-1805	0	0	34	2	0	0	0	36
1805-1810	0	1	20	1	0	0	0	22
1810-1815	0	2	31	2	0	0	0	35
15-MINS	0	3	85	5	0	0	0	93
1815-1820	0	0	21	1	0	0	0	22
1820-1825	0	0	19	1	0	0	1	21
1825-1830	1	0	22	3	0	0	1	27
15-MINS	1	0	62	5	0	0	2	70
1830-1835	0	0	36	1	0	0	0	37
1835-1840	1	0	26	1	0	0	0	28
1840-1845	1	0	33	0	0	0	0	34
15-MINS	2	0	95	2	0	0	0	99
1845-1850	0	0	33	0	0	0	0	33
1850-1855	2	0	25	2	0	0	0	29
1855-1900	0	0	23	0	0	0	0	23
15-MINS	2	0	81	2	0	0	0	85

Hourly Total	5	3	323	14	0	0	2	347
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Session Total	69	17	3517	364	36	5	44	4052
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JOB NAME: ST. ALBANS - JUNCTION 2 (HARPENEN RD-HEATHLANDS DR)
 DATE: TUESDAY 10 JULY 2012

APPROACH: HEATHLANDS DR

LEFT TO HARPENEN RD SOUTH								
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	0	1	0	0	0	0	1
0715-0720	0	0	0	0	0	0	0	0
0720-0725	0	0	1	0	0	0	0	1
0725-0730	0	0	0	0	0	0	0	0
15-MINS	0	0	1	0	0	0	0	1
0730-0735	0	0	0	0	0	0	0	0
0735-0740	0	0	0	0	0	0	0	0
0740-0745	0	0	1	0	0	0	0	1
15-MINS	0	0	1	0	0	0	0	1
0745-0750	0	0	0	0	0	0	0	0
0750-0755	0	0	0	0	0	0	0	0
0755-0800	0	0	1	0	0	0	0	1
15-MINS	0	0	1	0	0	0	0	1
Hourly Total	0	0	4	0	0	0	0	4

TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0800-0805	0	0	0	0	0	0	0	0
0805-0810	0	0	0	0	0	0	0	0
0810-0815	0	0	0	0	0	0	0	0
15-MINS	0	0	0	0	0	0	0	0
0815-0820	0	0	0	2	0	0	0	2
0820-0825	0	0	1	0	0	0	0	1
0825-0830	0	0	0	0	0	0	0	0
15-MINS	0	0	1	2	0	0	0	3
0830-0835	0	0	1	1	0	0	0	2
0835-0840	0	0	1	0	0	0	0	1
0840-0845	0	0	2	0	0	0	0	2
15-MINS	0	0	4	1	0	0	0	5
0845-0850	0	0	2	1	0	0	0	3
0850-0855	0	0	2	0	0	0	0	2
0855-0900	0	0	0	0	0	0	0	0
15-MINS	0	0	4	1	0	0	0	5
Hourly Total	0	0	9	4	0	0	0	13

TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0900-0905	1	0	1	0	0	0	0	2
0905-0910	0	0	0	0	0	0	0	0
0910-0915	0	0	1	1	0	0	0	2
15-MINS	1	0	2	1	0	0	0	4
0915-0920	0	0	0	0	0	0	0	0
0920-0925	0	0	1	0	0	0	0	1
0925-0930	0	0	0	0	0	0	0	0
15-MINS	0	0	1	0	0	0	0	1
0930-0935	0	0	1	0	0	0	0	1
0935-0940	0	0	1	0	0	0	0	1
0940-0945	0	0	0	0	0	0	0	0
15-MINS	0	0	-2	0	0	0	0	-2
0945-0950	0	0	0	1	0	0	0	1
0950-0955	0	0	0	0	0	0	0	0
0955-1000	0	0	0	1	0	0	0	1
15-MINS	0	0	0	2	0	0	0	2
Hourly Total	1	0	5	3	0	0	0	9

TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1000-1005	0	0	1	0	0	0	0	1
1005-1010	0	0	0	0	0	0	0	0
1010-1015	0	0	1	0	0	0	0	1
15-MINS	0	0	2	0	0	0	0	2
1015-1020	0	0	0	0	0	0	0	0
1020-1025	0	0	1	0	0	0	0	1
1025-1030	0	0	0	0	0	0	0	0
15-MINS	0	0	1	0	0	0	0	1
1030-1035	0	0	0	0	0	0	0	0
1035-1040	0	0	1	0	0	0	0	1
1040-1045	0	0	0	0	0	0	0	0
15-MINS	0	0	1	0	0	0	0	1
1045-1050	0	0	2	0	0	0	0	2
1050-1055	0	0	1	0	0	0	0	1
1055-1100	0	0	1	0	0	0	0	1
15-MINS	0	0	4	0	0	0	0	4
Hourly Total	0	0	8	0	0	0	0	8

JOB NAME: ST. ALBANS - JUNCTION 2 (HARPEN DEN RD-HEATHLANDS DR)

DATE: TUESDAY 10 JULY 2012

APPROACH HEATHLANDS DR

TIME	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
1110-1115	0	0	1	0	0	0	0	1
15-MINS	0	0	1	0	0	0	0	1
1115-1120	0	0	0	0	0	0	0	0
1120-1125	0	0	1	0	0	0	0	1
1125-1130	0	0	0	0	0	0	0	0
15-MINS	0	0	1	0	0	0	0	1
1130-1135	0	0	1	0	0	0	0	1
1135-1140	0	0	1	0	0	0	0	1
1140-1145	0	0	2	0	0	0	0	2
15-MINS	0	0	4	0	0	0	0	4
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	0
15-MINS	0	0	0	0	0	0	0	0
Hourly Total	0	0	6	0	0	0	0	6

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	0
15-MINS	0	0	0	0	0	0	0	0
1215-1220	0	0	1	0	0	0	0	1
1220-1225	0	0	0	0	0	0	0	0
1225-1230	0	0	2	0	0	0	0	2
15-MINS	0	0	3	0	0	0	0	3
1230-1235	0	0	1	0	0	0	0	1
1235-1240	0	0	1	0	0	0	0	1
1240-1245	0	0	0	0	0	0	0	0
15-MINS	0	0	2	0	0	0	0	2
1245-1250	0	0	1	1	0	0	0	2
1250-1255	0	0	1	2	0	0	0	3
1255-1300	0	0	0	0	0	0	0	0
15-MINS	0	0	2	3	0	0	0	5
Hourly Total	0	0	7	3	0	0	0	10

TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1300-1305	0	0	1	0	0	0	0	1
1305-1310	0	0	0	0	0	0	0	0
1310-1315	0	0	0	0	0	0	0	0
15-MINS	0	0	1	0	0	0	0	1
1315-1320	0	0	0	0	0	0	0	0
1320-1325	0	0	1	0	0	0	1	2
1325-1330	0	0	1	0	0	0	0	1
15-MINS	0	0	2	0	0	0	1	3
1330-1335	0	0	0	0	0	0	0	0
1335-1340	0	0	0	0	0	0	0	0
1340-1345	0	0	1	0	0	0	0	1
15-MINS	0	0	1	0	0	0	0	1
1345-1350	0	0	0	1	0	0	0	1
1350-1355	0	0	0	0	0	0	0	0
1355-1400	0	0	0	0	0	0	0	0
15-MINS	0	0	0	1	0	0	0	1
Hourly Total	0	0	4	1	0	0	1	6

TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1400-1405	0	0	0	0	0	0	0	0
1405-1410	0	0	0	0	0	0	0	0
1410-1415	0	0	3	0	0	0	0	3
15-MINS	0	0	3	0	0	0	0	3
1415-1420	0	0	0	0	0	0	0	0
1420-1425	0	0	0	0	0	0	0	0
1425-1430	0	0	1	0	0	0	0	1
15-MINS	0	0	1	0	0	0	0	1
1430-1435	0	0	0	1	0	0	0	1
1435-1440	0	0	1	1	0	0	0	2
1440-1445	0	0	1	0	0	0	0	1
15-MINS	0	0	2	2	0	0	0	4
1445-1450	0	0	1	0	0	0	1	2
1450-1455	0	0	0	0	0	0	0	0
1455-1500	0	0	0	0	0	0	0	0
15-MINS	0	0	1	0	0	0	1	2
Hourly Total	0	0	7	2	0	0	1	10

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

APPROACH HEATHLANDS DR

TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1500 - 1505	0	0	0	0	0	0	0	0
1505 - 1510	0	0	1	0	0	0	0	1
1510 - 1515	0	0	1	0	0	0	0	1
15-MINS	0	0	2	0	0	0	0	2
1515 - 1520	0	0	2	0	0	0	0	2
1520 - 1525	0	0	0	0	0	0	0	0
1525 - 1530	0	0	1	0	0	0	0	1
15-MINS	0	0	3	0	0	0	0	3
1530 - 1535	0	0	2	0	0	0	0	2
1535 - 1540	0	0	8	1	0	0	0	9
1540 - 1545	1	0	5	0	0	0	0	6
15-MINS	1	0	15	1	0	0	0	17
1545 - 1550	0	0	1	0	0	0	0	1
1550 - 1555	0	0	3	0	0	0	0	3
1555 - 1600	0	0	2	0	0	0	0	2
15-MINS	0	0	6	0	0	0	0	6

Hourly Total: 1 0 26 1 0 0 0 28

TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1600 - 1605	0	0	2	0	0	0	0	2
1605 - 1610	0	0	2	0	0	0	0	2
1610 - 1615	0	0	2	0	0	0	0	2
15-MINS	0	0	6	0	0	0	0	6
1615 - 1620	0	0	3	0	0	0	0	3
1620 - 1625	0	0	1	1	0	0	0	2
1625 - 1630	0	0	1	0	0	0	0	1
15-MINS	0	0	5	1	0	0	0	6
1630 - 1635	0	1	0	0	0	0	0	1
1635 - 1640	0	0	0	0	0	0	0	0
1640 - 1645	0	0	1	0	0	0	0	1
15-MINS	0	1	1	0	0	0	0	2
1645 - 1650	0	0	1	0	0	0	0	1
1650 - 1655	0	0	0	0	0	0	0	0
1655 - 1700	0	0	0	1	0	0	0	1
15-MINS	0	0	1	1	0	0	0	2

Hourly Total: 0 1 13 2 0 0 0 16

TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1700 - 1705	0	0	1	0	0	0	0	1
1705 - 1710	0	0	0	0	0	0	0	0
1710 - 1715	0	0	0	0	0	0	0	0
15-MINS	0	0	1	0	0	0	0	1
1715 - 1720	0	0	0	0	0	0	0	0
1720 - 1725	0	0	2	0	0	0	0	2
1725 - 1730	0	0	0	0	0	0	0	0
15-MINS	0	0	2	0	0	0	0	2
1730 - 1735	0	0	0	0	1	0	0	1
1735 - 1740	0	0	5	0	0	0	0	5
1740 - 1745	0	0	1	0	0	0	0	1
15-MINS	0	0	6	0	1	0	0	7
1745 - 1750	1	0	3	0	0	0	0	4
1750 - 1755	0	0	1	0	0	0	0	1
1755 - 1800	0	0	1	0	0	0	0	1
15-MINS	1	0	5	0	0	0	0	6

Hourly Total: 1 0 14 0 1 0 0 16

TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1800 - 1805	0	0	1	0	0	0	0	1
1805 - 1810	0	0	3	0	0	0	0	3
1810 - 1815	0	0	1	0	0	0	0	1
15-MINS	0	0	5	0	0	0	0	5
1815 - 1820	0	0	0	0	0	0	0	0
1820 - 1825	0	0	0	0	0	0	0	0
1825 - 1830	0	0	2	0	0	0	0	2
15-MINS	0	0	2	0	0	0	0	2
1830 - 1835	0	0	4	0	0	0	0	4
1835 - 1840	0	0	3	0	0	0	0	3
1840 - 1845	0	0	0	0	0	0	0	0
15-MINS	0	0	7	0	0	0	0	7
1845 - 1850	0	0	3	0	0	0	0	3
1850 - 1855	0	0	1	1	0	0	0	2
1855 - 1900	0	0	1	0	0	0	0	1
15-MINS	0	0	5	1	0	0	0	6

Hourly Total: 0 0 19 1 0 0 0 20

Session Total: 3 1 122 17 1 0 2 146

JOB NAME: ST. ALBANS - JUNCTION 2 (HARPENDEN RD-HEATHLANDS DR)

DATE: TUESDAY 10 JULY 2012

APPROACH: HEATHLANDS DR

TIME	RIGHT TO HARPENDEN RD NORTH							TOTAL
	PC	MC	CAR	LGV	OGV1	OGV2	BUS	
0700 - 0705	0	0	0	0	0	0	0	0
0705 - 0710	0	0	1	0	0	0	0	1
0710 - 0715	0	0	0	0	0	0	0	0
15-MINS	0	0	1	0	0	0	0	1
0715 - 0720	0	0	1	0	0	0	0	1
0720 - 0725	0	0	0	0	0	0	0	0
0725 - 0730	0	0	0	0	0	0	0	0
15-MINS	0	0	0	0	0	0	0	0
0730 - 0735	0	0	1	0	0	0	0	1
0735 - 0740	0	0	0	1	0	0	0	1
0740 - 0745	0	0	1	0	0	0	0	1
15-MINS	0	0	2	1	0	0	0	3
0745 - 0750	0	0	1	0	0	0	0	1
0750 - 0755	0	0	0	0	0	0	0	0
0755 - 0800	0	0	1	0	0	0	0	1
15-MINS	0	0	2	0	0	0	0	2
Hourly Total	0	0	6	1	0	0	0	7

TIME	RIGHT TO HARPENDEN RD NORTH							TOTAL
	PC	MC	CAR	LGV	OGV1	OGV2	BUS	
0800 - 0805	0	0	0	1	0	0	0	1
0805 - 0810	0	0	0	0	0	0	0	0
0810 - 0815	0	0	1	0	0	0	0	1
15-MINS	0	0	1	1	0	0	0	2
0815 - 0820	0	0	1	0	0	0	0	1
0820 - 0825	0	0	0	0	0	0	0	0
0825 - 0830	0	0	0	0	0	0	0	0
15-MINS	0	0	1	0	0	0	0	1
0830 - 0835	0	0	0	0	0	0	0	0
0835 - 0840	0	0	1	0	0	0	0	1
0840 - 0845	0	0	0	0	0	0	0	0
15-MINS	0	0	1	0	0	0	0	1
0845 - 0850	0	0	2	2	0	0	0	4
0850 - 0855	0	0	1	0	0	0	0	1
0855 - 0900	0	0	4	0	0	0	0	4
15-MINS	0	0	7	2	0	0	0	9
Hourly Total	0	0	10	3	0	0	0	13

TIME	RIGHT TO HARPENDEN RD NORTH							TOTAL
	PC	MC	CAR	LGV	OGV1	OGV2	BUS	
0900 - 0905	0	0	0	1	0	0	0	1
0905 - 0910	0	0	1	0	0	0	0	1
0910 - 0915	0	0	0	0	0	0	0	0
15-MINS	0	0	1	1	0	0	0	2
0915 - 0920	0	0	1	0	0	0	0	1
0920 - 0925	0	0	2	0	0	0	0	2
0925 - 0930	0	0	1	0	0	0	0	1
15-MINS	0	0	4	0	0	0	0	4
0930 - 0935	0	0	1	1	0	0	0	2
0935 - 0940	0	0	0	0	0	0	0	0
0940 - 0945	0	0	1	0	0	0	0	1
15-MINS	0	0	2	1	0	0	0	3
0945 - 0950	0	0	1	0	0	0	0	1
0950 - 0955	0	0	0	0	0	0	0	0
0955 - 1000	0	0	0	1	0	0	0	1
15-MINS	0	0	1	1	0	0	0	2
Hourly Total	0	0	8	3	0	0	0	11

TIME	RIGHT TO HARPENDEN RD NORTH							TOTAL
	PC	MC	CAR	LGV	OGV1	OGV2	BUS	
1000 - 1005	0	0	0	0	0	0	0	0
1005 - 1010	0	0	0	0	0	0	0	0
1010 - 1015	0	0	0	0	0	0	0	0
15-MINS	0	0	0	0	0	0	0	0
1015 - 1020	0	0	0	0	0	0	0	0
1020 - 1025	0	0	0	0	0	0	0	0
1025 - 1030	0	0	0	0	0	0	0	0
15-MINS	0	0	0	0	0	0	0	0
1030 - 1035	0	0	2	0	0	0	0	2
1035 - 1040	0	0	0	0	0	0	0	0
1040 - 1045	0	0	0	0	0	0	0	0
15-MINS	0	0	2	0	0	0	0	2
1045 - 1050	0	0	0	0	0	0	0	0
1050 - 1055	0	0	1	0	0	0	0	1
1055 - 1100	0	0	0	0	0	0	0	0
15-MINS	0	0	1	0	0	0	0	1
Hourly Total	0	0	3	0	0	0	0	3

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

APPROACH HEATHLANDS DR

TIME	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
1110 - 1115	0	0	0	0	0	0	0	0
15-MINS	0	0	0	0	0	0	0	0
1115 - 1120	0	0	0	0	0	0	0	0
1120 - 1125	0	0	0	0	0	0	0	0
1125 - 1130	0	0	1	0	0	0	0	1
15-MINS	0	0	1	0	0	0	0	1
1130 - 1135	0	0	1	0	0	0	0	1
1135 - 1140	0	0	0	0	0	0	0	0
1140 - 1145	1	0	1	0	0	0	0	2
15-MINS	1	0	2	0	0	0	0	3
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	0
15-MINS	0	0	0	0	0	0	0	0

Hourly Total	1	0	3	0	0	0	0	4
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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	0
15-MINS	0	0	0	0	0	0	0	0
1215 - 1220	0	0	0	0	0	0	0	0
1220 - 1225	0	0	1	0	0	0	0	1
1225 - 1230	0	0	0	0	0	0	0	0
15-MINS	0	0	1	0	0	0	0	1
1230 - 1235	0	0	2	0	0	0	0	2
1235 - 1240	0	0	1	0	0	0	0	1
1240 - 1245	0	0	1	0	0	0	0	1
15-MINS	0	0	4	0	0	0	0	4
1245 - 1250	0	1	0	0	0	0	0	1
1250 - 1255	0	0	1	0	0	0	0	1
1255 - 1300	0	0	0	0	0	0	0	0
15-MINS	0	1	1	0	0	0	0	2

Hourly Total	0	1	6	0	0	0	0	7
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TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1300 - 1305	0	0	0	0	0	0	0	0
1305 - 1310	0	0	0	0	0	0	0	0
1310 - 1315	0	0	0	0	0	0	0	0
15-MINS	0	0	0	0	0	0	0	0
1315 - 1320	0	0	0	0	0	0	0	0
1320 - 1325	0	0	1	0	0	0	0	1
1325 - 1330	1	0	0	0	1	0	0	2
15-MINS	1	0	1	0	1	0	0	3
1330 - 1335	0	0	0	0	0	0	0	0
1335 - 1340	0	0	0	0	0	0	0	0
1340 - 1345	0	0	0	0	0	0	0	0
15-MINS	0	0	0	0	0	0	0	0
1345 - 1350	0	0	0	0	0	0	0	0
1350 - 1355	0	0	0	0	0	0	0	0
1355 - 1400	0	0	0	0	0	0	0	0
15-MINS	0	0	0	0	0	0	0	0

Hourly Total	1	0	1	0	1	0	0	3
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TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1400 - 1405	0	0	2	0	0	0	0	2
1405 - 1410	0	0	0	0	0	0	0	0
1410 - 1415	0	0	0	0	0	0	0	0
15-MINS	0	0	2	0	0	0	0	2
1415 - 1420	0	0	0	0	0	0	0	0
1420 - 1425	0	0	0	0	0	0	0	0
1425 - 1430	0	0	1	0	0	0	0	1
15-MINS	0	0	1	0	0	0	0	1
1430 - 1435	0	0	0	0	0	0	0	0
1435 - 1440	0	0	0	0	0	0	0	0
1440 - 1445	0	0	0	1	0	0	0	1
15-MINS	0	0	0	1	0	0	0	1
1445 - 1450	0	0	0	0	0	0	0	0
1450 - 1455	0	0	0	0	0	0	0	0
1455 - 1500	0	0	0	0	0	0	0	0
15-MINS	0	0	0	0	0	0	0	0

Hourly Total	0	0	3	1	0	0	0	4
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JOB NAME: ST. ALBANS : JUNCTION 2 (HARPENDEN RD-HEATHLANDS DR)
 DATE: TUESDAY 10 JULY 2012

APPROACH HEATHLANDS DR

TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1500-1505	0	0	0	0	0	0	0	0
1505-1510	0	0	0	0	0	0	0	0
1510-1515	0	0	0	0	0	0	0	0
15-MINS	0	0	0	0	0	0	0	0
1515-1520	0	0	0	0	0	0	0	0
1520-1525	0	0	1	0	0	0	0	1
1525-1530	0	0	1	0	0	0	0	1
15-MINS	0	0	2	0	0	0	0	2
1530-1535	0	0	2	1	0	0	0	3
1535-1540	0	0	3	0	0	0	0	3
1540-1545	0	0	0	0	0	0	0	0
15-MINS	0	0	5	1	0	0	0	6
1545-1550	0	0	1	0	0	0	0	1
1550-1555	0	0	1	0	0	0	0	1
1555-1600	0	0	1	0	0	0	0	1
15-MINS	0	0	3	0	0	0	0	3

Hourly Total: 0 0 10 1 0 0 0 11

TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1600-1605	0	0	2	0	0	0	0	2
1605-1610	0	0	0	0	0	0	0	0
1610-1615	0	0	1	0	0	0	0	1
15-MINS	0	0	3	0	0	0	0	3
1615-1620	0	0	0	0	0	0	0	0
1620-1625	0	0	1	0	0	0	0	1
1625-1630	0	0	0	0	0	0	0	0
15-MINS	0	0	1	0	0	0	0	1
1630-1635	0	0	1	0	0	0	0	1
1635-1640	0	0	1	0	0	0	0	1
1640-1645	0	0	1	1	0	0	0	2
15-MINS	0	0	3	1	0	0	0	4
1645-1650	0	0	0	0	0	0	0	0
1650-1655	0	0	2	1	0	0	0	3
1655-1700	0	0	2	1	0	0	0	3
15-MINS	0	0	4	2	0	0	0	6

Hourly Total: 0 0 11 3 0 0 0 14

TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1700-1705	0	0	1	0	0	0	0	1
1705-1710	0	0	0	0	0	0	0	0
1710-1715	0	0	0	0	0	0	0	0
15-MINS	0	0	1	0	0	0	0	1
1715-1720	0	0	0	0	0	0	0	0
1720-1725	0	0	0	0	0	0	0	0
1725-1730	0	0	1	0	0	0	0	1
15-MINS	0	0	1	0	0	0	0	1
1730-1735	0	0	1	0	0	0	0	1
1735-1740	0	0	1	0	0	0	0	1
1740-1745	0	0	0	0	0	0	0	0
15-MINS	0	0	2	0	0	0	0	2
1745-1750	0	0	1	0	0	0	0	1
1750-1755	0	0	0	0	0	0	0	0
1755-1800	0	0	0	0	0	0	0	0
15-MINS	0	0	1	0	0	0	0	1

Hourly Total: 0 0 5 0 0 0 0 5

TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1800-1805	0	0	0	0	0	0	0	0
1805-1810	0	0	0	0	0	0	0	0
1810-1815	0	0	1	0	0	0	0	1
15-MINS	0	0	1	0	0	0	0	1
1815-1820	0	0	0	0	0	0	0	0
1820-1825	0	0	1	0	0	0	0	1
1825-1830	0	0	0	0	0	0	0	0
15-MINS	0	0	1	0	0	0	0	1
1830-1835	0	0	1	0	0	0	0	1
1835-1840	0	0	0	0	0	0	0	0
1840-1845	0	0	2	0	0	0	0	2
15-MINS	0	0	3	0	0	0	0	3
1845-1850	0	0	0	0	0	0	0	0
1850-1855	0	0	3	0	0	0	0	3
1855-1900	0	0	1	0	0	0	0	1
15-MINS	0	0	4	0	0	0	0	4

Hourly Total: 0 0 9 0 0 0 0 9

Session Total: 2 0 75 12 1 0 0 91

JOB NAME: ST. ALBANS - JUNCTION 2 (HARPENEN RD-HEATHLANDS DR)

DATE: TUESDAY 10 JULY 2012

APPROACH HARPENEN RD SOUTH

AHEAD TO HARPENEN RD NORTH								
TIME	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
15-MINS	1	1	32	5	2	0	4	45
0715-0720	1	0	18	1	1	0	0	21
0720-0725	0	1	7	1	1	0	0	10
0725-0730	0	0	9	0	0	0	0	9
15-MINS	1	1	34	2	2	0	0	40
0730-0735	0	1	18	4	0	0	0	23
0735-0740	0	0	28	2	0	0	0	30
0740-0745	0	0	23	2	0	0	1	26
15-MINS	0	1	69	8	0	0	1	79
0745-0750	2	0	16	1	0	0	0	19
0750-0755	0	0	27	4	0	0	2	33
0755-0800	0	0	23	2	0	0	0	25
15-MINS	2	0	66	7	0	0	2	77

Hourly Total	4	3	201	22	4	0	7	241
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TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0800-0805	1	1	25	3	0	0	1	31
0805-0810	1	0	22	1	1	0	1	26
0810-0815	2	0	40	5	0	0	2	49
15-MINS	4	1	87	9	1	0	4	106
0815-0820	1	0	28	2	0	0	1	32
0820-0825	0	0	25	1	0	0	2	28
0825-0830	0	0	15	3	0	1	2	21
15-MINS	1	0	68	6	0	1	5	81
0830-0835	1	0	24	3	0	0	0	28
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	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	1	0	58	11	1	0	1	72

Hourly Total	8	1	292	35	3	1	12	352
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TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0900-0905	0	0	25	8	0	0	0	33
0905-0910	0	0	11	2	1	0	0	14
0910-0915	1	0	17	3	0	0	0	21
15-MINS	1	0	53	13	1	0	0	68
0915-0920	1	0	16	4	0	0	0	21
0920-0925	0	0	10	5	0	0	0	15
0925-0930	1	1	16	2	0	0	0	20
15-MINS	2	1	42	11	0	0	0	56
0930-0935	0	0	16	3	0	0	0	19
0935-0940	0	0	12	1	0	0	0	13
0940-0945	0	0	16	1	1	0	0	18
15-MINS	0	0	44	5	1	0	0	50
0945-0950	0	0	22	0	0	0	1	23
0950-0955	0	0	10	3	0	0	0	13
0955-1000	0	0	15	3	0	0	0	18
15-MINS	0	0	47	6	0	0	1	54

Hourly Total	3	1	186	35	2	0	1	228
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TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1000-1005	2	0	10	1	0	0	0	13
1005-1010	0	0	21	2	2	0	0	25
1010-1015	0	0	13	2	0	0	0	15
15-MINS	2	0	44	5	2	0	0	53
1015-1020	0	0	26	7	1	0	0	34
1020-1025	1	0	18	2	0	0	1	22
1025-1030	0	0	12	6	0	0	1	19
15-MINS	1	0	56	15	1	0	2	75
1030-1035	0	0	21	7	0	0	0	28
1035-1040	0	0	12	0	0	0	0	12
1040-1045	0	0	14	5	1	0	0	20
15-MINS	0	0	47	12	1	0	0	60
1045-1050	0	0	17	3	0	0	0	20
1050-1055	0	1	15	4	0	0	2	22
1055-1100	0	0	21	1	1	0	0	23
15-MINS	0	1	53	8	1	0	2	65

Hourly Total	3	1	200	40	5	0	4	253
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JOB NAME: ST. ALBANS - JUNCTION 2 (HARPENEN RD-HEATHLANDS DR)
 DATE: TUESDAY 10 JULY 2012

APPROACH HARPENEN RD SOUTH

TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1100-1105	0	0	10	2	0	0	0	12
1105-1110	0	0	12	1	0	0	0	13
1110-1115	0	0	17	2	0	0	0	19
15-MINS	0	0	39	5	0	0	0	44
1115-1120	0	0	17	5	1	0	1	24
1120-1125	0	0	12	2	0	0	0	14
1125-1130	1	0	13	4	0	0	0	18
15-MINS	1	0	42	11	1	0	0	56
1130-1135	0	0	18	2	0	0	0	20
1135-1140	1	0	8	2	1	0	0	12
1140-1145	0	0	12	1	1	0	0	14
15-MINS	1	0	38	5	2	0	0	46
1145-1150	0	1	13	3	0	0	1	18
1150-1155	0	0	30	0	0	0	0	30
1155-1200	0	0	22	2	0	0	0	24
15-MINS	0	1	65	5	0	0	1	72
Hourly Total	2	1	184	26	3	0	2	218

TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1200-1205	1	0	22	4	0	0	0	27
1205-1210	0	0	20	1	0	0	0	21
1210-1215	0	0	19	3	0	0	0	22
15-MINS	1	0	61	8	0	0	0	70
1215-1220	1	0	27	4	0	0	1	33
1220-1225	0	0	21	4	0	0	0	25
1225-1230	0	0	22	3	1	0	0	26
15-MINS	1	0	70	11	1	0	1	84
1230-1235	0	0	20	2	1	0	0	23
1235-1240	0	0	14	3	0	0	0	17
1240-1245	0	0	32	2	0	0	0	34
15-MINS	0	0	66	7	1	0	0	74
1245-1250	1	0	24	1	0	0	0	26
1250-1255	0	0	22	0	0	0	2	24
1255-1300	1	0	19	2	1	0	0	23
15-MINS	2	0	65	3	1	0	2	73
Hourly Total	4	0	262	29	3	0	3	301

TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1300-1305	0	1	20	3	0	0	0	24
1305-1310	0	0	20	2	0	0	0	22
1310-1315	1	0	16	3	1	0	0	21
15-MINS	1	1	56	8	1	0	0	67
1315-1320	0	0	25	2	0	0	0	27
1320-1325	0	0	21	3	1	0	0	25
1325-1330	0	0	19	0	2	1	1	23
15-MINS	0	0	65	5	3	1	1	75
1330-1335	0	0	15	1	0	0	0	16
1335-1340	2	0	24	1	1	0	0	28
1340-1345	0	0	19	4	0	0	0	23
15-MINS	2	0	58	6	1	0	0	67
1345-1350	0	1	15	1	0	0	1	18
1350-1355	0	0	19	1	0	0	0	20
1355-1400	0	0	22	1	0	1	1	25
15-MINS	0	1	56	3	0	1	2	63
Hourly Total	3	2	235	22	5	2	3	272

TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1400-1405	0	0	25	2	0	0	2	29
1405-1410	0	0	26	0	0	0	0	26
1410-1415	1	0	30	2	1	0	1	35
15-MINS	1	0	81	4	1	0	3	90
1415-1420	0	0	15	2	0	0	1	18
1420-1425	0	0	17	1	0	0	1	19
1425-1430	0	0	14	4	0	0	0	18
15-MINS	0	0	46	7	0	0	2	55
1430-1435	0	1	22	5	0	0	0	28
1435-1440	0	1	36	4	0	0	0	41
1440-1445	0	0	29	1	0	0	0	30
15-MINS	0	2	87	10	0	0	0	99
1445-1450	0	1	26	2	0	0	0	29
1450-1455	0	0	23	1	0	0	0	24
1455-1500	1	0	26	3	0	0	1	31
15-MINS	1	1	75	6	0	0	1	84
Hourly Total	2	3	289	27	1	0	6	328

JOB NAME: ST. ALBANS - JUNCTION 2 (HARPENDEN RD-HEATHLANDS DR)

DATE: TUESDAY 10 JULY 2012

APPROACH HARPENDEN RD SOUTH

TIME	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	1	24	2	0	0	1	29
15-MINS	2	1	67	10	0	0	3	83
1515-1520	0	0	20	4	1	0	1	26
1520-1525	3	0	31	2	0	0	1	37
1525-1530	1	0	38	1	0	0	2	42
15-MINS	4	0	89	7	1	0	4	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	1	0	58	8	0	1	4	72
1545-1550	0	0	27	1	0	0	1	29
1550-1555	0	0	24	5	0	0	0	29
1555-1600	0	0	31	2	0	0	0	33
15-MINS	0	0	82	8	0	0	1	91

Hourly Total 7 1 296 33 1 1 12 351

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	92	12	2	0	2	111
1615-1620	2	0	40	0	0	0	2	44
1620-1625	2	0	37	2	0	0	3	44
1625-1630	1	0	23	0	1	0	1	26
15-MINS	5	0	100	2	1	0	6	114
1630-1635	0	0	25	2	0	0	0	27
1635-1640	0	0	20	7	0	0	2	29
1640-1645	1	0	32	2	0	0	0	35
15-MINS	1	0	77	11	0	0	2	91
1645-1650	0	1	40	3	0	0	1	45
1650-1655	0	0	29	5	0	0	2	36
1655-1700	1	0	32	2	0	0	0	35
15-MINS	1	1	101	10	0	0	3	116

Hourly Total 10 1 370 35 3 0 13 432

TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1700-1705	0	1	39	2	0	0	2	44
1705-1710	1	0	26	1	0	1	1	30
1710-1715	1	1	30	5	1	0	0	38
15-MINS	2	2	95	8	1	1	3	112
1715-1720	0	0	38	0	0	0	1	39
1720-1725	1	3	28	1	0	0	0	33
1725-1730	0	1	35	1	0	0	0	37
15-MINS	1	4	101	2	0	0	1	109
1730-1735	1	1	42	1	0	0	0	45
1735-1740	0	0	41	3	0	0	0	44
1740-1745	0	1	36	0	0	0	0	37
15-MINS	1	2	119	4	0	0	0	126
1745-1750	1	0	39	1	0	0	0	41
1750-1755	2	0	30	3	0	0	0	35
1755-1800	1	1	35	4	0	0	1	42
15-MINS	4	1	104	8	0	0	1	118

Hourly Total 8 9 419 22 1 1 5 465

TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1800-1805	0	0	23	3	0	0	0	26
1805-1810	0	0	26	3	1	0	0	30
1810-1815	0	0	42	1	0	0	0	43
15-MINS	0	0	91	7	1	0	0	99
1815-1820	2	1	28	0	1	0	0	32
1820-1825	2	0	27	1	0	0	0	30
1825-1830	0	0	21	0	0	0	0	21
15-MINS	4	1	76	1	1	0	0	83
1830-1835	2	0	24	0	0	0	0	26
1835-1840	2	0	26	0	0	0	0	28
1840-1845	0	0	25	1	0	0	0	26
15-MINS	4	0	75	1	0	0	0	80
1845-1850	6	2	33	1	0	0	0	42
1850-1855	3	0	32	1	0	0	0	36
1855-1900	2	0	24	1	0	0	0	27
15-MINS	11	2	89	3	0	0	0	105

Hourly Total 19 3 331 12 2 0 0 367

Session Total 73 26 3265 338 33 5 68 3808

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

APPROACH HARPENDEN RD SOUTH

TIME	RIGHT TO HEATHLANDS DR							TOTAL
	PC	MC	CAR	LGV	OGV1	OGV2	BUS	
0700-0705	0	0	1	0	0	0	0	1
0705-0710	0	0	0	0	0	0	0	0
0710-0715	0	0	1	0	0	0	0	1
15-MINS	0	0	2	0	0	0	0	2
0715-0720	0	0	0	0	0	0	0	0
0720-0725	0	0	1	0	0	0	0	1
0725-0730	0	0	1	0	0	0	0	1
15-MINS	0	0	2	0	0	0	0	2
0730-0735	0	0	1	0	0	0	0	1
0735-0740	0	0	1	0	0	0	0	1
0740-0745	0	0	1	0	0	0	0	1
15-MINS	0	0	3	0	0	0	0	3
0745-0750	0	0	1	1	0	0	0	2
0750-0755	0	0	1	0	0	0	0	1
0755-0800	0	0	1	0	0	0	0	1
15-MINS	0	0	3	1	0	0	0	4

Hourly Total:	0	0	10	1	0	0	0	11
---------------	---	---	----	---	---	---	---	----

TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0800-0805	0	0	1	0	0	0	0	1
0805-0810	0	0	1	0	0	0	0	1
0810-0815	0	0	2	0	0	0	0	2
15-MINS	0	0	4	0	0	0	0	4
0815-0820	0	0	4	1	0	0	1	2
0820-0825	0	1	2	0	0	0	0	3
0825-0830	0	0	5	0	0	0	0	5
15-MINS	0	1	7	1	0	0	1	10
0830-0835	0	0	2	0	0	0	0	2
0835-0840	0	0	2	0	0	0	0	2
0840-0845	0	0	2	0	0	0	0	2
15-MINS	0	0	6	0	0	0	0	6
0845-0850	0	0	6	0	0	0	0	6
0850-0855	0	0	1	0	0	0	0	1
0855-0900	0	0	1	1	0	0	0	2
15-MINS	0	0	8	1	0	0	0	9

Hourly Total:	0	1	25	2	0	0	1	29
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TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0900-0905	0	0	2	0	0	0	0	2
0905-0910	0	0	0	0	0	0	0	0
0910-0915	0	0	1	0	0	0	0	1
15-MINS	0	0	3	0	0	0	0	3
0915-0920	0	0	1	0	0	0	0	1
0920-0925	0	0	1	0	0	0	0	1
0925-0930	0	0	0	0	0	0	0	0
15-MINS	0	0	2	0	0	0	0	2
0930-0935	0	0	0	0	0	0	0	0
0935-0940	0	0	2	1	0	0	0	3
0940-0945	0	0	0	1	0	0	0	1
15-MINS	0	0	2	2	0	0	0	4
0945-0950	0	0	0	0	0	0	0	0
0950-0955	0	0	0	1	0	0	0	1
0955-1000	0	0	1	0	0	0	0	1
15-MINS	0	0	1	1	0	0	0	2

Hourly Total:	0	0	8	3	0	0	0	11
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TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1000-1005	0	0	1	0	0	0	0	1
1005-1010	0	0	1	0	0	0	0	1
1010-1015	0	0	1	0	0	0	0	1
15-MINS	0	0	3	0	0	0	0	3
1015-1020	0	0	0	0	0	0	0	0
1020-1025	0	0	0	1	0	0	0	1
1025-1030	0	0	0	0	0	0	0	0
15-MINS	0	0	0	1	0	0	0	1
1030-1035	0	0	1	0	0	0	0	1
1035-1040	0	0	0	0	0	0	0	0
1040-1045	0	0	0	0	0	0	0	0
15-MINS	0	0	1	0	0	0	0	1
1045-1050	0	0	0	0	0	0	0	0
1050-1055	0	0	1	0	0	0	0	1
1055-1100	0	0	0	0	0	0	0	0
15-MINS	0	0	1	0	0	0	0	1

Hourly Total:	0	0	5	1	0	0	0	6
---------------	---	---	---	---	---	---	---	---

JOB NAME: ST. ALBANS - JUNCTION 2 (HARPENDEN RD-HEATHLANDS DR)

DATE: TUESDAY 10 JULY 2012

APPROACH HARPENDEN RD SOUTH

TIME	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
1110-1115	0	0	0	0	0	0	0	0
15-MINS	0	0	0	0	0	0	0	0
1115-1120	0	0	0	0	0	0	0	0
1120-1125	0	0	1	0	0	0	0	1
1125-1130	0	0	0	0	0	0	0	0
15-MINS	0	0	1	0	0	0	0	1
1130-1135	0	0	0	0	0	0	0	0
1135-1140	0	0	0	0	0	0	0	0
1140-1145	0	0	0	0	0	0	0	0
15-MINS	0	0	0	0	0	0	0	0
1145-1150	0	0	0	0	0	0	0	0
1150-1155	0	0	0	0	0	0	0	0
1155-1200	0	0	2	0	0	0	0	2
15-MINS	0	0	2	0	0	0	0	2

Hourly Total	0	0	3	0	0	0	0	3
--------------	---	---	---	---	---	---	---	---

TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1200-1205	0	0	1	0	0	0	0	1
1205-1210	0	0	1	1	0	0	0	2
1210-1215	0	0	0	0	0	0	0	0
15-MINS	0	0	2	1	0	0	0	3
1215-1220	0	0	0	0	0	0	0	0
1220-1225	0	0	2	0	0	0	0	2
1225-1230	0	0	0	1	0	0	0	1
15-MINS	0	0	2	1	0	0	0	3
1230-1235	0	0	0	0	0	0	0	0
1235-1240	0	0	0	0	0	0	0	0
1240-1245	0	0	0	1	0	0	0	1
15-MINS	0	0	0	1	0	0	0	1
1245-1250	0	0	0	0	0	0	0	0
1250-1255	0	0	0	0	0	0	0	0
1255-1300	0	0	2	0	0	0	0	2
15-MINS	0	0	2	0	0	0	0	2

Hourly Total	0	0	6	3	0	0	0	9
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TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1300-1305	0	0	1	0	0	0	0	1
1305-1310	0	0	0	0	0	0	0	0
1310-1315	0	0	0	0	0	0	0	0
15-MINS	0	0	1	0	0	0	0	1
1315-1320	0	0	0	0	1	0	0	1
1320-1325	1	0	1	0	0	0	1	3
1325-1330	0	0	0	1	0	0	0	1
15-MINS	1	0	1	1	1	0	1	5
1330-1335	0	0	0	0	0	0	0	0
1335-1340	0	0	0	0	0	0	0	0
1340-1345	0	0	0	0	0	0	0	0
15-MINS	0	0	0	0	0	0	0	0
1345-1350	0	0	0	0	0	0	0	0
1350-1355	0	0	2	0	0	0	0	2
1355-1400	0	0	0	0	0	0	0	0
15-MINS	0	0	2	0	0	0	0	2

Hourly Total	1	0	4	1	1	0	1	8
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TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1400-1405	0	0	0	0	0	0	0	0
1405-1410	0	0	0	0	0	0	0	0
1410-1415	0	0	2	1	0	0	0	3
15-MINS	0	0	2	1	0	0	0	3
1415-1420	0	0	3	0	0	0	0	3
1420-1425	0	0	1	0	0	0	0	1
1425-1430	0	0	1	0	0	0	0	1
15-MINS	0	0	5	0	0	0	0	5
1430-1435	0	0	0	0	0	0	0	0
1435-1440	0	0	0	2	0	0	0	2
1440-1445	0	0	0	0	0	0	0	0
15-MINS	0	0	0	2	0	0	0	2
1445-1450	0	0	0	0	0	0	0	0
1450-1455	0	0	2	0	0	0	0	2
1455-1500	0	0	0	1	0	0	0	1
15-MINS	0	0	2	1	0	0	0	3

Hourly Total	0	0	9	4	0	0	0	13
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JOB NAME: ST. ALBANS - JUNCTION 2 (HARPENDEN RD-HEATHLANDS DR)
 DATE: TUESDAY 10 JULY 2012

APPROACH HARPENDEN RD SOUTH

TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1500-1505	0	0	1	0	0	0	0	1
1505-1510	0	0	1	0	0	0	0	1
1510-1515	0	0	1	0	0	0	0	1
15-MINS	0	0	3	0	0	0	0	3
1515-1520	0	0	1	0	0	0	0	1
1520-1525	0	0	1	0	0	0	0	1
1525-1530	0	0	1	2	0	0	0	3
15-MINS	0	0	3	2	0	0	0	5
1530-1535	0	0	1	0	0	0	0	1
1535-1540	0	0	4	0	0	0	0	4
1540-1545	0	0	5	0	0	0	0	5
15-MINS	0	0	10	0	0	0	0	10
1545-1550	0	0	0	0	0	0	1	1
1550-1555	0	0	0	0	0	0	0	0
1555-1600	0	0	1	0	0	0	0	1
15-MINS	0	0	1	0	0	0	1	2
Hourly Total	0	0	17	2	0	0	1	20

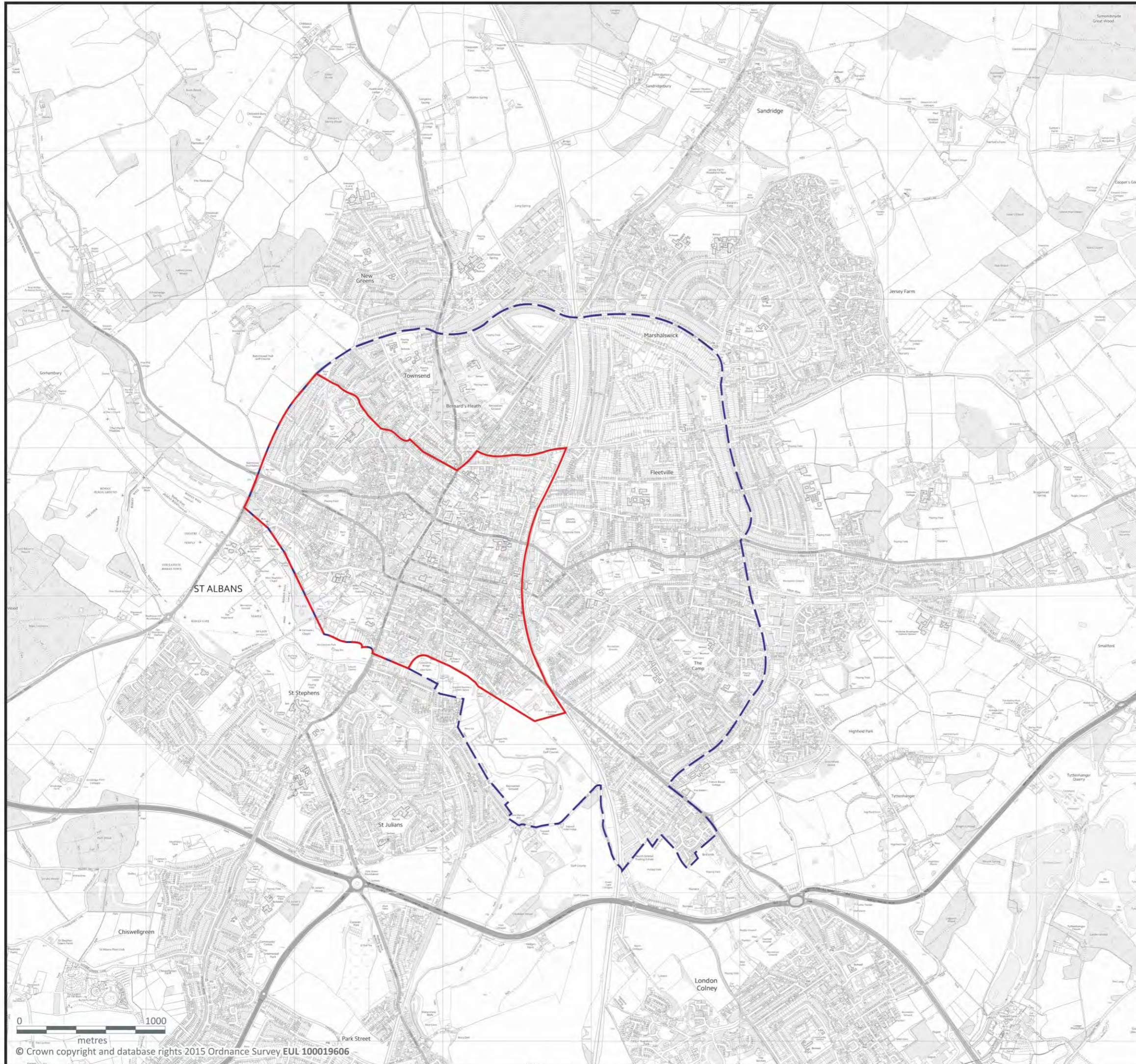
TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1600-1605	0	0	0	0	0	0	0	0
1605-1610	0	0	1	0	0	0	0	1
1610-1615	0	0	0	0	0	0	0	0
15-MINS	0	0	1	0	0	0	0	1
1615-1620	0	0	4	0	0	0	0	4
1620-1625	0	0	2	1	0	0	0	3
1625-1630	0	0	4	0	0	0	0	4
15-MINS	0	0	10	1	0	0	0	11
1630-1635	0	0	3	0	0	0	0	3
1635-1640	0	0	0	0	0	0	0	0
1640-1645	0	0	0	0	0	0	0	0
15-MINS	0	0	3	0	0	0	0	3
1645-1650	0	0	1	0	0	0	0	1
1650-1655	0	0	0	0	0	0	0	0
1655-1700	0	0	0	2	0	0	0	2
15-MINS	0	0	1	2	0	0	0	3
Hourly Total	0	0	15	3	0	0	0	18

TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1700-1705	0	0	1	0	0	0	0	1
1705-1710	0	0	1	0	0	0	0	1
1710-1715	0	0	0	0	0	0	0	0
15-MINS	0	0	2	0	0	0	0	2
1715-1720	0	0	0	0	0	0	0	0
1720-1725	0	0	1	0	0	0	0	1
1725-1730	0	0	0	0	0	0	0	0
15-MINS	0	0	1	0	0	0	0	1
1730-1735	0	0	2	0	0	0	0	2
1735-1740	0	0	1	0	0	0	0	1
1740-1745	0	0	0	0	0	0	0	0
15-MINS	0	0	3	0	0	0	0	3
1745-1750	0	0	0	0	0	0	0	0
1750-1755	0	0	0	0	0	0	0	0
1755-1800	0	0	0	0	0	0	0	0
15-MINS	0	0	0	0	0	0	0	0
Hourly Total	0	0	6	0	0	0	0	6

TIME	PC	MC	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1800-1805	0	0	0	0	0	0	0	0
1805-1810	0	0	0	0	0	0	0	0
1810-1815	0	0	1	1	0	0	0	2
15-MINS	0	0	1	1	0	0	0	2
1815-1820	0	1	0	0	0	0	0	1
1820-1825	0	0	2	0	0	0	0	2
1825-1830	0	0	9	1	0	0	0	10
15-MINS	0	1	11	1	0	0	0	13
1830-1835	0	0	2	0	0	0	0	2
1835-1840	0	0	1	0	0	0	0	1
1840-1845	0	0	2	0	0	0	0	2
15-MINS	0	0	5	0	0	0	0	5
1845-1850	0	0	0	0	0	0	0	0
1850-1855	0	0	3	0	1	0	0	4
1855-1900	0	0	0	0	0	0	0	0
15-MINS	0	0	3	0	1	0	0	4
Hourly Total	0	1	20	2	1	0	0	24

Session Total	1	2	128	22	2	0	3	158
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CORE SEARCH AREA
 WIDER SEARCH AREA

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PROJECT TITLE
St Albans Primary School Site Search

DRAWING TITLE
Site search areas

SCALE	DATE	CHECKED
1:25000	OCTOBER 2015	
	DRAWN	DATE
	HP	

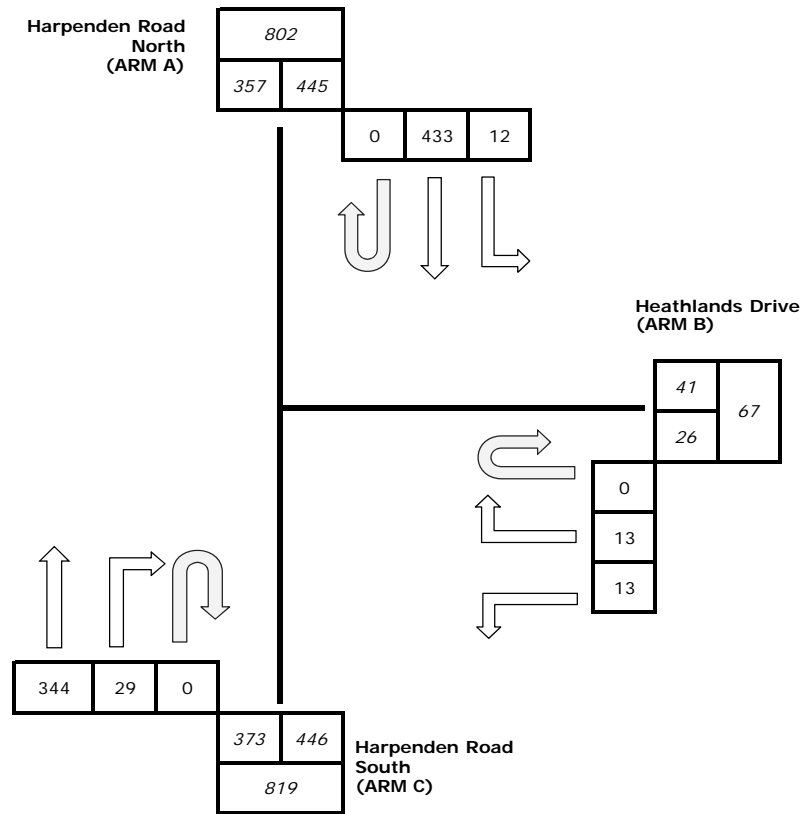
PROJECT No.		001
5115		

VINCENT AND GORBING
CHARTERED ARCHITECTS AND TOWN PLANNERS
 STERLING COURT NORTON ROAD STEVENAGE HERTS
 TELEPHONE: 01438 316331 FAX:01438 722035

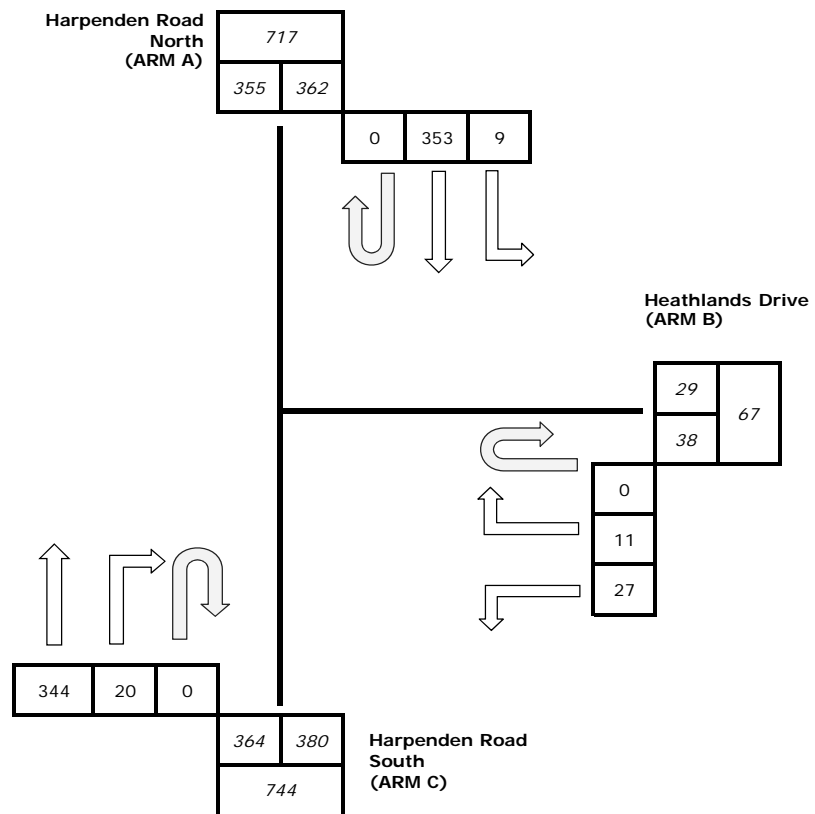


Base traffic count data taken from surveys

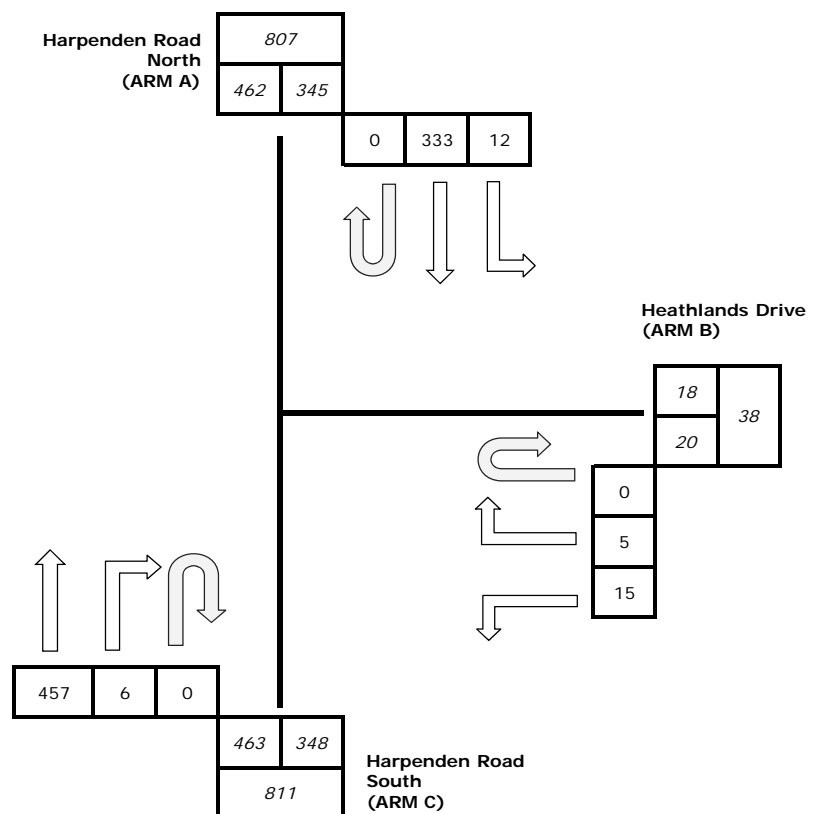
AM Peak Period 8:00



School PM Peak 15:00



PM Peak Period 17:00



Site Reference:

Revision:

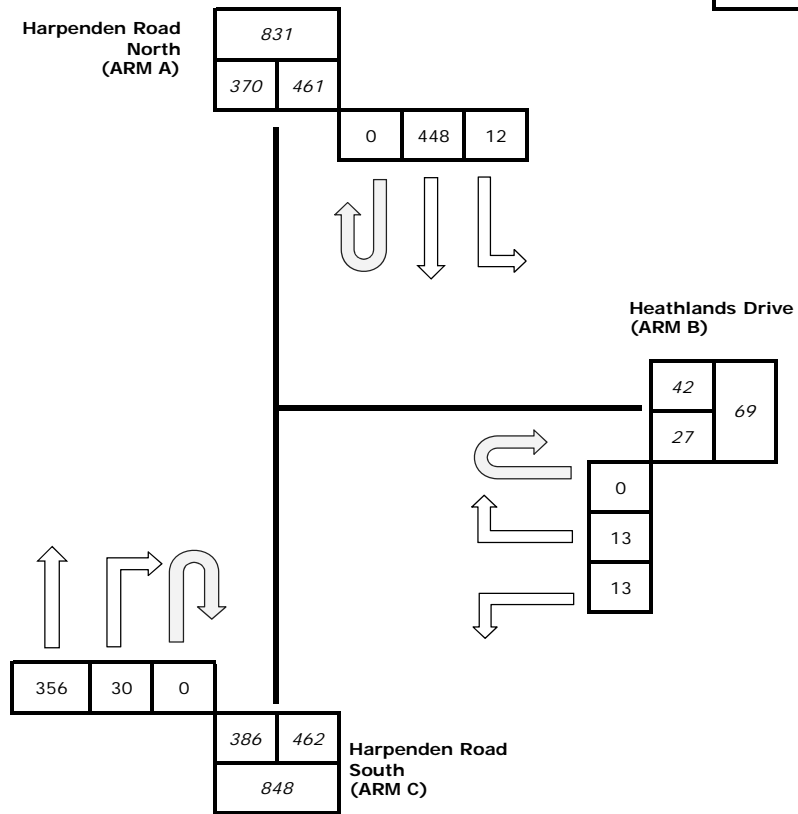
Details:



Base flow data multiplied by specified growth factor

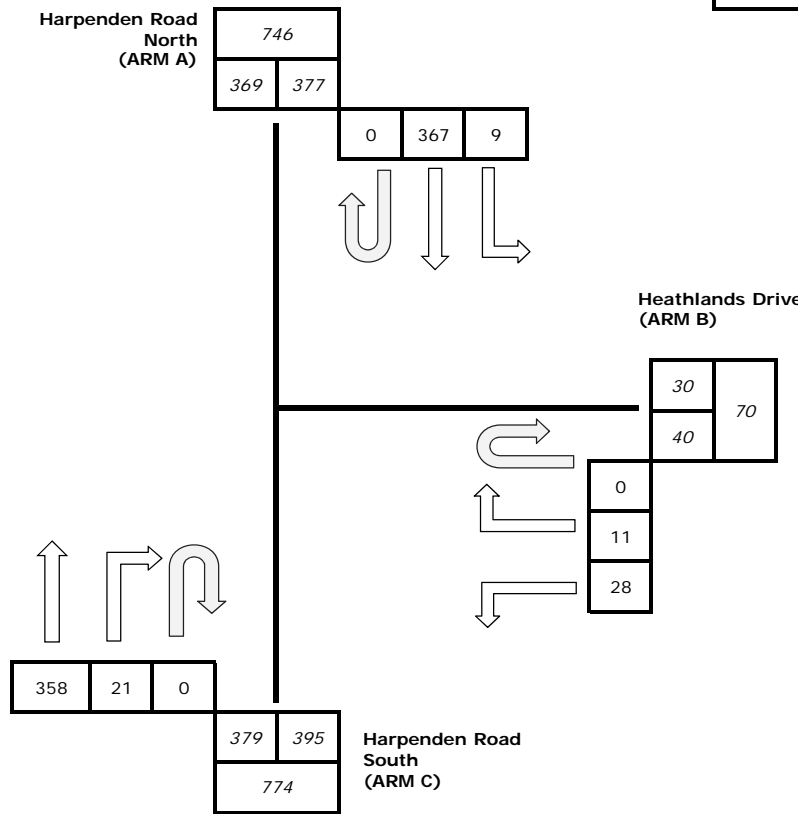
AM Peak Period 8:00

Growth Factor: 1.03575



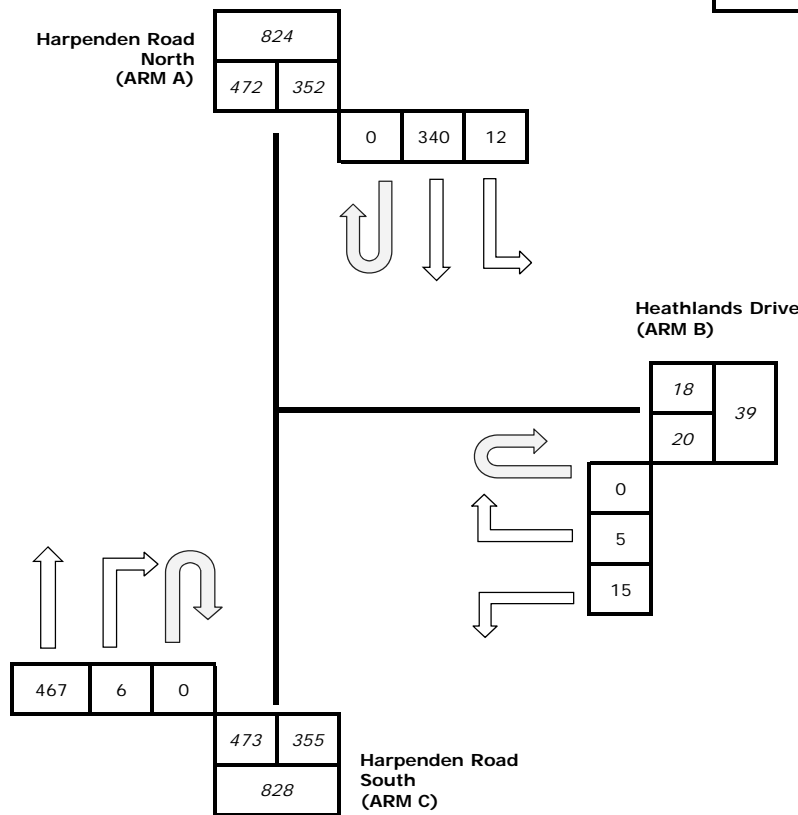
School PM Peak 15:00

Growth Factor: 1.04025



PM Peak Period 17:00

Growth Factor: 1.02085



Site Reference:

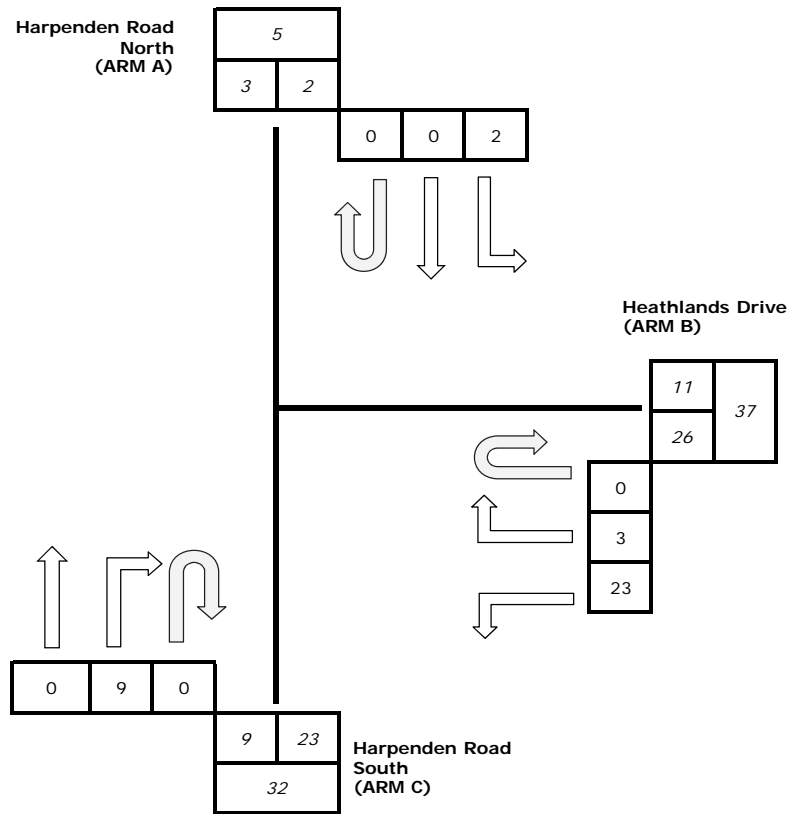
Revision:

Details:

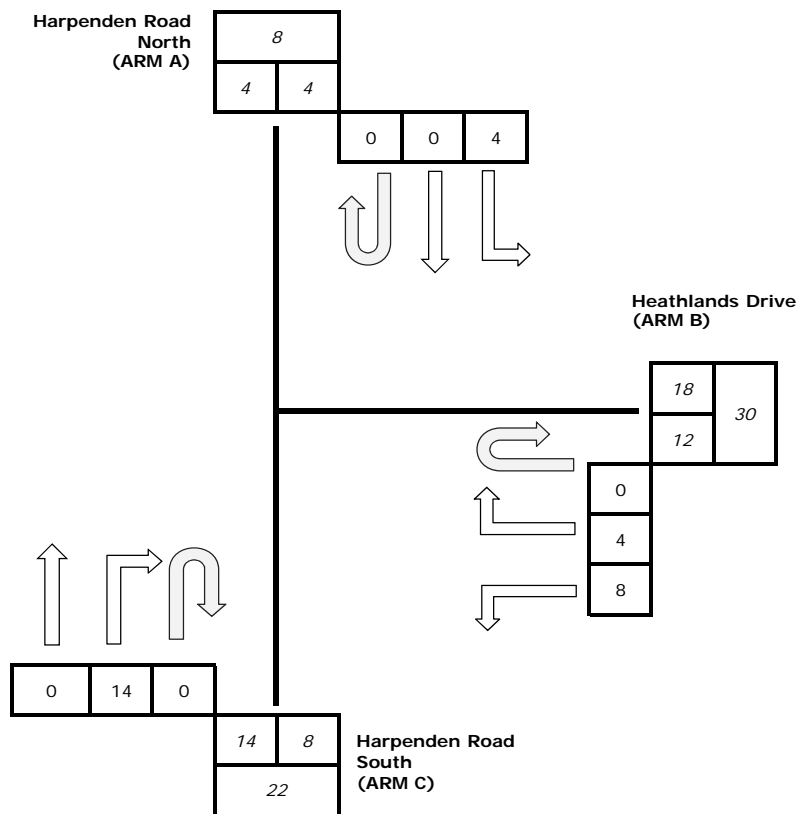


Predicted flows associated with development studied (user input)

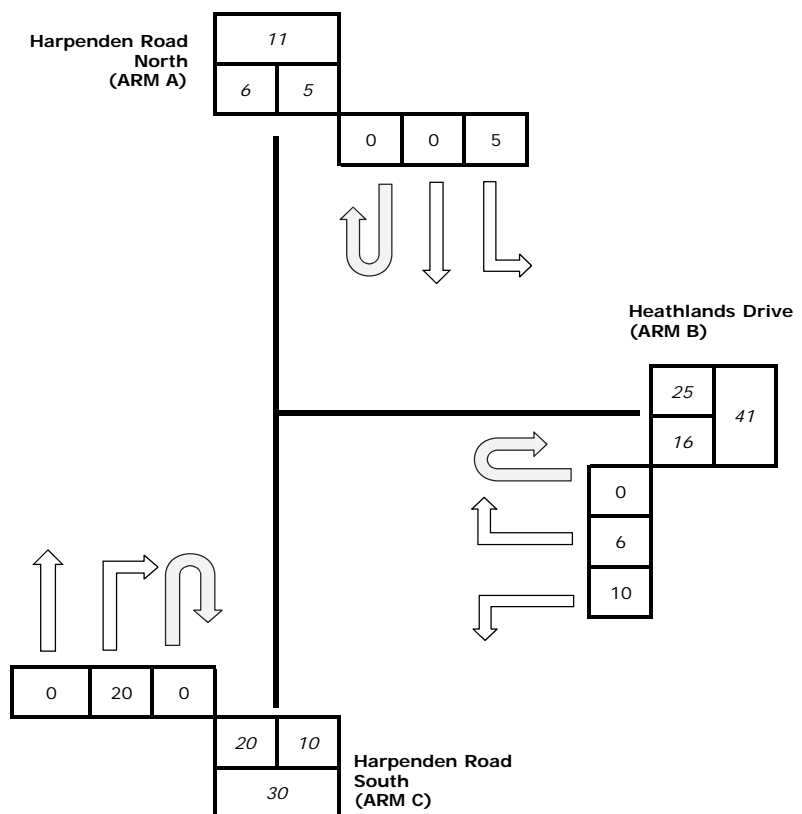
AM Peak Period 8:00



School PM Peak 15:00



PM Peak Period 17:00



Site Reference:

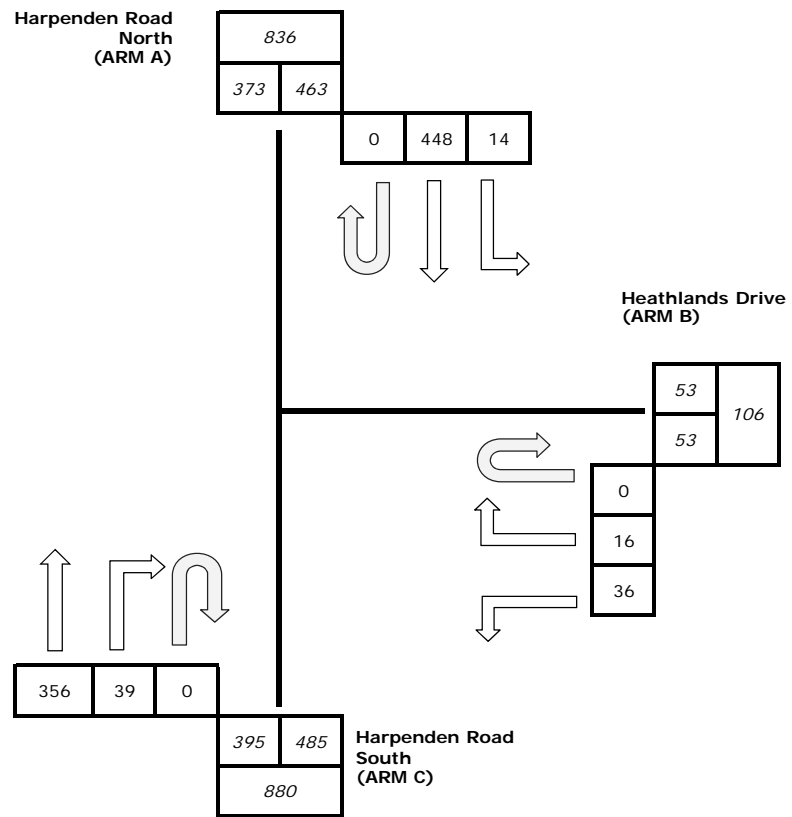
Revision:

Details:

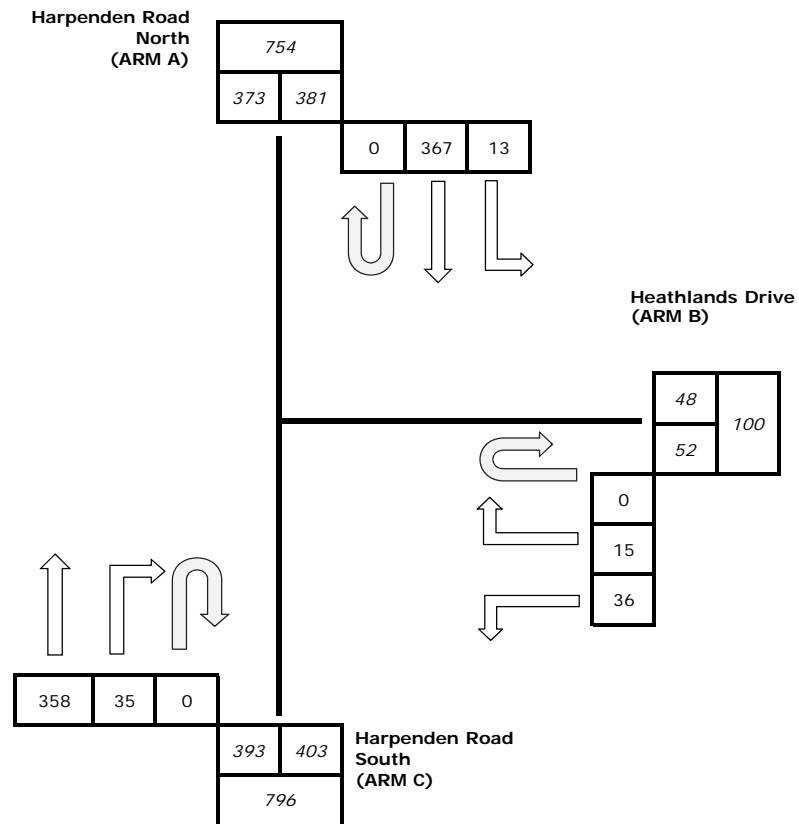


Growthed flows plus development flows (sheet 2+sheet 3)

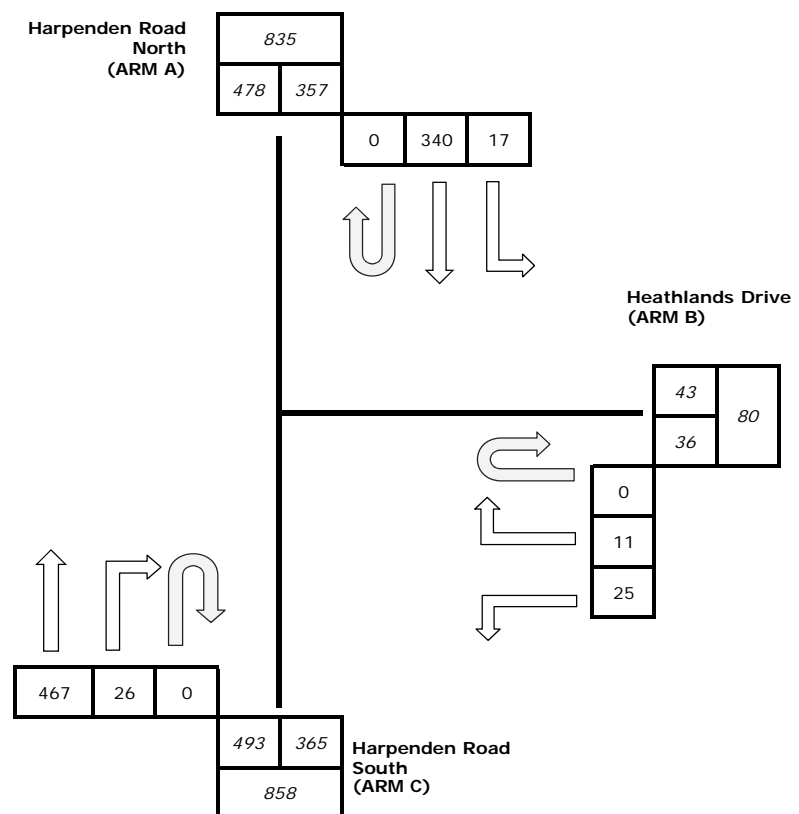
AM Peak Period 8:00



School PM Peak 15:00



PM Peak Period 17:00



Site Reference:

Revision:

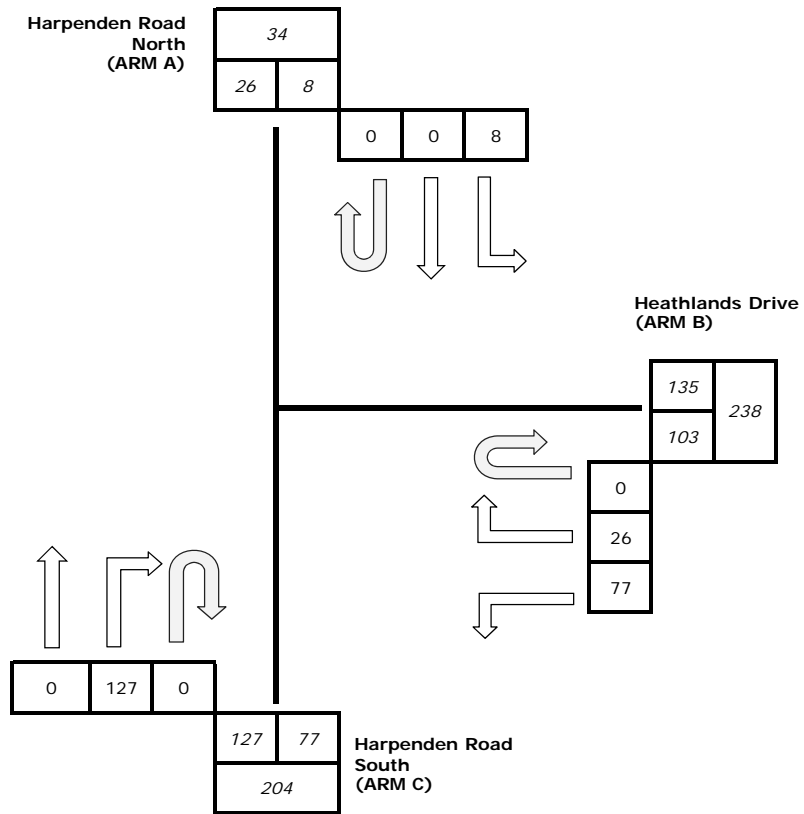
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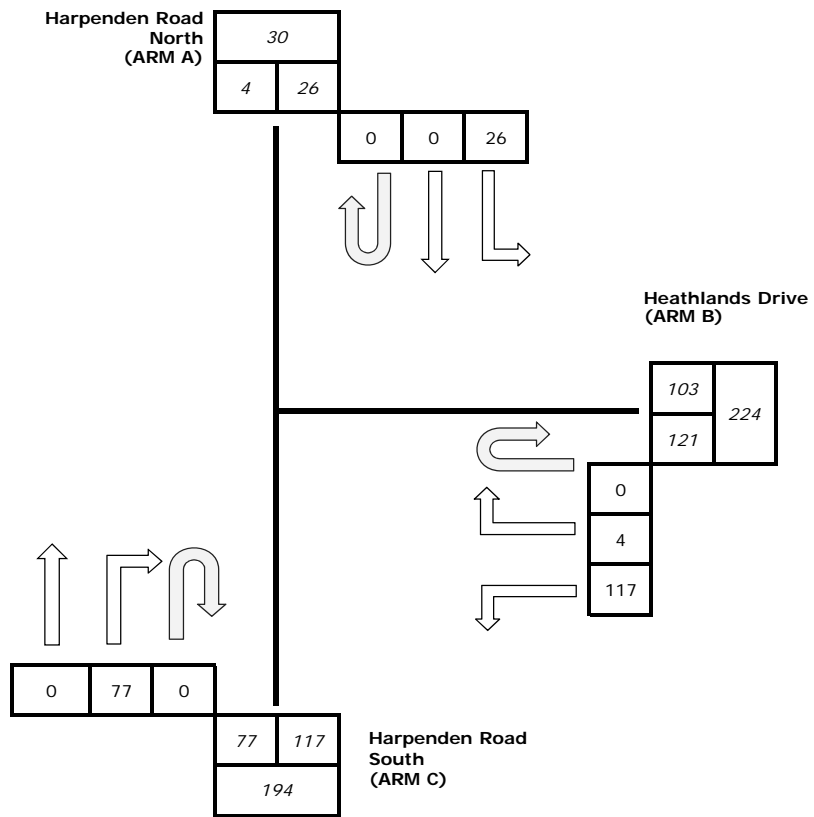
Sheet 5: Predicted School Traffic – 2FE Full – 2025

Predicted school traffic to 2025 (user input)

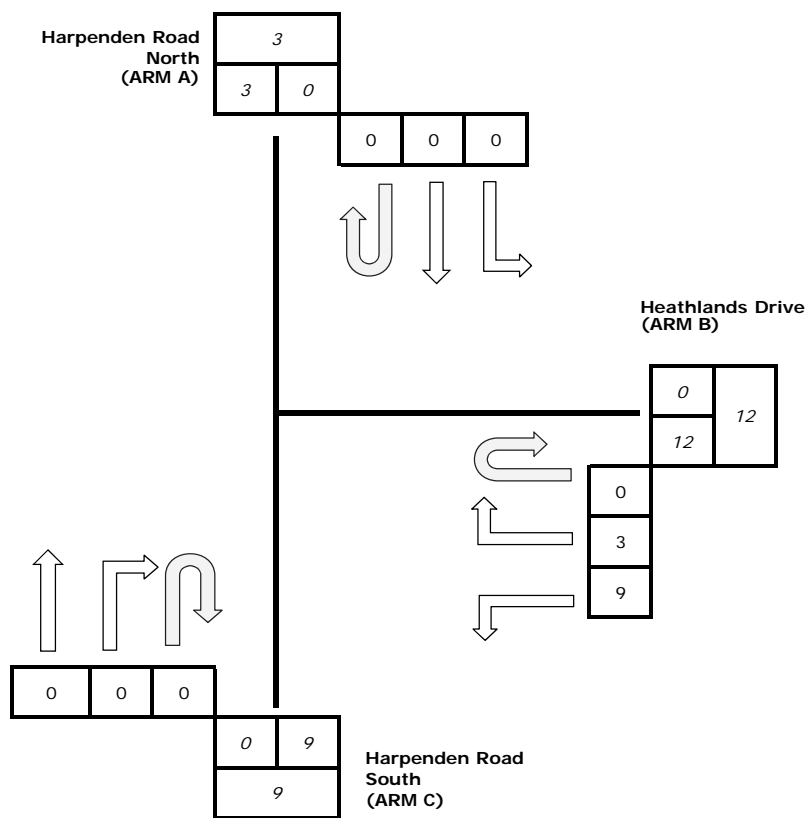
AM Peak Period 8:00



School PM Peak 15:00



PM Peak Period 17:00



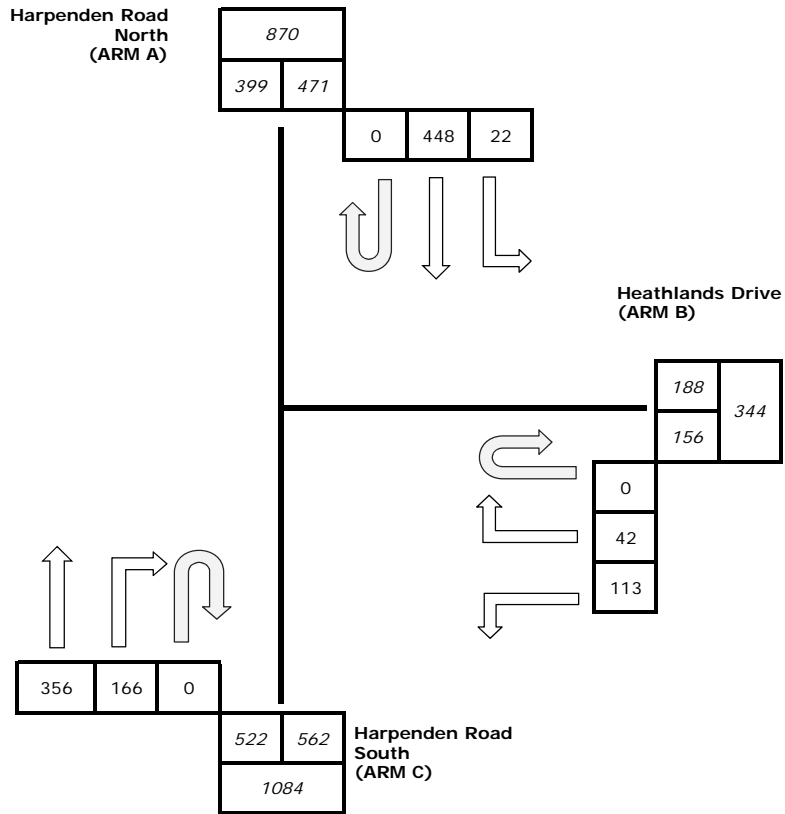
Site Reference:

Revision:

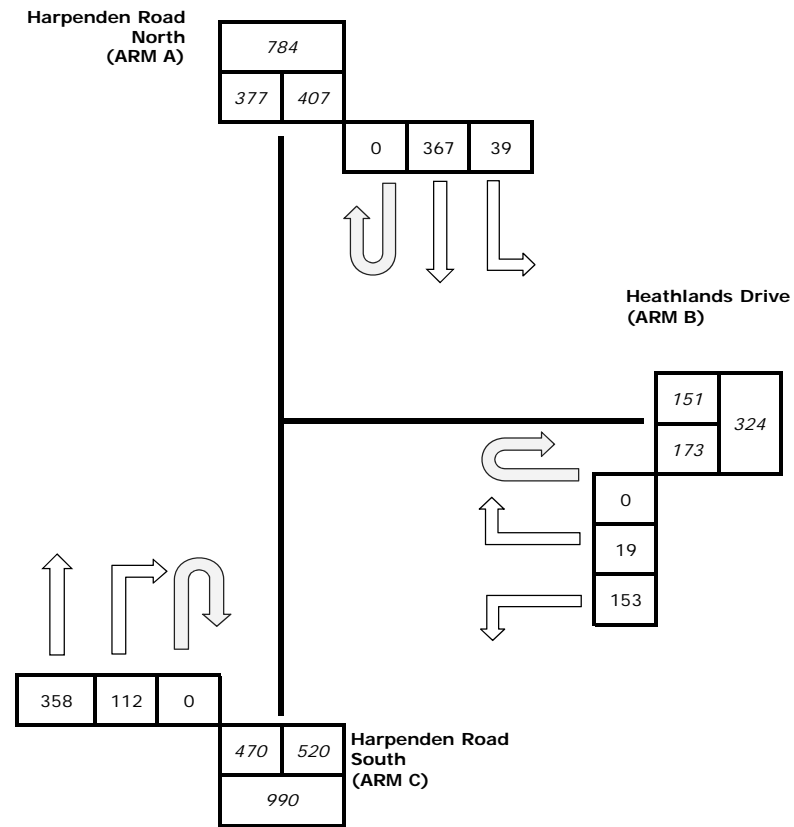
Details:



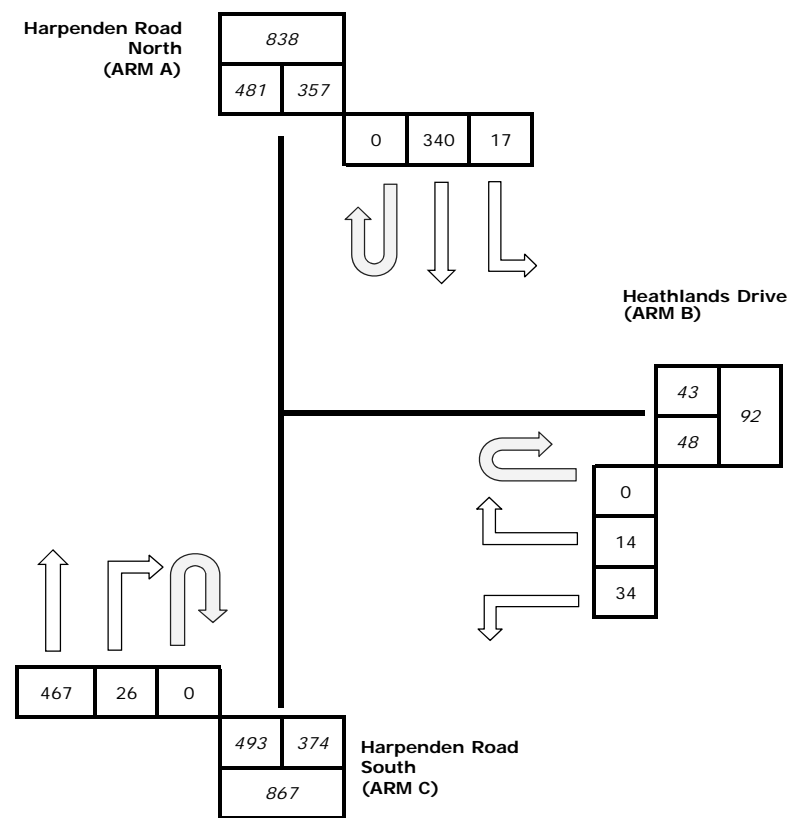
AM Peak Period 8:00



School PM Peak 15:00



PM Peak Period 17:00





<h1>Junctions 9</h1>
<h2>PICADY 9 - Priority Intersection Module</h2>
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2016
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: 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 Traffic with Development			
Stream B-AC	0.9	16.44	0.49	C
Stream C-B	1.2	15.50	0.55	C

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	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

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

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Harpenden Road - North		Major
B	Heathlands Drive		Minor
C	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)
C	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)
B	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	C-B	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 (%)
A		✓	100.000
B		✓	100.000
C		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To			
		A	B	C	
08:00 - 08:15	From	A	0.00	6.00	112.00
		B	4.00	0.00	9.00
		C	89.00	25.00	0.00

Demand (Veh/TS)

		To			
		A	B	C	
08:15 - 08:30	From	A	0.00	6.00	112.00
		B	9.00	0.00	23.00
		C	89.00	50.00	0.00

Demand (Veh/TS)

		To			
		A	B	C	
08:30 - 08:45	From	A	0.00	6.00	112.00
		B	14.00	0.00	38.00
		C	89.00	69.00	0.00

Demand (Veh/TS)

		To			
		A	B	C	
08:45 - 09:00	From	A	0.00	6.00	112.00
		B	13.00	0.00	36.00
		C	89.00	19.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	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	C
C-A				
C-B	0.55	15.50	1.2	C
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	A
C-A	89.00			89.00			
C-B	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	B
C-A	89.00			89.00			
C-B	50.00	126.02	0.397	49.60	0.6	11.718	B
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	C
C-A	89.00			89.00			
C-B	69.00	126.02	0.548	68.48	1.2	15.499	C
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	B
C-A	89.00			89.00			
C-B	19.00	126.02	0.151	19.99	0.2	8.564	A
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	C

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	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

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

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Harpenden Road - North		Major
B	Heathlands Drive		Minor
C	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)
C	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)
B	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	C-B	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 (%)
A		✓	100.000
B		✓	100.000
C		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To			
		A	B	C	
14:45 - 15:00	From	A	0.00	17.00	92.00
		B	5.00	0.00	13.00
		C	90.00	78.00	0.00

Demand (Veh/TS)

		To			
		A	B	C	
15:00 - 15:15	From	A	0.00	13.00	92.00
		B	5.00	0.00	13.00
		C	90.00	67.00	0.00

Demand (Veh/TS)

		To			
		A	B	C	
15:15 - 15:30	From	A	0.00	3.00	92.00
		B	5.00	0.00	111.00
		C	90.00	9.00	0.00

Demand (Veh/TS)

		To			
		A	B	C	
15:30 - 15:45	From	A	0.00	4.00	92.00
		B	5.00	0.00	13.00
		C	90.00	13.00	0.00

Demand (Veh/TS)

		To			
		A	B	C	
15:45 - 16:00	From	A	0.00	3.00	92.00
		B	5.00	0.00	18.00
		C	90.00	9.00	0.00

Demand (Veh/TS)

		To			
		A	B	C	
16:00 - 16:15	From	A	0.00	3.00	92.00
		B	5.00	0.00	13.00
		C	90.00	9.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	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				
C-B	0.61	17.32	1.5	C
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	B
C-A	90.00			90.00			
C-B	78.00	127.07	0.614	76.49	1.5	17.322	C
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	A
C-A	90.00			90.00			
C-B	67.00	128.01	0.523	67.38	1.1	14.943	B
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			
C-B	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	125.38	0.144	21.87	0.2	9.016	A
C-A	90.00			90.00			
C-B	13.00	130.12	0.100	12.96	0.1	7.679	A
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	A
C-A	90.00			90.00			
C-B	9.00	130.35	0.069	9.04	0.1	7.422	A
AB	3.00			3.00			
AC	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			
C-B	9.00	130.35	0.069	9.00	0.1	7.418	A
AB	3.00			3.00			
AC	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 Development Sensitivity Test			
Stream B-AC	4.5	32.41	0.85	D
Stream C-B	1.5	17.32	0.61	C

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	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

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	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Harpenden Road - North		Major
B	Heathlands Drive		Minor
C	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)
C	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)
B	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	C-B	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 (%)
A		✓	100.000
B		✓	100.000
C		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To			
		A	B	C	
14:45 - 15:00	From	A	0.00	17.00	92.00
		B	5.00	0.00	13.00
		C	90.00	78.00	0.00

Demand (Veh/TS)

		To			
		A	B	C	
15:00 - 15:15	From	A	0.00	13.00	92.00
		B	5.00	0.00	13.00
		C	90.00	67.00	0.00

Demand (Veh/TS)

		To			
		A	B	C	
15:15 - 15:30	From	A	0.00	3.00	92.00
		B	10.00	0.00	106.00
		C	90.00	9.00	0.00

Demand (Veh/TS)

		To			
		A	B	C	
15:30 - 15:45	From	A	0.00	4.00	92.00
		B	5.00	0.00	13.00
		C	90.00	13.00	0.00

Demand (Veh/TS)

		To			
		A	B	C	
15:45 - 16:00	From	A	0.00	3.00	92.00
		B	5.00	0.00	18.00
		C	90.00	9.00	0.00

Demand (Veh/TS)

		To			
		A	B	C	
16:00 - 16:15	From	A	0.00	3.00	92.00
		B	5.00	0.00	13.00
		C	90.00	9.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	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				
C-B	0.61	17.32	1.5	C
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	B
C-A	90.00			90.00			
C-B	78.00	127.07	0.614	76.49	1.5	17.322	C
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	A
C-A	90.00			90.00			
C-B	67.00	128.01	0.523	67.38	1.1	14.943	B
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			
C-B	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	A
C-A	90.00			90.00			
C-B	13.00	130.12	0.100	12.96	0.1	7.679	A
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	A
C-A	90.00			90.00			
C-B	9.00	130.35	0.069	9.04	0.1	7.422	A
AB	3.00			3.00			
AC	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	A
C-A	90.00			90.00			
C-B	9.00	130.35	0.069	9.00	0.1	7.418	A
AB	3.00			3.00			
AC	92.00			92.00			

<h1>Junctions 9</h1>
<h2>PICADY 9 - Priority Intersection Module</h2>
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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)	Delay (s)	RFC	LOS
	Future Traffic with Development			
Stream B-AC	0.1	8.79	0.12	A
Stream C-B	0.1	7.19	0.06	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	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

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	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	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Harpenden Road - North		Major
B	Heathlands Drive		Minor
C	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)
C	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)
B	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	C-B	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	Use O-D data	Average Demand (Veh/TS)	Scaling Factor (%)
A		✓	89.00	100.000
B		✓	13.00	100.000
C		✓	124.00	100.000

Origin-Destination Data

Demand (Veh/TS)

	To			
	A	B	C	
From	A	0.00	4.00	85.00
	B	4.00	0.00	9.00
	C	117.00	7.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	1
	B	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	A
C-A				
C-B	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	A
C-A	88.08			88.08			
C-B	5.27	140.33	0.038	5.23	0.0	6.660	A
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	A
C-A	105.18			105.18			
C-B	6.29	137.18	0.046	6.28	0.0	6.875	A
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			
C-B	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	A
C-A	128.82			128.82			
C-B	7.71	132.84	0.058	7.71	0.1	7.191	A
A-B	4.40			4.40			
A-C	93.59			93.59			

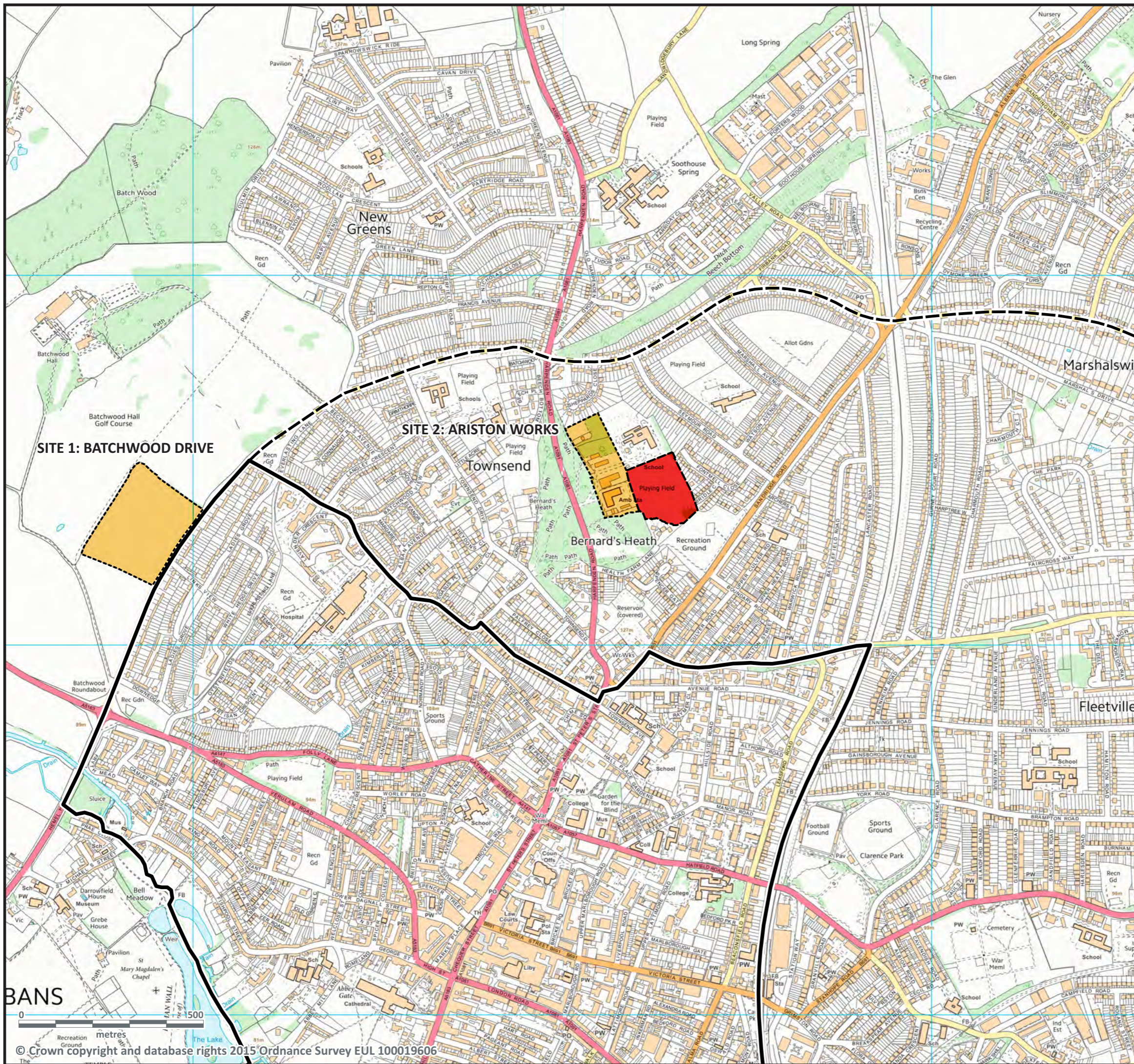
17:45 - 18:00

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	A
C-A	105.18			105.18			
C-B	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	A
C-A	88.08			88.08			
C-B	5.27	140.33	0.038	5.28	0.0	6.664	A
A-B	3.01			3.01			
A-C	63.99			63.99			

DRAWINGS



- THE SITE
- OTHER SITES UNDER CONSIDERATION
- CORE SEARCH AREA
- WIDER SEARCH AREA

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PROJECT TITLE
**St Albans Primary School
 Site search**

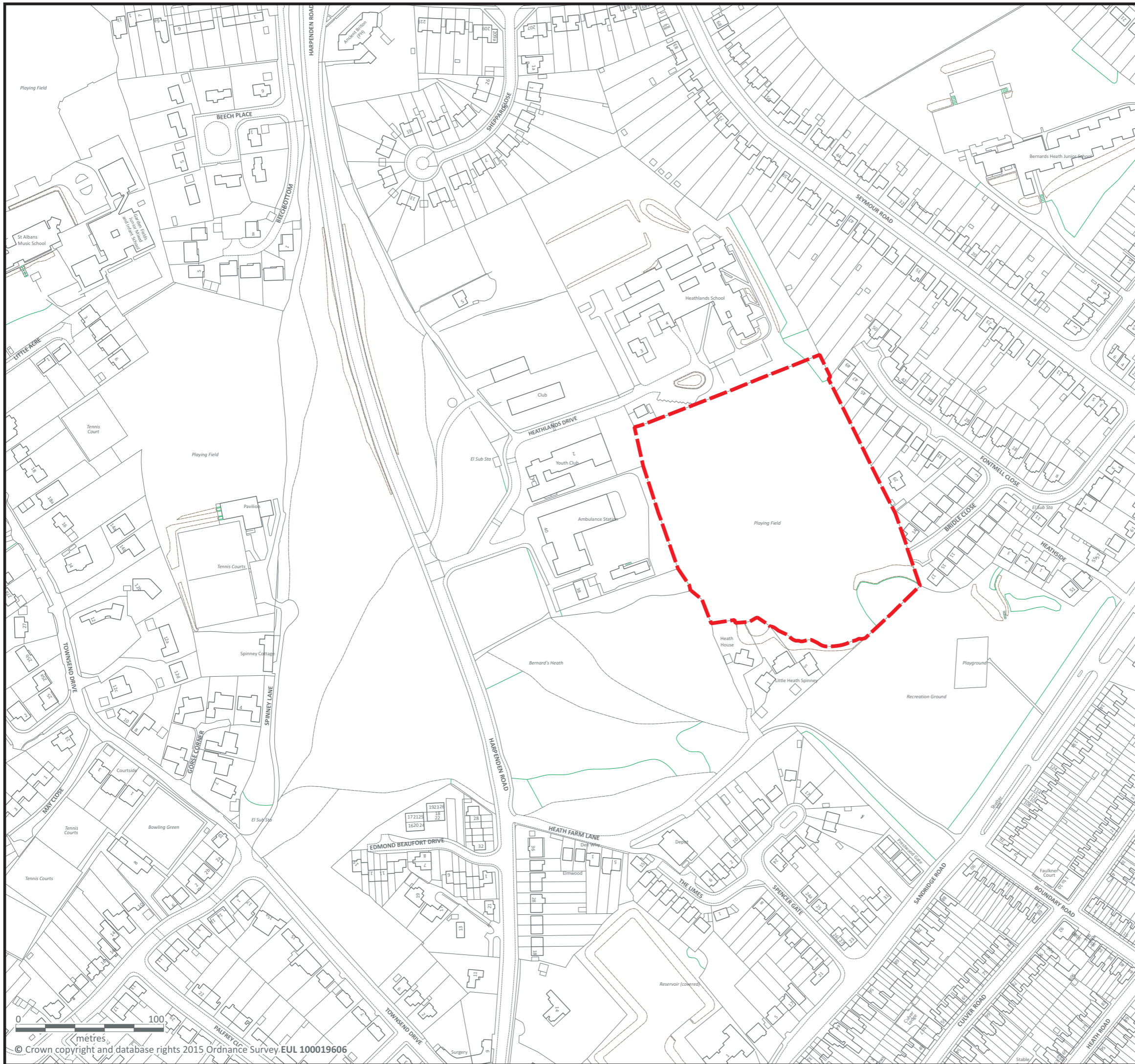
DRAWING TITLE
**Site 3: WNW11 - Ariston Works
 Playing Fields
 Site location**

SCALE	DATE	CHECKED
1:10000	JANUARY 2016	
	DRAWN	DATE
	HNA	

PROJECT No.	N	200
5115		

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CHARTERED ARCHITECTS AND TOWN PLANNERS

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



SITE BOUNDARY
2.44ha 6.03ac

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PROJECT TITLE
**St Albans Primary School
Site search**

DRAWING TITLE
**Site 3: WNW11 - Ariston Works
Playing Fields
Site identification**

SCALE	DATE	CHECKED
1:2500	JANUARY 2016	
	DRAWN	DATE
	HNA	

PROJECT No.		201
5115		

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 SITE BOUNDARY
2.44ha 6.03ac

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PROJECT TITLE
St Albans Primary School
Site search

DRAWING TITLE
Site 3: WNW11 - Ariston Works
Playing Fields
Aerial photograph

SCALE	DATE	CHECKED
1:2500	JANUARY 2016	
	DRAWN	DATE
	HNA	

PROJECT No.		202
5115		

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

0 100 metres
©GeoPerspectives

SITE BOUNDARY
2.44ha 6.03ac



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PROJECT TITLE
**St Albans Primary School
Site search**

DRAWING TITLE
**Site 3: WNW11 - Ariston Works
Playing Fields
Site appraisal**

SCALE	DATE	CHECKED
1:2500	JANUARY 2016	
	DRAWN	DATE
	HNA	

PROJECT No.	N	203
5115		

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SCHOOL SITE BOUNDARY
2.44ha 6.03ac



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PROJECT TITLE
**St Albans Primary School
Site search**

DRAWING TITLE
**Site 3: WNW11 - Ariston Works
Playing Fields
Development principles**

SCALE	DATE	CHECKED
1:2500	MARCH 2016	
	DRAWN	DATE
	HNA	

PROJECT No.	N	204
5115		

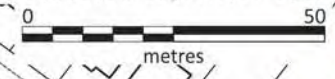
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TELEPHONE: 01438 316331 FAX:01438 722035



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- SITE BOUNDARY
5.36ha 13.24ac
- OTHER LAND OWNED BY
HERTFORDSHIRE COUNTY COUNCIL
2.11ha 5.21ac
- SINGLE STOREY BUILDING
- TWO STOREY BUILDING
- THREE STOREY BUILDING
- PROMINENT TREES
- INFORMAL ACCESS POINTS

REVISION A:
Site boundary and other land boundary amendments
HNA/19-11-2013

REVISION B:
Site boundary amended
HNA/10-03-2015

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PROJECT TITLE
**Former Ariston Works
Harpenden Road
ST ALBANS**

DRAWING TITLE
Site appraisal

SCALE	DATE	CHECKED
1:1250	SEPTEMBER 2013	
	DRAWN	DATE
	HNA	

PROJECT No.		355 B
4208		

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