

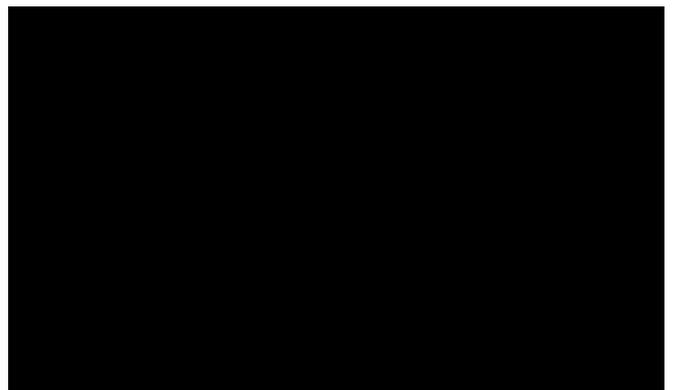
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**PROPOSED RESIDENTIAL DEVELOPMENT ON
LAND OFF HEMPSTED LANE, GLOUCESTER**

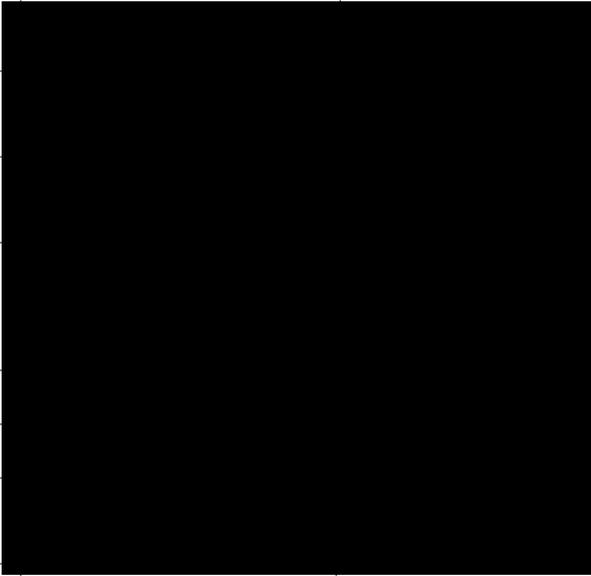
TRANSPORT ASSESSMENT

Client: Gladman Developments Ltd

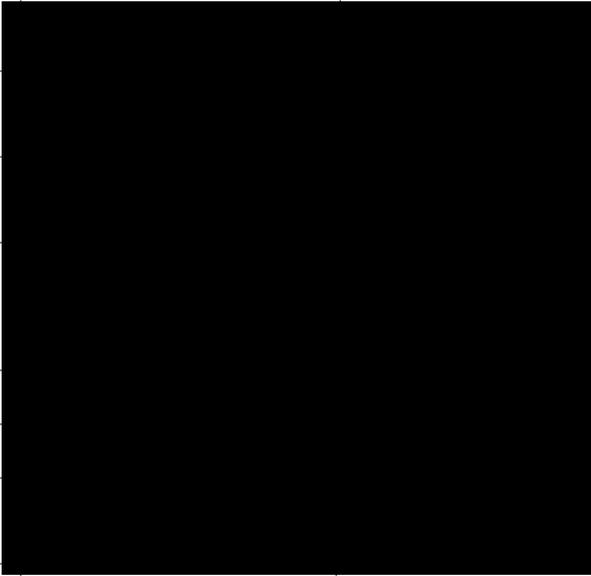
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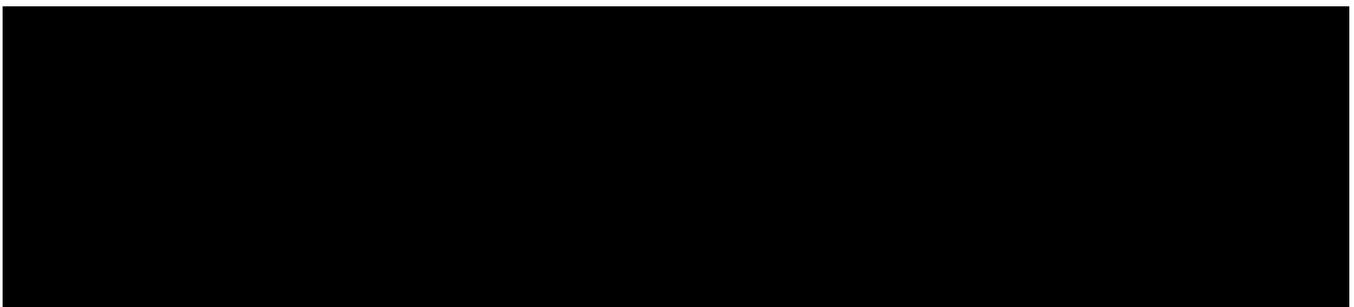
Project Title:	Proposed Residential Development on Hempsted Lane, Gloucester		
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1.0 INTRODUCTION

A planning application is being submitted for a residential development on land at Hempsted Lane in Gloucester. The application is outline with all matters reserved except access. This Transport Assessment has been prepared to assess the transport impact of the development proposals to demonstrate that there are no material issues which would prevent the application going forward.

The Assessment is set out as follows:

- 1.0 INTRODUCTION
- 2.0 SITE DESCRIPTION
Describes the site and the surrounding infrastructure.
- 3.0 PROPOSED DEVELOPMENT
Introduces the development proposals.
- 4.0 TRANSPORT POLICY
Sets out relevant material and local transport policy.
- 5.0 SUSTAINABILITY
Describes the options for travelling by the more sustainable modes of transport.
- 6.0 TRAFFIC IMPACT
Analyses the various traffic impacts of the proposals including access, capacity assessment and road safety.
- 7.0 CONCLUSIONS

A Framework Travel Plan accompanies this application and is complementary to this Assessment.

It is relevant to note that a number of developments have/are taking place in the area and these are discussed where relevant later in this assessment.

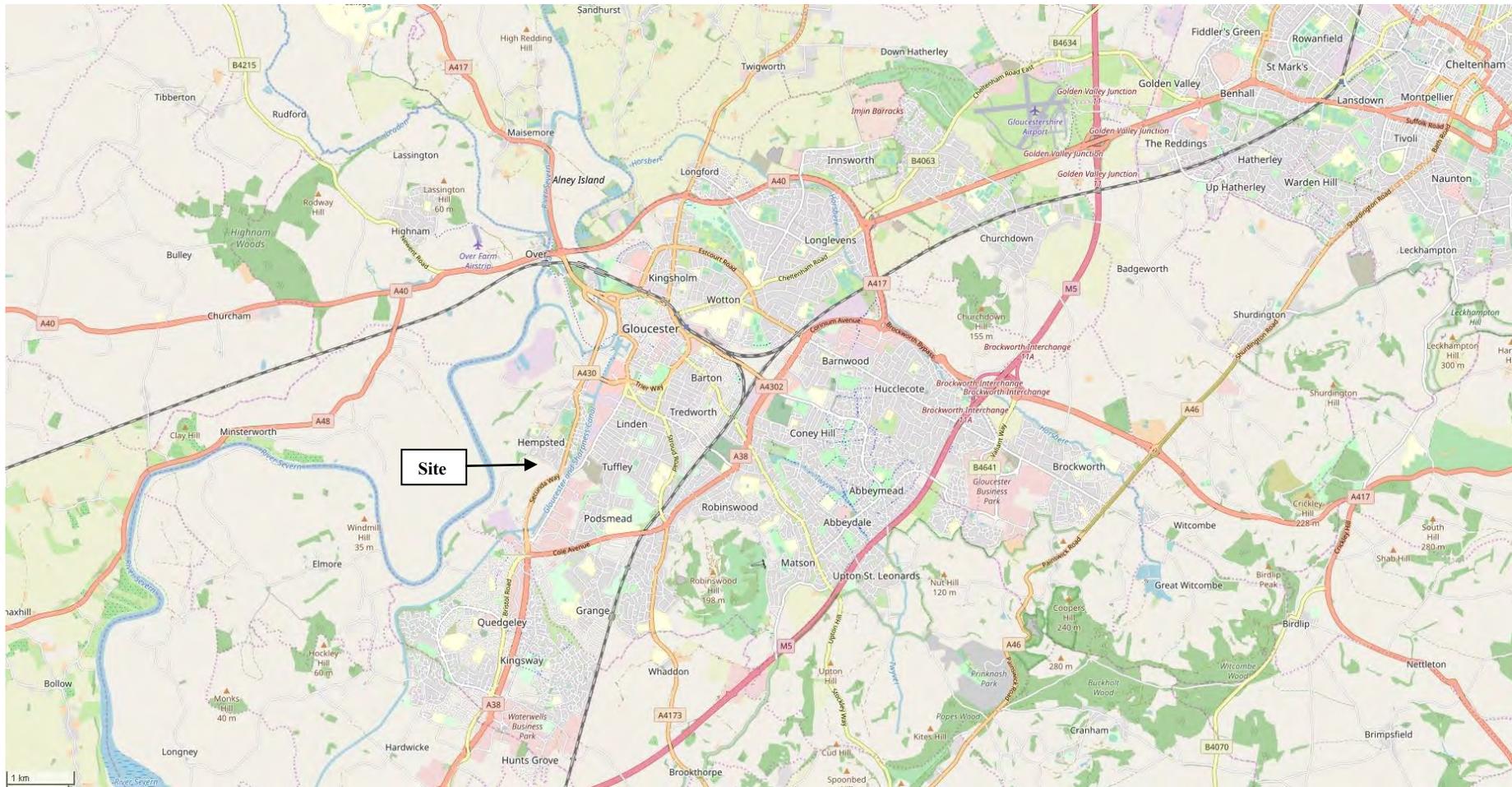
2.0 THE SITE

The site is situated on land off Hempsted Lane in Gloucester. Location plans are shown overleaf. The site is currently open land and fronts Hempsted Lane, Rea Lane and the A430 along its south eastern boundary. There is a significant frontage along Hempsted Lane before the site runs behind some existing houses. It then fronts a length of bridleway that runs between Hempsted Lane and Rea Lane. There is an existing field access onto Hempsted Lane close to the junction with the A430. Hempsted Lane meets the A430 at a signalised junction. Away from the site Hempsted Lane runs north through the heart of Hempsted before eventually re-joining the A430 further to the north. It is subject to a 30 miles per hour speed limit past the site.

Rea Lane is a narrow country lane that runs southwards away from Hempsted for approximately 1.2 kilometres. It is also subject to a speed limit of 30 miles per hour.

The A430 is a single carriageway road that runs from the heart of Gloucester southbound down to the A38. The carriageway width varies between 2 and 4 lanes and there is a shared pedestrian/cycle facility on its western side.

Hempsted is a sub-urban village on the south western side of Gloucester. It has a number of useful local facilities including a church, a primary school and local shop. Gloucester itself is a major City with a population of approximately 130,000. It has a full range of facilities as befits its size which can cater for most needs of its residents without the need to leave the City. It lies on the River Severn and adjacent to the M5 motorway.



 Woolstone Centre 1-2 Mill Lane Woolstone Milton Keynes MK15 0AJ	Drawing Location Plan	Figure No 1a	
	Project Hempsted Lane, Gloucester	Drawn HC	Checked NW
	Client Gladman Developments Limited	Scale NTS	Date Jul 2019



 Woolstone Centre 1-2 Mill Lane Woolstone Milton Keynes MK15 0AJ	Drawing	Location Plan	Figure No 1b		
	Project	Hempsted Lane, Gloucester	Drawn	HC	Checked NW
	Client	Gladman Developments Limited	Scale	NTS	Date Jul 2019

3.0 THE PROPOSED DEVELOPMENT

The application is outline but a draft Development Framework accompanies the application and this confirms the development as up to 245 dwellings. The main points are as follows:

- i) Up to 245 dwelling units.
- ii) New vehicle access on to Hempsted Lane (this is discussed in detail later in this report).
- iii) Retained public right of way through southern end of the site.
- iv) Appropriate landscaping.
- v) Significant areas of open space with retained field access in the north east corner of the site.

The detail of the internal road and footpath layout, together with other transport issues such as parking, can be discussed and evolve when the reserved matters application comes forward.

4.0 TRANSPORT POLICY CONTEXT

4.1 National Transport Policy

Creating Growth, Cutting Carbon, Making Sustainable Transport Happen:

The Local Transport White Paper 2011

In January 2011, the Government set out its policy direction on local transport through the Local Transport White Paper. The White Paper sets the Government's approach to shorter local journeys (i.e. trips of five miles or less) with the intention of supporting its principal wider goals of promoting economic growth and reducing carbon. There is a lot of weight given to immediate gains from local interventions, especially when it comes to job creation.

The White Paper establishes that creating economic growth and tackling climate change by reducing CO₂ emissions are the primary objectives at the national level for transport. The White Paper argues that by offering sustainable travel options, local authorities can change people's travel behaviour to favour sustainable modes. Decisions on which sustainable options are appropriate are best made at the local level in partnership with local residents, businesses and delivery agencies.

National Planning Policy Framework

The Government has published a National Planning Policy Framework that sets out its policies for different aspects of land use planning in England. This helps local planning authorities take a consistent approach to land use and transportation development. Development plans at the local level need to be consistent with these.

The Framework states that, where practical, encouragement should be given to transport solutions in facilitating development which support reductions in greenhouse gas emissions and reduce congestion. The planning system should

therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.

4.2 Local Transport Plan

Under the Transport Acts of 2000 and 2008, every local transport authority in the country has to publish a Local Transport Plan (more usually known as the LTP) setting out an integrated transport strategy for its area and outlining proposals for the future.

The Third Local Transport Plan for Gloucestershire (LTP3) sets out the transport strategy for the County from 2011 to 2026. LTP3 has to address national transport priorities at the local level and these have been aligned to four main objectives, which are:-

1. A Greener, Healthier Gloucestershire:

To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcomes of tackling climate change.

To improve quality of life for transport-users and non-transport-users and to promote a healthy natural environment.

2. Sustainable Economic Growth:

To support economic competitiveness and growth by delivering reliable and efficient transport networks.

3. A Safer, Securer Transport System:

To contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health.

4. Good Access to Services:

To promote greater equality of opportunity for all citizens with the desired outcome of achieving a fairer society.

5.0 SUSTAINABILITY

Clearly, it is important for any new development that residents have the opportunity to travel by the more sustainable modes of transport especially walk, cycle and public transport. These modes will be considered in turn.

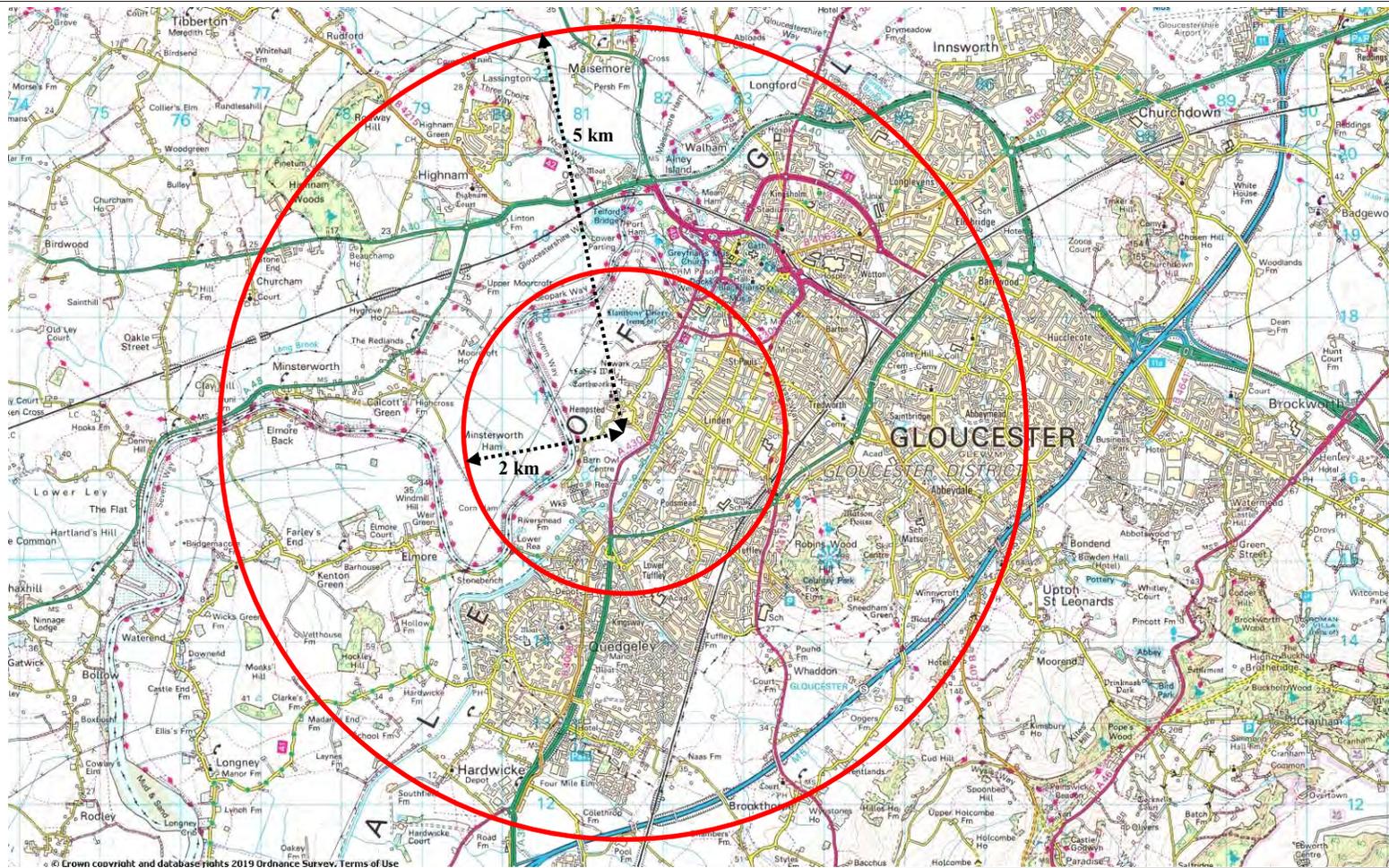
5.1 Walk

Walk is usually considered an important mode for trips up to two kilometres in length (as confirmed in Manual for Streets Section 4.4 – The Walkable Neighbourhood) and the two kilometre crow-fly catchment is shown on Figure 2a overleaf. Although a crow-fly distance, it is clear that a significant proportion of south west Gloucester is within the maximum walk distance. A useful range of local facilities include (the list is not exhaustive):

1. Hempsted CE Primary School, St Swithuns Road (700 m)
2. St. Swithun's Church, St Swithuns Road (650 m)
3. Post Office, Hempsted Lane (470 m)
4. Gordon League Rugby Club, Hempsted Lane (1030 m)
5. Lidl, Canada Wharf, Bristol Road (910 m)
6. Permal Park (Industrial Estate), Bristol Road (1280 m)
7. Ashville Industrial Estate, Ashville Road (490 m)
8. The Avenue PH, Bristol Road (880 m)
9. Ribston Hall High School, Stroud Road (2520 m)
10. The Crypt School, Podsmead Road (2630 m)

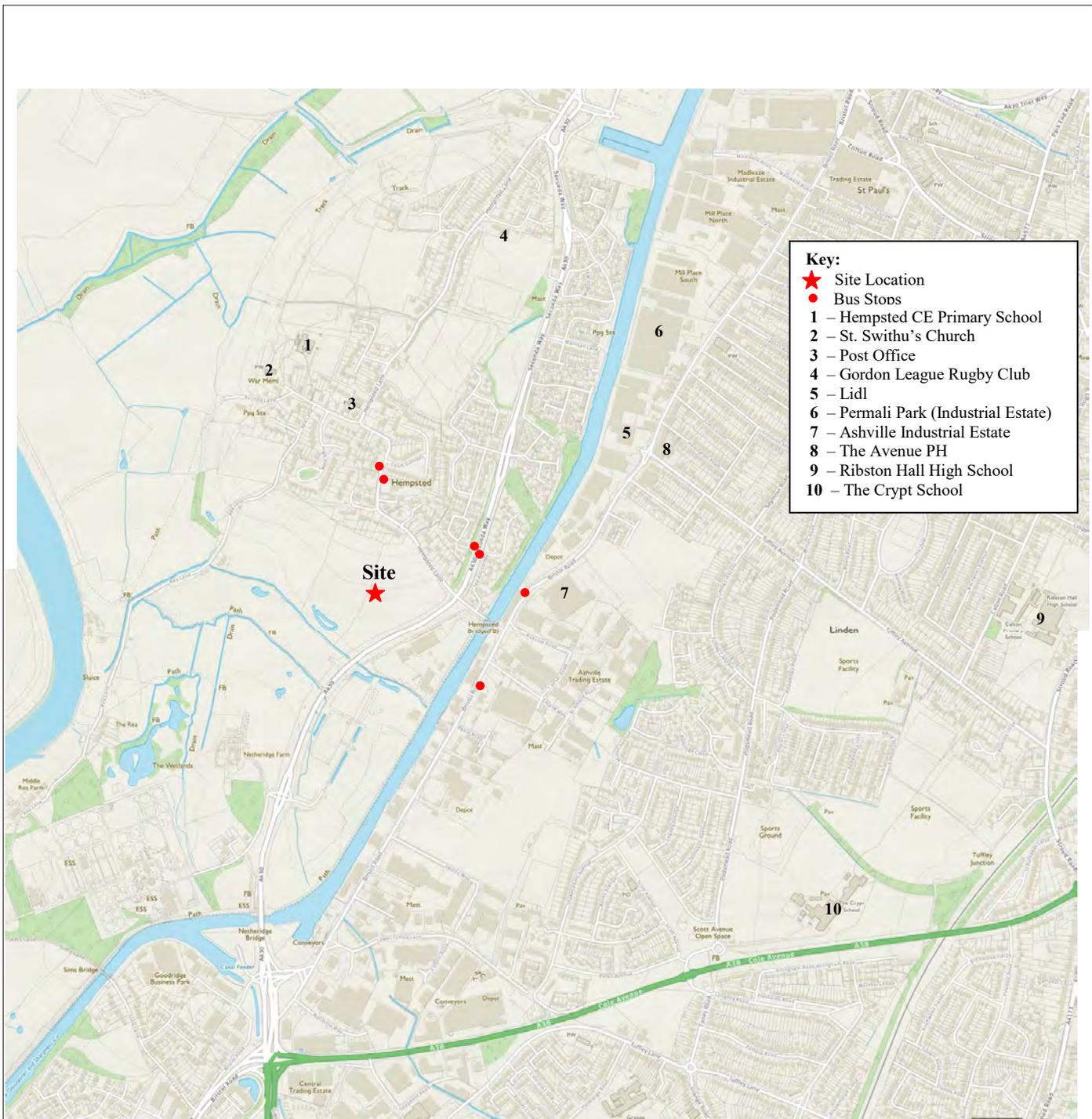
Plus a significant amount of employment sites.

The figures in brackets are the actual walk distance from the site access. As can be seen only the secondary schools are outside the maximum walk distances. A plan showing the actual location of these facilities is shown overleaf.



 Woolstone Centre 1-2 Mill Lane Woolstone Milton Keynes MK15 0AJ	Drawing 2 km & 5 km Catchment Areas			Figure No 2a
	Project Hempsted Lane, Gloucester	Drawn HC	Checked NW	
	Client Gladman Developments Limited	Scale NTS	Date Jul 2019	

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Key:

- ★ Site Location
- Bus Stops
- 1 – Hempsted CE Primary School
- 2 – St. Swithu's Church
- 3 – Post Office
- 4 – Gordon League Rugby Club
- 5 – Lidl
- 6 – Permal Park (Industrial Estate)
- 7 – Ashville Industrial Estate
- 8 – The Avenue PH
- 9 – Ribston Hall High School
- 10 – The Crypt School

Drawing	Location of Local Facilities		Figure No 2b
Project	Hempsted Lane, Gloucester	Drawn HC	Checked NW
Client	Gladman Developments Limited	Scale NTS	Date Oct 2019

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With regards infrastructure the internal site layout will be for a reserved matters application. On leaving the site for the facilities within Hempsted, opposite the site is a pedestrian footway on Hempsted Lane which runs up through the village. For parts of its length it is on one side only and for parts of its length there is a pedestrian footway on both sides. Street lighting is present. As is normal in a mature residential area the width of the pedestrian footway is subject to some variation but it remains of a good width over the length of the route.

For those facilities along Bristol Road on the opposite side of the river from Hempsted Lane there is a controlled crossing point across the A430. Hempsted Lane then proceeds for a short distance up to Bristol Road with a pedestrian/cycle bridge over the river. There is a pedestrian footway alongside Hempsted Lane. There are then pedestrian footways alongside both sides of Bristol Road (as well as on road cycle lanes). Again the route has street lighting.

There is thus a useful range of local facilities within walking distance of the site.

Slightly further up Bristol Road is the Moorlands Trading Estate which includes a further range of retail outlets including Aldi, Burger King and some other outlets. This is located approximately 1.8 kilometres (actual walk distance) from the site entrance. Slightly further to the north is Gloucester Quays and the main City Centre. This area is just outside the normal walk distance although would be within walkable distance for some people.

5.2 Cycle

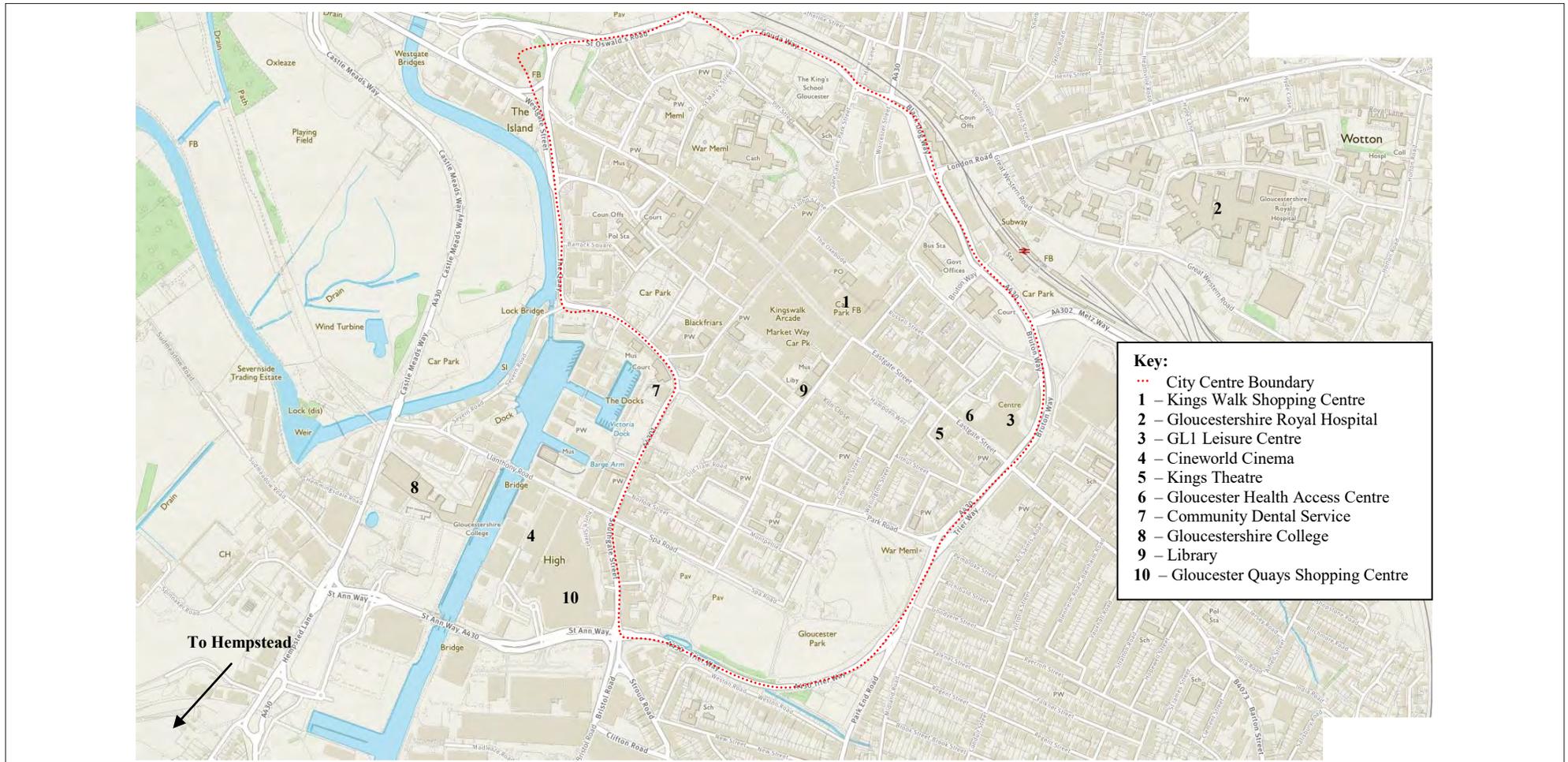
Cycle is usually considered an important mode of transport for trips up to five kilometres in length and the five kilometre catchment is also shown on the diagram. This confirms that a significant area of Gloucester is within the cycle catchment including the City Centre. It follows of course that all the facilities within walk distance of the site are also accessibly by bicycle. In addition a significant range of facilities and services large and small are within the cycle catchment. It would not be

possible to list all of these here but Figure 2c overleaf shows the main City Centre boundary and an example of some of the more obvious facilities likely to be attractive to residents of the site in and around the Centre. Clearly most needs can be met within the catchment.

Gloucester is a City that encourages cycling and the City Cycle Map is attached as Appendix 1. Of particular relevance here are the following.

- i) There is a dedicated pedestrian/cycle way that runs alongside the A430 on its western side. This is thus located only a very short distance from the site access and links up with cycle routes into the town centre.
- ii) Alternatively there is an off road cycle route running alongside the river on the far side of the A430. The cycle path is on the western side and is easily accessible from the site by crossing the A430 at the controlled crossing point and travelling the short distance along Hempsted Lane to the east.
- iii) There are dedicated on road cycle lanes along Bristol Road which can be readily accessed as described in the walk section.

All this means that facilities in and around the Centre are easily accessible by bike using dedicated safe cycle routes. As an example a route from the site entrance to the City Centre is also shown in Appendix 1. This uses the cycle path alongside the river and shows the actual distance in kilometres along a pleasant environment that makes for a safe and easy cycle route to the Centre.



Key:

- City Centre Boundary
- 1 – Kings Walk Shopping Centre
- 2 – Gloucestershire Royal Hospital
- 3 – GL1 Leisure Centre
- 4 – Cineworld Cinema
- 5 – Kings Theatre
- 6 – Gloucester Health Access Centre
- 7 – Community Dental Service
- 8 – Gloucestershire College
- 9 – Library
- 10 – Gloucester Quays Shopping Centre

<p>Woolstone Centre 1-2 Mill Lane Woolstone Milton Keynes MK15 0AJ</p>	Drawing	Location of Facilities (External Area)	Figure No	2c
	Project	Hempsted Lane, Gloucester	Drawn	HC
	Client	Gladman Developments Limited	Checked	NW
			Scale	NTS
			Date	Oct 2019

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5.3 Public Transport

The nearest bus stops are located on Hempsted Lane within the village, on the A420 just north of the junction with Hempsted Lane and on Bristol Road just north of Hempsted Lane. The actual location is shown on the Local Facilities Plan (Figure 2b) and all are only a short walk from the site. The stops on the A420 and on Bristol Road have bus shelters.

The bus stops are served by a number of routes and these are summarised in the table overleaf with the full timetables enclosed as Appendix 2. As can be seen the 8 (Quedgeley to Brockworth) and the 12 (Gloucester to Quedgeley) provide a very regular service from early morning until late evening Monday to Saturday with a reduced but still regular service on Sundays. Other services provide a less regular but useful services to various destinations including a weekday service to Cirencester College. Both the 8 and 12 services serve the Town Centre. Clearly therefore using the bus to access the full range of Gloucester facilities is a real alternative for residents of the site. Again as an example a bus journey to the City Centre is shown on the diagram in Appendix 2 confirming ready and easy accessibility to the area.

For more strategic trips the railway station is located on the north eastern edge of the Town Centre. The station is easily accessible by bus from the site and has car and cycle parking available. It is served by several train operators and offers direct services to a range of centres including Cardiff, Cheltenham Spa, Nottingham, Birmingham, Swindon, Bristol and regular services to London Paddington. There are more limited services to a number of other stations. Clearly therefore for more strategic travel the train offers a real option to travel to a range of main centres.

Overall therefore residents of the site will have the option to access a full range of local and strategic facilities and services by the more sustainable modes of transport. To maximise the potential of this sustainable travel a Travel Plan will be developed for the site and a Framework Plan accompanies the application.

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Hempsted Lane, Gloucester - Nearby Bus Routes

Service	Operator	Description	Nearest Bus Stop	Frequency (Mon-Fri)	Frequency (Sat)	Frequency (Sun)
8	Stagecoach West	Quedgeley - Hempsted - Gloucester - Abbeymead - Brockworth	nr The Forge Secunda Way (A430)	0607-1805 (3bph), 1834, 1904, 1934-2234 (h)	0702-0857 (2bph), 0917-1854 (3bph), 1934-2234 (h)	0937-1837 (2bph), 1924
		Brockworth - Abbeymead - Gloucester - Hempsted - Quedgeley	before The Anchorage Secunda Way (A430)	0534, 0612-1859 (3-4 bph), 1859-2259 (h)	0629, 0729, 0822, 0852, 0922-1842 (3bph), 1859-2259 (h)	0904, 1002-1802 (2bph), 1854
11	Stagecoach West	Gloucester - Linden - Podsmead - Quedgeley - Hempsted - Gloucester	nr Court Gardens Hempsted Lane	1040, 1240, 1440	As Mon-Fri	No service
12	Stagecoach West	Gloucester - Quedgeley	after Empire Way Bristol Road	0544, 0604, 0624-1802 (4-5 bph), 1821, 1839, 1859-2229 (2bph), 2319	0543, 0640-1850 (3-4 bph), 1959-2229 (2bph), 2319	0756-1556 (3bph), 1624-1854 (2bph)
		Quedgeley - Gloucester	after Hempsted Lane Bristol Road	0612-0721 (3-4bph), 0734-1906 (4-5 bph), 1926-2256 (2bph), 2346	0707-0908 3bph), 0923-1906 (4-5 bph), 1926-2256 (2bph), 2346	0825, 0905, 0945-1625 (3bph), 1651-1921 (2bph)
60	Stagecoach West	Gloucester - Dursley - Wotton-under-Edge - Thornbury	after Empire Way Bristol Road	0543-1805 (be2h)	As Mon-Fri	0753, 0953, 1153, 1453, 1654 (end Dursley)
		Thornbury - Wotton-under-Edge - Dursley - Gloucester	after Hempsted Lane Bristol Road	0715-1920 (be2h)	As Mon-Fri	0915, 1115, 1315, 1615, 1815 (start Dursley)
60F	Stagecoach West	Gloucester - Quedgeley - Elmore - Frampton upon Severn - Dursley	after Empire Way Bristol Road	1725	1725	No service
		Dursley - Frampton upon Severn - Quedgeley - Gloucester	after Hempsted Lane Bristol Road	0810	0810	No service

Service	Operator	Description	Nearest Bus Stop	Frequency (Mon-Fri)	Frequency (Sat)	Frequency (Sun)
66X	Stagecoach West	Gloucester - Stonehouse - Leonard Stanley - King's Stanley - Stroud	after Empire Way Bristol Road	1744	1746	No service
		Stroud - King's Stanley - Leonard Stanley - Stonehouse - Gloucester	after Hempsted Lane Bristol Road	0819	0824	No service
860	Stagecoach West	Gloucester - Katherine Lady Berkeley - Wotton-under-Edge	after Empire Way Bristol Road	0707	No service	No service
		Wotton-under-Edge - Katherine Lady Berkeley - Gloucester	after Hempsted Lane Bristol Road	1750	No service	No service
866	Stagecoach West	Gloucester - Quedgeley - Kingsway - Stonehouse - Cirencester College	after Empire Way Bristol Road	0721	No service	No service
		Cirencester College - Brimscombe - Stonehouse - Kingsway - Gloucester	after Hempsted Lane Bristol Road	1712	No service	No service

h = hourly

nbph = n buses per hour

benh = bus every n hours

6.0 TRAFFIC IMPACT

6.1 Access

Access is taken directly off Hempsted Lane via a simple priority junction. A layout plan is shown in Appendix 3. The main points to note are:

- i) The access consists of a 5.5 metre access road with a two metre footway around the radius.
- ii) Appropriate uncontrolled crossing points to the footway on the other side of Hempsted Lane can be provided.
- iii) Visibility splays of 2.4 x 43 metres, compatible with the speed limit, are provided.
- iv) The existing field access is maintained only as an agricultural access with very limited use.

Overall therefore access to the appropriate standard can be provided.

6.2 Traffic Impact

Clearly, despite the sustainability of the site, the proposed development will generate additional traffic from the site and the impact of this traffic needs to be assessed.

Given the distribution of development traffic based on the National Census data (discussed later in this chapter and shown on flow diagrams 12-16) the key junctions, apart from the site access, were identified as:

- i) Hempsted Lane / A430
- ii) A430 / The Gallops / Soren Larson Way

This is on the basis that the majority of development traffic heads north and it was these junctions that formed the base of the assessment. (The junctions to the south are however addressed in more general terms.) The approach was as follows:

- i) Establish base 2019 traffic flows via traffic surveys.
- ii) Growth to 2025 (five years after submission) using TEMPRO factors and add in the traffic from the nearby committed development sites.
- iii) Calculate trip rates and traffic generation for the development using the TRICS database.
- iv) Distribute/assign traffic to the network based on National Census journey to work data.
- v) Add to iii) to obtain 2025 with development flows.
- vi) Test junction capacity using the program LINSIG.

6.2.1 Base Traffic Flows

Traffic surveys were carried out on Tuesday September 17th and the survey results are enclosed as Appendix 4. The resultant peak hour flows are shown on Figures 3 and 4 at the rear of this report.

These flows were then growthed to 2025 (five years after application) using TEMPRO growth factors. The TEMPRO printout is enclosed as Appendix 5. The resultant 2025 base flows are shown on Figures 5 and 6. For robustness the TEMPRO factors have not been reduced to reflect the nearby committed development and to reflect activity in the wider area.

Relevant committed developments in the local area were identified as:

- i) Land East of Hempsted Lane – 70 units (13/01032/OUT)
- ii) Land at Newark Farm – 44 units (15/01494/FUL)
- iii) Land at Rea Lane – 35 units (19/00068/FUL)

Traffic flows from these developments were taken from the relevant transport assessments and distributed further as necessary. The resultant committed development flows are shown in Figures 7-10 and the 2025 flows with committed development in Figures 11 and 12.

6.2.2 Development Related Flows

Peak hour trip rates for the development were obtained from the TRICS database and the TRICS printout is enclosed as Appendix 6. Applying these rates to 245 units, results in the following traffic generations for the site:

	Number of Houses: 245			
	Trip Rates		Development Trips	
	Arrive	Depart	Arrive	Depart
AM Peak	0.119	0.356	29	87
PM Peak	0.319	0.144	78	35

This traffic was distributed based on the National Census Journey to Work (Car Driver) database for 2011. The Census data and resultant distributions are enclosed as Appendix 7 and the percentage distribution shown as Figure 13. Assigning the development related traffic flows in these proportions results in the development related traffic flows on Figures 14 and 15. Adding these figures to the 2025 base flows with committed development results in the 2025 with development traffic flows shown in Figures 16 and 17.

6.2.3 Traffic Impact

The key junctions were analysed using the program LINSIG. In the analysis the key statistics are the degree of saturation (DoS) and the average maximum queue lengths. If the DoS value exactly equals 100% then flow equals theoretical capacity. If it is less than 100% then spare capacity exists. In addition the access was tested using PICADY for which the RFC value is the key statistic.

The table overleaf shows the maximum RFC values, degrees of saturation and queue lengths and the full printouts are enclosed as Appendix 8.

Land Off Hempsted Lane, Gloucester - Junction Analysis (245 houses)

1. A430/Hempsted Lane - LINSIG Results

Stages: 1. A430 Arms, 2. Hempsted Lane Arms

AM

Arm	Turn	2019 base		2025 without dev		2025 with Com Dev		2025 with CD + Prop	
		DoS (%)	Mean Max Queue (PCU)	DoS (%)	Mean Max Queue (PCU)	DoS (%)	Mean Max Queue (PCU)	DoS (%)	Mean Max Queue (PCU)
A430 SW	Left/SA	60.6	5.6	54.4	6.5	54.8	6.6	59.6	7.8
	SA/Right	62.3	6.5	56.2	7.2	56.7	7.3	61.4	8.6
Hempsted Lane NW	All	25.6	1.1	27.8	1.2	41.9	1.9	57.7	3.5
A430 NE	Left/SA	31.8	3.0	34.3	3.2	34.4	3.2	38.2	3.9
	SA/Right	33.9	3.4	36.5	3.8	36.6	3.8	39.9	4.5
Hempsted Lane SE	All	19.7	0.8	21.4	0.9	21.4	0.9	15.5	0.8
Cycle Time (secs)		60		60		60		60	
PRC (%)		72.0		60.0		58.7		46.6	

PM

Arm	Turn	2019 base		2025 without dev		2025 with Com Dev		2025 with CD + Prop	
		DoS (%)	Mean Max Queue (PCU)	DoS (%)	Mean Max Queue (PCU)	DoS (%)	Mean Max Queue (PCU)	DoS (%)	Mean Max Queue (PCU)
A430 SW	Left/SA	43.1	4.4	46.3	4.9	47.2	5.0	48.1	5.3
	SA/Right	45.3	5.2	48.3	5.7	49.3	5.9	50.5	6.0
Hempsted Lane NW	All	18.8	0.8	20.1	0.8	28.2	1.2	43.3	1.9
A430 NE	Left/SA	36.6	3.6	39.3	3.9	39.6	3.9	82.8	15.5
	SA/Right	38.7	4.1	41.3	4.5	41.5	4.5	55.0	0.9
Hempsted Lane SE	All	7.1	0.3	7.5	0.3	7.5	0.3	7.5	0.3
Cycle Time (secs)		60		60		60		60	
PRC (%)		98.6		86.2		82.6		8.7	

2. A430/The Gallops/Soren Larsen Way - LINSIG Results

Stages: 1. A430 Arms left/SA, 2. A430 Arms right, 3. The Gallops All, 4. Soren Larsen Way All

AM

Arm	Turn	2019 base		2025 without dev		2025 with Com Dev		2025 with CD + Prop	
		DoS (%)	Mean Max Queue (PCU)	DoS (%)	Mean Max Queue (PCU)	DoS (%)	Mean Max Queue (PCU)	DoS (%)	Mean Max Queue (PCU)
A430 S	Left/SA	68.3	17.8	73.6	20.3	73.9	20.4	76.7	21.9
	SA	69.4	19.6	74.6	22.2	75.0	22.4	77.7	23.8
	Right	3.3	0.2	3.3	0.2	3.3	0.2	3.3	0.2
The Gallops	All	54.5	2.6	58.8	2.9	58.8	2.9	58.8	2.9
A430 N	Left/SA	37.4	7.6	40.3	8.4	40.4	8.5	41.3	8.7
	SA	38.7	8.6	41.6	9.5	41.7	9.5	42.6	9.7
	Right	3.8	0.2	4.3	0.3	4.3	0.3	4.3	0.3
Soren Larsen Way	All	41.5	1.9	45.0	2.0	45.0	2.0	45.0	2.0
Cycle Time (secs)		120		120		120		120	
PRC (%)		29.8		20.6		20.0		15.8	

PM

Arm	Turn	2019 base		2025 without dev		2025 with Com Dev		2025 with CD + Prop	
		DoS (%)	Mean Max Queue (PCU)	DoS (%)	Mean Max Queue (PCU)	DoS (%)	Mean Max Queue (PCU)	DoS (%)	Mean Max Queue (PCU)
A430 S	Left/SA	57.5	13.7	61.7	15.3	61.8	15.3	62.9	15.6
	SA	58.8	15.2	62.8	16.7	63.0	16.7	64.1	17.2
	Right	9.9	0.6	10.4	0.6	10.4	0.6	10.4	0.6
The Gallops	All	25.0	1.1	28.7	1.2	28.7	1.2	28.7	1.2
A430 N	Left/SA	46.1	10.1	49.3	11.2	49.6	11.2	51.9	11.9
	SA	47.4	11.3	50.7	12.3	50.9	12.6	53.1	13.3
	Right	23.1	1.5	24.7	1.6	24.7	1.6	24.7	1.6
Soren Larsen Way	All	30.9	1.3	32.7	1.4	32.7	1.4	32.7	1.4
Cycle Time (secs)		120		120		120		120	
PRC (%)		53.1		43.3		42.9		40.4	

3. Proposed Access Off Hempsted Lane - PICADY Results

AM

Arm	Turn	2025 with CD + Prop	
		Max RFC	Queue
Access	Left/Right	0.20	0.3
Hempsted Lane NW	All	0.00	0.0

PM

Arm	Turn	2025 with CD + Prop	
		Max RFC	Queue
Access	Left/Right	0.08	0.1
Hempsted Lane NW	All	0.00	0.0

As can be seen the RFCs at the access are extremely low with clearly no capacity issues. Similarly all the key junctions have DoS percentages comfortably less than 100% and are operating well within capacity in 2025 with all the development in place. In addition it is relevant to note that the impact of the development traffic itself is very modest with only small increases in DoS values and queue lengths.

On the A430 to the south of Hempsted Lane development flows are more modest and, given the level of flow through the junctions here the increase is not considered a material one. To confirm this traffic flows at the A430 / Bristol Road junction are shown on the flow diagrams and a simple analysis of total flow through the junction is as follows:

	2025 Without Development	2025 Development Flows	% Increase
AM Peak	4069	40	0.98
PM Peak	3960	39	0.98

In both cases the increase is less than 1% and confirms the impact of development traffic is not a material factor.

6.3 Road Safety

An accident plot for the last five years up to the end of 2018 is enclosed as Appendix 9. As can be seen there are no accidents on Hempsted Lane near the site or at the Hempsted Lane / A430 junction. Over the wider network as would be expected there are a small number of accidents but these are scattered and there are no accident clusters. There is no indication of a road safety issue in the area and the modest level of flow increase from this development as it distributes through the network is not expected to have an impact or change this situation. On this basis it was concluded there was no need or reason to take the analysis any further.

7.0 CONCLUSIONS

Overall, therefore, the following conclusions are reached:

- i) This is an outline application for a residential development. The Framework Masterplan shows a development of up to 245 units.
- ii) Access to the required design standards is proposed.
- iii) The site is well located to allow travel by the more sustainable modes.
- iv) A Framework Travel Plan accompanies the application.
- v) There are no material traffic impacts associated with the proposal.
- vi) There are no road safety issues associated with the development.

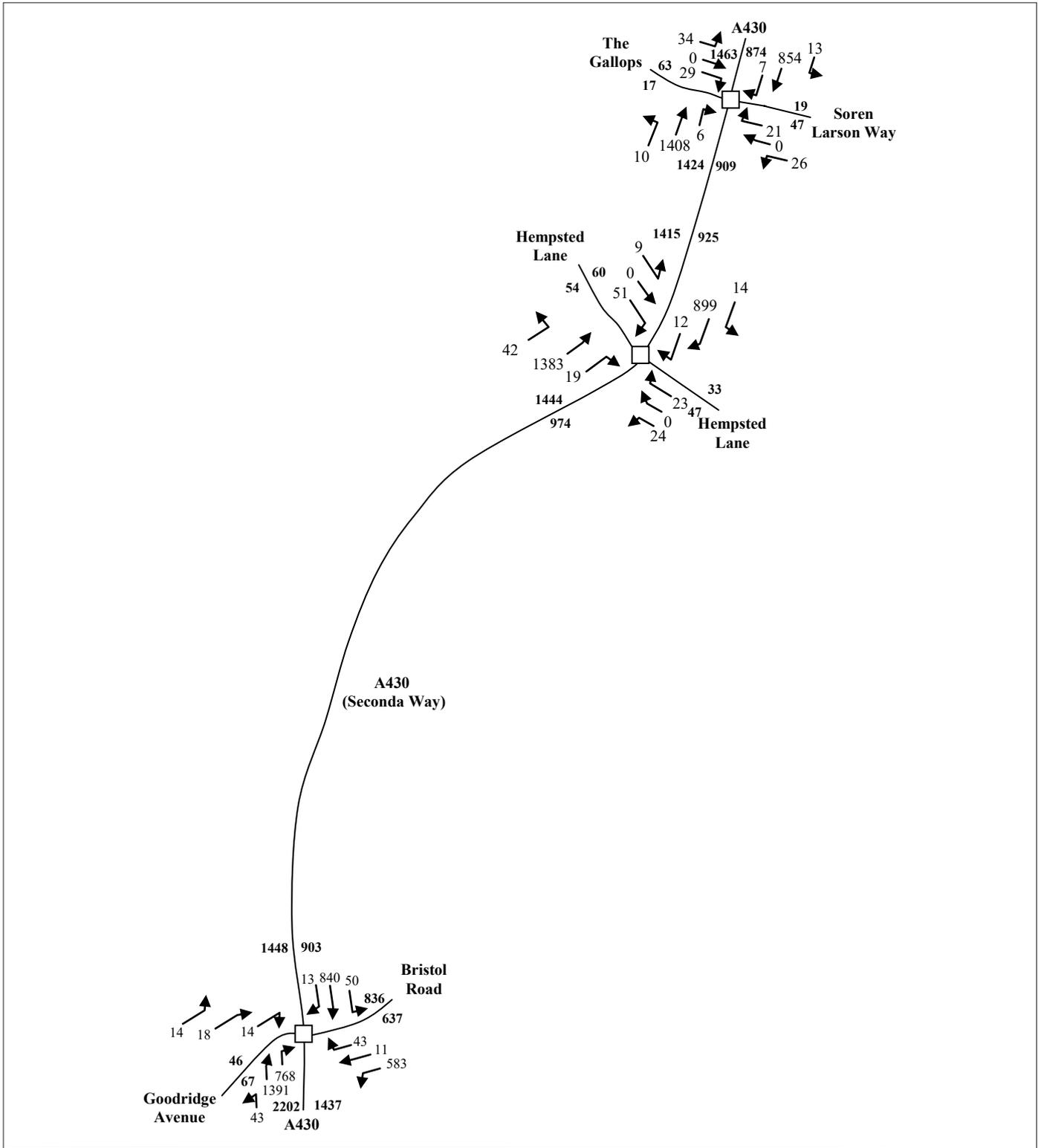
Overall, therefore, it is concluded that there are no material transport issues associated with the application.

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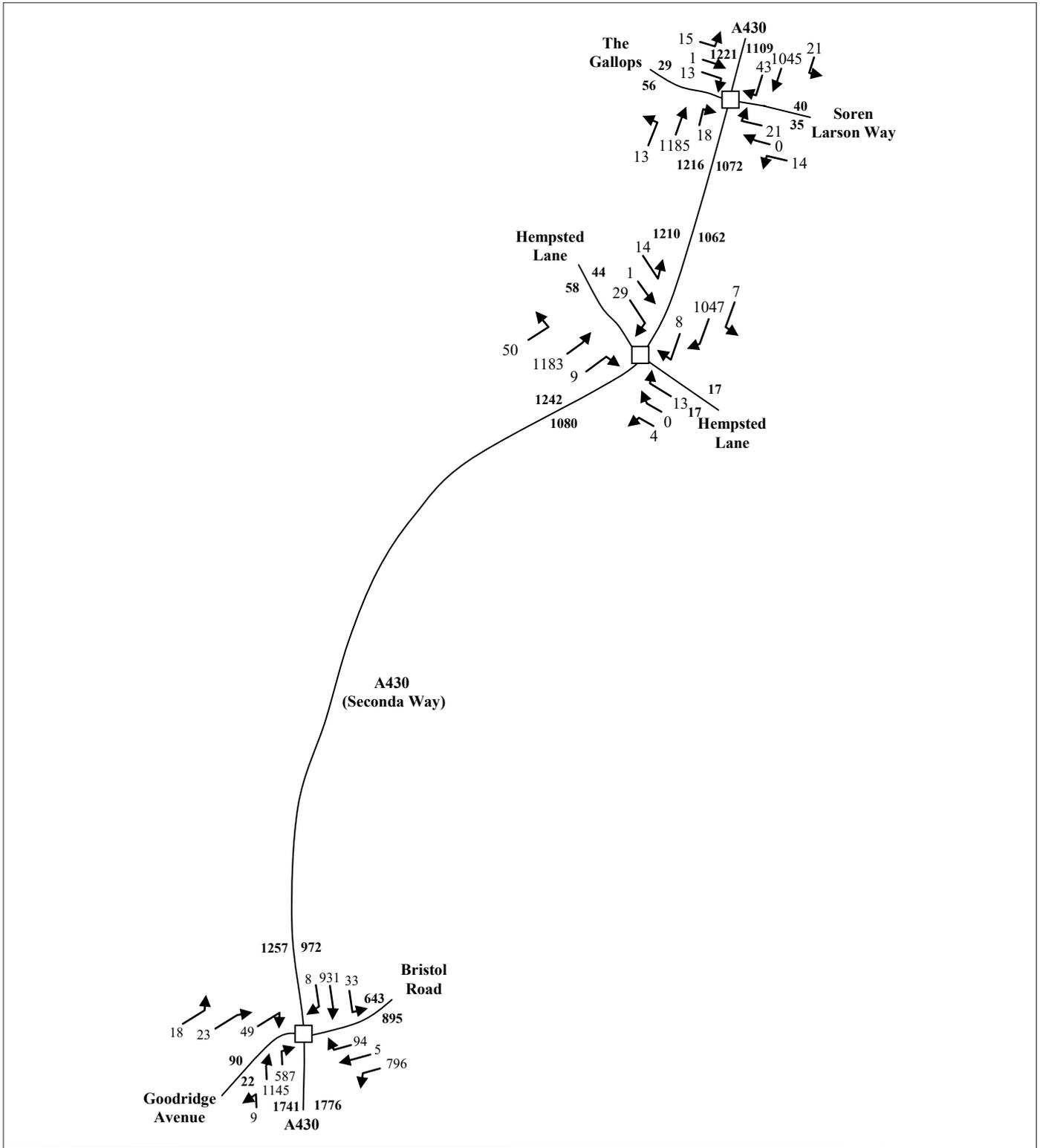
FIGURES 3-17

Traffic Flow Diagrams

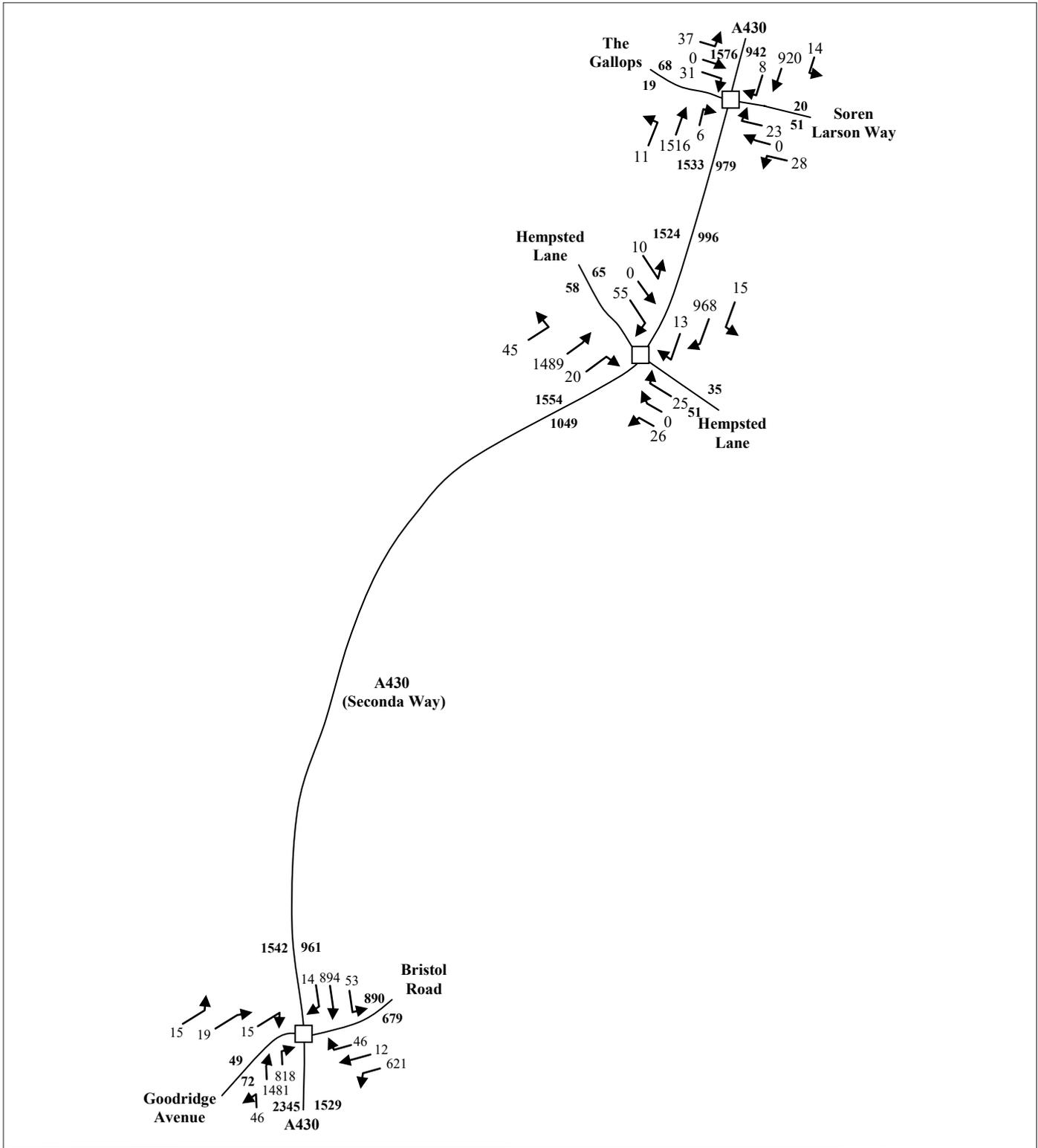
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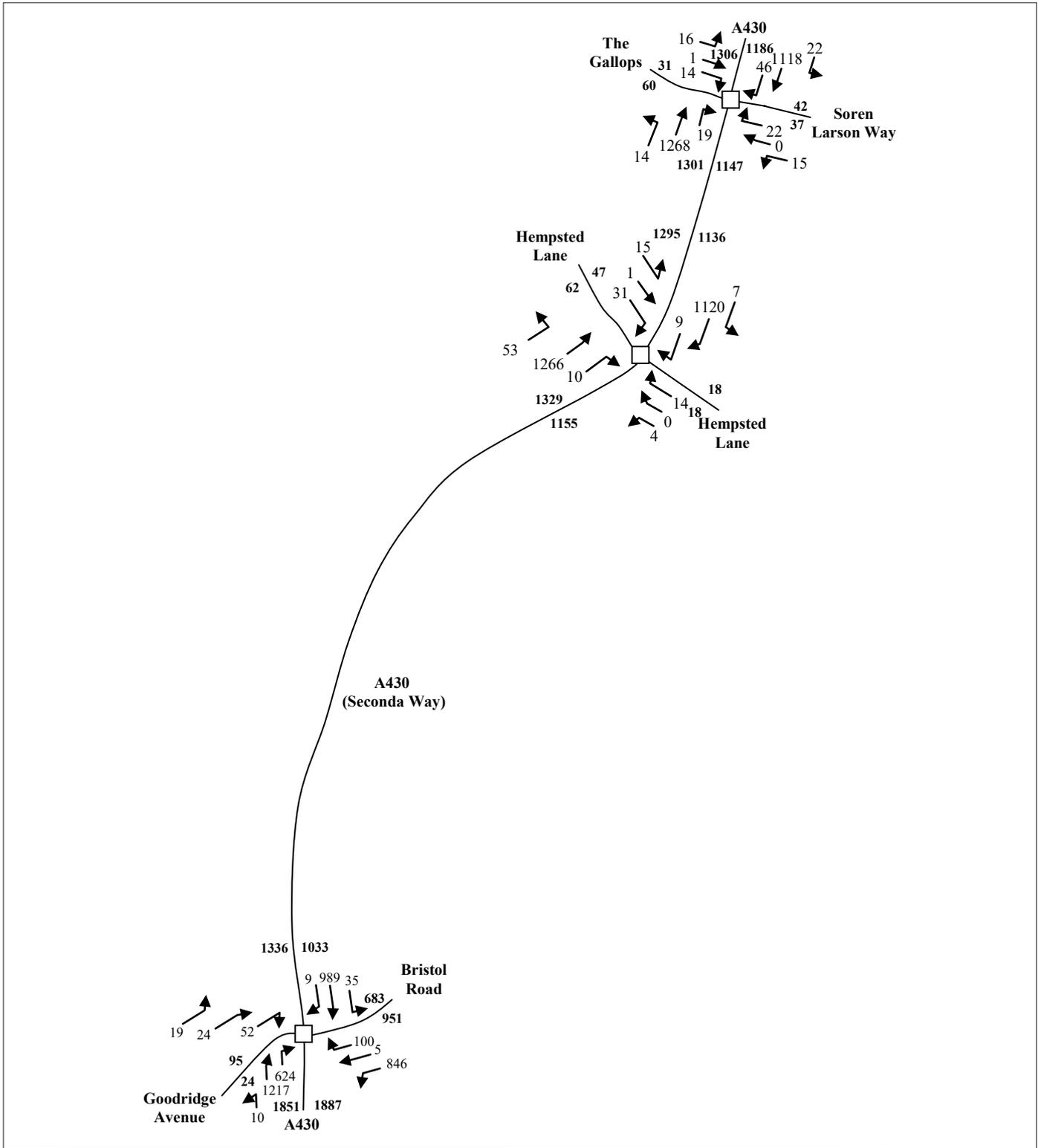
<p>Woolstone Centre 1-2 Mill Lane Woolstone Milton Keynes MK15 0AJ</p>	Drawing 2019 AM Peak (0745-0845) Observed Flows (PCUS)		Figure No 3
	Project Hempsted Lane, Gloucester	Drawn HC	Checked NW
	Client Gladman Developments Limited	Scale NTS	Date Oct 2019



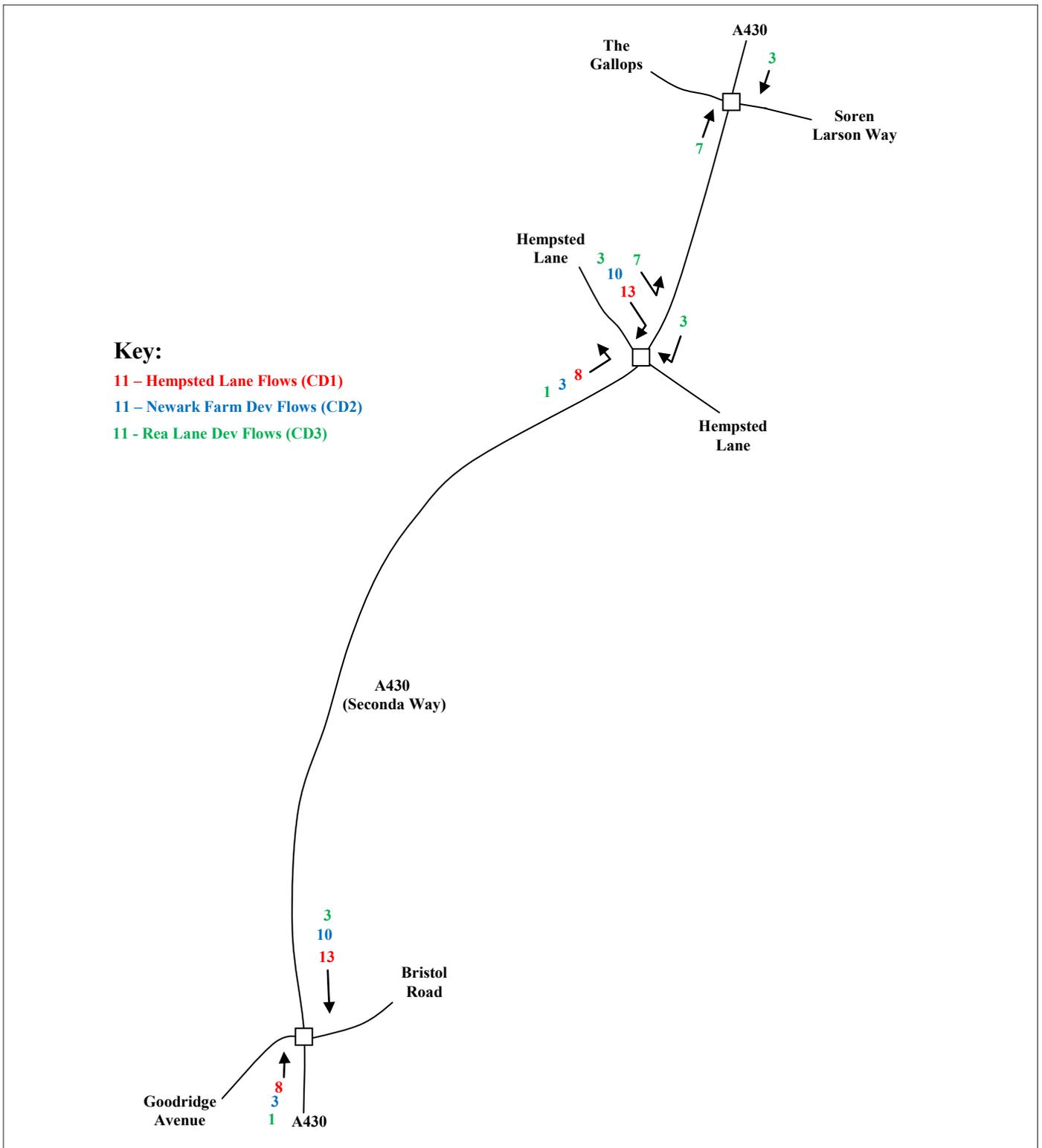
 Woolstone Centre 1-2 Mill Lane Woolstone Milton Keynes MK15 0AJ	Drawing 2019 PM Peak (1700-1800) Observed Flows (PCUS)		Figure No 4
	Project Hempsted Lane, Gloucester	Drawn HC	Checked NW
	Client Gladman Developments Limited	Scale NTS	Date Oct 2019



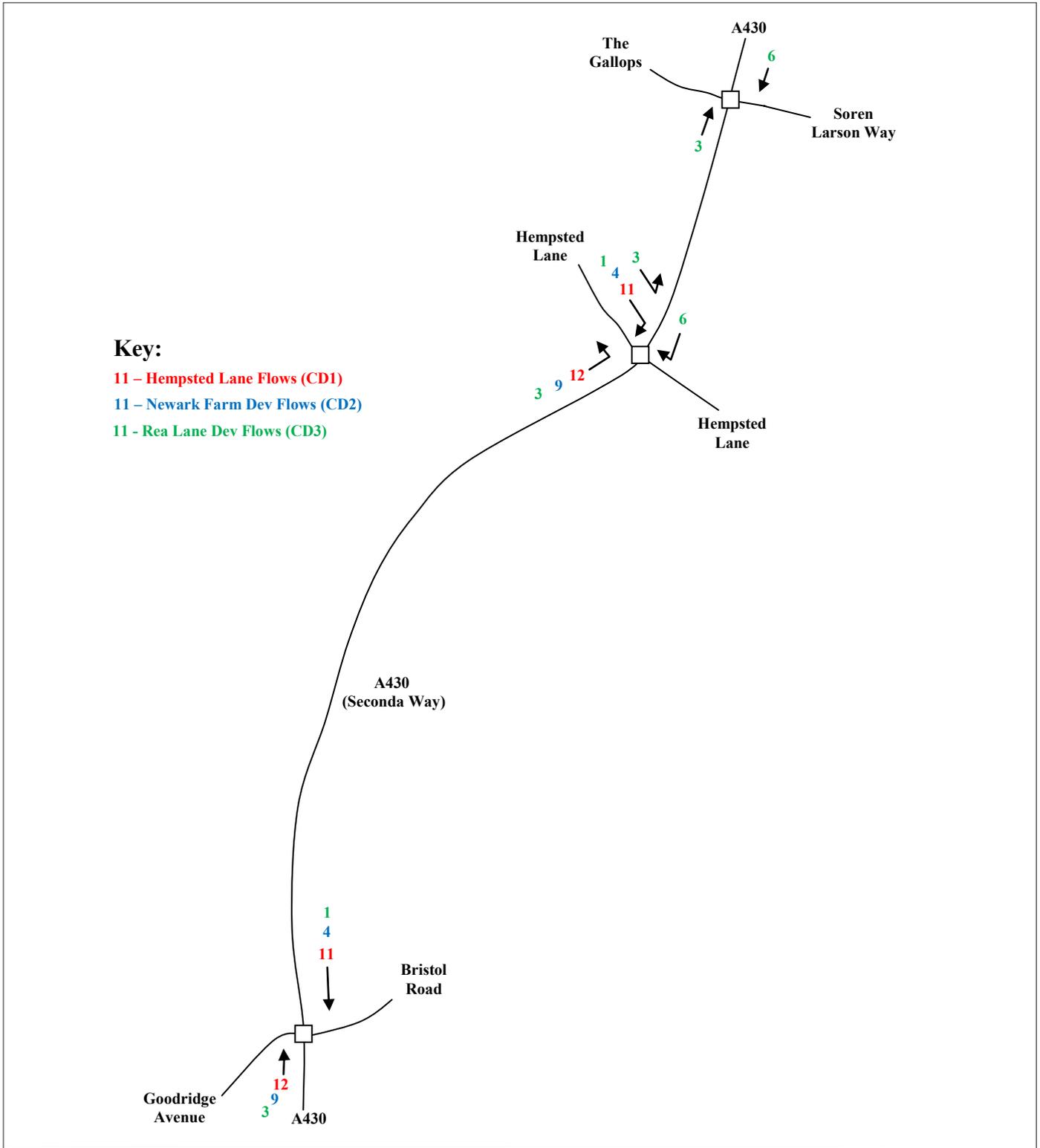
 Woolstone Centre 1-2 Mill Lane Woolstone Milton Keynes MK15 0AJ	Drawing 2025 AM Peak Flows Without Development		Figure No 5
	Project Hempsted Lane, Gloucester	Drawn HC	Checked NW
	Client Gladman Developments Limited	Scale NTS	Date Dec 2019



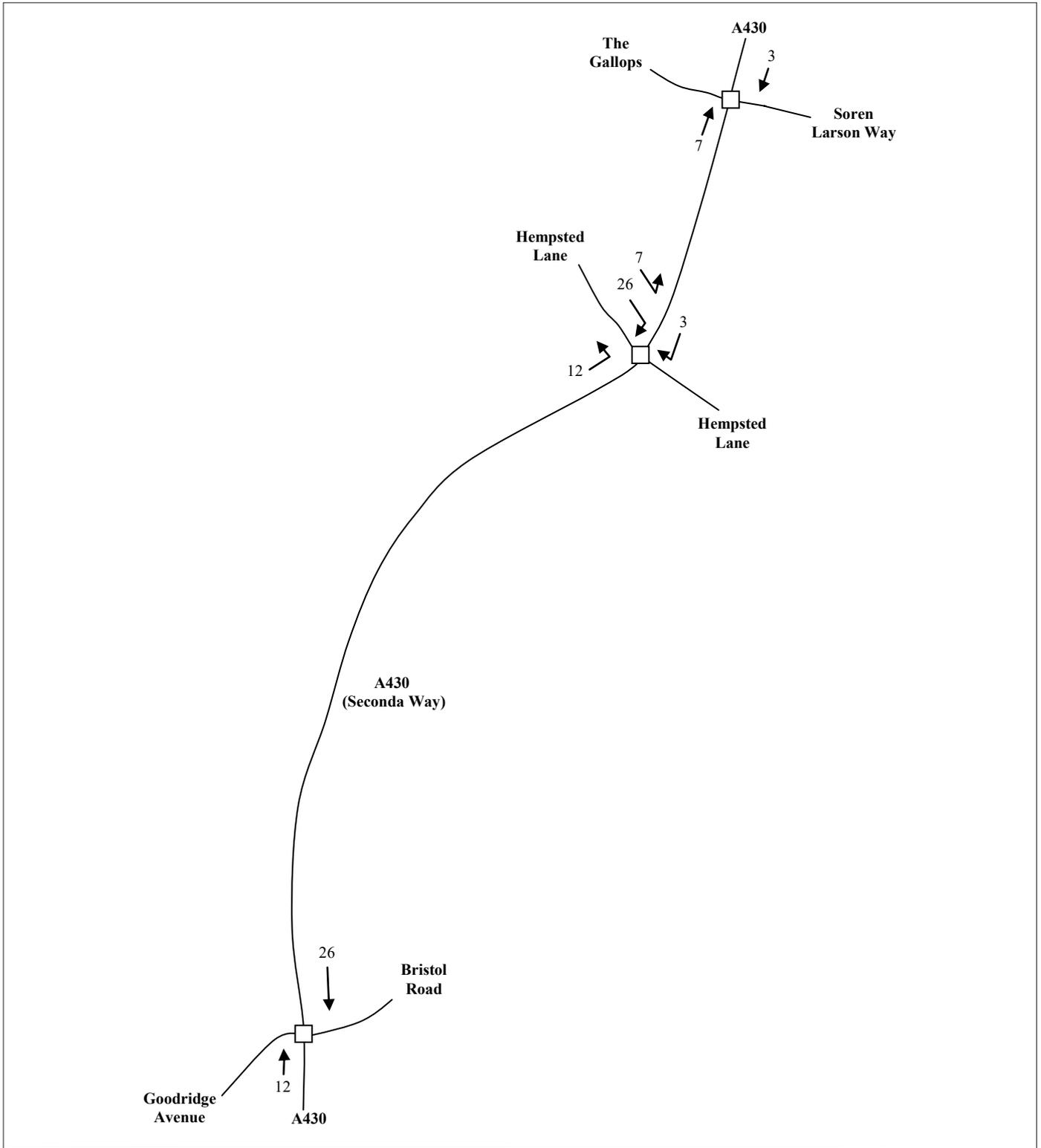
 Woolstone Centre 1-2 Mill Lane Woolstone Milton Keynes MK15 0AJ	Drawing 2025 PM Peak Flows Without Development		Figure No 6
	Project Hempsted Lane, Gloucester	Drawn HC	Checked NW
	Client Gladman Developments Limited	Scale NTS	Date Dec 2019



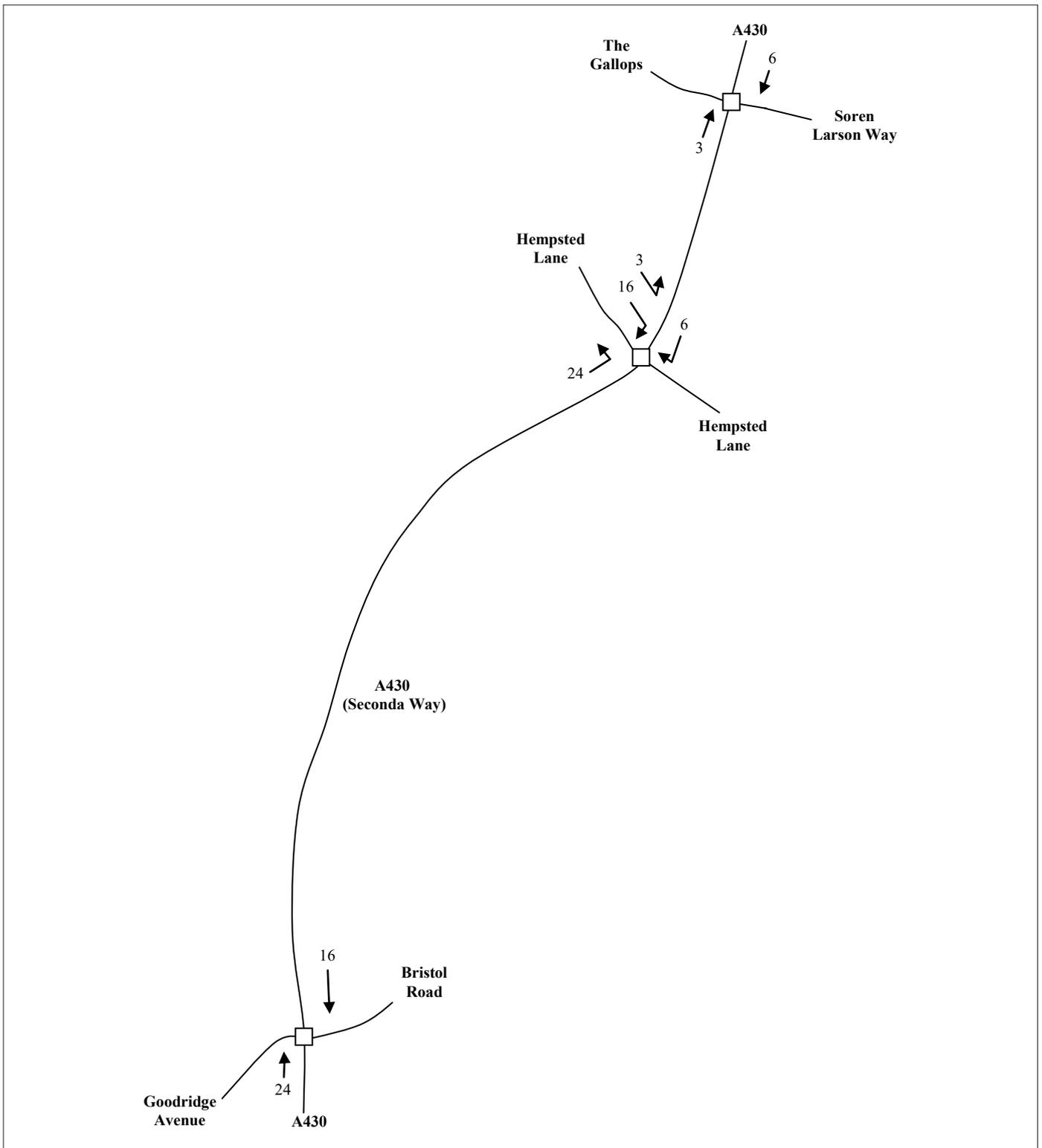
 Woolstone Centre 1-2 Mill Lane Woolstone Milton Keynes MK15 0AJ	Drawing AM Committed Developments (CD1-CD3)		Figure No 7
	Project Hempsted Lane, Gloucester	Drawn HC	Checked NW
	Client Gladman Developments Ltd	Scale NTS	Date Oct 2019



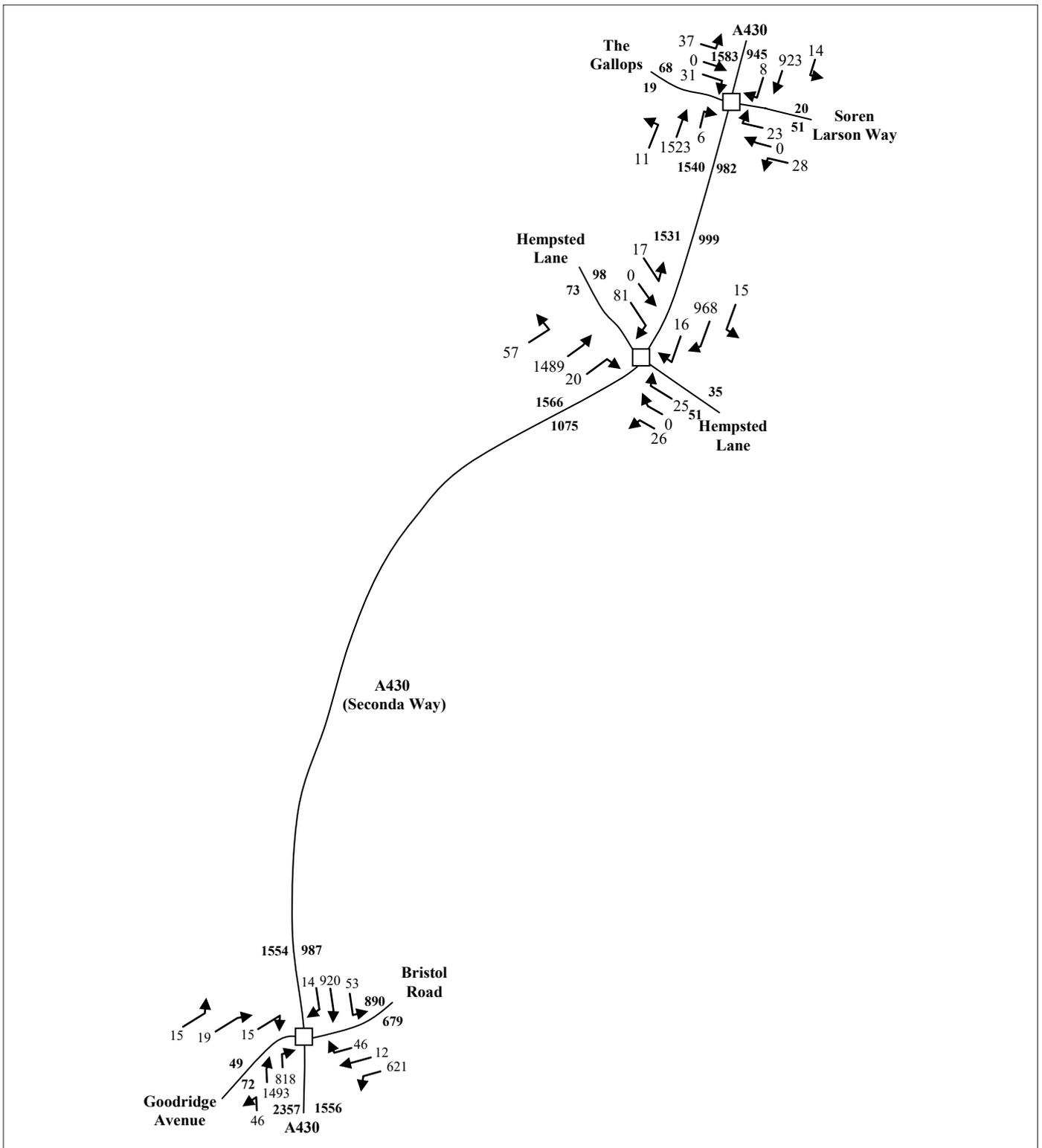
 Woolstone Centre 1-2 Mill Lane Woolstone Milton Keynes MK15 0AJ	Drawing PM Committed Developments (CD1-CD3)		Figure No 8
	Project Hempsted Lane, Gloucester	Drawn HC	Checked NW
	Client Gladman Developments Ltd	Scale NTS	Date Oct 2019



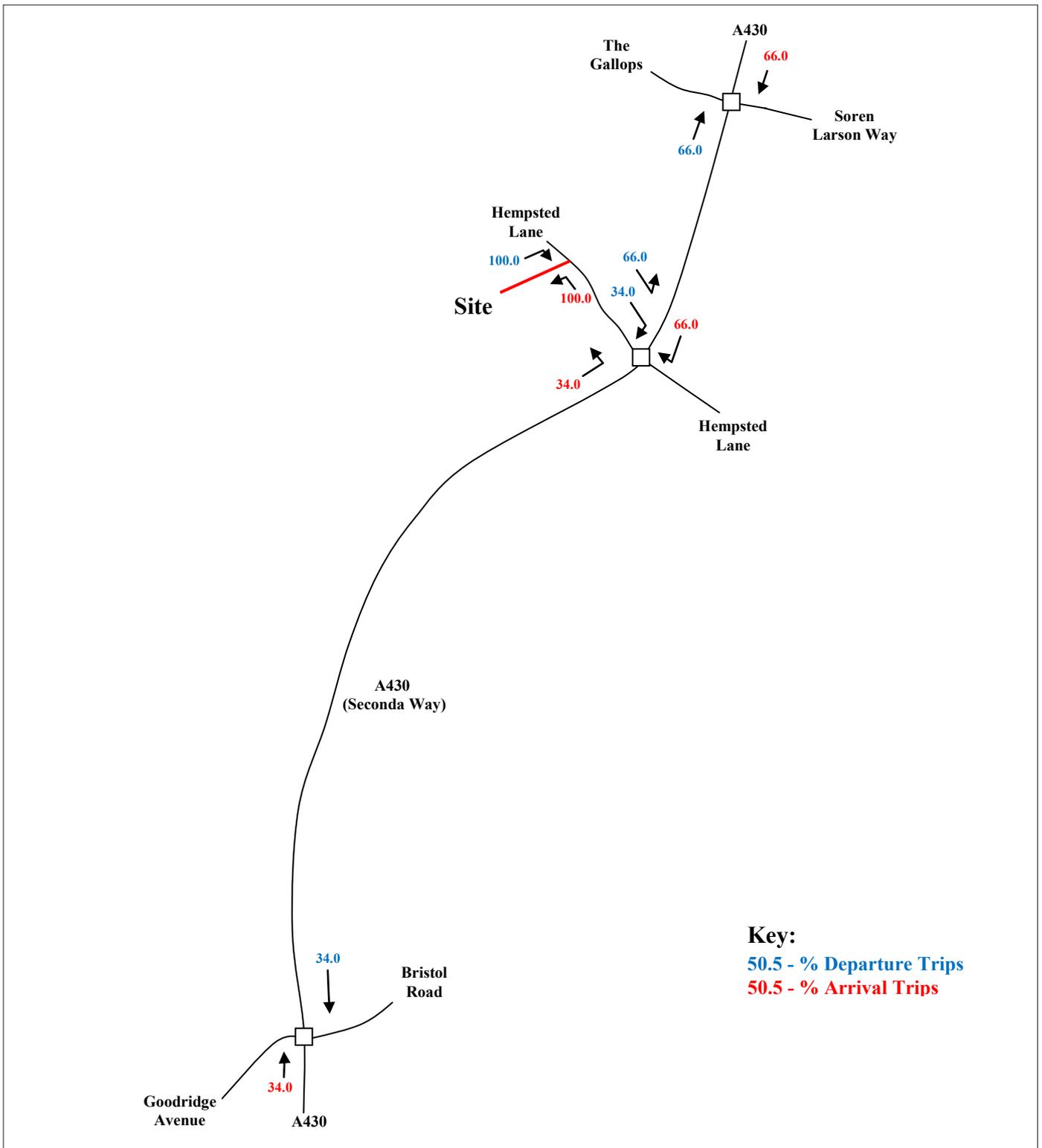
 Woolstone Centre 1-2 Mill Lane Woolstone Milton Keynes MK15 0AJ	Drawing AM Total Committed Development Flows		Figure No 9
	Project Hempsted Lane, Gloucester	Drawn HC	Checked NW
	Client Gladman Developments Ltd	Scale NTS	Date Oct 2019



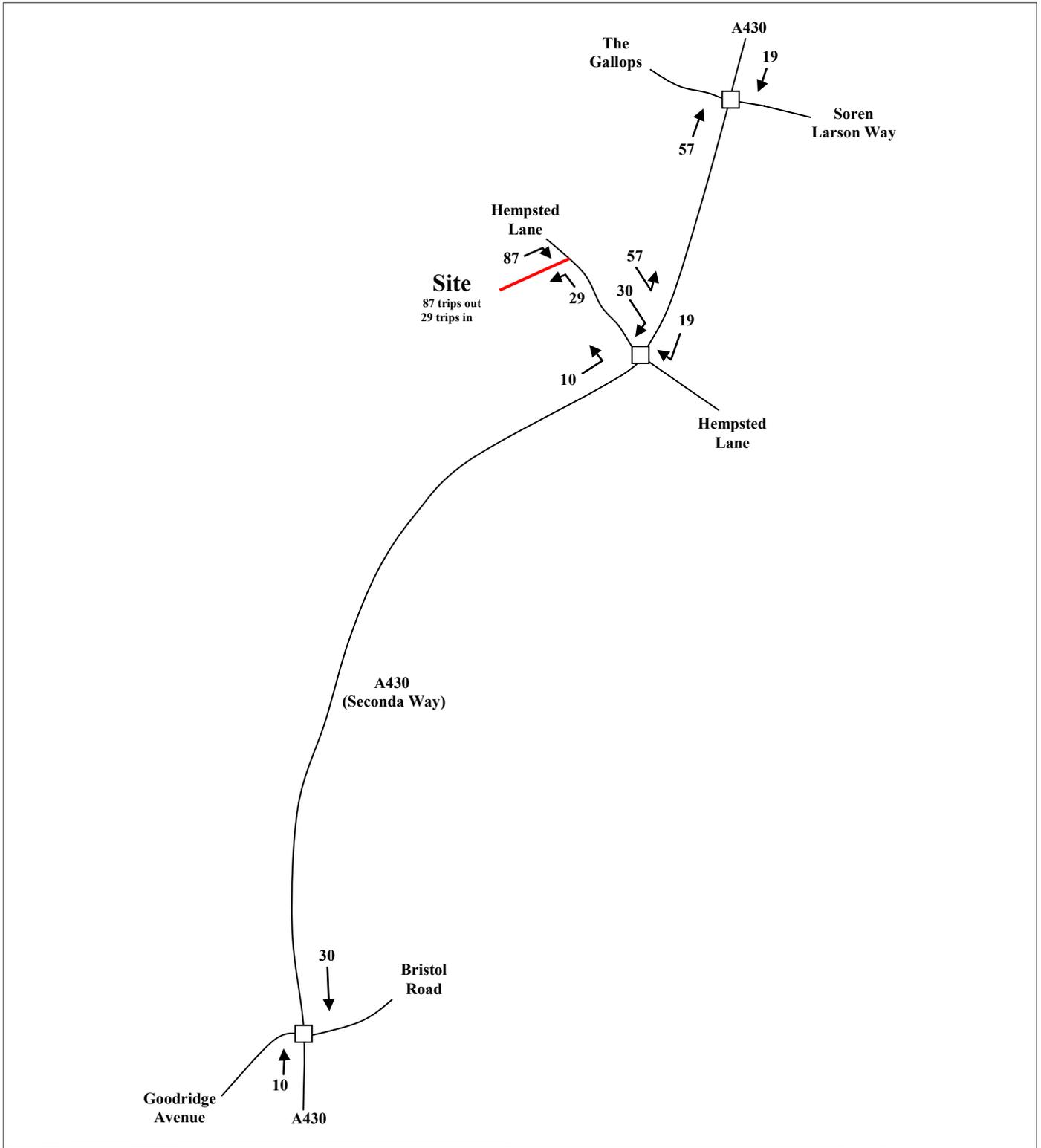
 Woolstone Centre 1-2 Mill Lane Woolstone Milton Keynes MK15 0AJ	Drawing PM Total Committed Development Flows		Figure No 10
	Project Hempsted Lane, Gloucester	Drawn HC	Checked NW
	Client Gladman Developments Ltd	Scale NTS	Date Oct 2019



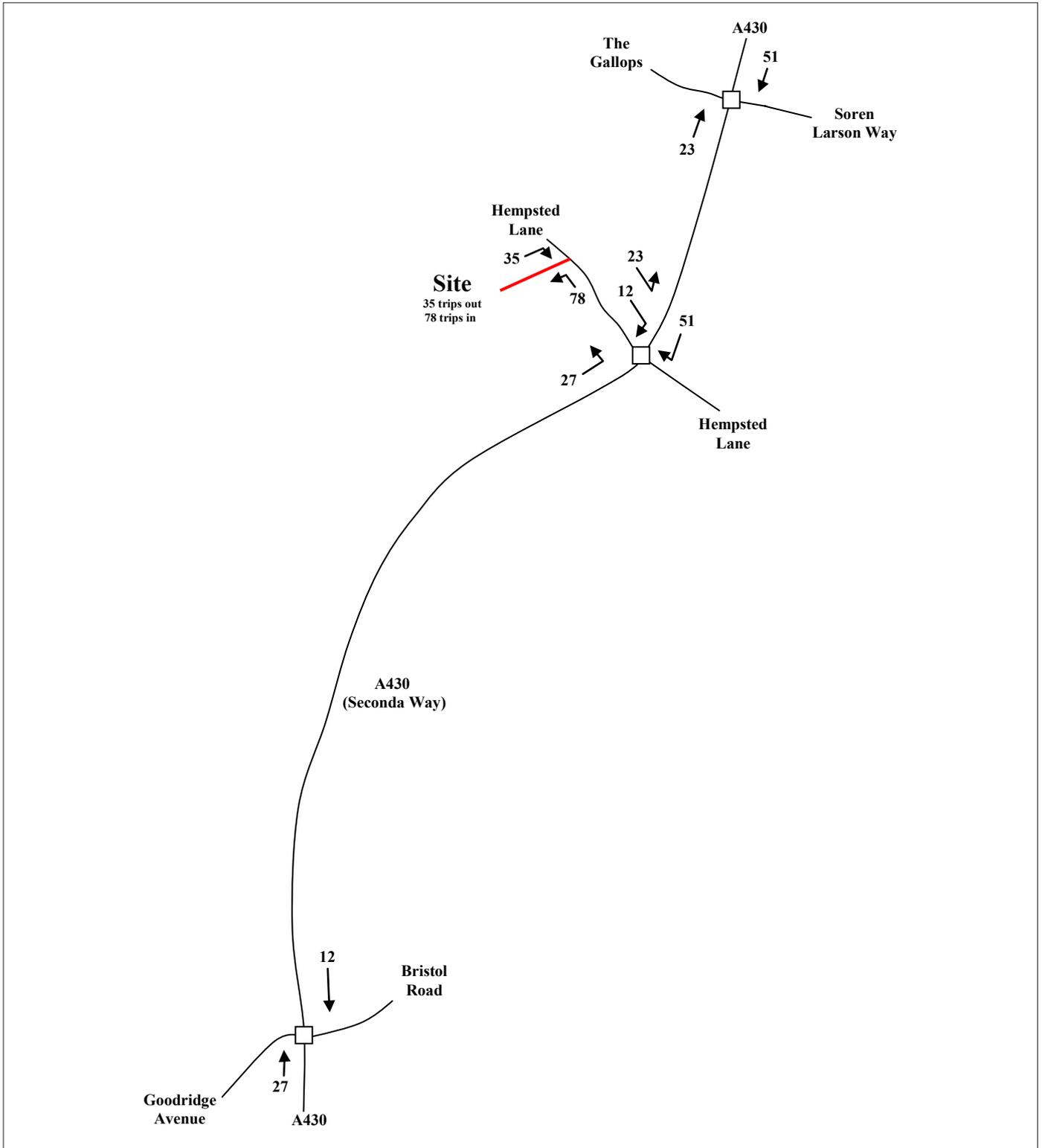
 Woolstone Centre 1-2 Mill Lane Woolstone Milton Keynes MK15 0AJ	Drawing 2025 AM Peak Flows With Committed Development (CD)		Figure No 11
	Project Hempsted Lane, Gloucester	Drawn HC	Checked NW
	Client Gladman Developments Limited	Scale NTS	Date Dec 2019



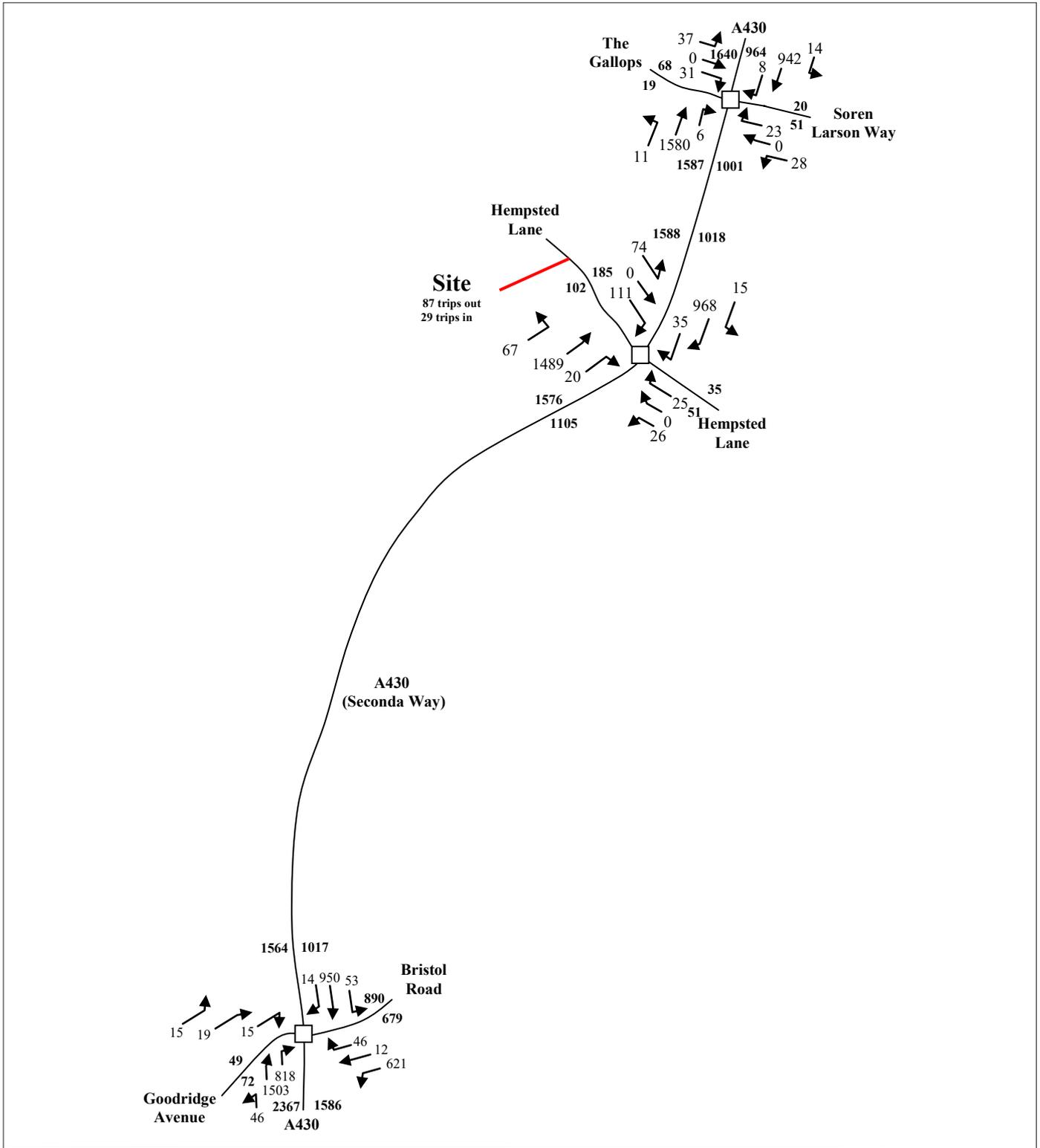
 Woolstone Centre 1-2 Mill Lane Woolstone Milton Keynes MK15 0AJ	Drawing Percentage Proposed Development Distribution (Local)		Figure No 13
	Project Hempsted Lane, Gloucester	Drawn HC	Checked NW
	Client Gladman Developments Limited	Scale NTS	Date Oct 2019



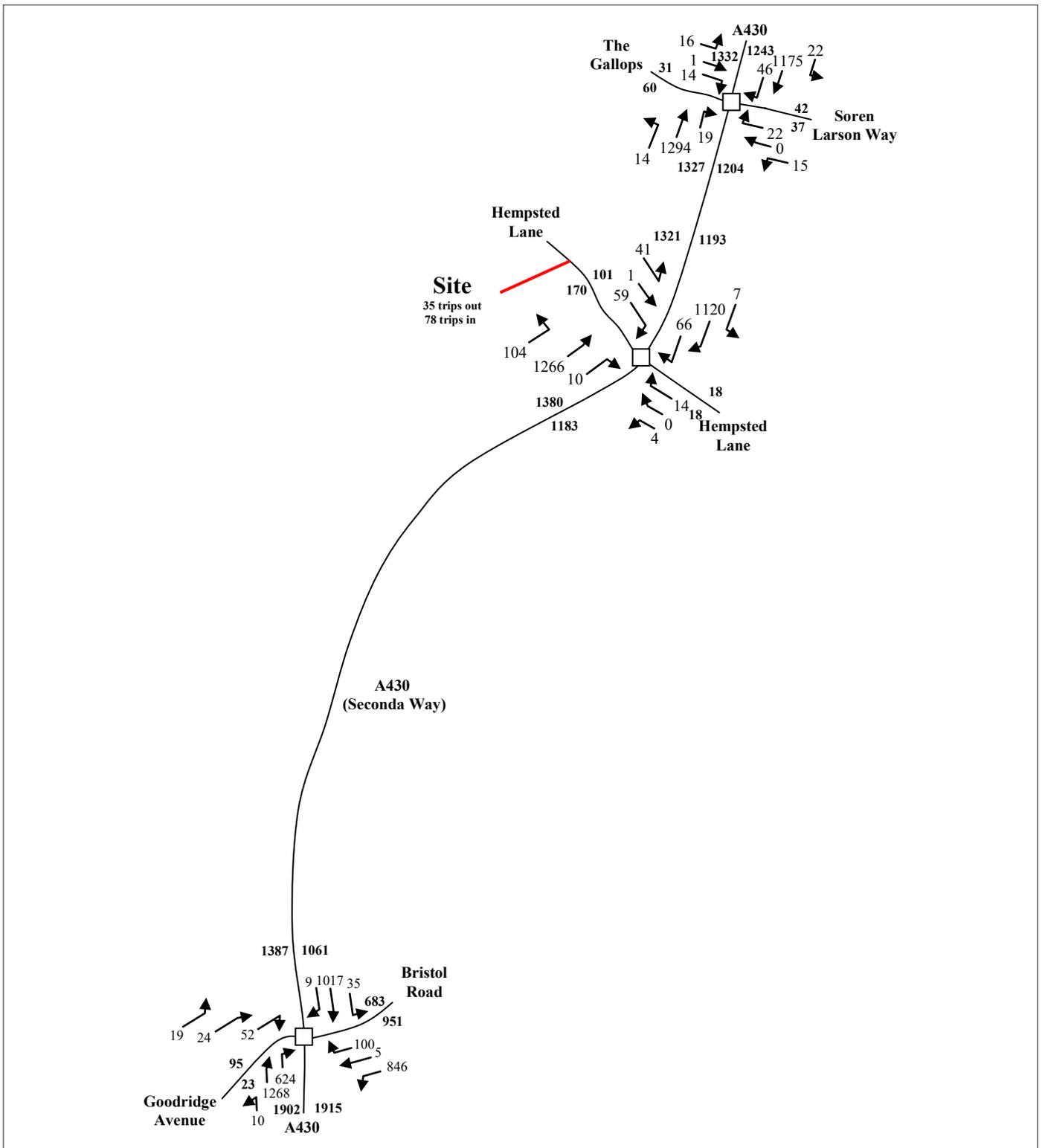
 Woolstone Centre 1-2 Mill Lane Woolstone Milton Keynes MK15 0AJ	Drawing AM Proposed Development Flows		Figure No 14
	Project Hempsted Lane, Gloucester	Drawn HC	Checked NW
	Client Gladman Developments Limited	Scale NTS	Date Oct 2019



<p>Woolstone Centre 1-2 Mill Lane Woolstone Milton Keynes MK15 0AJ</p>	Drawing PM Proposed Development Flows		Figure No 15
	Project Hempsted Lane, Gloucester	Drawn HC	Checked NW
	Client Gladman Developments Limited	Scale NTS	Date Oct 2019



 Woolstone Centre 1-2 Mill Lane Woolstone Milton Keynes MK15 0AJ	Drawing 2025 AM Peak Flows With CD + Proposed Development		Figure No 16
	Project Hempsted Lane, Gloucester	Drawn HC	Checked NW
	Client Gladman Developments Limited	Scale NTS	Date Dec 2019



 Woolstone Centre 1-2 Mill Lane Woolstone Milton Keynes MK15 0AJ	Drawing 2025 PM Peak Flows With CD + Proposed Development	Figure No 17	
	Project Hempsted Lane, Gloucester	Drawn HC	Checked NW
	Client Gladman Developments Limited	Scale NTS	Date Dec 2019

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Appendix 1

City Cycle Map and Example of Cycle Route

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← from 139 Hempsted Ln, Gloucester GL2 5LA
to 10 Eastgate St, Gloucester GL1 1NN

13 min (3.5 km)

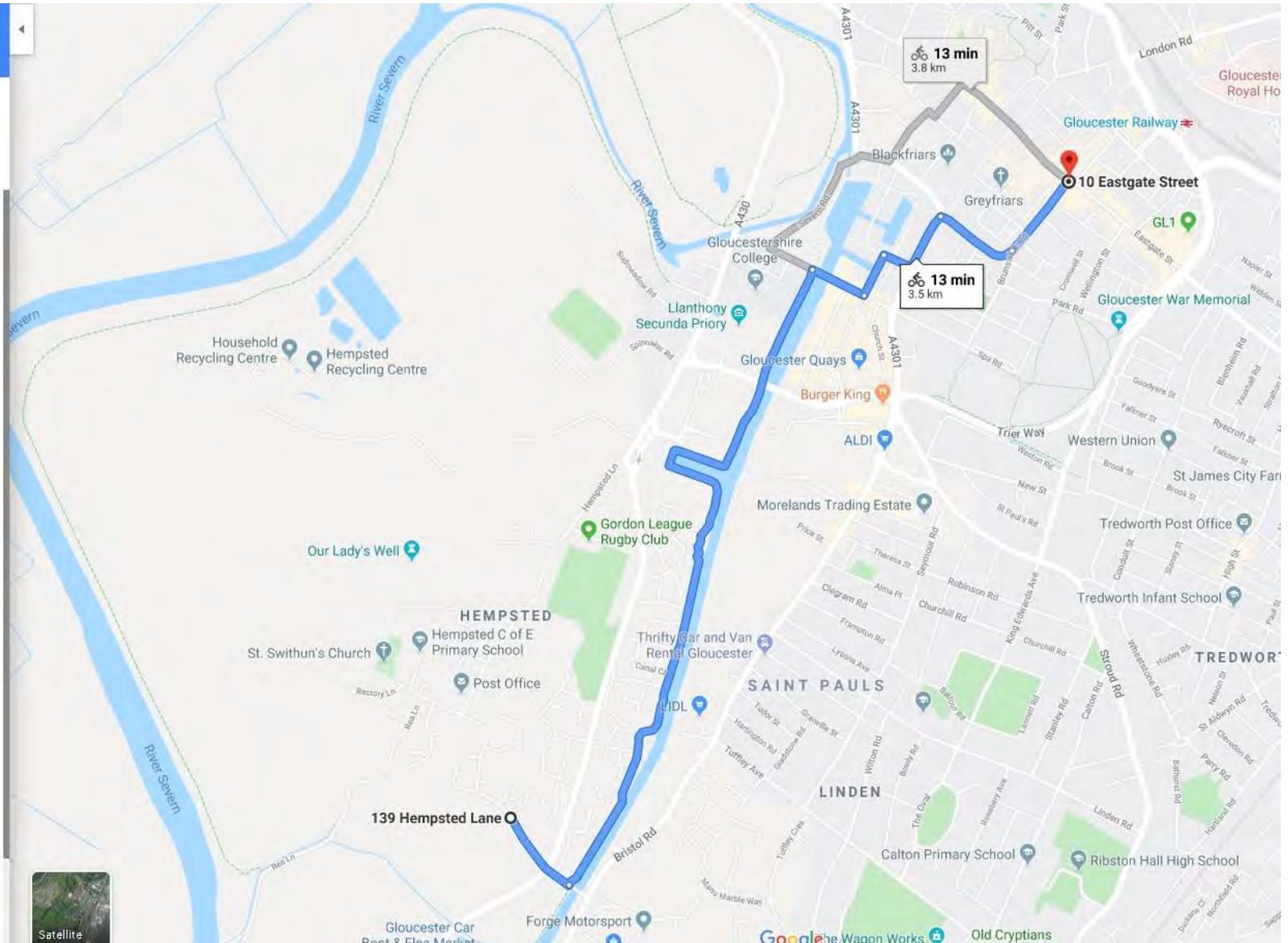
via National Cycle Rte 41/National Cycle Rte 45
Mostly flat

⚠ Use caution—bicycling directions may not always reflect
real-world conditions

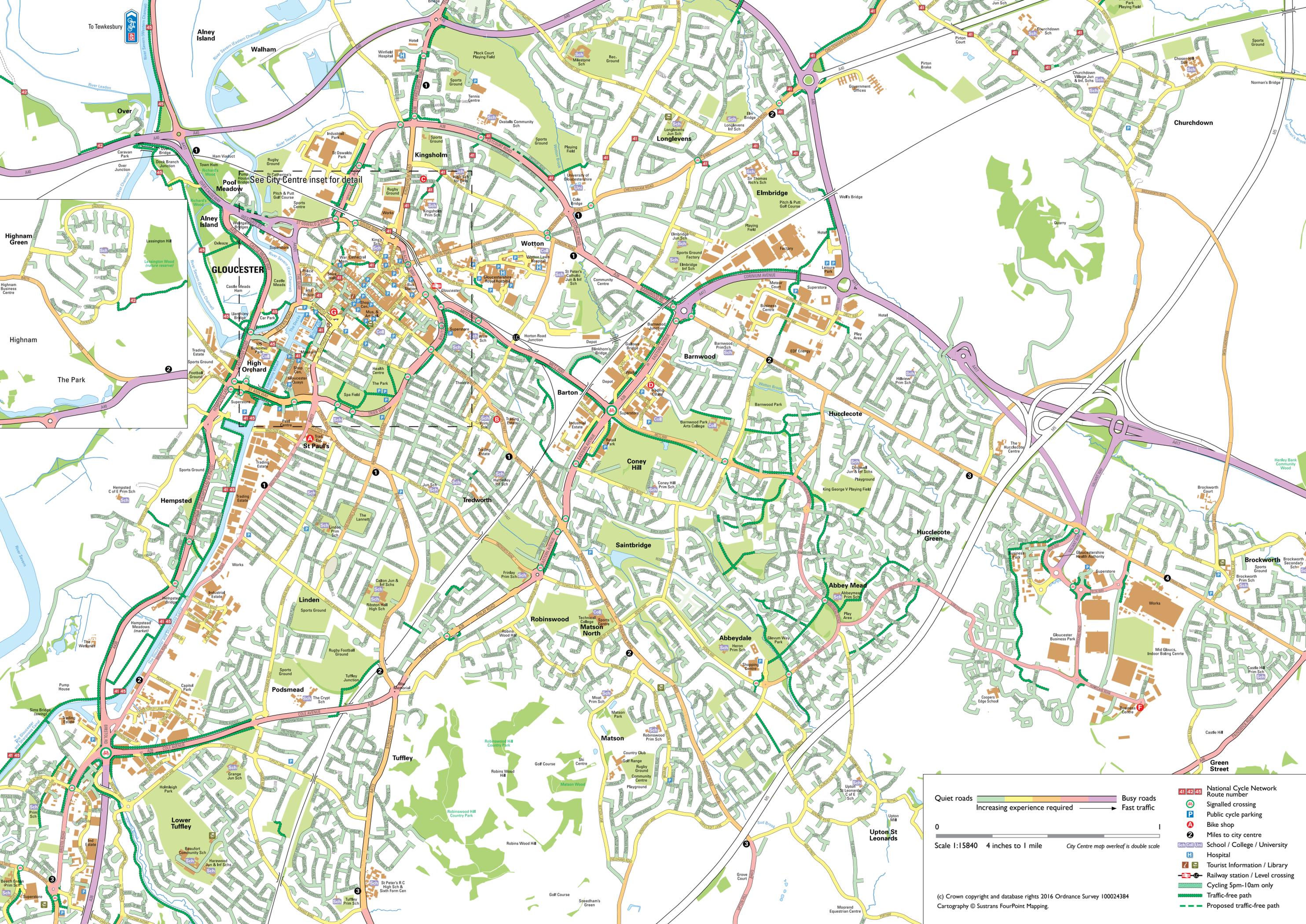
139 Hempsted Ln

Gloucester GL2 5LA

- ↑ Head south-east on Hempsted Ln towards A430
260 m
- ↶ Turn left onto National Cycle Rte 41/National Cycle Rte 45
2.2 km
- ↷ Turn right onto Llanthony Rd/National Cycle Rte 41/National Cycle Rte 45
160 m
- ↶ Turn left onto National Cycle Rte 41/National Cycle Rte 45
130 m
- ↷ Turn right to stay on National Cycle Rte 41/National Cycle Rte 45
85 m
- ↶ Turn left onto Southgate St/A4301
170 m
- ↷ Turn right onto Parliament St
240 m
- ↑ Continue onto Brunswick Rd
Destination will be on the right
250 m



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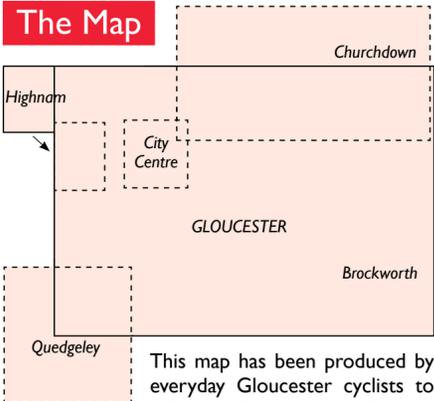
See City Centre inset for detail

Quiet roads — Increasing experience required — Busy roads — Fast traffic
 0 1
 Scale 1:15840 4 inches to 1 mile City Centre map overleaf is double scale

- 41 42 45 National Cycle Network Route number
- Ⓢ Signalled crossing
- P Public cycle parking
- A Bike shop
- 2 Miles to city centre
- Sch Coll Uni School / College / University
- H Hospital
- I Tourist Information / Library
- R Railway station / Level crossing
- Cycling 5pm-10am only
- Traffic-free path
- - - Proposed traffic-free path

(c) Crown copyright and database rights 2016 Ordnance Survey 100024384
Cartography © Sustrans FourPoint Mapping.

The Map



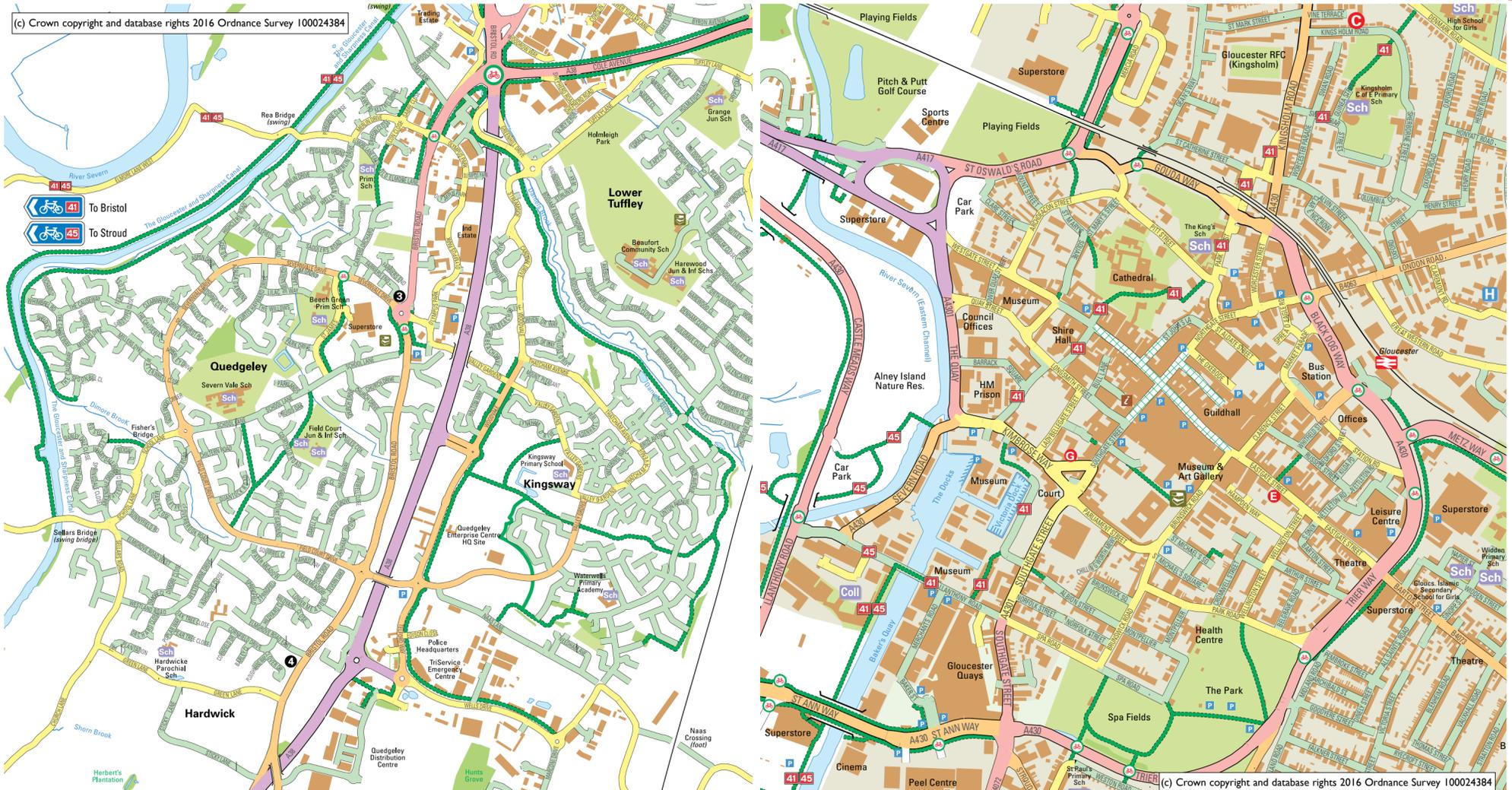
This map has been produced by everyday Gloucester cyclists to help you choose routes that suit your needs and ability. Select the green routes if you are a beginner or have not cycled for a while. Soon you should be able to use the yellow roads. Progress to the orange then the red roads with their heavier traffic as your cycling skills increase.

Cycling is a healthy and cheap mode of transport. Often it is quicker than the car or bus and usually you can park directly outside your destination or very close. Typical urban cycle journey times are shown in the table below, for example a two mile trip at a moderate speed takes twelve minutes.

Speed	Miles			
	1	2	3	4
Leisurely	8	16	24	32
Moderate	6	12	18	24
Brisk	5	10	15	20

Contacts

- Cycle shops in Gloucester**
- Striking Bikes 01452 522100
1a Morelands Trad. Est., Bristol Road GL1 5RZ
 - Mitchell's 01452 411888
260-264 Barton Street GL1 4JJ
 - Discount Cycle Warehouse 01452 381699
1 Kingsholm Road GL1 3AX
 - Halfords 01452 310055
210 Eastern Avenue GL4 4LP
 - Eastgate Cycles 01452 300366
76 Eastgate GL1 1QN
 - Slam 69 07941 784430
Hurricane Road GL3 4FF
 - Gloucestershire Bike Project 01452 690979
16 Commercial Road GL1 2EA
- Reporting potholes, broken glass, etc.**
- Gloucestershire Highways 08000 514514
highways@gloucestershire.gov.uk
 - Gloucester City Council 01452 396396
enviro@gloucester.gov.uk
(overgrown vegetation within city)
- Cycle training**
- Gloucestershire County Council 01452 425532
www.gloucestershire.gov.uk
 - Life Cycle UK, Bristol 0117 353 4580
www.lifecycleuk.org.uk
- Gloucester City Cycling Club**
- The club organises rides for various abilities every Sunday, rides or events on most Tuesday evenings and Wednesday evening time trials in the summer
- www.gloscitycc.co.uk 01452 423078



Gloucester Cycle Map

Revised and updated January 2016

Includes Kingsway, Highnam, Churchdown and Brockworth

- Cycling brings enormous health benefits:**
- Increased cardiovascular fitness – regular cyclists enjoy better fitness than non-cyclists 10 years their junior!
 - Increased muscle strength and flexibility combined with an improvement in joint mobility.
 - Decreased stress levels – people who cycle into work are more alert and more productive; they have fewer sick days too.
 - Improved posture, coordination and bone strength.
 - Decreased body fat levels – cycling for 20 minutes at 10mph burns 90 calories.



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This reprinted and updated edition was produced with the support of Thinktravel, Gloucestershire County Council and Gloucester City Cycling Club.

Appendix 2

Bus Timetables

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← From 139 Hempsted Ln, Gloucester GL2 5LA
to 10 Eastgate St, Gloucester GL1 1NN

10:09 AM - 10:25 AM
(16 min)

🚶 🚌 12 / 60 🚶

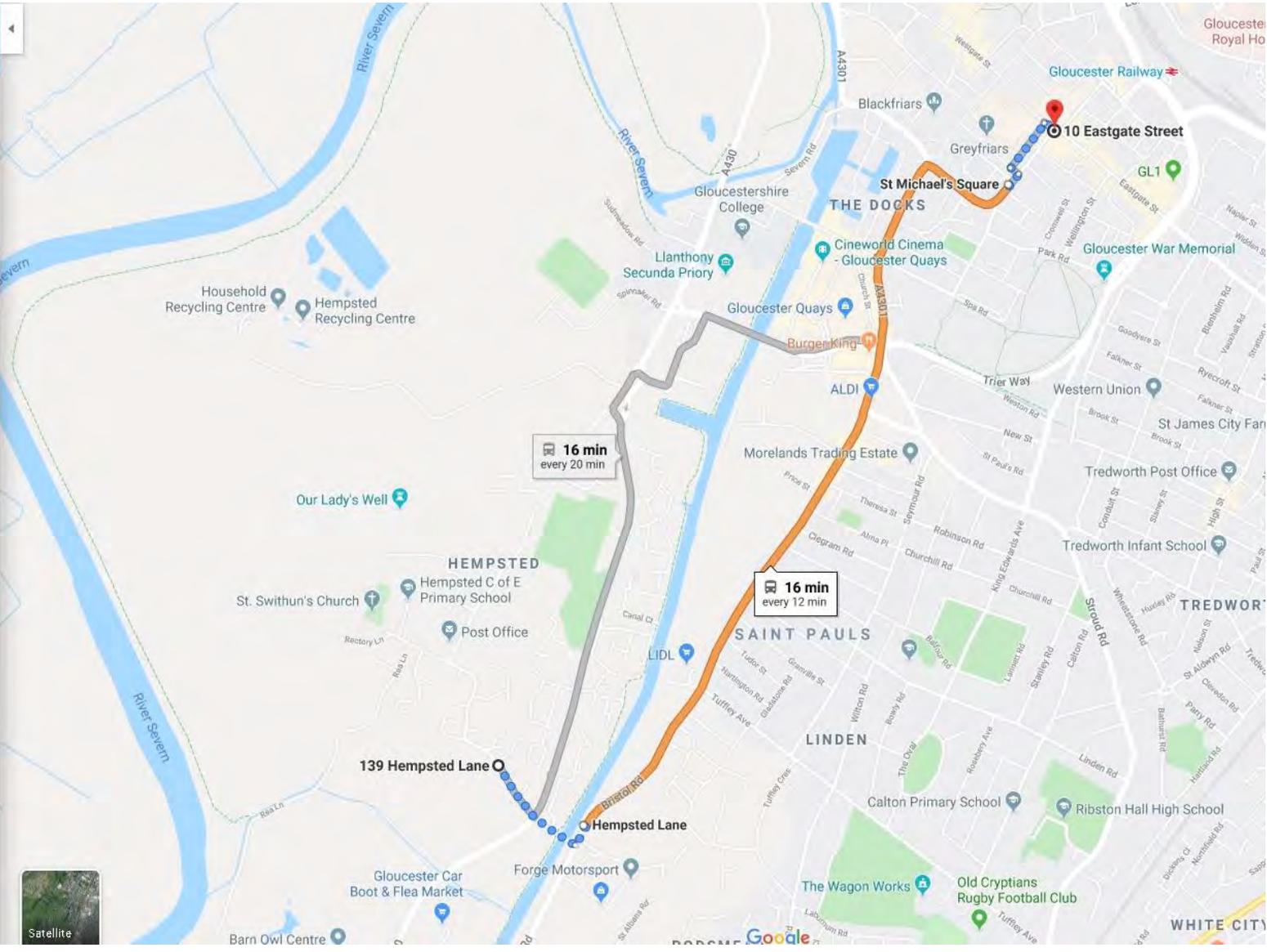
10:14 AM from Hempsted Lane
🚶 8 min every 12 min

☰ SCHEDULE EXPLORER

- 10:09 AM** ○ 139 Hempsted Ln
Gloucester GL2 5LA
- 🚶 Walk
▼ About 5 min, 400 m
- 10:14 AM** ○ Hempsted Lane
- 🚌 12 Gloucester
▼ 8 min (10 stops) · Stop ID: gloawjga
- 10:22 AM** ○ St Michael's Square
- 🚶 Walk
▼ About 3 min, 260 m
- 10:25 AM** ○ 10 Eastgate St
Gloucester GL1 1NN

Tickets and information
Stagecoach West

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.



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Timetable valid from 04/08/2019 until further notice.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Table with columns for Service Restrictions, SH, and Sch, listing bus routes and their respective departure times.

Service Restrictions: SH - Gloucestershire School Holidays
Sch - Gloucestershire School Days

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



Timetable valid from 04/08/2019 until further notice.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

	Mondays to Fridays											Saturdays						
Quedgeley, opp Severn Vale School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
§ Quedgeley, after Chilren Road	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
§ Quedgeley, opp Overbrook Road	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
§ Quedgeley, opp Lower Meadow	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
§ Quedgeley, nr The Holly Grove	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Quedgeley, inside Waterwells Park & Ride Site	1612	1632	1652	1712	1732	1752	1822	1852	1922	2022	2122	2222	—	0647	0717	0747	0817	
§ Quedgeley, opp Kingsway Health Centre	1613	1633	1653	1713	1733	1753	1823	1853	1923	2023	2123	2223	—	0648	0718	0748	0818	
§ Kingsway, after Saint Mawgan Street	1615	1635	1655	1715	1735	1754	1824	1854	1924	2024	2124	2224	—	0650	0720	0750	0820	
Kingsway, nr Primary School	1617	1637	1657	1717	1737	1756	1826	1856	1926	2026	2126	2226	—	0652	0722	0752	0822	
§ Kingsway, opp Playground	1618	1638	1658	1718	1738	1757	1827	1857	1927	2027	2127	2227	—	0653	0723	0753	0823	
§ Kingsway, by Thatcham Avenue	1619	1639	1659	1719	1739	1758	1828	1858	1928	2028	2128	2228	—	0654	0724	0754	0824	
§ Kingsway, after Chivenor Way	1620	1640	1700	1720	1740	1758	1828	1858	1928	2028	2128	2228	—	0655	0725	0755	0825	
§ Copeland Park, Watermint Drive (N-bound)	1620	1640	1700	1720	1740	1759	1829	1859	1929	2029	2129	2229	—	0655	0725	0755	0825	
Copeland Park, nr The Warren	1622	1642	1702	1722	1742	1800	1830	1900	1930	2030	2130	2230	—	0657	0727	0757	0827	
§ Copeland Park, after Daniels Meadow	1622	1642	1702	1722	1742	1800	1830	1900	1930	2030	2130	2230	—	0657	0727	0757	0827	
§ Hempsted, by Barn Owl Centre	1626	1646	1706	1726	1746	1803	1833	1903	1933	2033	2133	2233	—	0700	0730	0800	0830	
§ Hempsted, nr The Forge	1628	1648	1708	1728	1748	1805	1834	1904	1934	2034	2134	2234	—	0702	0732	0802	0832	
§ Hempsted, after Soren Larsen Way	1630	1650	1710	1730	1750	1806	1835	1905	1935	2035	2135	2235	—	0703	0733	0803	0833	
§ Hempsted, by Monk Meadow Trading Estate	1631	1651	1711	1731	1751	1807	1836	1906	1936	2036	2136	2236	—	0704	0734	0804	0834	
§ Hempsted, opp Sainsbury's Supermarket	1633	1653	1713	1733	1753	1808	1837	1907	1937	2037	2137	2237	—	0705	0735	0805	0835	
Gloucester, o/s Gloucester Quays	1635	1655	1715	1735	1755	1810	1839	1909	1939	2039	2139	2239	—	0707	0737	0807	0837	
§ Gloucester, before Spa Road	1636	1656	1716	1736	1756	1811	1840	1910	1940	2040	2140	2240	—	0708	0738	0808	0838	
§ Gloucester, by The Docks	1638	1658	1718	1738	1758	1812	1841	1911	1941	2041	2141	2241	—	0709	0739	0809	0839	
§ Gloucester, o/s The Warehouse	1639	1659	1719	1739	1759	1813	1842	1912	1942	2042	2142	2242	—	0710	0740	0810	0840	
§ Gloucester, opp St Michael's Square	1640	1700	1720	1740	1800	1814	1843	1913	1943	2043	2143	2243	—	0711	0741	0811	0841	
Gloucester, Clarence Street (Stand S)	arr	1643	1703	1723	1743	1803	1816	1845	1915	1945	2045	2145	2245	—	0713	0743	0813	0843
Gloucester, Clarence Street (Stand S)	dep	1648	1708	1728	1748	1808	—	1853	—	1953	2053	2153	2253	0628	0718	0748	0818	0848
§ Gloucester, opp Asda Superstore	1649	1709	1729	1749	1809	—	1854	—	1954	2054	2154	2254	0629	0719	0749	0819	0849	
§ Gloucester, by Morrison's Supermarket	1653	1713	1733	1753	1813	—	1857	—	1957	2057	2157	2257	0632	0722	0752	0822	0852	
§ Gloucester, by Eastbrook Trading Estate	1655	1715	1735	1755	1815	—	1858	—	1958	2058	2158	2258	0633	0723	0753	0823	0853	
§ Barnwood, after St Lawrence Road	1657	1717	1737	1757	1817	—	1900	—	2000	2100	2200	2300	0635	0725	0755	0825	0855	
§ Coney Hill, by Coney Hill Road	1658	1718	1738	1758	1818	—	1901	—	2001	2101	2201	2301	0636	0726	0756	0826	0856	
§ Abbeymead, before North Upton Lane	1659	1719	1739	1759	1819	—	1902	—	2002	2102	2202	2302	0637	0727	0757	0827	0857	
§ Abbeymead, before Roman Road	1700	1720	1740	1800	1820	—	1903	—	2003	2103	2203	2303	0638	0728	0758	0828	0858	
§ Abbeymead, adj Bishops Road	1701	1721	1741	1801	1821	—	1903	—	2003	2103	2203	2303	0638	0728	0758	0828	0858	
§ Abbeymead, o/s The Turmut-Hoer	1702	1722	1742	1802	1822	—	1905	—	2005	2105	2205	2305	0640	0730	0800	0830	0900	
Abbeymead, before Brome Road	1705	1725	1745	1805	1825	—	1907	—	2007	2107	2207	2307	0642	0732	0802	0832	0902	
§ Abbeymead, before Cox's Way	1705	1725	1745	1805	1825	—	1907	—	2007	2107	2207	2307	0642	0732	0802	0832	0902	
§ Hucclecote, before Yewtree Road	1707	1727	1747	1807	1827	—	1909	—	2009	2109	2209	2309	0644	0734	0804	0834	0904	
§ Hucclecote, on Lobley's Estate	1708	1728	1748	1808	1828	—	1910	—	2010	2110	2210	2310	0645	0735	0805	0835	0905	
§ Hucclecote, opp Sapphire Way	1708	1728	1748	1808	1828	—	1910	—	2010	2110	2210	2310	0645	0735	0805	0835	0905	
Hucclecote, opp Coopers Edge School	1709	1729	1749	1809	1829	—	1911	—	2011	2111	2211	2311	0646	0736	0806	0836	0906	
§ Brockworth, nr Grebe Gardens	1709	1729	1749	1809	1829	—	1911	—	2011	2111	2211	2311	0646	0736	0806	0836	0906	
§ Brockworth, by Beaumont Walk	1710	1730	1750	1810	1830	—	1912	—	2012	2112	2212	2312	0647	0737	0807	0837	0907	
§ Brockworth, by Direct Wines	1711	1731	1751	1811	1831	—	1912	—	2012	2112	2212	2312	0647	0737	0807	0837	0907	
Brockworth, inside Gloucester Business Park	1715	1735	1755	1815	1835	—	1915	—	2015	2115	2215	2315	0650	0740	0810	0840	0910	
Brockworth, o/s Whittle Inn	—	—	—	—	1837	—	—	—	—	—	—	2317	—	—	—	—	—	

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Timetable valid from 04/08/2019 until further notice.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Saturdays

Quedgeley, opp Severn Vale School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Quedgeley, after Chiltern Road	0843	0903	0923	0943	1003	1023	1043	1103	1123	1143	1203	1223	1243	1303	1323	1343	1403	1423	—
§ Quedgeley, opp Overbrook Road	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Quedgeley, opp Lower Meadow	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Quedgeley, nr The Holly Grove	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Quedgeley, inside Waterwells Park & Ride Site	0842	0902	0922	0942	1002	1022	1042	1102	1122	1142	1202	1222	1242	1302	1322	1342	1402	1422	—
§ Quedgeley, opp Kingsway Health Centre	0843	0903	0923	0943	1003	1023	1043	1103	1123	1143	1203	1223	1243	1303	1323	1343	1403	1423	—
§ Kingsway, after Saint Mawgan Street	0845	0905	0925	0945	1005	1025	1045	1105	1125	1145	1205	1225	1245	1305	1325	1345	1405	1425	—
Kingsway, nr Primary School	0847	0907	0927	0947	1007	1027	1047	1107	1127	1147	1207	1227	1247	1307	1327	1347	1407	1427	—
§ Kingsway, opp Playground	0848	0908	0928	0948	1008	1028	1048	1108	1128	1148	1208	1228	1248	1308	1328	1348	1408	1428	—
§ Kingsway, by Thatcham Avenue	0849	0909	0929	0949	1009	1029	1049	1109	1129	1149	1209	1229	1249	1309	1329	1349	1409	1429	—
§ Kingsway, after Chivenor Way	0850	0910	0930	0950	1010	1030	1050	1110	1130	1150	1210	1230	1250	1310	1330	1350	1410	1430	—
§ Copeland Park, Watermint Drive (N-bound)	0850	0910	0930	0950	1010	1030	1050	1110	1130	1150	1210	1230	1250	1310	1330	1350	1410	1430	—
Copeland Park, nr The Warren	0852	0912	0932	0952	1012	1032	1052	1112	1132	1152	1212	1232	1252	1312	1332	1352	1412	1432	—
§ Copeland Park, after Daniels Meadow	0852	0912	0932	0952	1012	1032	1052	1112	1132	1152	1212	1232	1252	1312	1332	1352	1412	1432	—
§ Hempsted, by Barn Owl Centre	0855	0915	0935	0955	1015	1035	1055	1115	1135	1155	1215	1235	1255	1315	1335	1355	1415	1435	—
§ Hempsted, nr The Forge	0857	0917	0937	0957	1017	1037	1057	1117	1137	1157	1217	1237	1257	1317	1337	1357	1417	1437	—
§ Hempsted, after Soren Larsen Way	0858	0918	0938	0958	1018	1038	1058	1118	1138	1158	1218	1238	1258	1318	1338	1358	1418	1438	—
§ Hempsted, by Monk Meadow Trading Estate	0859	0919	0939	0959	1019	1039	1059	1119	1139	1159	1219	1239	1259	1319	1339	1359	1419	1439	—
§ Hempsted, opp Sainsbury's Supermarket	0900	0920	0940	1000	1020	1040	1100	1120	1140	1200	1220	1240	1300	1320	1340	1400	1420	1440	—
Gloucester, o/s Gloucester Quays	0902	0922	0942	1002	1022	1042	1102	1122	1142	1202	1222	1242	1302	1322	1342	1402	1422	1442	—
§ Gloucester, before Spa Road	0903	0923	0943	1003	1023	1043	1103	1123	1143	1203	1223	1243	1303	1323	1343	1403	1423	1443	—
§ Gloucester, by The Docks	0904	0924	0944	1004	1024	1044	1104	1124	1144	1204	1224	1244	1304	1324	1344	1404	1424	1444	—
§ Gloucester, o/s The Warehouse	0905	0925	0945	1005	1025	1045	1105	1125	1145	1205	1225	1245	1305	1325	1345	1405	1425	1445	—
§ Gloucester, opp St Michael's Square	0906	0926	0946	1006	1026	1046	1106	1126	1146	1206	1226	1246	1306	1326	1346	1406	1426	1446	—
Gloucester, Clarence Street (Stand S)	arr	0908	0928	0948	1008	1028	1048	1108	1128	1148	1208	1228	1248	1308	1328	1348	1408	1428	1448
Gloucester, Clarence Street (Stand S)	dep	0913	0933	0953	1013	1033	1053	1113	1133	1153	1213	1233	1253	1313	1333	1353	1413	1433	1453
§ Gloucester, opp Asda Superstore	0914	0934	0954	1014	1034	1054	1114	1134	1154	1214	1234	1254	1314	1334	1354	1414	1434	1454	—
§ Gloucester, by Morrison's Supermarket	0917	0937	0957	1017	1037	1057	1117	1137	1157	1217	1237	1257	1317	1337	1357	1417	1437	1457	—
§ Gloucester, by Eastbrook Trading Estate	0918	0938	0958	1018	1038	1058	1118	1138	1158	1218	1238	1258	1318	1338	1358	1418	1438	1458	—
§ Barnwood, after St Lawrence Road	0920	0940	1000	1020	1040	1100	1120	1140	1200	1220	1240	1300	1320	1340	1400	1420	1440	1500	—
§ Coney Hill, by Coney Hill Road	0921	0941	1001	1021	1041	1101	1121	1141	1201	1221	1241	1301	1321	1341	1401	1421	1441	1501	—
§ Abbeymead, before North Upton Lane	0922	0942	1002	1022	1042	1102	1122	1142	1202	1222	1242	1302	1322	1342	1402	1422	1442	1502	—
§ Abbeymead, before Roman Road	0923	0943	1003	1023	1043	1103	1123	1143	1203	1223	1243	1303	1323	1343	1403	1423	1443	1503	—
§ Abbeymead, adj Bishops Road	0923	0943	1003	1023	1043	1103	1123	1143	1203	1223	1243	1303	1323	1343	1403	1423	1443	1503	—
§ Abbeymead, o/s The Turmut-Hoer	0925	0945	1005	1025	1045	1105	1125	1145	1205	1225	1245	1305	1325	1345	1405	1425	1445	1505	—
Abbeymead, before Brome Road	0927	0947	1007	1027	1047	1107	1127	1147	1207	1227	1247	1307	1327	1347	1407	1427	1447	1507	—
§ Abbeymead, before Cox's Way	0927	0947	1007	1027	1047	1107	1127	1147	1207	1227	1247	1307	1327	1347	1407	1427	1447	1507	—
§ Hucclecote, before Yewtree Road	0929	0949	1009	1029	1049	1109	1129	1149	1209	1229	1249	1309	1329	1349	1409	1429	1449	1509	—
§ Hucclecote, on Lobley's Estate	0930	0950	1010	1030	1050	1110	1130	1150	1210	1230	1250	1310	1330	1350	1410	1430	1450	1510	—
§ Hucclecote, opp Sapphire Way	0930	0950	1010	1030	1050	1110	1130	1150	1210	1230	1250	1310	1330	1350	1410	1430	1450	1510	—
Hucclecote, opp Coopers Edge School	0931	0951	1011	1031	1051	1111	1131	1151	1211	1231	1251	1311	1331	1351	1411	1431	1451	1511	—
§ Brockworth, nr Grebe Gardens	0931	0951	1011	1031	1051	1111	1131	1151	1211	1231	1251	1311	1331	1351	1411	1431	1451	1511	—
§ Brockworth, by Beaumont Walk	0932	0952	1012	1032	1052	1112	1132	1152	1212	1232	1252	1312	1332	1352	1412	1432	1452	1512	—
§ Brockworth, by Direct Wines	0932	0952	1012	1032	1052	1112	1132	1152	1212	1232	1252	1312	1332	1352	1412	1432	1452	1512	—
Brockworth, inside Gloucester Business Park	0935	0955	1015	1035	1055	1115	1135	1155	1215	1235	1255	1315	1335	1355	1415	1435	1455	1515	—
Brockworth, o/s Whittle Inn	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Saturdays

Quedgeley, opp Severn Vale School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Quedgeley, after Chiltern Road	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Quedgeley, opp Overbrook Road	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Quedgeley, opp Lower Meadow	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Quedgeley, nr The Holly Grove	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Quedgeley, inside Waterwells Park & Ride Site	1442	1502	1522	1542	1602	1622	1642	1702	1722	1742	1802	1822	1842	1922	2022	2122	2222		
§ Quedgeley, opp Kingsway Health Centre	1443	1503	1523	1543	1603	1623	1643	1703	1723	1743	1803	1823	1843	1923	2023	2123	2223		
§ Kingsway, after Saint Mawgan Street	1445	1505	1525	1545	1605	1625	1645	1705	1725	1745	1805	1824	1844	1924	2024	2124	2224		
Kingsway, nr Primary School	1447	1507	1527	1547	1607	1627	1647	1707	1727	1747	1807	1826	1846	1926	2026	2126	2226		
§ Kingsway, opp Playground	1448	1508	1528	1548	1608	1628	1648	1708	1728	1748	1808	1827	1847	1927	2027	2127	2227		
§ Kingsway, by Thatcham Avenue	1449	1509	1529	1549	1609	1629	1649	1709	1729	1749	1809	1828	1848	1928	2028	2128	2228		
§ Kingsway, after Chivenor Way	1450	1510	1530	1550	1610	1630	1650	1710	1730	1750	1810	1828	1848	1928	2028	2128	2228		
§ Copeland Park, Watermint Drive (N-bound)	1450	1510	1530	1550	1610	1630	1650	1710	1730	1750	1810	1829	1849	1929	2029	2129	2229		
Copeland Park, nr The Warren	1452	1512	1532	1552	1612	1632	1652	1712	1732	1752	1812	1830	1850	1930	2030	2130	2230		
§ Copeland Park, after Daniels Meadow	1452	1512	1532	1552	1612	1632	1652	1712	1732	1752	1812	1830	1850	1930	2030	2130	2230		
§ Hempsted, by Barn Owl Centre	1455	1515	1535	1555	1615	1635	1655	1715	1735	1755	1815	1833	1852	1933	2033	2133	2233		
§ Hempsted, nr The Forge	1457	1517	1537	1557	1617	1637	1657	1717	1737	1757	1817	1834	1854	1934	2034	2134	2234		
§ Hempsted, after Soren Larsen Way	1458	1518	1538	1558	1618	1638	1658	1718	1738	1758	1818	1835	1855	1935	2035	2135	2235		
§ Hempsted, by Monk Meadow Trading Estate	1459	1519	1539	1559	1619	1639	1659	1719	1739	1759	1819	1836	1856	1936	2036	2136	2236		
§ Hempsted, opp Sainsbury's Supermarket	1500	1520	1540	1600	1620	1640	1700	1720	1740	1800	1820	1837	1856	1937	2037	2137	2237		
Gloucester, o/s Gloucester Quays	1502	1522	1542	1602	1622	1642	1702	1722	1742	1802	1822	1839	1858	1939	2039	2139	2239		
§ Gloucester, before Spa Road	1503	1523	1543	1603	1623	1643	1703	1723	1743	1803	1823	1840	1859	1940	2040	2140	2240		
§ Gloucester, by The Docks	1504	1524	1544	1604	1624	1644	1704	1724	1744	1804	1824	1841	1900	1941	2041	2141	2241		
§ Gloucester, o/s The Warehouse	1505	1525	1545	1605	1625	1645	1705	1725	1745	1805	1825	1842	1901	1942	2042	2142	2242		
§ Gloucester, opp St Michael's Square	1506	1526	1546	1606	1626	1646	1706	1726	1746	1806	1826	1843	1902	1943	2043	2143	2243		
Gloucester, Clarence Street (Stand S)	arr	1508	1528	1548	1608	1628	1648	1708	1728	1748	1808	1828	1845	1904	1945	2045	2145	2245	
Gloucester, Clarence Street (Stand S)	dep	1513	1533	1553	1613	1633	1653	1713	1733	1753	1813	—	1853	—	1953	2053	2153	2253	
§ Gloucester, opp Asda Superstore	1514	1534	1554	1614	1634	1654	1714	1734	1754	1814	—	1854	—	1954	2054	2154	2254		
§ Gloucester, by Morrison's Supermarket	1517	1537	1557	1617	1637	1657	1717	1737	1757	1817	—	1857	—	1957	2057	2157	2257		
§ Gloucester, by Eastbrook Trading Estate	1518	1538	1558	1618	1638	1658	1718	1738	1758	1818	—	1858	—	1958	2058	2158	2258		
§ Barnwood, after St Lawrence Road	1520	1540	1600	1620	1640	1700	1720	1740	1800	1820	—	1900	—	2000	2100	2200	2300		
§ Coney Hill, by Coney Hill Road	1521	1541	1601	1621	1641	1701	1721	1741	1801	1821	—	1901	—	2001	2101	2201	2301		
§ Abbeymead, before North Upton Lane	1522	1542	1602	1622	1642	1702	1722	1742	1802	1822	—	1902	—	2002	2102	2202	2302		
§ Abbeymead, before Roman Road	1523	1543	1603	1623	1643	1703	1723	1743	1803	1823	—	1903	—	2003	2103	2203	2303		
§ Abbeymead, adj Bishops Road	1523	1543	1603	1623	1643	1703	1723	1743	1803	1823	—	1903	—	2003	2103	2203	2303		
§ Abbeymead, o/s The Turmut-Hoer	1525	1545	1605	1625	1645	1705	1725	1745	1805	1825	—	1905	—	2005	2105	2205	2305		
Abbeymead, before Brome Road	1527	1547	1607	1627	1647	1707	1727	1747	1807	1827	—	1907	—	2007	2107	2207	2307		
§ Abbeymead, before Cox's Way	1527	1547	1607	1627	1647	1707	1727	1747	1807	1827	—	1907	—	2007	2107	2207	2307		
§ Hucclecote, before Yewtree Road	1529	1549	1609	1629	1649	1709	1729	1749	1809	1829	—	1909	—	2009	2109	2209	2309		
§ Hucclecote, on Lobley's Estate	1530	1550	1610	1630	1650	1710	1730	1750	1810	1830	—	1910	—	2010	2110	2210	2310		
§ Hucclecote, opp Sapphire Way	1530	1550	1610	1630	1650	1710	1730	1750	1810	1830	—	1910	—	2010	2110	2210	2310		
Hucclecote, opp Coopers Edge School	1531	1551	1611	1631	1651	1711	1731	1751	1811	1831	—	1911	—	2011	2111	2211	2311		
§ Brockworth, nr Grebe Gardens	1531	1551	1611	1631	1651	1711	1731	1751	1811	1831	—	1911	—	2011	2111	2211	2311		
§ Brockworth, by Beaumont Walk	1532	1552	1612	1632	1652	1712	1732	1752	1812	1832	—	1912	—	2012	2112	2212	2312		
§ Brockworth, by Direct Wines	1532	1552	1612	1632	1652	1712	1732	1752	1812	1832	—	1912	—	2012	2112	2212	2312		
Brockworth, inside Gloucester Business Park	1535	1555	1615	1635	1655	1715	1735	1755	1815	1835	—	1915	—	2015	2115	2215	2315		
Brockworth, o/s Whittle Inn	—	—	—	—	—	—	—	—	—	1837	—	—	—	—	—	—	2317		

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Sundays

Quedgeley, opp Severn Vale School	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Quedgeley, after Chiltern Road	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Quedgeley, opp Overbrook Road	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Quedgeley, opp Lower Meadow	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
§ Quedgeley, nr The Holly Grove	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Quedgeley, inside Waterwells Park & Ride Site	—	0922	0952	1022	1052	1122	1152	1222	1252	1322	1352	1422	1452	1522	1552	1622	1652	1722	1722
§ Quedgeley, opp Kingsway Health Centre	—	0923	0953	1023	1053	1123	1153	1223	1253	1323	1353	1423	1453	1523	1553	1623	1653	1723	1723
§ Kingsway, after Saint Mawgan Street	—	0925	0955	1025	1055	1125	1155	1225	1255	1325	1355	1425	1455	1525	1555	1625	1655	1725	1725
Kingsway, nr Primary School	—	0927	0957	1027	1057	1127	1157	1227	1257	1327	1357	1427	1457	1527	1557	1627	1657	1727	1727
§ Kingsway, opp Playground	—	0928	0958	1028	1058	1128	1158	1228	1258	1328	1358	1428	1458	1528	1558	1628	1658	1728	1728
§ Kingsway, by Thatcham Avenue	—	0929	0959	1029	1059	1129	1159	1229	1259	1329	1359	1429	1459	1529	1559	1629	1659	1729	1729
§ Kingsway, after Chivenor Way	—	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1730
§ Copeland Park, Watermint Drive (N-bound)	—	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1730
Copeland Park, nr The Warren	—	0932	1002	1032	1102	1132	1202	1232	1302	1332	1402	1432	1502	1532	1602	1632	1702	1732	1732
§ Copeland Park, after Daniels Meadow	—	0932	1002	1032	1102	1132	1202	1232	1302	1332	1402	1432	1502	1532	1602	1632	1702	1732	1732
§ Hempsted, by Barn Owl Centre	—	0935	1005	1035	1105	1135	1205	1235	1305	1335	1405	1435	1505	1535	1605	1635	1705	1735	1735
§ Hempsted, nr The Forge	—	0937	1007	1037	1107	1137	1207	1237	1307	1337	1407	1437	1507	1537	1607	1637	1707	1737	1737
§ Hempsted, after Soren Larsen Way	—	0938	1008	1038	1108	1138	1208	1238	1308	1338	1408	1438	1508	1538	1608	1638	1708	1738	1738
§ Hempsted, by Monk Meadow Trading Estate	—	0939	1009	1039	1109	1139	1209	1239	1309	1339	1409	1439	1509	1539	1609	1639	1709	1739	1739
§ Hempsted, opp Sainsbury's Supermarket	—	0940	1010	1040	1110	1140	1210	1240	1310	1340	1410	1440	1510	1540	1610	1640	1710	1740	1740
Gloucester, o/s Gloucester Quays	—	0942	1012	1042	1112	1142	1212	1242	1312	1342	1412	1442	1512	1542	1612	1642	1712	1742	1742
§ Gloucester, before Spa Road	—	0943	1013	1043	1113	1143	1213	1243	1313	1343	1413	1443	1513	1543	1613	1643	1713	1743	1743
§ Gloucester, by The Docks	—	0944	1014	1044	1114	1144	1214	1244	1314	1344	1414	1444	1514	1544	1614	1644	1714	1744	1744
§ Gloucester, o/s The Warehouse	—	0945	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515	1545	1615	1645	1715	1745	1745
§ Gloucester, opp St Michael's Square	—	0946	1016	1046	1116	1146	1216	1246	1316	1346	1416	1446	1516	1546	1616	1646	1716	1746	1746
Gloucester, Clarence Street (Stand S)	arr	—	0948	1018	1048	1118	1148	1218	1248	1318	1348	1418	1448	1518	1548	1618	1648	1718	1748
Gloucester, Clarence Street (Stand S)	dep	0858	0953	1023	1053	1123	1153	1223	1253	1323	1353	1423	1453	1523	1553	1623	1653	1723	1753
§ Gloucester, opp Asda Superstore	0859	0954	1024	1054	1124	1154	1224	1254	1324	1354	1424	1454	1524	1554	1624	1654	1724	1754	1754
§ Gloucester, by Morrison's Supermarket	0902	0957	1027	1057	1127	1157	1227	1257	1327	1357	1427	1457	1527	1557	1627	1657	1727	1757	1757
§ Gloucester, by Eastbrook Trading Estate	0903	0958	1028	1058	1128	1158	1228	1258	1328	1358	1428	1458	1528	1558	1628	1658	1728	1758	1758
§ Barnwood, after St Lawrence Road	0905	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1800
§ Coney Hill, by Coney Hill Road	0906	1001	1031	1101	1131	1201	1231	1301	1331	1401	1431	1501	1531	1601	1631	1701	1731	1801	1801
§ Abbeymead, before North Upton Lane	0907	1002	1032	1102	1132	1202	1232	1302	1332	1402	1432	1502	1532	1602	1632	1702	1732	1802	1802
§ Abbeymead, before Roman Road	0908	1003	1033	1103	1133	1203	1233	1303	1333	1403	1433	1503	1533	1603	1633	1703	1733	1803	1803
§ Abbeymead, adj Bishops Road	0908	1003	1033	1103	1133	1203	1233	1303	1333	1403	1433	1503	1533	1603	1633	1703	1733	1803	1803
§ Abbeymead, o/s The Turmut-Hoer	0910	1005	1035	1105	1135	1205	1235	1305	1335	1405	1435	1505	1535	1605	1635	1705	1735	1805	1805
Abbeymead, before Brome Road	0912	1007	1037	1107	1137	1207	1237	1307	1337	1407	1437	1507	1537	1607	1637	1707	1737	1807	1807
§ Abbeymead, before Cox's Way	0912	1007	1037	1107	1137	1207	1237	1307	1337	1407	1437	1507	1537	1607	1637	1707	1737	1807	1807
§ Hucclecote, before Yewtree Road	0914	1009	1039	1109	1139	1209	1239	1309	1339	1409	1439	1509	1539	1609	1639	1709	1739	1809	1809
§ Hucclecote, on Lobley's Estate	0915	1010	1040	1110	1140	1210	1240	1310	1340	1410	1440	1510	1540	1610	1640	1710	1740	1810	1810
§ Hucclecote, opp Sapphire Way	0915	1010	1040	1110	1140	1210	1240	1310	1340	1410	1440	1510	1540	1610	1640	1710	1740	1810	1810
Hucclecote, opp Coopers Edge School	0916	1011	1041	1111	1141	1211	1241	1311	1341	1411	1441	1511	1541	1611	1641	1711	1741	1811	1811
§ Brockworth, nr Grebe Gardens	0916	1011	1041	1111	1141	1211	1241	1311	1341	1411	1441	1511	1541	1611	1641	1711	1741	1811	1811
§ Brockworth, by Beaumont Walk	0917	1012	1042	1112	1142	1212	1242	1312	1342	1412	1442	1512	1542	1612	1642	1712	1742	1812	1812
§ Brockworth, by Direct Wines	0917	1012	1042	1112	1142	1212	1242	1312	1342	1412	1442	1512	1542	1612	1642	1712	1742	1812	1812
Brockworth, inside Gloucester Business Park	0920	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515	1545	1615	1645	1715	1745	1815	1815
Brockworth, o/s Whittle Inn	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1747	—

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



Timetable valid from 04/08/2019 until further notice.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Table with columns for Service Restrictions, Sch, SH, and various stop times. Rows include locations like Brockworth, Hucclecote, Abbeymead, Gloucester, Kingsway, and Quedgeley.

Service Restrictions: SH - Gloucestershire School Holidays
Sch - Gloucestershire School Days

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



Timetable valid from 04/08/2019 until further notice.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Table with columns for Service Restrictions, Stop names, and departure times (1015 to 1645). Includes stops like Brockworth, Hucclecote, Abbeymead, Gloucester, Kingsway, and Quedgeley.

Service Restrictions: SH - Gloucestershire School Holidays
Sch - Gloucestershire School Days

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



Timetable valid from 04/08/2019 until further notice.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Saturdays

Brockworth, inside Gloucester Business Park	1555	1615	1630	1645	1700	1715	1735	1755	1815	1915	2015	2115	2215	—	0650	0740	0810	
Brockworth, o/s Whittle Inn	1602	1622	1637	1652	1707	1722	1742	1802	1822	1921	2021	2121	2221	—	0652	0742	0812	
§ Brockworth, after Wincanton Gate 2	1603	1623	1638	1653	1708	1723	1743	1803	1823	1922	2022	2122	2222	—	0653	0743	0813	
§ Brockworth, nr Beaumont Walk	1605	1625	1640	1655	1710	1725	1745	1805	1825	1923	2023	2123	2223	—	0655	0745	0815	
§ Brockworth, before Grebe Gardens	1606	1626	1641	1656	1711	1726	1746	1806	1826	1924	2024	2124	2224	—	0656	0746	0816	
Hucclecote, o/s Coopers Edge School	1607	1627	1642	1657	1712	1727	1747	1807	1827	1925	2025	2125	2225	—	0657	0747	0817	
§ Hucclecote, corner of Gauntlet Road	1607	1627	1642	1657	1712	1727	1747	1807	1827	1925	2025	2125	2225	—	0657	0747	0817	
§ Hucclecote, by Lobley's Estate	1607	1627	1642	1657	1712	1727	1747	1808	1828	1925	2025	2125	2225	—	0657	0747	0817	
§ Hucclecote, on Turning circle	1608	1628	1643	1658	1713	1728	1748	1808	1828	1926	2026	2126	2226	—	0658	0748	0818	
§ Abbeymead, after Cox's Way	1610	1630	1645	1700	1715	1730	1750	1811	1831	1928	2028	2128	2228	—	0700	0750	0820	
Abbeymead, nr Bromo Road	1611	1631	1646	1701	1716	1731	1751	1812	1832	1929	2029	2129	2229	—	0701	0751	0821	
§ Abbeymead, before Palmer Avenue	1611	1631	1646	1701	1716	1731	1751	1812	1832	1929	2029	2129	2229	—	0701	0751	0821	
§ Abbeymead, after The Turmut-Hoer	1612	1632	1647	1702	1717	1732	1752	1813	1833	1929	2029	2129	2229	—	0702	0752	0822	
§ Abbeymead, Charlwood House (Stop)	1613	1633	1648	1703	1718	1733	1753	1814	1834	1930	2030	2130	2230	—	0703	0753	0823	
§ Abbeymead, before The Oaks	1614	1634	1649	1704	1719	1734	1754	1815	1835	1931	2031	2131	2231	—	0704	0754	0824	
§ Abbeymead, after Roman Road	1614	1634	1649	1704	1719	1734	1754	1815	1835	1932	2032	2132	2232	—	0704	0754	0824	
§ Abbeymead, after North Upton Lane	1615	1635	1650	1705	1720	1735	1755	1816	1836	1932	2032	2132	2232	—	0705	0755	0825	
§ Coney Hill, nr Coney Hill Road	1616	1636	1651	1706	1721	1736	1756	1816	1836	1933	2033	2133	2233	—	0706	0756	0826	
§ Barnwood, nr Ullenwood Road	1617	1637	1652	1707	1722	1737	1757	1817	1837	1933	2033	2133	2233	—	0707	0757	0827	
§ Gloucester, opp Eastbrook Trading Estate	1619	1639	1654	1709	1724	1739	1759	1819	1839	1935	2035	2135	2235	—	0709	0759	0829	
§ Gloucester, opp Morrison's Supermarket	1620	1640	1655	1710	1725	1740	1800	1820	1840	1936	2036	2136	2236	—	0710	0800	0830	
§ Gloucester, o/s Asda Superstore	1623	1643	1658	1713	1728	1743	1803	1823	1843	1938	2038	2138	2238	—	0713	0803	0833	
Gloucester, Station Road (Stop Q)	arr	1625	1645	1700	1715	1730	1745	1805	1825	1845	1940	2040	2140	2240	—	0715	0805	0835
Gloucester, Station Road (Stop Q)	dep	1630	1650	1705	1720	1735	1750	1810	1830	1850	1950	2050	2150	2250	0620	0720	0810	0840
§ Gloucester, New Look (Stop X)	1632	1652	1707	1722	1737	1752	1811	1831	1851	1951	2051	2151	2251	0621	0721	0811	0841	
§ Gloucester, St Michael's Square (SW-bound)	1633	1653	1708	1723	1738	1753	1812	1832	1851	1951	2051	2151	2251	0621	0721	0812	0842	
§ Gloucester, opp The Warehouse	1635	1655	1710	1725	1740	1755	1813	1833	1852	1952	2052	2152	2252	0622	0722	0813	0843	
§ Gloucester, opp The Docks	1637	1657	1712	1727	1742	1757	1814	1834	1853	1953	2053	2153	2253	0623	0723	0814	0844	
§ Gloucester, after Spa Road	1639	1659	1714	1729	1744	1759	1816	1836	1854	1954	2054	2154	2254	0624	0724	0816	0846	
Gloucester, opp Gloucester Quays	1643	1703	1718	1733	1748	1803	1818	1838	1856	1956	2056	2156	2256	0626	0726	0818	0848	
§ Hempsted, o/s Sainsbury's Supermarket	1644	1704	1719	1734	1749	1804	1819	1839	1857	1957	2057	2157	2257	0627	0727	0819	0849	
§ Hempsted, nr Monk Meadow Trading Estate	1645	1705	1720	1735	1750	1805	1820	1840	1857	1957	2057	2157	2257	0627	0727	0820	0850	
§ Hempsted, before Soren Larsen Way	1647	1707	1722	1737	1752	1807	1822	1841	1859	1959	2059	2159	2259	0629	0729	0821	0851	
§ Hempsted, before The Anchorage	1648	1708	1723	1738	1753	1808	1823	1842	1859	1959	2059	2159	2259	0629	0729	0822	0852	
§ Lower Tuffley, after Quedgeley Court Park	1654	1714	1729	1744	1759	1814	1829	1846	1903	2003	2103	2203	2303	0633	0733	0826	0856	
§ Lower Tuffley, on Greenhill Drive Roundabout	1654	1714	1729	1744	1759	1814	1829	1846	1903	2003	2103	2203	2303	0633	0733	0826	0856	
Copeland Park, opp Daniels Meadow	1655	1715	1730	1745	1800	1815	1830	1847	1904	2004	2104	2204	2304	0634	0734	0827	0857	
§ Copeland Park, opp Watermint Drive	1656	1716	1731	1746	1801	1816	1831	1848	1905	2005	2105	2205	2305	0635	0735	0828	0858	
§ Kingsway, corner of Chivenor Way	1657	1717	1732	1747	1802	1817	1832	1849	1906	2006	2106	2206	2306	0636	0736	0829	0859	
§ Kingsway, nr Kinloss Drive	1658	1718	1733	1748	1803	1818	1833	1850	1907	2007	2107	2207	2307	0637	0737	0830	0900	
§ Kingsway, by Coningsby Walk	1659	1719	1734	1749	1804	1819	1834	1851	1908	2008	2108	2208	2308	0638	0738	0832	0902	
Kingsway, after Bampton Castle Way	1700	1720	1735	1750	1805	1820	1835	1852	1909	2009	2109	2209	2309	0639	0739	0833	0903	
§ Kingsway, opp Saint Mawgan Street	1701	1721	1736	1751	1806	1821	1836	1853	1909	2009	2109	2209	2309	0639	0739	0834	0904	
§ Quedgeley, o/s Kingsway Health Centre	1703	1723	1738	1753	1808	1823	1838	1855	1911	2011	2111	2211	2311	0641	0741	0835	0905	
§ Quedgeley, nr Naas Lane																		
§ Quedgeley, nr Holly End																		
§ Quedgeley, opp Highliffe Drive																		
§ Quedgeley, o/s Tesco & Severnvale Shops																		
§ Quedgeley, o/s St James' Church																		
Quedgeley, opp Severn Vale School																		
Quedgeley, inside Waterwells Park & Ride Site	1705	1725	1740	1755	1810	1825	1840	1857	1912	2012	2112	2212	2312	0642	0742	0837	0907	

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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Saturdays

Brockworth, inside Gloucester Business Park	0840	0900	0910	0935	0955	1015	1035	1055	1115	1135	1155	1215	1235	1255	1315	1335	1355	1415	
Brockworth, o/s Whittle Inn	0842	0902	0922	0942	1002	1022	1042	1102	1122	1142	1202	1222	1242	1302	1322	1342	1402	1422	
§ Brockworth, after Wincanton Gate 2	0843	0903	0923	0943	1003	1023	1043	1103	1123	1143	1203	1223	1243	1303	1323	1343	1403	1423	
§ Brockworth, nr Beaumont Walk	0845	0905	0925	0945	1005	1025	1045	1105	1125	1145	1205	1225	1245	1305	1325	1345	1405	1425	
§ Brockworth, before Grebe Gardens	0846	0906	0926	0946	1006	1026	1046	1106	1126	1146	1206	1226	1246	1306	1326	1346	1406	1426	
Hucclecote, o/s Coopers Edge School	0847	0907	0927	0947	1007	1027	1047	1107	1127	1147	1207	1227	1247	1307	1327	1347	1407	1427	
§ Hucclecote, corner of Gauntlet Road	0847	0907	0927	0947	1007	1027	1047	1107	1127	1147	1207	1227	1247	1307	1327	1347	1407	1427	
§ Hucclecote, by Lobley's Estate	0847	0907	0927	0947	1007	1027	1047	1107	1127	1147	1207	1227	1247	1307	1327	1347	1407	1427	
§ Hucclecote, on Turning circle	0848	0908	0928	0948	1008	1028	1048	1108	1128	1148	1208	1228	1248	1308	1328	1348	1408	1428	
§ Abbeymead, after Cox's Way	0850	0910	0930	0950	1010	1030	1050	1110	1130	1150	1210	1230	1250	1310	1330	1350	1410	1430	
Abbeymead, nr Bromo Road	0851	0911	0931	0951	1011	1031	1051	1111	1131	1151	1211	1231	1251	1311	1331	1351	1411	1431	
§ Abbeymead, before Palmer Avenue	0851	0911	0931	0951	1011	1031	1051	1111	1131	1151	1211	1231	1251	1311	1331	1351	1411	1431	
§ Abbeymead, after The Turmut-Hoer	0852	0912	0932	0952	1012	1032	1052	1112	1132	1152	1212	1232	1252	1312	1332	1352	1412	1432	
§ Abbeymead, Charlwood House (Stop)	0853	0913	0933	0953	1013	1033	1053	1113	1133	1153	1213	1233	1253	1313	1333	1353	1413	1433	
§ Abbeymead, before The Oaks	0854	0914	0934	0954	1014	1034	1054	1114	1134	1154	1214	1234	1254	1314	1334	1354	1414	1434	
§ Abbeymead, after Roman Road	0854	0914	0934	0954	1014	1034	1054	1114	1134	1154	1214	1234	1254	1314	1334	1354	1414	1434	
§ Abbeymead, after North Upton Lane	0855	0915	0935	0955	1015	1035	1055	1115	1135	1155	1215	1235	1255	1315	1335	1355	1415	1435	
§ Coney Hill, nr Coney Hill Road	0856	0916	0936	0956	1016	1036	1056	1116	1136	1156	1216	1236	1256	1316	1336	1356	1416	1436	
§ Barnwood, nr Ullenwood Road	0857	0917	0937	0957	1017	1037	1057	1117	1137	1157	1217	1237	1257	1317	1337	1357	1417	1437	
§ Gloucester, opp Eastbrook Trading Estate	0859	0919	0939	0959	1019	1039	1059	1119	1139	1159	1219	1239	1259	1319	1339	1359	1419	1439	
§ Gloucester, opp Morrison's Supermarket	0900	0920	0940	1000	1020	1040	1100	1120	1140	1200	1220	1240	1300	1320	1340	1400	1420	1440	
§ Gloucester, o/s Asda Superstore	0903	0923	0943	1003	1023	1043	1103	1123	1143	1203	1223	1243	1303	1323	1343	1403	1423	1443	
Gloucester, Station Road (Stop Q)	arr	0905	0925	0945	1005	1025	1045	1105	1125	1145	1205	1225	1245	1305	1325	1345	1405	1425	1445
Gloucester, Station Road (Stop Q)	dep	0910	0930	0950	1010	1030	1050	1110	1130	1150	1210	1230	1250	1310	1330	1350	1410	1430	1450
§ Gloucester, New Look (Stop X)	0911	0931	0951	1011	1031	1051	1111	1131	1151	1211	1231	1251	1311	1331	1351	1411	1431	1451	
§ Gloucester, St Michael's Square (SW-bound)	0912	0932	0952	1012	1032	1052	1112	1132	1152	1212	1232	1252	1312	1332	1352	1412	1432	1452	
§ Gloucester, opp The Warehouse	0913	0933	0953	1013	1033	1053	1113	1133	1153	1213	1233	1253	1313	1333	1353	1413	1433	1453	
§ Gloucester, opp The Docks	0914	0934	0954	1014	1034	1054	1114	1134	1154	1214	1234	1254	1314	1334	1354	1414	1434	1454	
§ Gloucester, after Spa Road	0916	0936	0956	1016	1036	1056	1116	1136	1156	1216	1236	1256	1316	1336	1356	1416	1436	1456	
Gloucester, opp Gloucester Quays	0918	0938	0958	1018	1038	1058	1118	1138	1158	1218	1238	1258	1318	1338	1358	1418	1438	1458	
§ Hempsted, o/s Sainsbury's Supermarket	0919	0939	0959	1019	1039	1059	1119	1139	1159	1219	1239	1259	1319	1339	1359	1419	1439	1459	
§ Hempsted, nr Monk Meadow Trading Estate	0920	0940	1000	1020	1040	1100	1120	1140	1200	1220	1240	1300	1320	1340	1400	1420	1440	1500	
§ Hempsted, before Soren Larsen Way	0921	0941	1001	1021	1041	1101	1121	1141	1201	1221	1241	1301	1321	1341	1401	1421	1441	1501	
§ Hempsted, before The Anchorage	0922	0942	1002	1022	1042	1102	1122	1142	1202	1222	1242	1302	1322	1342	1402	1422	1442	1502	
§ Lower Tuffley, after Quedgeley Court Park	0926	0946	1006	1026	1046	1106	1126	1146	1206	1226	1246	1306	1326	1346	1406	1426	1446	1506	
§ Lower Tuffley, on Greenhill Drive Roundabout	0926	0946	1006	1026	1046	1106	1126	1146	1206	1226	1246	1306	1326	1346	1406	1426	1446	1506	
Copeland Park, opp Daniels Meadow	0927	0947	1007	1027	1047	1107	1127	1147	1207	1227	1247	1307	1327	1347	1407	1427	1447	1507	
§ Copeland Park, opp Watermint Drive	0928	0948	1008	1028	1048	1108	1128	1148	1208	1228	1248	1308	1328	1348	1408	1428	1448	1508	
§ Kingsway, corner of Chivenor Way	0929	0949	1009	1029	1049	1109	1129	1149	1209	1229	1249	1309	1329	1349	1409	1429	1449	1509	
§ Kingsway, nr Kinloss Drive	0930	0950	1010	1030	1050	1110	1130	1150	1210	1230	1250	1310	1330	1350	1410	1430	1450	1510	
§ Kingsway, by Coningsby Walk	0932	0952	1012	1032	1052	1112	1132	1152	1212	1232	1252	1312	1332	1352	1412	1432	1452	1512	
Kingsway, after Bampton Castle Way	0933	0953	1013	1033	1053	1113	1133	1153	1213	1233	1253	1313	1333	1353	1413	1433	1453	1513	
§ Kingsway, opp Saint Mawgan Street	0934	0954	1014	1034	1054	1114	1134	1154	1214	1234	1254	1314	1334	1354	1414	1434	1454	1514	
§ Quedgeley, o/s Kingsway Health Centre	0935	0955	1015	1035	1055	1115	1135	1155	1215	1235	1255	1315	1335	1355	1415	1435	1455	1515	
§ Quedgeley, nr Naas Lane																			
§ Quedgeley, nr Holly End																			
§ Quedgeley, opp Highliffe Drive																			
§ Quedgeley, o/s Tesco & Severnvale Shops																			
§ Quedgeley, o/s St James' Church																			
Quedgeley, opp Severn Vale School																			
Quedgeley, inside Waterwells Park & Ride Site	0937	0957	1017	1037	1057	1117	1137	1157	1217	1237	1257	1317	1337	1357	1417	1437	1457	1517	

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Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Saturdays

Brockworth, inside Gloucester Business Park	1435	1455	1515	1535	1555	1615	1635	1655	1715	1735	1755	1815	1915	2015	2115	2215
Brockworth, o/s Whittle Inn	1442	1502	1522	1542	1602	1622	1642	1702	1722	1742	1802	1822	1921	2021	2121	2221
§ Brockworth, after Wincanton Gate 2	1443	1503	1523	1543	1603	1623	1643	1703	1723	1743	1803	1823	1922	2022	2122	2222
§ Brockworth, nr Beaumont Walk	1445	1505	1525	1545	1605	1625	1645	1705	1725	1745	1805	1825	1923	2023	2123	2223
§ Brockworth, before Grebe Gardens	1446	1506	1526	1546	1606	1626	1646	1706	1726	1746	1806	1826	1924	2024	2124	2224
Hucclecote, o/s Coopers Edge School	1447	1507	1527	1547	1607	1627	1647	1707	1727	1747	1807	1827	1925	2025	2125	2225
§ Hucclecote, corner of Gauntlet Road	1447	1507	1527	1547	1607	1627	1647	1707	1727	1747	1807	1827	1925	2025	2125	2225
§ Hucclecote, by Lobley's Estate	1447	1507	1527	1547	1607	1627	1647	1707	1727	1747	1808	1828	1925	2025	2125	2225
§ Hucclecote, on Turning circle	1448	1508	1528	1548	1608	1628	1648	1708	1728	1748	1808	1828	1926	2026	2126	2226
§ Abbeymead, after Cox's Way	1450	1510	1530	1550	1610	1630	1650	1710	1730	1750	1811	1831	1928	2028	2128	2228
Abbeymead, nr Brome Road	1451	1511	1531	1551	1611	1631	1651	1711	1731	1751	1812	1832	1929	2029	2129	2229
§ Abbeymead, before Palmer Avenue	1451	1511	1531	1551	1611	1631	1651	1711	1731	1751	1812	1832	1929	2029	2129	2229
§ Abbeymead, after The Turmut-Hoer	1452	1512	1532	1552	1612	1632	1652	1712	1732	1752	1813	1833	1929	2029	2129	2229
§ Abbeymead, Charlwood House (Stop)	1453	1513	1533	1553	1613	1633	1653	1713	1733	1753	1814	1834	1930	2030	2130	2230
§ Abbeymead, before The Oaks	1454	1514	1534	1554	1614	1634	1654	1714	1734	1754	1815	1835	1931	2031	2131	2231
§ Abbeymead, after Roman Road	1454	1514	1534	1554	1614	1634	1654	1714	1734	1754	1815	1835	1932	2032	2132	2232
§ Abbeymead, after North Upton Lane	1455	1515	1535	1555	1615	1635	1655	1715	1735	1755	1816	1836	1932	2032	2132	2232
§ Coney Hill, nr Coney Hill Road	1456	1516	1536	1556	1616	1636	1656	1716	1736	1756	1816	1836	1933	2033	2133	2233
§ Barnwood, nr Ullenwood Road	1457	1517	1537	1557	1617	1637	1657	1717	1737	1757	1817	1837	1933	2033	2133	2233
§ Gloucester, opp Eastbrook Trading Estate	1459	1519	1539	1559	1619	1639	1659	1719	1739	1759	1819	1839	1935	2035	2135	2235
§ Gloucester, opp Morrison's Supermarket	1500	1520	1540	1600	1620	1640	1700	1720	1740	1800	1820	1840	1936	2036	2136	2236
§ Gloucester, o/s Asda Superstore	1503	1523	1543	1603	1623	1643	1703	1723	1743	1803	1823	1843	1938	2038	2138	2238
Gloucester, Station Road (Stop Q)	1505	1525	1545	1605	1625	1645	1705	1725	1745	1805	1825	1845	1940	2040	2140	2240
Gloucester, Station Road (Stop Q)	1510	1530	1550	1610	1630	1650	1710	1730	1750	1810	1830	1850	1950	2050	2150	2250
§ Gloucester, New Look (Stop X)	1511	1531	1551	1611	1631	1651	1711	1731	1751	1811	1831	1851	1951	2051	2151	2251
§ Gloucester, St Michael's Square (SW-bound)	1512	1532	1552	1612	1632	1652	1712	1732	1752	1812	1832	1851	1951	2051	2151	2251
§ Gloucester, opp The Warehouse	1513	1533	1553	1613	1633	1653	1713	1733	1753	1813	1833	1852	1952	2052	2152	2252
§ Gloucester, opp The Docks	1514	1534	1554	1614	1634	1654	1714	1734	1754	1814	1834	1853	1953	2053	2153	2253
§ Gloucester, after Spa Road	1516	1536	1556	1616	1636	1656	1716	1736	1756	1816	1836	1854	1954	2054	2154	2254
Gloucester, opp Gloucester Quays	1518	1538	1558	1618	1638	1658	1718	1738	1758	1818	1838	1856	1956	2056	2156	2256
§ Hempsted, o/s Sainsbury's Supermarket	1519	1539	1559	1619	1639	1659	1719	1739	1759	1819	1839	1857	1957	2057	2157	2257
§ Hempsted, nr Monk Meadow Trading Estate	1520	1540	1600	1620	1640	1700	1720	1740	1800	1820	1840	1857	1957	2057	2157	2257
§ Hempsted, before Soren Larsen Way	1521	1541	1601	1621	1641	1701	1721	1741	1801	1821	1841	1859	1959	2059	2159	2259
§ Hempsted, before The Anchorage	1522	1542	1602	1622	1642	1702	1722	1742	1802	1822	1842	1859	1959	2059	2159	2259
§ Lower Tuffley, after Quedgeley Court Park	1526	1546	1606	1626	1646	1706	1726	1746	1806	1826	1846	1903	2003	2103	2203	2303
§ Lower Tuffley, on Greenhill Drive Roundabout	1526	1546	1606	1626	1646	1706	1726	1746	1806	1826	1846	1903	2003	2103	2203	2303
Copeland Park, opp Daniels Meadow	1527	1547	1607	1627	1647	1707	1727	1747	1807	1827	1847	1904	2004	2104	2204	2304
§ Copeland Park, opp Watermint Drive	1528	1548	1608	1628	1648	1708	1728	1748	1808	1828	1848	1905	2005	2105	2205	2305
§ Kingsway, corner of Chivenor Way	1529	1549	1609	1629	1649	1709	1729	1749	1809	1829	1849	1906	2006	2106	2206	2306
§ Kingsway, nr Kinloss Drive	1530	1550	1610	1630	1650	1710	1730	1750	1810	1830	1850	1907	2007	2107	2207	2307
§ Kingsway, by Coningsby Walk	1532	1552	1612	1632	1652	1712	1732	1752	1812	1832	1852	1908	2008	2108	2208	2308
Kingsway, after Bampton Castle Way	1533	1553	1613	1633	1653	1713	1733	1753	1813	1833	1853	1909	2009	2109	2209	2309
§ Kingsway, opp Saint Mawgan Street	1534	1554	1614	1634	1654	1714	1734	1754	1814	1834	1854	1909	2009	2109	2209	2309
§ Quedgeley, o/s Kingsway Health Centre	1535	1555	1615	1635	1655	1715	1735	1755	1815	1835	1855	1911	2011	2111	2211	2311
§ Quedgeley, nr Naas Lane																
§ Quedgeley, nr Holly End																
§ Quedgeley, opp Highliffe Drive																
§ Quedgeley, o/s Tesco & Severnvale Shops																
§ Quedgeley, o/s St James' Church																
Quedgeley, opp Severn Vale School																
Quedgeley, inside Waterwells Park & Ride Site	1537	1557	1617	1637	1657	1717	1737	1757	1817	1837	1857	1912	2012	2112	2212	2312

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



Timetable valid from 04/08/2019 until further notice.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Sundays

Brockworth, inside Gloucester Business Park	—	0920	0950	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515	1545	1615	1645	1715	
Brockworth, o/s Whittle Inn	—	0922	0952	1022	1052	1122	1152	1222	1252	1322	1352	1422	1452	1522	1552	1622	1652	1722	
§ Brockworth, after Wincanton Gate 2	—	0923	0953	1023	1053	1123	1153	1223	1253	1323	1353	1423	1453	1523	1553	1623	1653	1723	
§ Brockworth, nr Beaumont Walk	—	0925	0955	1025	1055	1125	1155	1225	1255	1325	1355	1425	1455	1525	1555	1625	1655	1725	
§ Brockworth, before Grebe Gardens	—	0926	0956	1026	1056	1126	1156	1226	1256	1326	1356	1426	1456	1526	1556	1626	1656	1726	
Hucclecote, o/s Coopers Edge School	—	0927	0957	1027	1057	1127	1157	1227	1257	1327	1357	1427	1457	1527	1557	1627	1657	1727	
§ Hucclecote, corner of Gauntlet Road	—	0927	0957	1027	1057	1127	1157	1227	1257	1327	1357	1427	1457	1527	1557	1627	1657	1727	
§ Hucclecote, by Lobley's Estate	—	0927	0957	1027	1057	1127	1157	1227	1257	1327	1357	1427	1457	1527	1557	1627	1657	1727	
§ Hucclecote, on Turning circle	—	0928	0958	1028	1058	1128	1158	1228	1258	1328	1358	1428	1458	1528	1558	1628	1658	1728	
§ Abbeymead, after Cox's Way	—	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	
Abbeymead, nr Bromo Road	—	0931	1001	1031	1101	1131	1201	1231	1301	1331	1401	1431	1501	1531	1601	1631	1701	1731	
§ Abbeymead, before Palmer Avenue	—	0931	1001	1031	1101	1131	1201	1231	1301	1331	1401	1431	1501	1531	1601	1631	1701	1731	
§ Abbeymead, after The Turmut-Hoer	—	0932	1002	1032	1102	1132	1202	1232	1302	1332	1402	1432	1502	1532	1602	1632	1702	1732	
§ Abbeymead, Charlwood House (Stop)	—	0933	1003	1033	1103	1133	1203	1233	1303	1333	1403	1433	1503	1533	1603	1633	1703	1733	
§ Abbeymead, before The Oaks	—	0934	1004	1034	1104	1134	1204	1234	1304	1334	1404	1434	1504	1534	1604	1634	1704	1734	
§ Abbeymead, after Roman Road	—	0934	1004	1034	1104	1134	1204	1234	1304	1334	1404	1434	1504	1534	1604	1634	1704	1734	
§ Abbeymead, after North Upton Lane	—	0935	1005	1035	1105	1135	1205	1235	1305	1335	1405	1435	1505	1535	1605	1635	1705	1735	
§ Coney Hill, nr Coney Hill Road	—	0936	1006	1036	1106	1136	1206	1236	1306	1336	1406	1436	1506	1536	1606	1636	1706	1736	
§ Barnwood, nr Ullenwood Road	—	0937	1007	1037	1107	1137	1207	1237	1307	1337	1407	1437	1507	1537	1607	1637	1707	1737	
§ Gloucester, opp Eastbrook Trading Estate	—	0939	1009	1039	1109	1139	1209	1239	1309	1339	1409	1439	1509	1539	1609	1639	1709	1739	
§ Gloucester, opp Morrison's Supermarket	—	0940	1010	1040	1110	1140	1210	1240	1310	1340	1410	1440	1510	1540	1610	1640	1710	1740	
§ Gloucester, o/s Asda Superstore	—	0943	1013	1043	1113	1143	1213	1243	1313	1343	1413	1443	1513	1543	1613	1643	1713	1743	
Gloucester, Station Road (Stop Q)	arr	0945	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515	1545	1615	1645	1715	1745	
Gloucester, Station Road (Stop Q)	dep	0855	0950	1020	1050	1120	1150	1220	1250	1320	1350	1420	1450	1520	1550	1620	1650	1720	1750
§ Gloucester, New Look (Stop X)		0856	0951	1021	1051	1121	1151	1221	1251	1321	1351	1421	1451	1521	1551	1621	1651	1721	1751
§ Gloucester, St Michael's Square (SW-bound)		0856	0952	1022	1052	1122	1152	1222	1252	1322	1352	1422	1452	1522	1552	1622	1652	1722	1752
§ Gloucester, opp The Warehouse		0857	0953	1023	1053	1123	1153	1223	1253	1323	1353	1423	1453	1523	1553	1623	1653	1723	1753
§ Gloucester, opp The Docks		0858	0954	1024	1054	1124	1154	1224	1254	1324	1354	1424	1454	1524	1554	1624	1654	1724	1754
§ Gloucester, after Spa Road		0859	0956	1026	1056	1126	1156	1226	1256	1326	1356	1426	1456	1526	1556	1626	1656	1726	1756
Gloucester, opp Gloucester Quays		0901	0958	1028	1058	1128	1158	1228	1258	1328	1358	1428	1458	1528	1558	1628	1658	1728	1758
§ Hempsted, o/s Sainsbury's Supermarket		0902	0959	1029	1059	1129	1159	1229	1259	1329	1359	1429	1459	1529	1559	1629	1659	1729	1759
§ Hempsted, nr Monk Meadow Trading Estate		0902	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800
§ Hempsted, before Soren Larsen Way		0904	1001	1031	1101	1131	1201	1231	1301	1331	1401	1431	1501	1531	1601	1631	1701	1731	1801
§ Hempsted, before The Anchorage		0904	1002	1032	1102	1132	1202	1232	1302	1332	1402	1432	1502	1532	1602	1632	1702	1732	1802
§ Lower Tuffley, after Quedgeley Court Park		0908	1006	1036	1106	1136	1206	1236	1306	1336	1406	1436	1506	1536	1606	1636	1706	1736	1806
§ Lower Tuffley, on Greenhill Drive Roundabout		0908	1006	1036	1106	1136	1206	1236	1306	1336	1406	1436	1506	1536	1606	1636	1706	1736	1806
Copeland Park, opp Daniels Meadow		0909	1007	1037	1107	1137	1207	1237	1307	1337	1407	1437	1507	1537	1607	1637	1707	1737	1807
§ Copeland Park, opp Watermint Drive		0910	1008	1038	1108	1138	1208	1238	1308	1338	1408	1438	1508	1538	1608	1638	1708	1738	1808
§ Kingsway, corner of Chivenor Way		0911	1009	1039	1109	1139	1209	1239	1309	1339	1409	1439	1509	1539	1609	1639	1709	1739	1809
§ Kingsway, nr Kinloss Drive		0912	1010	1040	1110	1140	1210	1240	1310	1340	1410	1440	1510	1540	1610	1640	1710	1740	1810
§ Kingsway, by Coningsby Walk		0913	1012	1042	1112	1142	1212	1242	1312	1342	1412	1442	1512	1542	1612	1642	1712	1742	1812
Kingsway, after Bampton Castle Way		0914	1013	1043	1113	1143	1213	1243	1313	1343	1413	1443	1513	1543	1613	1643	1713	1743	1813
§ Kingsway, opp Saint Mawgan Street		0914	1014	1044	1114	1144	1214	1244	1314	1344	1414	1444	1514	1544	1614	1644	1714	1744	1814
§ Quedgeley, o/s Kingsway Health Centre		0916	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515	1545	1615	1645	1715	1745	1815
§ Quedgeley, nr Naas Lane																			
§ Quedgeley, nr Holly End																			
§ Quedgeley, opp Highliffe Drive																			
§ Quedgeley, o/s Tesco & Severnvale Shops																			
§ Quedgeley, o/s St James' Church																			
Quedgeley, opp Severn Vale School																			
Quedgeley, inside Waterwells Park & Ride Site		0917	1017	1047	1117	1147	1217	1247	1317	1347	1417	1447	1517	1547	1617	1647	1717	1747	1817

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



Timetable valid from 04/08/2019 until further notice.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Sundays	
Brockworth, inside Gloucester Business Park	1815
Brockworth, o/s Whittle Inn	1821
§ Brockworth, after Wincanton Gate 2	1822
§ Brockworth, nr Beaumont Walk	1823
§ Brockworth, before Grebe Gardens	1824
Hucclecote, o/s Coopers Edge School	1825
§ Hucclecote, corner of Gauntlet Road	1825
§ Hucclecote, by Lobley's Estate	1825
§ Hucclecote, on Turning circle	1826
§ Abbeymead, after Cox's Way	1828
Abbeymead, nr Brome Road	1829
§ Abbeymead, before Palmer Avenue	1829
§ Abbeymead, after The Turmut-Hoer	1829
§ Abbeymead, Charlwood House (Stop)	1830
§ Abbeymead, before The Oaks	1831
§ Abbeymead, after Roman Road	1832
§ Abbeymead, after North Upton Lane	1832
§ Coney Hill, nr Coney Hill Road	1833
§ Barnwood, nr Ullenwood Road	1833
§ Gloucester, opp Eastbrook Trading Estate	1835
§ Gloucester, opp Morrison's Supermarket	1836
§ Gloucester, o/s Asda Superstore	1838
Gloucester, Station Road (Stop Q)	arr 1840
Gloucester, Station Road (Stop Q)	dep 1845
§ Gloucester, New Look (Stop X)	1846
§ Gloucester, St Michael's Square (SW-bound)	1846
§ Gloucester, opp The Warehouse	1847
§ Gloucester, opp The Docks	1848
§ Gloucester, after Spa Road	1849
Gloucester, opp Gloucester Quays	1851
§ Hempsted, o/s Sainsbury's Supermarket	1852
§ Hempsted, nr Monk Meadow Trading Estate	1852
§ Hempsted, before Soren Larsen Way	1854
§ Hempsted, before The Anchorage	1854
§ Lower Tuffley, after Quedgeley Court Park	1858
§ Lower Tuffley, on Greenhill Drive Roundabout	1858
Copeland Park, opp Daniels Meadow	1859
§ Copeland Park, opp Watermint Drive	1900
§ Kingsway, corner of Chivenor Way	1901
§ Kingsway, nr Kinloss Drive	1902
§ Kingsway, by Coningsby Walk	1903
Kingsway, after Bampton Castle Way	1904
§ Kingsway, opp Saint Mawgan Street	1904
§ Quedgeley, o/s Kingsway Health Centre	1906
§ Quedgeley, nr Naas Lane	
§ Quedgeley, nr Holly End	
§ Quedgeley, opp Highliffe Drive	
§ Quedgeley, o/s Tesco & Severnvale Shops	
§ Quedgeley, o/s St James' Church	
Quedgeley, opp Severn Vale School	
Quedgeley, inside Waterwells Park & Ride Site	1907

Bank Holidays													
—	0920	0950	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515
—	0922	0952	1022	1052	1122	1152	1222	1252	1322	1352	1422	1452	1522
—	0923	0953	1023	1053	1123	1153	1223	1253	1323	1353	1423	1453	1523
—	0925	0955	1025	1055	1125	1155	1225	1255	1325	1355	1425	1455	1525
—	0926	0956	1026	1056	1126	1156	1226	1256	1326	1356	1426	1456	1526
—	0927	0957	1027	1057	1127	1157	1227	1257	1327	1357	1427	1457	1527
—	0927	0957	1027	1057	1127	1157	1227	1257	1327	1357	1427	1457	1527
—	0928	0958	1028	1058	1128	1158	1228	1258	1328	1358	1428	1458	1528
—	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530
—	0931	1001	1031	1101	1131	1201	1231	1301	1331	1401	1431	1501	1531
—	0931	1001	1031	1101	1131	1201	1231	1301	1331	1401	1431	1501	1531
—	0932	1002	1032	1102	1132	1202	1232	1302	1332	1402	1432	1502	1532
—	0933	1003	1033	1103	1133	1203	1233	1303	1333	1403	1433	1503	1533
—	0934	1004	1034	1104	1134	1204	1234	1304	1334	1404	1434	1504	1534
—	0934	1004	1034	1104	1134	1204	1234	1304	1334	1404	1434	1504	1534
—	0935	1005	1035	1105	1135	1205	1235	1305	1335	1405	1435	1505	1535
—	0936	1006	1036	1106	1136	1206	1236	1306	1336	1406	1436	1506	1536
—	0937	1007	1037	1107	1137	1207	1237	1307	1337	1407	1437	1507	1537
—	0939	1009	1039	1109	1139	1209	1239	1309	1339	1409	1439	1509	1539
—	0940	1010	1040	1110	1140	1210	1240	1310	1340	1410	1440	1510	1540
—	0943	1013	1043	1113	1143	1213	1243	1313	1343	1413	1443	1513	1543
—	0945	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515	1545
0855	0950	1020	1050	1120	1150	1220	1250	1320	1350	1420	1450	1520	1550
0856	0951	1021	1051	1121	1151	1221	1251	1321	1351	1421	1451	1521	1551
0856	0952	1022	1052	1122	1152	1222	1252	1322	1352	1422	1452	1522	1552
0857	0953	1023	1053	1123	1153	1223	1253	1323	1353	1423	1453	1523	1553
0858	0954	1024	1054	1124	1154	1224	1254	1324	1354	1424	1454	1524	1554
0859	0956	1026	1056	1126	1156	1226	1256	1326	1356	1426	1456	1526	1556
0901	0958	1028	1058	1128	1158	1228	1258	1328	1358	1428	1458	1528	1558
0902	0959	1029	1059	1129	1159	1229	1259	1329	1359	1429	1459	1529	1559
0902	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600
0904	1001	1031	1101	1131	1201	1231	1301	1331	1401	1431	1501	1531	1601
0904	1002	1032	1102	1132	1202	1232	1302	1332	1402	1432	1502	1532	1602
0908	1006	1036	1106	1136	1206	1236	1306	1336	1406	1436	1506	1536	1606
0908	1006	1036	1106	1136	1206	1236	1306	1336	1406	1436	1506	1536	1606
0909	1007	1037	1107	1137	1207	1237	1307	1337	1407	1437	1507	1537	1607
0910	1008	1038	1108	1138	1208	1238	1308	1338	1408	1438	1508	1538	1608
0911	1009	1039	1109	1139	1209	1239	1309	1339	1409	1439	1509	1539	1609
0912	1010	1040	1110	1140	1210	1240	1310	1340	1410	1440	1510	1540	1610
0913	1012	1042	1112	1142	1212	1242	1312	1342	1412	1442	1512	1542	1612
0914	1013	1043	1113	1143	1213	1243	1313	1343	1413	1443	1513	1543	1613
0914	1014	1044	1114	1144	1214	1244	1314	1344	1414	1444	1514	1544	1614
0916	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515	1545	1615
0917	1017	1047	1117	1147	1217	1247	1317	1347	1417	1447	1517	1547	1617

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



Timetable valid from 04/08/2019 until further notice.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

	Notes	G	G	G
Gloucester, Transport Hub (Bay J)		1005	1205	1405
§ Gloucester, opp GL1 Leisure Centre		1006	1206	1406
§ Gloucester, opp The Park		1008	1208	1408
§ Gloucester, opp Weston Road		1009	1209	1409
§ Linden, before Linden Road		1009	1209	1409
§ Linden, opp Rosebery Avenue		1009	1209	1409
§ Linden, opp Ladysmith Road		1009	1209	1409
Linden, opp Lewisham Road		1015	1215	1415
§ Linden, after The Oval		1016	1216	1416
§ Linden, on Podsmead Avenue South		1017	1217	1417
§ Podsmead, nr Tuffley Crescent		1017	1217	1417
§ Podsmead, on Blackbridge		1019	1219	1419
Podsmead, before Shelley Avenue		1020	1220	1420
§ Podsmead, nr Scott Avenue		1021	1221	1421
§ Podsmead, by Keats Avenue		1022	1222	1422
§ Podsmead, in Byron Avenue		1023	1223	1423
§ Quedgeley, opp Sims Lane		1023	1223	1423
§ Quedgeley, opp Plumbing Trade Supplies		1023	1223	1423
§ Quedgeley, nr Goshawk Road		1023	1223	1423
§ Quedgeley, after Elmore Lane East		1023	1223	1423
§ Quedgeley, after Welland Road		1023	1223	1423
Quedgeley, by Nene Close		1033	1233	1433
§ Quedgeley, opp Welland Road		1033	1233	1433
§ Quedgeley, before Elmore Lane West		1033	1233	1433
§ Quedgeley, after Goshawk Road		1034	1234	1434
§ Quedgeley, by Plumbing Trade Supplies		1034	1234	1434
§ Quedgeley, corner of Sims Lane		1035	1235	1435
§ Hempsted, by Barn Owl Centre		1037	1237	1437
§ Hempsted, nr Court Gardens		1040	1240	1440
Hempsted, by Village Stores		1041	1241	1441
§ Hempsted, by Newark Farm		1041	1241	1441
§ Hempsted, before Sandalwood Drive		1042	1242	1442
§ Hempsted, by Monks Corner		1042	1242	1442
§ Hempsted, opp Sainsbury's Supermarket		1043	1243	1443
Gloucester, o/s Gloucester Quays		1045	1245	1445
§ Gloucester, before Spa Road		1045	1245	—
§ Gloucester, by The Docks		1046	1246	—
§ Gloucester, by Lock House		1047	1247	—
§ Gloucester, opp Castlemeads Court		1049	1249	—
Gloucester, before St Nicholas' Church		1052	1252	—
§ Gloucester, nr Blackfriars Priory		1054	1254	—
§ Gloucester, o/s The Warehouse		1056	1256	—
§ Gloucester, opp St Michael's Square		1057	1257	—
§ Gloucester, Boots (Stop Z2)		1058	1258	—
Gloucester, at Transport Hub arrival		1100	1300	—

Saturdays

	G	G	G
1005	1205	1405	
1006	1206	1406	
1008	1208	1408	
1009	1209	1409	
1009	1209	1409	
1009	1209	1409	
1009	1209	1409	
1015	1215	1415	
1016	1216	1416	
1017	1217	1417	
1017	1217	1417	
1019	1219	1419	
1020	1220	1420	
1021	1221	1421	
1022	1222	1422	
1023	1223	1423	
1023	1223	1423	
1023	1223	1423	
1023	1223	1423	
1023	1223	1423	
1023	1223	1423	
1033	1233	1433	
1033	1233	1433	
1033	1233	1433	
1034	1234	1434	
1034	1234	1434	
1034	1234	1434	
1035	1235	1435	
1037	1237	1437	
1040	1240	1440	
1041	1241	1441	
1041	1241	1441	
1042	1242	1442	
1042	1242	1442	
1043	1243	1443	
1045	1245	1445	
1045	1245	—	
1046	1246	—	
1047	1247	—	
1049	1249	—	
1052	1252	—	
1054	1254	—	
1056	1256	—	
1057	1257	—	
1058	1258	—	
1100	1300	—	

Sundays

no service

Bank Holidays

no service

Notes: G - Supported by Gloucestershire County Council

§ - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



Timetable valid from 04/08/2019 until further notice.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Table with 17 columns and 20 rows showing bus times for Gloucester, Clarence Street (Stand V) to Quedgeley, o/s Tesco & Severnvalle Shops.

Mondays to Fridays

Table with 17 columns and 20 rows showing bus times for Gloucester, Clarence Street (Stand V) to Quedgeley, o/s Tesco & Severnvalle Shops.

Mondays to Fridays

Table with 17 columns and 20 rows showing bus times for Gloucester, Clarence Street (Stand V) to Quedgeley, o/s Tesco & Severnvalle Shops.

Mondays to Fridays

Table with 17 columns and 20 rows showing bus times for Gloucester, Clarence Street (Stand V) to Quedgeley, o/s Tesco & Severnvalle Shops, including a 'Notes' column.

Notes: G - Supported by Gloucestershire County Council
S - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



Timetable valid from 04/08/2019 until further notice.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Table with 2 columns: Stop Name, Time. Includes stops like Gloucester, Clarence Street (Stand V) at 2310 and Quedgeley, o/s Tesco & Severnvalle Shops at 2325.

Saturdays

Table with 13 columns of times for Saturday services, starting at 0630 and ending at 0924.

Saturdays

Table with 14 columns of times for Saturday services, starting at 0936 and ending at 1316.

Saturdays

Table with 14 columns of times for Saturday services, starting at 1312 and ending at 1652.

Saturdays

Table with 14 columns of times for Saturday services, starting at 1650 and ending at 2325. Includes 'Notes' column with 'G' and 'S' markers.

Notes: G - Supported by Gloucestershire County Council
S - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



Timetable valid from 04/08/2019 until further notice.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Sundays

Table with 16 columns (0745-1405) and 16 rows of bus stops including Gloucester, Clarence Street, Gloucester, Eastgate Street, Gloucester, opp Peel Centre & Quays, and Quedgeley, o/s Tesco & Severnvalle Shops.

Sundays

Table with 16 columns (1425-1845) and 16 rows of bus stops including Gloucester, Clarence Street, Gloucester, Eastgate Street, Gloucester, opp Peel Centre & Quays, and Quedgeley, o/s Tesco & Severnvalle Shops.

Bank Holidays

Table with 16 columns (0745-1005) and 16 rows of bus stops including Gloucester, Clarence Street, Gloucester, Eastgate Street, Gloucester, opp Peel Centre & Quays, and Quedgeley, o/s Tesco & Severnvalle Shops.

Bank Holidays

Table with 16 columns (1025-1615) and 16 rows of bus stops including Gloucester, Clarence Street, Gloucester, Eastgate Street, Gloucester, opp Peel Centre & Quays, and Quedgeley, o/s Tesco & Severnvalle Shops.

Bank Holidays

Table with 16 columns (1645-1859) and 16 rows of bus stops including Gloucester, Clarence Street, Gloucester, Eastgate Street, Gloucester, opp Peel Centre & Quays, and Quedgeley, o/s Tesco & Severnvalle Shops.

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



Timetable valid from 04/08/2019 until further notice.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Table with 15 columns representing bus stops and 15 columns representing departure times. Rows include stops like 'Quedgeley, o/s Tesco & Severnvalle Shops', 'Quedgeley, o/s St James' Church', 'Gloucester, o/s The Warehouse', and 'Gloucester, Eastgate Street (Stop W)'. Times range from 0550 to 0622.

Mondays to Fridays

Table with 15 columns representing bus stops and 15 columns representing departure times. Rows include stops like 'Quedgeley, o/s Tesco & Severnvalle Shops', 'Quedgeley, o/s St James' Church', 'Gloucester, o/s The Warehouse', and 'Gloucester, Eastgate Street (Stop W)'. Times range from 0940 to 1014.

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



Timetable valid from 04/08/2019 until further notice.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Table with 20 columns representing bus stops and 20 rows of departure times for various routes including Quedgeley, Gloucester, and Eastgate Street.

Mondays to Fridays

Table with 20 columns representing bus stops and 20 rows of departure times, including a 'Notes' section at the top and a 'Notes' section at the bottom.

Notes: G - Supported by Gloucestershire County Council
§ - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



Timetable valid from 04/08/2019 until further notice.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Saturdays

Table with 2 columns: Stop Name, Time. Includes stops like Quedgeley, o/s Tesco & Severn Vale Shops, Gloucester, by Peel Centre & Quays, Gloucester, Clarence Street (Stand V).

Table with 11 columns: 0646, 0706, 0726, 0746, 0806, 0826, 0846, 0901, 0916, 0928, 0940. Contains departure times for various routes.

Saturdays

Table with 16 columns: 0952, 1004, 1016, 1028, 1040, 1052, 1104, 1116, 1128, 1140, 1152, 1204, 1216, 1228, 1240, 1252, 1304, 1316. Contains departure times for various routes.

Notes: G - Supported by Gloucestershire County Council
§ - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



Timetable valid from 04/08/2019 until further notice.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Saturdays

Table with 20 columns representing bus stops and 20 rows of departure times for various routes including Quedgeley, o/s Tesco & Severn Vale Shops, Gloucester, Eastgate Street, and Gloucester, Clarence Street.

Saturdays

Table with 20 columns representing bus stops and 20 rows of departure times, including a 'Notes' column and 'G' indicators for supported stops.

Notes: G - Supported by Gloucestershire County Council
§ - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



Timetable valid from 04/08/2019 until further notice.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Sundays

Table with 16 columns representing bus stops and 16 columns representing departure times. Rows include stops like 'Quedgeley, o/s Tesco & Severn Vale Shops', 'Quedgeley, o/s St James' Church', 'Gloucester, o/s The Warehouse', and 'Gloucester, Eastgate Street (Stop W)'. Times range from 0802 to 1455.

Sundays

Table with 16 columns representing bus stops and 16 columns representing departure times. Rows include stops like 'Quedgeley, o/s Tesco & Severn Vale Shops', 'Quedgeley, o/s St James' Church', 'Gloucester, o/s The Warehouse', and 'Gloucester, Eastgate Street (Stop W)'. Times range from 1442 to 1930.

Bank Holidays

Table with 16 columns representing bus stops and 16 columns representing departure times. Rows include stops like 'Quedgeley, o/s Tesco & Severn Vale Shops', 'Quedgeley, o/s St James' Church', 'Gloucester, o/s The Warehouse', and 'Gloucester, Eastgate Street (Stop W)'. Times range from 0802 to 1053.

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



Timetable valid from 04/08/2019 until further notice.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Saturdays

Table with columns for Service Restrictions, Notes, and time slots (0533, 0738, 0943, 1143, 1343, 1543, 1753) for various routes including Gloucester, Quedgeley, Whitminster, Draycott, Lower Cam, Dursley, Upper Cam, Woodfield, Kingswood, Charfield, and Falfield.

Continues on next page - the explanations for notes and codes appear at the end of the timetable

Continues from previous page

§ Falfield, Mount Pleasant (S-bound)	0708	0918	1118	1318	1518	1518	1723	—	0708	0918	1118	1318	1518	1723	—
§ Whitfield, Whitfieldgate Farm (SW-bound)	0709	0919	1119	1319	1519	1519	1724	—	0709	0919	1119	1319	1519	1724	—
§ Whitfield, Meriden Cottage (NE-bound)	0710	0920	1120	1320	1520	1520	1725	—	0710	0920	1120	1320	1520	1725	—
§ Whitfield, Eastwood Lodge (NW-bound)	0711	0921	1121	1321	1521	1521	1726	—	0711	0921	1121	1321	1521	1726	—
§ Thornbury, Morton Farm (W-bound)	0711	0921	1121	1321	1521	1521	1726	—	0711	0921	1121	1321	1521	1726	—
§ The Knapp, Willow Tree Cottage (SW-bound)	0712	0922	1122	1322	1522	1522	1727	—	0712	0922	1122	1322	1522	1727	—
§ Upper Morton, Yewtree Farm (W-bound)	0712	0922	1122	1322	1522	1522	1727	—	0712	0922	1122	1322	1522	1727	—
§ Thornbury, Manor Farm (W-bound)	0713	0923	1123	1323	1523	1523	1728	—	0713	0923	1123	1323	1523	1728	—
§ Thornbury, The Anchor (SW-bound)	0714	0924	1124	1324	1524	1524	1729	—	0714	0924	1124	1324	1524	1729	—
§ Thornbury, Squire Leaze (S-bound)	0714	0924	1124	1324	1524	1524	1729	—	0714	0924	1124	1324	1524	1729	—
§ Thornbury, Falcon Way (S-bound)	0714	0924	1124	1324	1524	1524	1729	—	0714	0924	1124	1324	1524	1729	—
Thornbury, Health Centre (W-bound)	0715	0925	1125	1325	1525	1525	1730	—	0715	0925	1125	1325	1525	1730	—
§ Thornbury, Beechacres (W-bound)	0715	0925	1125	1325	1525	1525	1730	—	0715	0925	1125	1325	1525	1730	—
§ Thornbury, Eastland Road (NE-bound)	0715	0925	1125	1325	1525	1525	1730	—	0715	0925	1125	1325	1525	1730	—
§ Thornbury, Howard Road (N-bound)	0716	0926	1126	1326	1526	1526	1731	—	0716	0926	1126	1326	1526	1731	—
§ Thornbury, Alexandra Way (SW-bound)	0716	0926	1126	1326	1526	1526	1731	—	0716	0926	1126	1326	1526	1731	—
§ Thornbury, The Castle School (SW-bound)	0717	0927	1127	1327	1527	1527	1732	—	0717	0927	1127	1327	1527	1732	—
§ Thornbury, Stokefield Close (SE-bound)	0719	0929	1129	1329	1529	1529	1734	—	0719	0929	1129	1329	1529	1734	—
Thornbury, The Plain (S-bound)	0720	0930	1130	1330	1530	1530	1735	—	0720	0930	1130	1330	1530	1735	—

Service Restrictions: SH - Gloucestershire School Holidays
Sch - Gloucestershire School Days

Notes: G - Supported by Gloucestershire County Council
§ - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



Timetable valid from 04/08/2019 until further notice.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Sundays

Table with columns: Notes, G, G, G, G. Rows include stops like Gloucester, Transport Hub (Bay F), Gloucester, opp Peel Centre & Quays, Quedgeley, before Highliffe Drive, etc.

Bank Holidays

Table with columns: G, G, G, G. Rows correspond to the same stops as the Sundays table, showing alternative times for bank holidays.

Continues on next page - the explanations for notes and codes appear at the end of the timetable

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§ Whitfield, Whitfieldgate Farm (SW-bound)	—	—	—	—	—	—	—	—	—
§ Whitfield, Meriden Cottage (NE-bound)	—	—	—	—	—	—	—	—	—
§ Whitfield, Eastwood Lodge (NW-bound)	—	—	—	—	—	—	—	—	—
§ Thornbury, Morton Farm (W-bound)	—	—	—	—	—	—	—	—	—
§ The Knapp, Willow Tree Cottage (SW-bound)	—	—	—	—	—	—	—	—	—
§ Upper Morton, Yewtree Farm (W-bound)	—	—	—	—	—	—	—	—	—
§ Thornbury, Manor Farm (W-bound)	—	—	—	—	—	—	—	—	—
§ Thornbury, The Anchor (SW-bound)	—	—	—	—	—	—	—	—	—
§ Thornbury, Squire Leaze (S-bound)	—	—	—	—	—	—	—	—	—
§ Thornbury, Falcon Way (S-bound)	—	—	—	—	—	—	—	—	—
Thornbury, Health Centre (W-bound)	—	—	—	—	—	—	—	—	—
§ Thornbury, Beechacres (W-bound)	—	—	—	—	—	—	—	—	—
§ Thornbury, Eastland Road (NE-bound)	—	—	—	—	—	—	—	—	—
§ Thornbury, Howard Road (N-bound)	—	—	—	—	—	—	—	—	—
§ Thornbury, Alexandra Way (SW-bound)	—	—	—	—	—	—	—	—	—
§ Thornbury, The Castle School (SW-bound)	—	—	—	—	—	—	—	—	—
§ Thornbury, Stokefield Close (SE-bound)	—	—	—	—	—	—	—	—	—
Thornbury, The Plain (S-bound)	—	—	—	—	—	—	—	—	—

Notes: G - Supported by Gloucestershire County Council
 § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown



Timetable valid from 04/08/2019 until further notice.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Saturdays

Table with columns for Notes, G, and time slots. Rows list bus stops from Thornbury, The Plain (S-bound) to Hardwicke, just before One Stop Shop. Includes a 'Saturdays' column for weekend service.

Continues on next page - the explanations for notes and codes appear at the end of the timetable

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§ Quedgeley, opp Methodist Church	0708	0908	1108	1308	1508	1711	1913	0708	0908	1108	1308	1508	1711	1913
§ Quedgeley, nr Naas Lane	0708	0908	1108	1308	1508	1711	1913	0708	0908	1108	1308	1508	1711	1913
§ Quedgeley, nr Holly End	0709	0909	1109	1309	1509	1712	1914	0709	0909	1109	1309	1509	1712	1914
Quedgeley, opp Highliffe Drive	0710	0910	1110	1310	1510	1713	1915	0710	0910	1110	1310	1510	1713	1915
§ Quedgeley, opp Friar Tucks	0710	0910	1110	1310	1510	1714	1915	0710	0910	1110	1310	1510	1714	1915
§ Quedgeley, nr Old Elmore Lane	0711	0911	1111	1311	1511	1715	1916	0711	0911	1111	1311	1511	1715	1916
§ Quedgeley, corner of Sims Lane	0712	0912	1112	1312	1512	1715	1917	0712	0912	1112	1312	1512	1715	1917
§ Gloucester, opp McDonalds	0713	0913	1113	1313	1513	1717	1918	0713	0913	1113	1313	1513	1717	1918
§ Gloucester, opp Pearce Way	0714	0914	1114	1314	1514	1718	1919	0714	0914	1114	1314	1514	1718	1919
§ Gloucester, after Hempsted Lane	0715	0915	1115	1315	1515	1720	1920	0715	0915	1115	1315	1515	1720	1920
§ Gloucester, after Tuffley Avenue	0716	0916	1116	1316	1516	1721	1921	0716	0916	1116	1316	1516	1721	1921
§ Gloucester, opp Granville Street	0717	0917	1117	1317	1517	1722	1922	0717	0917	1117	1317	1517	1722	1922
§ Gloucester, opp Tesco Express	0717	0917	1117	1317	1517	1722	1922	0717	0917	1117	1317	1517	1722	1922
§ Gloucester, opp Alma Place	0718	0918	1118	1318	1518	1722	1923	0718	0918	1118	1318	1518	1722	1923
§ Gloucester, after Madleaze Road	0718	0918	1118	1318	1518	1723	1923	0718	0918	1118	1318	1518	1723	1923
Gloucester, by Peel Centre & Quays	0719	0919	1119	1319	1519	1724	1924	0719	0919	1119	1319	1519	1724	1924
§ Gloucester, before Spa Road	0720	0920	1120	1320	1520	1725	1925	0720	0920	1120	1320	1520	1725	1925
§ Gloucester, by The Docks	0722	0922	1122	1322	1522	1727	1927	0722	0922	1122	1322	1522	1727	1927
§ Gloucester, o/s The Warehouse	0723	0923	1123	1323	1523	1728	1928	0723	0923	1123	1323	1523	1728	1928
§ Gloucester, opp St Michael's Square	0724	0924	1124	1324	1524	1729	1929	0724	0924	1124	1324	1524	1729	1929
§ Gloucester, Boots (Stop Z1)	0725	0925	1125	1325	1525	1730	1930	0725	0925	1125	1325	1525	1730	1930
Gloucester, at Transport Hub arrival	0728	0928	1128	1328	1528	1733	1933	0728	0928	1128	1328	1528	1733	1933

Notes: G - Supported by Gloucestershire County Council

§ - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

Continues from previous page

§ Quedgeley, opp Methodist Church	0908	1108	1308	1608	1808	0908	1108	1308	1608	1808
§ Quedgeley, nr Naas Lane	0908	1108	1308	1608	1808	0908	1108	1308	1608	1808
§ Quedgeley, nr Holly End	0909	1109	1309	1609	1809	0909	1109	1309	1609	1809
Quedgeley, opp Highliffe Drive	0910	1110	1310	1610	1810	0910	1110	1310	1610	1810
§ Quedgeley, opp Friar Tucks	0910	1110	1310	1610	1810	0910	1110	1310	1610	1810
§ Quedgeley, nr Old Elmore Lane	0911	1111	1311	1611	1811	0911	1111	1311	1611	1811
§ Quedgeley, corner of Sims Lane	0912	1112	1312	1612	1812	0912	1112	1312	1612	1812
§ Gloucester, opp McDonalds	0913	1113	1313	1613	1813	0913	1113	1313	1613	1813
§ Gloucester, opp Pearce Way	0914	1114	1314	1614	1814	0914	1114	1314	1614	1814
§ Gloucester, after Hempsted Lane	0915	1115	1315	1615	1815	0915	1115	1315	1615	1815
§ Gloucester, after Tuffley Avenue	0916	1116	1316	1616	1816	0916	1116	1316	1616	1816
§ Gloucester, opp Granville Street	0917	1117	1317	1617	1817	0917	1117	1317	1617	1817
§ Gloucester, opp Tesco Express	0917	1117	1317	1617	1817	0917	1117	1317	1617	1817
§ Gloucester, opp Alma Place	0918	1118	1318	1618	1818	0918	1118	1318	1618	1818
§ Gloucester, after Madleaze Road	0918	1118	1318	1618	1818	0918	1118	1318	1618	1818
Gloucester, by Peel Centre & Quays	0919	1119	1319	1619	1819	0919	1119	1319	1619	1819
§ Gloucester, before Spa Road	0920	1120	1320	1620	1820	0920	1120	1320	1620	1820
§ Gloucester, by The Docks	0922	1122	1322	1622	1822	0922	1122	1322	1622	1822
§ Gloucester, o/s The Warehouse	0923	1123	1323	1623	1823	0923	1123	1323	1623	1823
§ Gloucester, opp St Michael's Square	0924	1124	1324	1624	1824	0924	1124	1324	1624	1824
§ Gloucester, Boots (Stop Z1)	0926	1126	1326	1626	1826	0926	1126	1326	1626	1826
Gloucester, at Transport Hub arrival	0928	1128	1328	1628	1828	0928	1128	1328	1628	1828

Notes: G - Supported by Gloucestershire County Council

§ - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

**60F****Gloucester - Quedgeley - Elmore - Frampton upon Severn - Dursley**

Stagecoach West

Timetable valid from 04/08/2019 until further notice.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays**Saturdays**

	Notes	G		G
Gloucester, Transport Hub (Bay F)		1713		1713
§ Gloucester, opp GL1 Leisure Centre		1715		1715
Gloucester, opp Peel Centre & Quays		1721		1721
§ Gloucester, corner of Theresa Street		1721		1721
§ Gloucester, before Frampton Road		1722		1722
§ Gloucester, before Tesco Express		1722		1722
§ Gloucester, after Granville Street		1723		1723
§ Gloucester, before Tuffley Avenue		1723		1723
§ Gloucester, before Newark Road		1723		1723
§ Gloucester, after Empire Way		1725		1725
§ Gloucester, after Pearce Way		1727		1727
§ Gloucester, before McDonalds		1727		1727
§ Quedgeley, opp Sims Lane		1729		1729
§ Quedgeley, opp Old Elmore Lane		1730		1730
§ Quedgeley, by Friar Tucks		1731		1731
Quedgeley, before Highliffe Drive		1733		1733
§ Quedgeley, opp Holly End		1733		1733
§ Quedgeley, opp The Holly Grove		1734		1734
§ Quedgeley, before Overbrook Road		1735		1735
§ Quedgeley, before Chiltern Road		1736		1736
§ Quedgeley, nr Fisher's Bridge		1736		1736
§ Hardwicke, before Sunnyfield Road		1737		1737
§ Hardwicke, by Pilot Inn		1737		1737
§ Hardwicke, by Farm Turn		1738		1738
§ Elmore, opp Stonebench Turn		1740		1740
§ Elmore, opp Elmore Farm		1741		1741
Elmore, o/s Village Hall		1743		1743
§ Elmore, nr Kenton Green		1744		1744
§ Farleys End, opp Church Farm		1745		1745
§ Farleys End, by St John the Baptist		1746		1746
§ Longney, opp Yew Tree Farm		1748		1748
§ Longney, by Bow Lane Farm		1749		1749
§ Longney, by Churchend		1751		1751
§ Longney, opp Primary School		1752		1752
Longney, by Bellamy Farm		1753		1753
§ Longney, opp Plate of Elvers		1754		1754
§ Epney, by Phone Box		1756		1756
§ Epney, opp Anchor Inn		1756		1756
§ Upper Framilode, by Lea Court Farm		1758		1758
§ Upper Framilode, nr The Ship Inn		1759		1759
§ Upper Framilode, after Saul Bridge		1800		1800
§ Saul, opp Passage Road		1801		1801
§ Saul, by St James' Church		1802		1802
§ Saul, by Church of St James		1802		1802
§ Saul, by Sandfield Crescent		1803		1803
§ Saul, after Sandfield Bridge		1804		1804
§ Frampton on Severn, opp Oatfield		1804		1804
§ Frampton on Severn, opp Oatfield Road		1806		1806
§ Frampton on Severn, opp The Old Police House		1806		1806
Frampton on Severn, nr Top O' the Green		1807		1807
§ Claypits, before Eastington Turn		1811		1811
§ Cambridge, opp Park's Farm		1812		1812
§ Cambridge, by Wickster's Bridge		1813		1813
§ Cambridge, by Elm Farm		1814		1814
§ Cambridge, after Ryalls Lane		1815		1815
§ Cambridge, opp The Rose Cottage		1816		1816
§ Slimbridge, by Wisloe Road		1817		1817
§ Draycott, by Coaley Junction		1818		1818
§ Draycott, before Draycott Business Park		1819		1819
§ Draycott, after Draycott Crescent		1820		1820
Lower Cam, opp Jubilee Tree		1821		1821
§ Lower Cam, corner of Fairmead		1821		1821
§ Tilsdown, after Cam Pitch		1823		1823
§ Tilsdown, after Orchard Rise		1824		1824
§ Kingshill, after Police Station & Courts		1825		1825
§ Kingshill, after Fire Station		1826		1826
§ Kingshill, before Garage		1827		1827
Dursley, inside May Lane Bus Station		1828		1828

Sundays

no service

Bank Holidays

no service

Notes: G - Supported by Gloucestershire County Council

§ - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

**60F****Dursley - Frampton on Severn - Elmore - Quedgeley - Gloucester**

Stagecoach West

Timetable valid from 04/08/2019 until further notice.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays**Saturdays**

	Notes	G		G
Dursley, inside May Lane Bus Station		0708		0708
§ Dursley, nr May Lane		0708		0708
§ Kingshill, opp Rednock School		0709		0709
§ Kingshill, opp Fire Station		0709		0709
§ Kingshill, before Police Station & Courts		0710		0710
§ Tilsdown, before Orchard Rise		0711		0711
§ Tilsdown, before Cam Pitch		0712		0712
§ Lower Cam, after Fairmead		0714		0714
Lower Cam, by Jubilee Tree		0715		0715
§ Draycott, before Draycott Crescent		0715		0715
§ Draycott, after Draycott Business Park		0716		0716
§ Draycott, opp Coaley Junction		0717		0717
§ Slimbridge, after Crossroads		0718		0718
§ Cambridge, by Homeleigh		0719		0719
§ Cambridge, before Ryalls Lane		0720		0720
§ Cambridge, opp Elm Farm		0721		0721
§ Cambridge, opp Wickster's Bridge		0722		0722
§ Cambridge, by Park's Farm		0722		0722
§ Claypits, after Eastington Turn		0724		0724
Frampton on Severn, opp Top O' the Green		0729		0729
§ Frampton on Severn, by The Old Police House		0729		0729
§ Frampton on Severn, by Oatfield Road		0729		0729
§ Frampton on Severn, by Oatfield		0730		0730
§ Saul, by Factory Outlet		0732		0732
§ Saul, opp Sandfield Crescent		0732		0732
§ Saul, opp Church of St James		0733		0733
§ Saul, nr St James' Church		0733		0733
§ Saul, corner of Passage Road		0733		0733
§ Upper Framilode, before Saul Bridge		0735		0735
§ Upper Framilode, by The Ship Inn		0736		0736
§ Upper Framilode, opp Lea Court Farm		0738		0738
§ Epney, by Anchor Inn		0740		0740
§ Epney, opp Phone Box		0740		0740
§ Longney, by Plate of Elvers		0742		0742
Longney, opp Bellamy Farm		0744		0744
§ Longney, o/s Primary School		0744		0744
§ Longney, opp Churchend		0745		0745
§ Longney, opp Bow Lane Farm		0747		0747
§ Longney, by Yew Tree Farm		0748		0748
§ Farleys End, opp St John the Baptist		0750		0750
§ Farleys End, by Church Farm		0751		0751
§ Elmore, opp Kenton Green		0751		0751
Elmore, opp Village Hall		0753		0753
§ Elmore, by Elmore Farm		0754		0754
§ Elmore, by Stonebent Turn		0755		0755
§ Hardwicke, opp Farm Turn		0757		0757
§ Hardwicke, nr Pilot Corner		0758		0758
§ Hardwicke, after Sunnyfield Road		0758		0758
§ Quedgeley, opp Fisher's Bridge		0759		0759
§ Quedgeley, after Chiltern Road		0759		0759
§ Quedgeley, opp Overbrook Road		0800		0800
§ Quedgeley, opp Lower Meadow		0800		0800
§ Quedgeley, nr The Holly Grove		0801		0801
§ Quedgeley, nr Naas Lane		0801		0801
§ Quedgeley, nr Holly End		0802		0802
Quedgeley, opp Highliffe Drive		0803		0803
§ Quedgeley, opp Friar Tucks		0804		0804
§ Quedgeley, nr Old Elmore Lane		0805		0805
§ Quedgeley, corner of Sims Lane		0805		0805
§ Gloucester, opp McDonalds		0807		0807
§ Gloucester, opp Pearce Way		0808		0808
§ Gloucester, after Hempsted Lane		0810		0810
§ Gloucester, after Tuffley Avenue		0811		0811
§ Gloucester, opp Granville Street		0812		0812
§ Gloucester, opp Tesco Express		0812		0812
§ Gloucester, opp Alma Place		0812		0812
§ Gloucester, after Madleaze Road		0813		0813
Gloucester, by Peel Centre & Quays		0814		0814
§ Gloucester, before Spa Road		0815		0815
§ Gloucester, by The Docks		0817		0817
§ Gloucester, o/s The Warehouse		0818		0818
§ Gloucester, opp St Michael's Square		0819		0819
§ Gloucester, Boots (Stop Z1)		0821		0821
Gloucester, at Transport Hub arrival		0823		0823

Sundays

no service

Bank Holidays

no service

Notes: G - Supported by Gloucestershire County Council
 § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

**66X****Gloucester - Stonehouse - Leonard Stanley - King's Stanley - Stroud**

Stagecoach West

Timetable valid from 04/08/2019 until further notice.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays		Saturdays
Gloucester, Transport Hub (Bay E)	1730	1735
§ Gloucester, opp GL1 Leisure Centre	1732	1736
Gloucester, opp Peel Centre & Quays	1740	1742
§ Gloucester, corner of Theresa Street	1740	1742
§ Gloucester, before Frampton Road	1741	1743
§ Gloucester, before Tesco Express	1741	1743
§ Gloucester, after Granville Street	1742	1743
§ Gloucester, before Tuffley Avenue	1742	1744
§ Gloucester, before Newark Road	1742	1744
§ Gloucester, after Empire Way	1744	1746
§ Gloucester, after Pearce Way	1746	1747
§ Gloucester, before McDonalds	1746	1747
§ Quedgeley, opp Sims Lane	1748	1749
§ Quedgeley, opp Old Elmore Lane	1749	1750
§ Quedgeley, by Friar Tucks	1750	1750
Quedgeley, before Highliffe Drive	1752	1752
§ Quedgeley, opp Holly End	1753	1753
§ Quedgeley, o/s Telephone Exchange	1754	1754
Hardwicke, after One Stop Shop	1755	1755
§ Hardwicke, on Bypass Bridge	1755	1755
§ Hardwicke, opp Mobility Centre	1756	1756
§ Haresfield, after Blooms Garden Centre	1759	1759
§ Little Haresfield, by Haresfield Turn	1802	1802
§ Standish, opp Court Farms	1803	1803
§ Standish, by The Shieling	1804	1804
§ Stroud Green, before Oxlynch Lane	1805	1805
§ Stroud Green, opp The Old Barn	1805	1805
§ Stonehouse, by Crowcumepill	1807	1807
§ Stonehouse, corner of Horsemarling Lane	1808	1808
§ Stonehouse, nr Grosvenor Road	1808	1808
§ Stonehouse, by The Nippy Chippy	1809	1809
Stonehouse, o/s Medical Centre	1810	1810
§ Stonehouse, opp Elgin Mall	1810	1810
§ Stonehouse, corner of Pearcroft Road	1811	1811
§ Stonehouse, by Downton Road	1813	1813
Bridgend, opp Haven Avenue	1814	1814
§ Bridgend, opp Crescent Road	1814	1814
§ Stanley Downton, nr The Old Fleece	1816	1816
§ Leonard Stanley, opp Garage	1818	1818
§ Leonard Stanley, nr Bath Road	1819	1819
Leonard Stanley, opp Village Hall	1820	1820
§ Leonard Stanley, opp St Swithun's Church	1821	1821
§ Leonard Stanley, opp Wesley Road	1821	1821
§ Leonard Stanley, opp Church Road	1821	1821
§ Leonard Stanley, by Grange Farm	1822	1822
§ Leonard Stanley, before Primary School	1824	1824
§ King's Stanley, before Bathleaze	1824	1824
§ King's Stanley, by High Street South	1825	1825
King's Stanley, opp King's Head	1826	1826
§ King's Stanley, before Shute Street	1826	1826
§ Middleyard, after Coldwell	1828	1828
§ Middleyard, before Coombe Lane	1828	1828
§ Selsley, by The Knapp	1829	1829
§ Selsley, opp Westville	1831	1831
§ Selsley, o/s All Saint's Church	1831	1831
§ Selsley, before New Road	1832	1832
§ Selsley, by Cricket Ground	1833	1833
Dudbridge, by Dudbridge Hill Roundabout	1835	1835
§ Cainscross, before Marling School	1837	1837
§ Stroud, Marling and Stroud High Schools (Stop 9)	1840	1840
§ Stroud, after Homebase	1842	1842
Stroud, Merrywalks (Stop D)	1845	1845
Sundays		Bank Holidays
no service		no service

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

**66X****Stroud - King's Stanley - Leonard Stanley - Stonehouse - Gloucester**

Stagecoach West

Timetable valid from 04/08/2019 until further notice.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays**Saturdays**

Stroud, Merrywalks (Stop L)	0715	0730
§ Stroud, o/s Homebase	0717	0731
§ Stroud, Stroud High and Marling Schools (Stop 13)	0718	0732
§ Cainscross, after Marling School	0720	0733
Dudbridge, after Sainsbury's Store	0723	0735
§ Selsley, opp Cricket Ground	0724	0735
§ Selsley, after New Road	0725	0736
§ Selsley, opp All Saint's Church	0726	0737
§ Selsley, by Westville	0727	0738
§ Selsley, opp The Knapp	0729	0739
§ Middleyard, nr Coombe Lane	0730	0740
§ Middleyard, corner of Coldwell	0731	0741
§ King's Stanley, after Shute Street	0732	0742
§ King's Stanley, behind King's Head	0733	0743
King's Stanley, nr High Street North	0734	0744
§ King's Stanley, after Bathleaze	0734	0744
§ Leonard Stanley, after Primary School	0736	0746
§ Leonard Stanley, nr Bath Road	0737	0747
Leonard Stanley, opp Village Hall	0739	0749
§ Leonard Stanley, opp St Swithun's Church	0739	0749
§ Leonard Stanley, opp Wesley Road	0740	0750
§ Leonard Stanley, opp Church Road	0740	0750
§ Leonard Stanley, by Grange Farm	0740	0750
§ Leonard Stanley, by Garage	0741	0751
§ Stanley Downton, by The Old Fleece	0742	0752
§ Bridgend, after Crescent Road	0743	0753
Bridgend, corner of Haven Avenue	0744	0754
§ Stonehouse, opp Downton Road	0744	0754
§ Stonehouse, by Wycliffe College	0747	0757
§ Stonehouse, opp Post Office	0748	0758
Stonehouse, opp Globe Inn	0750	0800
§ Stonehouse, opp The Nippy Chippy	0750	0800
§ Stonehouse, opp Grosvenor Road	0751	0801
§ Stonehouse, opp Horsemaring Lane	0751	0801
§ Stonehouse, opp Crowcumepill	0753	0802
§ Stroud Green, by The Old Barn	0754	0803
§ Stroud Green, after Oxlynych Lane	0755	0804
§ Standish, opp The Shieling	0756	0805
§ Standish, by St Nicholas's Church	0756	0805
§ Little Haresfield, opp Haresfield Turn	0758	0807
§ Haresfield, just before Blooms Garden Centre	0801	0809
§ Hardwicke, by Business Park	0805	0812
§ Hardwicke, opp Bypass Bridge	0806	0813
Hardwicke, just before One Stop Shop	0807	0814
§ Quedgeley, opp Methodist Church	0807	0814
§ Quedgeley, nr Naas Lane	0808	0815
§ Quedgeley, nr Holly End	0808	0815
Quedgeley, opp Highliffe Drive	0810	0817
§ Quedgeley, opp Friar Tucks	0811	0818
§ Quedgeley, nr Old Elmore Lane	0812	0819
§ Quedgeley, corner of Sims Lane	0814	0819
§ Gloucester, opp McDonalds	0816	0821
§ Gloucester, opp Pearce Way	0817	0822
§ Gloucester, after Hempsted Lane	0819	0824
§ Gloucester, after Tuffley Avenue	0821	0825
§ Gloucester, opp Granville Street	0822	0826
§ Gloucester, opp Tesco Express	0822	0826
§ Gloucester, opp Alma Place	0823	0826
§ Gloucester, after Madleaze Road	0824	0827
Gloucester, by Peel Centre & Quays	0825	0828
§ Gloucester, by The Park	0831	0834
§ Gloucester, o/s GL1 Leisure Centre	0834	0837
Gloucester, at Transport Hub arrival	0837	0840

Sundays

no service

Bank Holidays

no service

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

**860****Gloucester - Katherine Lady Berkeley - Wotton-under-Edge**

Stagecoach West

Timetable valid from 04/08/2019 until further notice.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

	Service Restrictions	Sch
Gloucester, Transport Hub (Bay F)		0658
§ Gloucester, opp GL1 Leisure Centre		0700
Gloucester, opp Peel Centre & Quays		0706
§ Gloucester, corner of Theresa Street		0706
§ Gloucester, before Frampton Road		0706
§ Gloucester, before Tesco Express		0706
§ Gloucester, after Granville Street		0706
§ Gloucester, before Tuffley Avenue		0706
§ Gloucester, before Newark Road		0706
§ Gloucester, after Empire Way		0707
§ Gloucester, after Pearce Way		0707
§ Gloucester, before McDonalds		0707
§ Quedgeley, opp Sims Lane		0708
§ Quedgeley, opp Old Elmore Lane		0708
§ Quedgeley, by Friar Tucks		0708
Quedgeley, before Highliffe Drive		0709
§ Quedgeley, opp Holly End		0709
§ Quedgeley, o/s Telephone Exchange		0710
§ Hardwicke, after One Stop Shop		0711
§ Hardwicke, on Bypass Bridge		0711
§ Hardwicke, opp Mobility Centre		0712
§ Hardwicke, opp Pound Lane		0713
§ Hardwicke, opp The Lodge		0714
§ Moreton Valence, corner of Hiltmead Lane		0715
§ Moreton Valence, opp Epney Turn		0716
§ Moreton Valence, opp Putloe Cottage		0717
§ Moreton Valence, before Standish Lane		0718
§ Whitminster, by Northfield Park		0719
§ Whitminster, opp Garden Centre		0720
Whitminster, after Whitminster Inn		0721
§ Fromebridge, opp Frampton Turn		0722
§ Claypits, before Eastington Turn		0723
§ Cambridge, opp Park's Farm		0724
§ Cambridge, by Wickster's Bridge		0724
§ Cambridge, by Elm Farm		0725
§ Cambridge, after Ryalls Lane		0726
§ Cambridge, opp The Rose Cottage		0726
§ Slimbridge, after Slimbridge Crossroads		0727
§ Gossington, opp Gossington Turn		0728
§ Gossington, opp Sunnyside		0728
§ Leathern Bottle, by Woodend Lane		0729
§ Leathern Bottle, by Hengaston Lodge		0730
§ Berkeley Road, after Hengaston Farm		0730
§ Berkeley Road, by Prince of Wales		0730
§ Heathfield, by Star Inn Cottage		0733
§ Newport, before Newport Towers Hotel		0734
§ Newport, by Haycroft Lane		0735
§ Swanley, after Swanley Lane		0735
§ Woodford, before Damery Lane		0736
§ Stone, opp All Saints' Church		0737
§ Stone, nr Stone Court		0737
§ Falfield, Rose Cottage (S-bound)		0737
Falfield, The Gables Hotel (SW-bound)		0739
§ Falfield, Tortworth Road (SE-bound)		0739
§ Tortworth, Tortworth Primary School (SE-bound)		0742
§ Tortworth, Tortworth Green (SE-bound)		0743
§ Charfield, Elmtree Farm (SE-bound)		0743
§ Charfield, Charfield Hill Crossroads (S-bound)		0745
§ Charfield, Charfield Primary School (E-bound)		0745
Charfield, Railway Tavern (E-bound)		0747
§ Charfield, The Limes (E-bound)		0747
§ Kingswood, after New Mills Roundabout		0749
§ Kingswood, by Charfield Road		0750
§ Kingswood, o/s Tennis Court		0750
Kingswood, o/s Katharine Lady Berkeley's School		0752
§ Wotton-under-Edge, after Westfields		0755
§ Wotton-under-Edge, by Garage		0756
Wotton-under-Edge, before War Memorial		0757

Saturdays

no service

Sundays

no service

Bank Holidays

no service

Service Restrictions: Sch - Gloucestershire School Days

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

**860****Wotton-under-Edge - Katherine Lady Berkeley - Gloucester**

Stagecoach West

Timetable valid from 04/08/2019 until further notice.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Service Restrictions	Sch
Wotton-under-Edge, after War Memorial	1700
§ Wotton-under-Edge, opp Garage	1700
§ Wotton-under-Edge, before Symn Lane	1701
Kingswood, opp Katharine Lady Berkeley's School	1703
§ Kingswood, by Pennwood Lodge	1703
§ Kingswood, opp Tennis Court	1703
§ Kingswood, opp Charfield Road	1704
§ Kingswood, before New Mills Roundabout	1705
§ Charfield, The Limes (W-bound)	1707
Charfield, Railway Tavern (W-bound)	1708
§ Charfield, Charfield Primary School (W-bound)	1709
§ Charfield, Charfield Hill Crossroads (N-bound)	1709
§ Charfield, Elmtree Farm (NW-bound)	1710
§ Tortworth, Tortworth Green (NW-bound)	1711
§ Tortworth, Tortworth Primary School (NW-bound)	1712
§ Falfield, Tortworth Road (NW-bound)	1715
Falfield, The Gables Hotel (N-bound)	1716
§ Falfield, Rose Cottage (N-bound)	1716
§ Stone, opp Stone Court	1717
§ Stone, by All Saints' Church	1717
§ Woodford, after Damery Lane	1718
§ Swanley, before Swanley Lane	1719
§ Newport, opp Haycroft Lane	1719
§ Newport, after Newport Towers Hotel	1720
§ Heathfield, opp Star Inn Cottage	1720
§ Berkeley Road, opp Prince of Wales	1723
§ Leathern Bottle, nr The Coach House	1724
§ Leathern Bottle, opp Woodend Lane	1725
§ Slimbridge, after Crossroads	1727
§ Cambridge, by Homeleigh	1728
§ Cambridge, before Ryalls Lane	1728
§ Cambridge, opp Elm Farm	1729
§ Cambridge, opp Wickster's Bridge	1729
§ Cambridge, by Park's Farm	1730
§ Claypits, after Eastington Turn	1731
§ Fromebridge, by Frampton Turn	1732
§ Fromebridge, by Fromebridge Lane	1732
Whitminster, before Whitminster Inn	1734
§ Whitminster, o/s Garden Centre	1734
§ Whitminster, opp Northfield Park	1735
§ Moreton Valence, after Standish Lane	1736
§ Moreton Valence, by Putloe Cottage	1737
§ Moreton Valence, by Epney Turn	1737
§ Moreton Valence, opp Parkend House	1738
§ Hardwicke, by The Lodge	1740
§ Hardwicke, by Pound Lane	1740
§ Hardwicke, by Business Park	1741
§ Hardwicke, opp Bypass Bridge	1742
§ Hardwicke, just before One Stop Shop	1742
§ Quedgeley, opp Methodist Church	1743
§ Quedgeley, nr Naas Lane	1743
§ Quedgeley, nr Holly End	1744
Quedgeley, opp Highliffe Drive	1745
§ Quedgeley, opp Friar Tucks	1745
§ Quedgeley, nr Old Elmore Lane	1746
§ Quedgeley, corner of Sims Lane	1747
§ Gloucester, opp McDonalds	1748
§ Gloucester, opp Pearce Way	1749
§ Gloucester, after Hempsted Lane	1750
§ Gloucester, after Tuffley Avenue	1751
§ Gloucester, opp Granville Street	1752
§ Gloucester, opp Tesco Express	1752
§ Gloucester, opp Alma Place	1753
§ Gloucester, after Madleaze Road	1753
Gloucester, by Peel Centre & Quays	1754
§ Gloucester, before Spa Road	1755
§ Gloucester, by The Docks	1757
§ Gloucester, o/s The Warehouse	1758
§ Gloucester, opp St Michael's Square	1759
§ Gloucester, Boots (Stop Z1)	1801
Gloucester, at Transport Hub arrival	1803

Saturdays

no service

Sundays

no service

Bank Holidays

no service

Service Restrictions: Sch - Gloucestershire School Days

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

**866****Gloucester - Quedgeley - Kingsway - Stonehouse - Cirencester College**

Stagecoach West

Timetable valid from 04/08/2019 until further notice.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

	Service Restrictions	Sch
Gloucester, Transport Hub (Bay F)		0710
§ Gloucester, opp GL1 Leisure Centre		0711
§ Gloucester, opp The Park		0713
Gloucester, opp Peel Centre & Quays		0717
§ Gloucester, corner of Theresa Street		0717
§ Gloucester, before Frampton Road		0718
§ Gloucester, before Tesco Express		0718
§ Gloucester, after Granville Street		0718
§ Gloucester, before Tuffley Avenue		0719
§ Gloucester, before Newark Road		0719
§ Gloucester, after Empire Way		0721
§ Gloucester, after Pearce Way		0722
§ Gloucester, before McDonalds		0723
§ Quedgeley, opp Sims Lane		0724
§ Quedgeley, opp Old Elmore Lane		0725
§ Quedgeley, by Friar Tucks		0726
Quedgeley, before Matalan		0727
§ Kingsway, corner of Holbeach Drive		0728
§ Kingsway, after Halton Way		0730
Kingsway, after Asda		0732
§ Kingsway, opp Avionics House		0733
§ Quedgeley, o/s Telephone Exchange		0737
Hardwicke, after One Stop Shop		0740
§ Hardwicke, on Bypass Bridge		0740
§ Hardwicke, on Bath Road School Stop		0741
§ Hardwicke, opp Mobility Centre		0741
§ Haresfield, after Blooms Garden Centre		0745
§ Little Haresfield, by Haresfield Turn		0748
§ Standish, opp Court Farms		0750
§ Standish, by The Shielling		0751
§ Stroud Green, before Oxlynch Lane		0752
§ Stroud Green, opp The Old Barn		0753
§ Stonehouse, by Crowcumepill		0754
§ Stonehouse, corner of Horsemarling Lane		0755
§ Stonehouse, nr Grosvenor Road		0756
§ Stonehouse, by The Nippy Chippy		0757
Stonehouse, o/s Medical Centre		0758
§ Stonehouse, opp Elgin Mall		0758
§ Stonehouse, corner of Pearcroft Road		0759
§ Ryeford, o/s Garden Centre		0801
§ Ebley, before Orchard Road		0803
Ebley, corner of Chapel Lane		0805
§ Ebley, opp District Council		0805
§ Ebley, nr Frome Gardens		0806
§ Cainscross, before Marling School		0807
§ Stroud, before Beard's Lane		0809
§ Stroud, after Homebase		0810
§ Stroud, by Spring Lane		0813
Bowbridge, o/s Garage		0815
§ Bowbridge, after Thrupp Lane		0815
§ Thrupp, opp Griffin Mill Estate		0816
§ Thrupp, corner of Middle Road		0816
§ Thrupp, after Brewery Lane		0817
§ Brimscombe, after War Memorial		0818
§ Brimscombe, by Bourne Estate		0819
Brimscombe, corner of Toadsmoor Road		0820
§ Brimscombe, o/s Pavillion		0820
§ Chalford, nr Carpenters		0821
§ Chalford, by The Old Silk Mill		0821
§ Chalford, nr Dark Lane		0822
§ Aston Down, by Westley Farm		0824
§ Frampton Mansell, opp Jolly Nice		0826
§ Cirencester, opp Royal Agricultural College		0838
Cirencester, inside College Grounds		0840

Saturdays

no service

Sundays

no service

Bank Holidays

no service

Service Restrictions: Sch - Cirencester College Days

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

**866****Cirencester College - Brimscombe - Stonehouse - Kingsway - Gloucester**

Stagecoach West

Timetable valid from 04/08/2019 until further notice.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Service Restrictions	Sch
Cirencester, inside College Grounds	1610
§ Cirencester, nr Royal Agricultural College	1611
§ Frampton Mansell, o/s Jolly Nice	1620
§ Aston Down, nr Westley Farm	1621
§ Chalford, opp Dark Lane	1623
§ Chalford, opp The Old Silk Mill	1623
§ Chalford, opp Carpenters	1623
§ Brimscombe, opp Pavillion	1624
Brimscombe, opp Toadsmoor Road	1625
§ Brimscombe, nr Bourne Estate	1626
§ Brimscombe, opp War Memorial	1626
§ Thrupp, before Brewery Lane	1627
§ Thrupp, o/s Kingfisher Business Park	1627
§ Thrupp, adj Griffin Mill Estate	1628
§ Bowbridge, opp Thrupp Lane	1629
Bowbridge, o/s Bowbridge Arms	1630
§ Stroud, opp Spring Lane	1631
§ Stroud, o/s Homebase	1634
§ Stroud, opp Beard's Lane	1635
§ Cainscross, after Marling School	1636
§ Cainscross, o/s Tricorn House	1637
§ Ebley, corner of Frome Gardens	1637
§ Ebley, o/s District Council	1638
Ebley, corner of Bridge Road	1640
§ Ebley, after Orchard Road	1640
§ Ryeford, after Garden Centre	1641
§ Stonehouse, by Wycliffe College	1642
§ Stonehouse, opp Post Office	1642
Stonehouse, opp Globe Inn	1643
§ Stonehouse, opp The Nippy Chippy	1643
§ Stonehouse, opp Grosvenor Road	1644
§ Stonehouse, opp Horsemaring Lane	1644
§ Stonehouse, opp Crowcumepill	1645
§ Stroud Green, by The Old Barn	1646
§ Stroud Green, after Oxlynych Lane	1646
§ Standish, opp The Shieling	1647
§ Standish, by St Nicholas's Church	1648
§ Little Haresfield, opp Haresfield Turn	1649
§ Haresfield, just before Blooms Garden Centre	1652
§ Hardwicke, by Business Park	1654
§ Hardwicke, opp Bypass Bridge	1655
Hardwicke, just before One Stop Shop	1656
§ Quedgeley, opp Methodist Church	1657
§ Kingsway, nr Avionics House	1659
Kingsway, o/s Asda	1701
§ Kingsway, before Halton Way	1702
§ Kingsway, after Holbeach Drive	1704
Quedgeley, nr Matalan	1706
§ Quedgeley, opp Friar Tucks	1707
§ Quedgeley, nr Old Elmore Lane	1708
§ Quedgeley, corner of Sims Lane	1708
§ Gloucester, opp McDonalds	1710
§ Gloucester, opp Pearce Way	1710
§ Gloucester, after Hempsted Lane	1712
§ Gloucester, after Tuffley Avenue	1713
§ Gloucester, opp Granville Street	1714
§ Gloucester, opp Tesco Express	1714
§ Gloucester, opp Alma Place	1714
§ Gloucester, after Madleaze Road	1715
Gloucester, by Peel Centre & Quays	1716
§ Gloucester, by The Park	1720
§ Gloucester, o/s GL1 Leisure Centre	1721
Gloucester, at Transport Hub arrival	1724

Saturdays

no service

Sundays

no service

Bank Holidays

no service

Service Restrictions: Sch - Cirencester College Days

Notes: § - Time at this stop is indicative. You are advised to be at any stop several minutes before the times shown

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Appendix 3

Layout Plan

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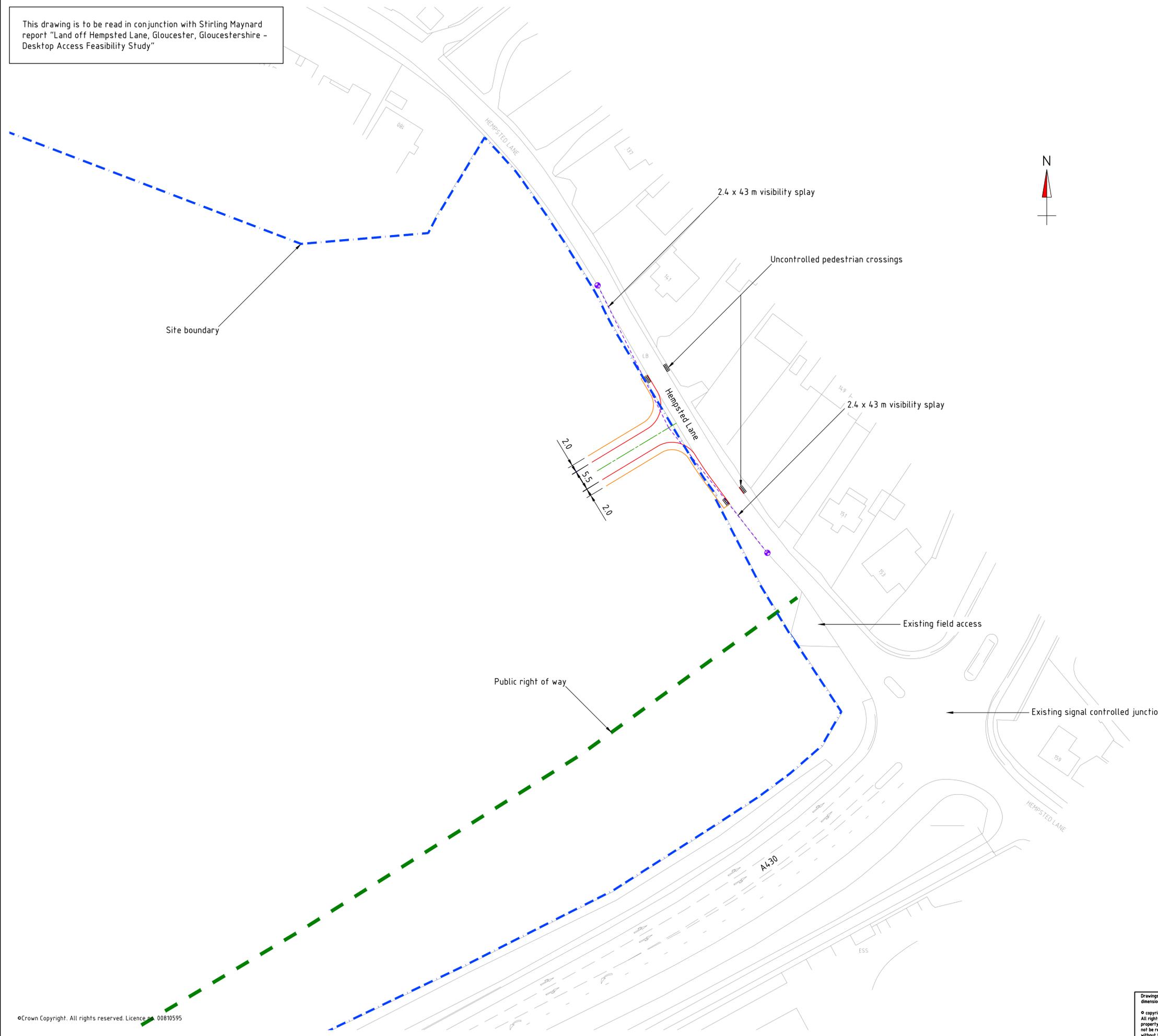
This drawing is to be read in conjunction with Stirling Maynard report "Land off Hempsted Lane, Gloucester, Gloucestershire - Desktop Access Feasibility Study"

Drawing No.
P19105-00-03

NOTES

- All dimensions are in metres unless stated otherwise.

DESIGN INFORMATION	
Design stage	Feasibility
Description of Highway Infrastructure	Simple priority T junction
Checking Authority	County Council / Unitary Authority
Design codes	MFS
Description of Ground Conditions	Not known at this stage



Ref.	Amendment	Chkd	Date
<p>Stirling House Rightwell Breffton Peterborough PE3 8DJ Tel 01733 262319 Fax 01733 331527 Email enquiries@stirlingmaynard.com www.stirlingmaynard.com</p>			
Client			
GLADMAN DEVELOPMENTS LTD			
Scheme Title			
LAND OFF HEMPSTED LANE GLOUCESTER GLOUCESTERSHIRE			
Drawing Title			
PROPOSED ACCESS OFF HEMPSTED LANE			
Project Manager		P S SWALLOW	Drawing Status
Drawn		PSS	FEASIBILITY
Checked		DCA	Drawing No.
Date		Nov 2019	P19105-00-03
Scale		1:500 @ A1	

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Appendix 4

Traffic Survey Results

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Title: **Painswick Road, Gloucester**

Date: **Tuesday 17th September 2019**

From	To	To Roundabout			From Roundabout			
		Light	Heavy	Total	Light	Heavy	Total	
07:30	- 07:45	101	4	105	71	2	73	178
07:45	- 08:00	81	2	83	112	4	116	199
07:30-08:00 Total		182	6	188	183	6	189	
08:00	- 08:15	102	2	104	142	1	143	247
08:15	- 08:30	93	2	95	126	4	130	225
08:30	- 08:45	114	1	115	134	3	137	252
08:45	- 09:00	81	4	85	128	2	130	215
08:00-09:00 Total		390	9	399	530	10	540	
09:00	- 09:15	83	2	85	109	4	113	198
09:15	- 09:30	58	4	62	79	2	81	143
09:00-09:30 Total		141	6	147	188	6	194	
Total		713	21	734	901	22	923	

07:30	- 08:30	377	10	387	451	11	462	849
07:45	- 08:45	390	7	397	514	12	526	923
08:00	- 09:00	390	9	399	530	10	540	939
08:15	- 09:15	371	9	380	497	13	510	890
08:30	- 09:30	336	11	347	450	11	461	808

From	To	To Roundabout			From Roundabout			
		Light	Heavy	Total	Light	Heavy	Total	
16:30	- 16:45	128	2	130	109	2	111	241
16:45	- 17:00	121	2	123	91	2	93	216
16:30-17:00 Total		249	4	253	200	4	204	
17:00	- 17:15	132	2	134	91	4	95	229
17:15	- 17:30	142	1	143	95	2	97	240
17:30	- 17:45	100	2	102	115	3	118	220
17:45	- 18:00	142	0	142	120	2	122	264
17:00-18:00 Total		516	5	521	421	11	432	
18:00	- 18:15	118	1	119	102	2	104	223
18:15	- 18:30	122	1	123	100	2	102	225
18:00-18:30 Total		240	2	242	202	4	206	
Total		1005	11	1016	823	19	842	

16:30	- 17:30	523	7	530	386	10	396	926
16:45	- 17:45	495	7	502	392	11	403	905
17:00	- 18:00	516	5	521	421	11	432	953
17:15	- 18:15	502	4	506	432	9	441	947
17:30	- 18:30	482	4	486	437	9	446	932

Title: **Barton Street, Gloucester**

Date: **Tuesday 17th September 2019**

From	To	From A430			To A430			
		Light	Heavy	Total	Light	Heavy	Total	
07:30	- 07:45	94	3	97	82	1	83	180
07:45	- 08:00	73	3	76	97	3	100	176
07:30-08:00 Total		167	6	173	179	4	183	
08:00	- 08:15	106	1	107	113	3	116	223
08:15	- 08:30	106	1	107	117	3	120	227
08:30	- 08:45	98	2	100	124	3	127	227
08:45	- 09:00	89	3	92	118	2	120	212
08:00-09:00 Total		399	7	406	472	11	483	
09:00	- 09:15	99	3	102	111	3	114	216
09:15	- 09:30	72	4	76	91	3	94	170
09:00-09:30 Total		171	7	178	202	6	208	
Total		737	20	757	853	21	874	

07:30	- 08:30	379	8	387	409	10	419	806
07:45	- 08:45	383	7	390	451	12	463	853
08:00	- 09:00	399	7	406	472	11	483	889
08:15	- 09:15	392	9	401	470	11	481	882
08:30	- 09:30	358	12	370	444	11	455	825

From	To	From A430			To A430			
		Light	Heavy	Total	Light	Heavy	Total	
16:30	- 16:45	114	3	117	99	1	100	217
16:45	- 17:00	120	1	121	97	2	99	220
16:30-17:00 Total		234	4	238	196	3	199	
17:00	- 17:15	124	1	125	101	2	103	228
17:15	- 17:30	119	2	121	104	3	107	228
17:30	- 17:45	109	2	111	109	3	112	223
17:45	- 18:00	126	1	127	111	2	113	240
17:00-18:00 Total		478	6	484	425	10	435	
18:00	- 18:15	119	2	121	96	3	99	220
18:15	- 18:30	107	1	108	91	2	93	201
18:00-18:30 Total		226	3	229	187	5	192	
Total		938	13	951	808	18	826	

16:30	- 17:30	477	7	484	401	8	409	893
16:45	- 17:45	472	6	478	411	10	421	899
17:00	- 18:00	478	6	484	425	10	435	919
17:15	- 18:15	473	7	480	420	11	431	911
17:30	- 18:30	461	6	467	407	10	417	884

Title: **St Oswalds Road, Gloucester**

Date: **Tuesday 17th September 2019**

From	To	Eastbound			Westbound			
		Light	Heavy	Total	Light	Heavy	Total	
07:30	- 07:45	239	4	243	220	3	223	466
07:45	- 08:00	313	3	316	247	6	253	569
07:30-08:00 Total		552	7	559	467	9	476	
08:00	- 08:15	325	10	335	301	5	306	641
08:15	- 08:30	277	9	286	296	3	299	585
08:30	- 08:45	273	6	279	291	6	297	576
08:45	- 09:00	284	10	294	235	7	242	536
08:00-09:00 Total		1159	35	1194	1123	21	1144	
09:00	- 09:15	291	2	293	244	6	250	543
09:15	- 09:30	275	6	281	232	2	234	515
09:00-09:30 Total		566	8	574	476	8	484	
Total		2277	50	2327	2066	38	2104	

07:30	- 08:30	1154	26	1180	1064	17	1081	2261
07:45	- 08:45	1188	28	1216	1135	20	1155	2371
08:00	- 09:00	1159	35	1194	1123	21	1144	2338
08:15	- 09:15	1125	27	1152	1066	22	1088	2240
08:30	- 09:30	1123	24	1147	1002	21	1023	2170

From	To	Eastbound			Westbound			
		Light	Heavy	Total	Light	Heavy	Total	
16:30	- 16:45	227	2	229	377	8	385	614
16:45	- 17:00	250	1	251	357	6	363	614
16:30-17:00 Total		477	3	480	734	14	748	
17:00	- 17:15	317	0	317	349	0	349	666
17:15	- 17:30	283	2	285	340	4	344	629
17:30	- 17:45	271	1	272	316	2	318	590
17:45	- 18:00	247	0	247	320	4	324	571
17:00-18:00 Total		1118	3	1121	1325	10	1335	
18:00	- 18:15	255	2	257	279	2	281	538
18:15	- 18:30	223	2	225	263	1	264	489
18:00-18:30 Total		478	4	482	542	3	545	
Total		2073	10	2083	2601	27	2628	

16:30	- 17:30	1077	5	1082	1423	18	1441	2523
16:45	- 17:45	1121	4	1125	1362	12	1374	2499
17:00	- 18:00	1118	3	1121	1325	10	1335	2456
17:15	- 18:15	1056	5	1061	1255	12	1267	2328
17:30	- 18:30	996	5	1001	1178	9	1187	2188

Title: **A430 / Hempsted Lane**
 Date: **Tuesday 17th September 2019**

From	To	A430 NE A430 SW			A430 NE Hempsted Lane SE			A430 NE Hempsted Lane NW			Hempsted Lane NW Hempsted Lane SE			Hempsted Lane NW A430 NE			Hempsted Lane NW A430 SW		
		Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
07:30	- 07:45	173	6	179	2	1	3	3	0	3	0	0	0	2	0	2	14	0	14
07:45	- 08:00	213	13	226	2	1	3	3	0	3	0	0	0	3	0	3	17	0	17
07:30-08:00 Total		386	19	405	4	2	6	6	0	6	0	0	0	5	0	5	31	0	31
08:00	- 08:15	201	6	207	3	0	3	1	0	1	0	0	0	2	0	2	9	0	9
08:15	- 08:30	230	6	236	4	0	4	0	0	0	0	0	0	1	0	1	11	0	11
08:30	- 08:45	187	9	196	3	0	3	6	1	7	0	0	0	3	0	3	14	0	14
08:45	- 09:00	165	9	174	4	0	4	11	0	11	0	0	0	7	0	7	5	0	5
08:00-09:00 Total		783	30	813	14	0	14	18	1	19	0	0	0	13	0	13	39	0	39
09:00	- 09:15	136	9	145	0	0	0	3	0	3	0	0	0	11	0	11	15	0	15
09:15	- 09:30	123	13	136	0	0	0	4	0	4	0	0	0	3	0	3	5	0	5
09:00-09:30 Total		259	22	281	0	0	0	7	0	7	0	0	0	14	0	14	20	0	20
Total		1428	71	1499	18	2	20	31	1	32	0	0	0	32	0	32	90	0	90

07:30	- 08:30	817	31	848	11	2	13	7	0	7	0	0	0	8	0	8	51	0	51
07:45	- 08:45	831	34	865	12	1	13	10	1	11	0	0	0	9	0	9	51	0	51
08:00	- 09:00	783	30	813	14	0	14	18	1	19	0	0	0	13	0	13	39	0	39
08:15	- 09:15	718	33	751	11	0	11	20	1	21	0	0	0	22	0	22	45	0	45
08:30	- 09:30	611	40	651	7	0	7	24	1	25	0	0	0	24	0	24	39	0	39

From	To	A430 NE A430 SW			A430 NE Hempsted Lane SE			A430 NE Hempsted Lane NW			Hempsted Lane NW Hempsted Lane SE			Hempsted Lane NW A430 NE			Hempsted Lane NW A430 SW		
		Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
16:30	- 16:45	230	10	240	2	0	2	1	0	1	1	0	1	3	0	3	11	0	11
16:45	- 17:00	243	5	248	4	0	4	3	0	3	0	0	0	3	0	3	10	0	10
16:30-17:00 Total		473	15	488	6	0	6	4	0	4	1	0	1	6	0	6	21	0	21
17:00	- 17:15	246	1	247	3	0	3	2	0	2	0	0	0	5	0	5	9	0	9
17:15	- 17:30	254	5	259	1	0	1	1	0	1	0	0	0	2	0	2	3	0	3
17:30	- 17:45	244	5	249	2	0	2	2	0	2	0	0	0	5	0	5	7	0	7
17:45	- 18:00	269	6	275	1	0	1	3	0	3	1	0	1	2	0	2	10	0	10
17:00-18:00 Total		1013	17	1030	7	0	7	8	0	8	1	0	1	14	0	14	29	0	29
18:00	- 18:15	196	2	198	1	0	1	1	0	1	0	0	0	4	0	4	7	0	7
18:15	- 18:30	183	6	189	4	0	4	0	0	0	0	0	0	2	0	2	9	0	9
18:00-18:30 Total		379	8	387	5	0	5	1	0	1	0	0	0	6	0	6	16	0	16
Total		1865	40	1905	18	0	18	13	0	13	2	0	2	26	0	26	66	0	66

16:30	- 17:30	973	21	994	10	0	10	7	0	7	1	0	1	13	0	13	33	0	33
16:45	- 17:45	987	16	1003	10	0	10	8	0	8	0	0	0	15	0	15	29	0	29
17:00	- 18:00	1013	17	1030	7	0	7	8	0	8	1	0	1	14	0	14	29	0	29
17:15	- 18:15	963	18	981	5	0	5	7	0	7	1	0	1	13	0	13	27	0	27
17:30	- 18:30	892	19	911	8	0	8	6	0	6	1	0	1	13	0	13	33	0	33

Title: **A430 / Hempsted Lane**
 Date: **Tuesday 17th September 2019**

From	To	Hempsted Lane SE A430 NE			Hempsted Lane SE Hempsted Lane NW			Hempsted Lane SE A430 SW			A430 SW Hempsted Lane SE			A430 SW Hempsted Lane NW			A430 SW A430 NE		
		Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
07:30	- 07:45	3	0	3	0	0	0	2	0	2	4	0	4	9	0	9	279	11	290
07:45	- 08:00	2	0	2	0	0	0	3	2	5	5	0	5	11	0	11	329	13	342
07:30-08:00 Total		5	0	5	0	0	0	5	2	7	9	0	9	20	0	20	608	24	632
08:00	- 08:15	7	1	8	0	0	0	7	0	7	4	0	4	10	0	10	341	5	346
08:15	- 08:30	9	0	9	0	0	0	5	0	5	2	1	3	8	1	9	334	17	351
08:30	- 08:45	3	0	3	0	0	0	5	0	5	6	0	6	11	0	11	293	8	301
08:45	- 09:00	4	0	4	0	0	0	2	1	3	3	0	3	22	0	22	305	12	317
08:00-09:00 Total		23	1	24	0	0	0	19	1	20	15	1	16	51	1	52	1273	42	1315
09:00	- 09:15	3	0	3	1	0	1	1	1	2	3	0	3	10	0	10	284	15	299
09:15	- 09:30	7	0	7	0	0	0	4	0	4	1	0	1	12	1	13	251	7	258
09:00-09:30 Total		10	0	10	1	0	1	5	1	6	4	0	4	22	1	23	535	22	557
Total		38	1	39	1	0	1	29	4	33	28	1	29	93	2	95	2416	88	2504

509
617
597
629
549
550
492
431

07:30	- 08:30	21	1	22	0	0	0	17	2	19	15	1	16	38	1	39	1283	46	1329
07:45	- 08:45	21	1	22	0	0	0	20	2	22	17	1	18	40	1	41	1297	43	1340
08:00	- 09:00	23	1	24	0	0	0	19	1	20	15	1	16	51	1	52	1273	42	1315
08:15	- 09:15	19	0	19	1	0	1	13	2	15	14	1	15	51	1	52	1216	52	1268
08:30	- 09:30	17	0	17	1	0	1	12	2	14	13	0	13	55	1	56	1133	42	1175

2352
2392
2325
2220
2022

From	To	Hempsted Lane SE A430 NE			Hempsted Lane SE Hempsted Lane NW			Hempsted Lane SE A430 SW			A430 SW Hempsted Lane SE			A430 SW Hempsted Lane NW			A430 SW A430 NE		
		Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
16:30	- 16:45	1	0	1	0	0	0	1	0	1	0	0	0	8	0	8	264	2	266
16:45	- 17:00	1	0	1	0	0	0	4	0	4	2	0	2	12	1	13	238	2	240
16:30-17:00 Total		2	0	2	0	0	0	5	0	5	2	0	2	20	1	21	502	4	506
17:00	- 17:15	4	0	4	0	0	0	2	0	2	3	0	3	10	0	10	287	1	288
17:15	- 17:30	8	0	8	0	0	0	2	0	2	4	0	4	12	0	12	304	5	309
17:30	- 17:45	1	0	1	0	0	0	0	0	0	0	0	0	15	0	15	278	2	280
17:45	- 18:00	0	0	0	0	0	0	0	0	0	2	0	2	12	0	12	288	5	293
17:00-18:00 Total		13	0	13	0	0	0	4	0	4	9	0	9	49	0	49	1157	13	1170
18:00	- 18:15	2	0	2	0	0	0	2	0	2	0	0	0	5	0	5	287	6	293
18:15	- 18:30	1	0	1	0	0	0	1	1	2	0	0	0	5	0	5	270	4	274
18:00-18:30 Total		3	0	3	0	0	0	3	1	4	0	0	0	10	0	10	557	10	567
Total		18	0	18	0	0	0	12	1	13	11	0	11	79	1	80	2216	27	2243

534
528
573
601
561
599
513
486

16:30	- 17:30	14	0	14	0	0	0	9	0	9	9	0	9	42	1	43	1093	10	1103
16:45	- 17:45	14	0	14	0	0	0	8	0	8	9	0	9	49	1	50	1107	10	1117
17:00	- 18:00	13	0	13	0	0	0	4	0	4	9	0	9	49	0	49	1157	13	1170
17:15	- 18:15	11	0	11	0	0	0	4	0	4	6	0	6	44	0	44	1157	18	1175
17:30	- 18:30	4	0	4	0	0	0	3	1	4	2	0	2	37	0	37	1123	17	1140

2236
2263
2334
2274
2159

Title: **A430 / The Gallops / Soren Larsen Way**

Date: **Tuesday 17th September 2019**

From	To	A430 N			A430 N			A430 N			Soren Larsen Way			Soren Larsen Way			Soren Larsen Way		
		A430 S			Soren Larsen Way			The Gallops			A430 S			A430 N			The Gallops		
		Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
07:30	- 07:45	182	7	189	2	0	2	2	0	2	4	0	4	8	0	8	0	0	0
07:45	- 08:00	195	13	208	2	0	2	1	0	1	8	0	8	4	0	4	0	0	0
07:30-08:00 Total		377	20	397	4	0	4	3	0	3	12	0	12	12	0	12	0	0	0
08:00	- 08:15	187	7	194	6	0	6	3	0	3	7	0	7	5	0	5	0	0	0
08:15	- 08:30	208	5	213	1	0	1	0	0	0	6	0	6	6	0	6	0	0	0
08:30	- 08:45	192	11	203	4	0	4	3	0	3	5	0	5	6	0	6	0	0	0
08:45	- 09:00	163	10	173	1	0	1	3	0	3	5	0	5	6	0	6	1	0	1
08:00-09:00 Total		750	33	783	12	0	12	9	0	9	23	0	23	23	0	23	1	0	1
09:00	- 09:15	134	11	145	2	0	2	1	0	1	2	0	2	7	0	7	0	0	0
09:15	- 09:30	137	16	153	2	0	2	3	0	3	1	0	1	4	0	4	0	0	0
09:00-09:30 Total		271	27	298	4	0	4	4	0	4	3	0	3	11	0	11	0	0	0
Total		1398	80	1478	20	0	20	16	0	16	38	0	38	46	0	46	1	0	1

07:30	- 08:30	772	32	804	11	0	11	6	0	6	25	0	25	23	0	23	0	0	0
07:45	- 08:45	782	36	818	13	0	13	7	0	7	26	0	26	21	0	21	0	0	0
08:00	- 09:00	750	33	783	12	0	12	9	0	9	23	0	23	23	0	23	1	0	1
08:15	- 09:15	697	37	734	8	0	8	7	0	7	18	0	18	25	0	25	1	0	1
08:30	- 09:30	626	48	674	9	0	9	10	0	10	13	0	13	23	0	23	1	0	1

From	To	A430 N			A430 N			A430 N			Soren Larsen Way			Soren Larsen Way			Soren Larsen Way		
		A430 S			Soren Larsen Way			The Gallops			A430 S			A430 N			The Gallops		
		Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
16:30	- 16:45	249	8	257	4	0	4	8	0	8	1	0	1	4	0	4	0	0	0
16:45	- 17:00	235	3	238	4	0	4	4	0	4	1	0	1	2	0	2	0	0	0
16:30-17:00 Total		484	11	495	8	0	8	12	0	12	2	0	2	6	0	6	0	0	0
17:00	- 17:15	242	3	245	4	0	4	4	0	4	6	0	6	5	0	5	0	0	0
17:15	- 17:30	265	4	269	4	0	4	10	0	10	5	0	5	5	0	5	0	0	0
17:30	- 17:45	237	5	242	6	0	6	13	0	13	1	0	1	6	0	6	0	0	0
17:45	- 18:00	265	6	271	7	0	7	16	0	16	2	0	2	5	0	5	0	0	0
17:00-18:00 Total		1009	18	1027	21	0	21	43	0	43	14	0	14	21	0	21	0	0	0
18:00	- 18:15	187	2	189	6	0	6	7	0	7	0	0	0	5	0	5	0	0	0
18:15	- 18:30	184	6	190	2	0	2	10	0	10	5	0	5	0	0	0	0	0	0
18:00-18:30 Total		371	8	379	8	0	8	17	0	17	5	0	5	5	0	5	0	0	0
Total		1864	37	1901	37	0	37	72	0	72	21	0	21	32	0	32	0	0	0

16:30	- 17:30	991	18	1009	16	0	16	26	0	26	13	0	13	16	0	16	0	0	0
16:45	- 17:45	979	15	994	18	0	18	31	0	31	13	0	13	18	0	18	0	0	0
17:00	- 18:00	1009	18	1027	21	0	21	43	0	43	14	0	14	21	0	21	0	0	0
17:15	- 18:15	954	17	971	23	0	23	46	0	46	8	0	8	21	0	21	0	0	0
17:30	- 18:30	873	19	892	21	0	21	46	0	46	8	0	8	16	0	16	0	0	0

Title: **A430 / The Gallops / Soren Larsen Way**

Date: **Tuesday 17th September 2019**

From	To	The Gallops A430 S			The Gallops A430 N			The Gallops Soren Larsen Way			A430 S Soren Larsen Way			A430 S The Gallops			A430 S A430 N		
		Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
07:30	- 07:45	4	0	4	3	0	3	0	0	0	3	0	3	0	0	0	284	13	297
07:45	- 08:00	9	0	9	7	0	7	0	0	0	2	0	2	2	0	2	326	14	340
07:30-08:00 Total		13	0	13	10	0	10	0	0	0	5	0	5	2	0	2	610	27	637
08:00	- 08:15	8	0	8	15	0	15	0	0	0	2	0	2	0	0	0	347	7	354
08:15	- 08:30	6	0	6	5	0	5	0	0	0	1	0	1	2	0	2	351	15	366
08:30	- 08:45	6	0	6	7	0	7	0	0	0	1	0	1	6	0	6	300	6	306
08:45	- 09:00	9	0	9	3	0	3	0	0	0	3	0	3	6	0	6	292	11	303
08:00-09:00 Total		29	0	29	30	0	30	0	0	0	7	0	7	14	0	14	1290	39	1329
09:00	- 09:15	5	0	5	3	0	3	0	0	0	5	0	5	3	0	3	288	14	302
09:15	- 09:30	1	0	1	4	0	4	0	0	0	2	0	2	2	0	2	266	8	274
09:00-09:30 Total		6	0	6	7	0	7	0	0	0	7	0	7	5	0	5	554	22	576
Total		48	0	48	47	0	47	0	0	0	19	0	19	21	0	21	2454	88	2542

512
583
594
606
547
513
475
446

07:30	- 08:30	27	0	27	30	0	30	0	0	0	8	0	8	4	0	4	1308	49	1357
07:45	- 08:45	29	0	29	34	0	34	0	0	0	6	0	6	10	0	10	1324	42	1366
08:00	- 09:00	29	0	29	30	0	30	0	0	0	7	0	7	14	0	14	1290	39	1329
08:15	- 09:15	26	0	26	18	0	18	0	0	0	10	0	10	17	0	17	1231	46	1277
08:30	- 09:30	21	0	21	17	0	17	0	0	0	11	0	11	17	0	17	1146	39	1185

2295
2330
2260
2141
1981

From	To	The Gallops A430 S			The Gallops A430 N			The Gallops Soren Larsen Way			A430 S Soren Larsen Way			A430 S The Gallops			A430 S A430 N		
		Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
16:30	- 16:45	3	0	3	1	0	1	0	0	0	4	0	4	3	0	3	279	2	281
16:45	- 17:00	1	0	1	3	0	3	0	0	0	1	0	1	5	0	5	237	3	240
16:30-17:00 Total		4	0	4	4	0	4	0	0	0	5	0	5	8	0	8	516	5	521
17:00	- 17:15	3	0	3	2	0	2	1	0	1	4	0	4	4	0	4	282	2	284
17:15	- 17:30	4	0	4	6	0	6	0	0	0	3	0	3	6	0	6	316	4	320
17:30	- 17:45	4	0	4	4	0	4	0	0	0	4	0	4	0	0	0	281	2	283
17:45	- 18:00	2	0	2	3	0	3	0	0	0	7	0	7	3	0	3	276	7	283
17:00-18:00 Total		13	0	13	15	0	15	1	0	1	18	0	18	13	0	13	1155	15	1170
18:00	- 18:15	3	0	3	4	0	4	0	0	0	3	0	3	9	0	9	285	6	291
18:15	- 18:30	1	0	1	5	0	5	0	0	0	5	0	5	6	0	6	267	4	271
18:00-18:30 Total		4	0	4	9	0	9	0	0	0	8	0	8	15	0	15	552	10	562
Total		21	0	21	28	0	28	1	0	1	31	0	31	36	0	36	2223	30	2253

566
499
562
632
563
599
517
495

16:30	- 17:30	11	0	11	12	0	12	1	0	1	12	0	12	18	0	18	1114	11	1125
16:45	- 17:45	12	0	12	15	0	15	1	0	1	12	0	12	15	0	15	1116	11	1127
17:00	- 18:00	13	0	13	15	0	15	1	0	1	18	0	18	13	0	13	1155	15	1170
17:15	- 18:15	13	0	13	17	0	17	0	0	0	17	0	17	18	0	18	1158	19	1177
17:30	- 18:30	10	0	10	16	0	16	0	0	0	19	0	19	18	0	18	1109	19	1128

2259
2256
2356
2311
2174

Title: **A430, Bristol Road, Goodridge Avenue, Gloucester**

Date: **Tuesday 17th September 2019**

From To	A430 N A460 S			A430 N Bristol Road Ind			A430 N Goodridge Ave			Goodridge Ave Bristol Road Ind			Goodridge Ave A430 N			Goodridge Ave A460 S		
	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
07:30 - 07:45	179	10	189	14	0	14	7	0	7	2	0	2	0	0	0	2	0	2
07:45 - 08:00	181	10	191	14	1	15	3	0	3	1	1	2	2	0	2	2	0	2
07:30-08:00 Total	360	20	380	28	1	29	10	0	10	3	1	4	2	0	2	4	0	4
08:00 - 08:15	196	10	206	12	2	14	2	0	2	5	1	6	4	0	4	3	0	3
08:15 - 08:30	181	9	190	3	0	3	6	0	6	2	2	4	2	2	4	1	1	2
08:30 - 08:45	202	11	213	15	0	15	2	0	2	0	1	1	2	0	2	4	1	5
08:45 - 09:00	154	9	163	7	0	7	2	0	2	2	2	4	6	0	6	2	0	2
08:00-09:00 Total	733	39	772	37	2	39	12	0	12	9	6	15	14	2	16	10	2	12
09:00 - 09:15	122	13	135	18	0	18	2	0	2	2	0	2	1	0	1	5	0	5
09:15 - 09:30	123	10	133	14	1	15	0	0	0	0	1	1	1	0	1	6	0	6
09:00-09:30 Total	245	23	268	32	1	33	2	0	2	2	1	3	2	0	2	11	0	11
Total	1338	82	1420	97	4	101	24	0	24	14	8	22	18	2	20	25	2	27

07:30 - 08:30	737	39	776	43	3	46	18	0	18	10	4	14	8	2	10	8	1	9
07:45 - 08:45	760	40	800	44	3	47	13	0	13	8	5	13	10	2	12	10	2	12
08:00 - 09:00	733	39	772	37	2	39	12	0	12	9	6	15	14	2	16	10	2	12
08:15 - 09:15	659	42	701	43	0	43	12	0	12	6	5	11	11	2	13	12	2	14
08:30 - 09:30	601	43	644	54	1	55	6	0	6	4	4	8	10	0	10	17	1	18

From To	A430 N A460 S			A430 N Bristol Road Ind			A430 N Goodridge Ave			Goodridge Ave Bristol Road Ind			Goodridge Ave A430 N			Goodridge Ave A460 S		
	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
16:30 - 16:45	188	12	200	9	1	10	2	1	3	8	1	9	12	0	12	14	0	14
16:45 - 17:00	239	3	242	7	1	8	0	0	0	2	1	3	2	0	2	9	0	9
16:30-17:00 Total	427	15	442	16	2	18	2	1	3	10	2	12	14	0	14	23	0	23
17:00 - 17:15	226	4	230	9	0	9	0	0	0	7	2	9	3	0	3	17	1	18
17:15 - 17:30	175	3	178	9	0	9	4	0	4	4	1	5	5	1	6	9	0	9
17:30 - 17:45	258	5	263	9	0	9	1	0	1	0	0	0	5	0	5	6	0	6
17:45 - 18:00	240	4	244	2	2	4	3	0	3	4	1	5	3	0	3	15	0	15
17:00-18:00 Total	899	16	915	29	2	31	8	0	8	15	4	19	16	1	17	47	1	48
18:00 - 18:15	213	2	215	15	1	16	4	0	4	4	0	4	3	0	3	6	0	6
18:15 - 18:30	175	4	179	9	0	9	2	0	2	2	1	3	3	0	3	13	0	13
18:00-18:30 Total	388	6	394	24	1	25	6	0	6	6	1	7	6	0	6	19	0	19
Total	1714	37	1751	69	5	74	16	1	17	31	7	38	36	1	37	89	1	90

16:30 - 17:30	828	22	850	34	2	36	6	1	7	21	5	26	22	1	23	49	1	50
16:45 - 17:45	898	15	913	34	1	35	5	0	5	13	4	17	15	1	16	41	1	42
17:00 - 18:00	899	16	915	29	2	31	8	0	8	15	4	19	16	1	17	47	1	48
17:15 - 18:15	886	14	900	35	3	38	12	0	12	12	2	14	16	1	17	36	0	36
17:30 - 18:30	886	15	901	35	3	38	10	0	10	10	2	12	14	0	14	40	0	40

Title: **A430, Bristol Road, Goodridge Avenue, Gloucester**

Date: **Tuesday 17th September 2019**

From To	Bristol Road Ind A430 N			Bristol Road Ind Goodridge Ave			Bristol Road Ind A460 S			A460 S Bristol Road Ind			A460 S Goodridge Ave			A460 S A430 N			
	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	
07:30 - 07:45	6	1	7	1	0	1	97	10	107	158	7	165	2	0	2	277	16	293	789
07:45 - 08:00	13	0	13	3	0	3	127	7	134	188	7	195	13	0	13	302	12	314	887
07:30-08:00 Total	19	1	20	4	0	4	224	17	241	346	14	360	15	0	15	579	28	607	
08:00 - 08:15	8	2	10	2	0	2	130	11	141	153	10	163	10	0	10	344	5	349	910
08:15 - 08:30	10	2	12	3	1	4	131	9	140	194	5	199	9	0	9	345	14	359	932
08:30 - 08:45	4	0	4	1	0	1	111	15	126	183	3	186	9	1	10	318	10	328	893
08:45 - 09:00	16	2	18	3	0	3	103	9	112	168	9	177	4	0	4	309	11	320	818
08:00-09:00 Total	38	6	44	9	1	10	475	44	519	698	27	725	32	1	33	1316	40	1356	
09:00 - 09:15	14	0	14	4	0	4	114	5	119	195	7	202	11	0	11	283	14	297	810
09:15 - 09:30	16	0	16	2	0	2	103	7	110	168	7	175	4	1	5	260	6	266	730
09:00-09:30 Total	30	0	30	6	0	6	217	12	229	363	14	377	15	1	16	543	20	563	
Total	87	7	94	19	1	20	916	73	989	1407	55	1462	62	2	64	2438	88	2526	

07:30 - 08:30	37	5	42	9	1	10	485	37	522	693	29	722	34	0	34	1268	47	1315	3518
07:45 - 08:45	35	4	39	9	1	10	499	42	541	718	25	743	41	1	42	1309	41	1350	3622
08:00 - 09:00	38	6	44	9	1	10	475	44	519	698	27	725	32	1	33	1316	40	1356	3553
08:15 - 09:15	44	4	48	11	1	12	459	38	497	740	24	764	33	1	34	1255	49	1304	3453
08:30 - 09:30	50	2	52	10	0	10	431	36	467	714	26	740	28	2	30	1170	41	1211	3251

From To	Bristol Road Ind A430 N			Bristol Road Ind Goodridge Ave			Bristol Road Ind A460 S			A460 S Bristol Road Ind			A460 S Goodridge Ave			A460 S A430 N			
	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	
16:30 - 16:45	15	0	15	2	1	3	193	3	196	119	6	125	3	0	3	245	5	250	840
16:45 - 17:00	15	0	15	3	0	3	196	2	198	114	4	118	4	0	4	237	5	242	844
16:30-17:00 Total	30	0	30	5	1	6	389	5	394	233	10	243	7	0	7	482	10	492	
17:00 - 17:15	31	0	31	0	0	0	202	3	205	113	5	118	1	0	1	267	2	269	893
17:15 - 17:30	22	0	22	2	0	2	223	1	224	157	8	165	0	0	0	285	6	291	915
17:30 - 17:45	22	0	22	1	0	1	181	1	182	131	4	135	4	0	4	279	2	281	909
17:45 - 18:00	19	0	19	2	0	2	178	1	179	140	6	146	4	0	4	280	7	287	911
17:00-18:00 Total	94	0	94	5	0	5	784	6	790	541	23	564	9	0	9	1111	17	1128	
18:00 - 18:15	15	0	15	3	0	3	137	5	142	134	5	139	1	0	1	277	7	284	832
18:15 - 18:30	13	0	13	0	0	0	112	2	114	88	5	93	2	0	2	246	2	248	679
18:00-18:30 Total	28	0	28	3	0	3	249	7	256	222	10	232	3	0	3	523	9	532	
Total	152	0	152	13	1	14	1422	18	1440	996	43	1039	19	0	19	2116	36	2152	

16:30 - 17:30	83	0	83	7	1	8	814	9	823	503	23	526	8	0	8	1034	18	1052	3492
16:45 - 17:45	90	0	90	6	0	6	802	7	809	515	21	536	9	0	9	1068	15	1083	3561
17:00 - 18:00	94	0	94	5	0	5	784	6	790	541	23	564	9	0	9	1111	17	1128	3628
17:15 - 18:15	78	0	78	8	0	8	719	8	727	562	23	585	9	0	9	1121	22	1143	3567
17:30 - 18:30	69	0	69	6	0	6	608	9	617	493	20	513	11	0	11	1082	18	1100	3331

		J1	J2	J3	Total
07:30	- 08:30	2352	2295	3518	8165
07:45	- 08:45	2392	2330	3622	8344
08:00	- 09:00	2325	2260	3553	8138
08:15	- 09:15	2220	2141	3453	7814
08:30	- 09:30	2022	1981	3251	7254
16:30	- 17:30	2236	2259	3492	7987
16:45	- 17:45	2263	2256	3561	8080
17:00	- 18:00	2334	2356	3628	8318
17:15	- 18:15	2274	2311	3567	8152
17:30	- 18:30	2159	2174	3331	7664

Title: **A38 Cole Avenue / A38 South / B4008 Bristol Road Link Counts**

Date: **Tuesday 17th September 2019**

From To	A38 Cole Ave Eastbound			A38 Cole Ave Westbound			
	Light	Heavy	Total	Light	Heavy	Total	
07:30 - 07:45	232	2	234	145	3	148	382
07:45 - 08:00	261	6	267	165	2	167	434
07:30-08:00 Total	493	8	501	310	5	315	
08:00 - 08:15	244	7	251	187	2	189	440
08:15 - 08:30	201	8	209	188	3	191	400
08:30 - 08:45	202	9	211	199	3	202	413
08:45 - 09:00	233	9	242	200	3	203	445
08:00-09:00 Total	880	33	913	774	11	785	
09:00 - 09:15	203	9	212	211	2	213	425
09:15 - 09:30	200	7	207	200	5	205	412
09:00-09:30 Total	403	16	419	411	7	418	
Total	1776	57	1833	1495	23	1518	

From To	A38 South Northbound			A38 South Southbound			
	Light	Heavy	Total	Light	Heavy	Total	
07:30 - 07:45	211	9	220	188	1	189	409
07:45 - 08:00	212	9	221	211	4	215	436
07:30-08:00 Total	235	18	441	399	5	404	
08:00 - 08:15	255	9	264	220	3	223	487
08:15 - 08:30	265	8	273	230	3	233	506
08:30 - 08:45	262	8	270	270	6	276	546
08:45 - 09:00	201	1	202	211	6	217	419
08:00-09:00 Total	983	26	1009	931	18	949	
09:00 - 09:15	292	7	299	201	6	207	506
09:15 - 09:30	265	5	270	200	5	205	475
09:00-09:30 Total	557	12	569	401	11	412	
Total	1775	56	2019	1731	34	1765	

From To	B4008 Eastbound			B4008 Westbound			
	Light	Heavy	Total	Light	Heavy	Total	
07:30 - 07:45	199	12	211	202	12	214	425
07:45 - 08:00	175	12	187	204	9	213	400
07:30-08:00 Total	374	24	398	406	21	427	
08:00 - 08:15	165	1	166	202	9	211	377
08:15 - 08:30	165	14	179	277	7	284	463
08:30 - 08:45	163	9	172	269	7	276	448
08:45 - 09:00	165	5	170	255	6	261	431
08:00-09:00 Total	658	29	687	1003	29	1032	
09:00 - 09:15	199	11	210	252	14	266	476
09:15 - 09:30	199	4	203	233	2	235	438
09:00-09:30 Total	398	15	413	485	16	501	
Total	1430	68	1498	1894	66	1960	

07:30 - 08:30	938	23	961	685	10	695	1656
07:45 - 08:45	908	30	938	739	10	749	1687
08:00 - 09:00	880	33	913	774	11	785	1698
08:15 - 09:15	839	35	874	798	11	809	1683
08:30 - 09:30	838	34	872	810	13	823	1695

07:30 - 08:30	943	35	978	849	11	860	1838
07:45 - 08:45	994	34	1028	931	16	947	1975
08:00 - 09:00	983	26	1009	931	18	949	1958
08:15 - 09:15	1020	24	1044	912	21	933	1977
08:30 - 09:30	1020	21	1041	882	23	905	1946

07:30 - 08:30	704	39	743	885	37	922	1665
07:45 - 08:45	668	36	704	952	32	984	1688
08:00 - 09:00	658	29	687	1003	29	1032	1719
08:15 - 09:15	692	39	731	1053	34	1087	1818
08:30 - 09:30	726	29	755	1009	29	1038	1793

From To	A38 Cole Ave Eastbound			A38 Cole Ave Westbound			
	Light	Heavy	Total	Light	Heavy	Total	
16:30 - 16:45	172	2	174	177	3	180	354
16:45 - 17:00	154	4	158	171	3	174	332
16:30-17:00 Total	326	6	332	348	6	354	
17:00 - 17:15	166	1	167	181	1	182	349
17:15 - 17:30	140	5	145	178	0	178	323
17:30 - 17:45	153	1	154	175	1	176	330
17:45 - 18:00	154	1	155	172	1	173	328
17:00-18:00 Total	613	8	621	706	3	709	
18:00 - 18:15	155	1	156	160	1	161	317
18:15 - 18:30	152	1	153	155	1	156	309
18:00-18:30 Total	307	2	309	315	2	317	
Total	1246	16	1262	1369	11	1380	

From To	A38 South Northbound			A38 South Southbound			
	Light	Heavy	Total	Light	Heavy	Total	
16:30 - 16:45	180	4	184	301	6	307	491
16:45 - 17:00	225	4	229	303	7	310	539
16:30-17:00 Total	405	8	413	604	13	617	
17:00 - 17:15	202	5	207	290	7	297	504
17:15 - 17:30	189	7	196	295	4	299	495
17:30 - 17:45	175	7	182	259	4	263	445
17:45 - 18:00	179	7	186	288	4	292	478
17:00-18:00 Total	745	26	771	1132	19	1151	
18:00 - 18:15	184	2	186	279	5	284	470
18:15 - 18:30	165	3	168	265	4	269	437
18:00-18:30 Total	349	5	354	544	9	553	
Total	1499	39	1538	2280	41	2321	

From To	B4008 Eastbound			B4008 Westbound			
	Light	Heavy	Total	Light	Heavy	Total	
16:30 - 16:45	211	4	215	171	1	172	387
16:45 - 17:00	255	4	259	190	7	197	456
16:30-17:00 Total	466	8	474	361	8	369	
17:00 - 17:15	260	3	263	195	2	197	460
17:15 - 17:30	273	4	277	193	4	197	474
17:30 - 17:45	278	4	282	191	1	192	474
17:45 - 18:00	252	3	255	192	1	193	448
17:00-18:00 Total	1063	14	1077	771	8	779	
18:00 - 18:15	254	3	257	188	1	189	446
18:15 - 18:30	254	3	257	175	1	176	433
18:00-18:30 Total	508	6	514	363	2	365	
Total	2037	28	2065	1495	18	1513	

16:30 - 17:30	632	12	644	707	7	714	1358
16:45 - 17:45	613	11	624	705	5	710	1334
17:00 - 18:00	613	8	621	706	3	709	1330
17:15 - 18:15	602	8	610	685	3	688	1298
17:30 - 18:30	614	4	618	662	4	666	1284

16:30 - 17:30	796	20	816	1189	24	1213	2029
16:45 - 17:45	791	23	814	1147	22	1169	1983
17:00 - 18:00	745	26	771	1132	19	1151	1922
17:15 - 18:15	727	23	750	1121	17	1138	1888
17:30 - 18:30	703	19	722	1091	17	1108	1830

16:30 - 17:30	999	15	1014	749	14	763	1777
16:45 - 17:45	1066	15	1081	769	14	783	1864
17:00 - 18:00	1063	14	1077	771	8	779	1856
17:15 - 18:15	1057	14	1071	764	7	771	1842
17:30 - 18:30	1038	13	1051	746	4	750	1801

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Appendix 5

TEMPRO Printout

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GROWTH FACTORS FOR HEMPSTED, GLOUCESTER

Parameters

Software	TEMPRO 7.2b
Dataset:	NTEM 7.2
Geog Area:	Gloucester 004
Area/Road Type:	All
NTM Model	2018 RTF

From	To	AM	PM
2019	2025	1.0767	1.0698
2019	2029	1.1149	1.1058

GROWTH FACTORS FOR A430/BRISTOL RD JUNCTION & AIR QUALITY SITES

Parameters

Software	TEMPRO 7.2b
Dataset:	NTEM 7.2
Geog Area:	Gloucester (auth)
Area/Road Type:	All
NTM Model	2018 RTF

From	To	AM	PM
2019	2025	1.0648	1.0626
2019	2029	1.1089	1.1050

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Appendix 6

TRICS Printouts

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
	KC KENT	3 days
	SC SURREY	1 days
	WS WEST SUSSEX	3 days
03	SOUTH WEST	
	DV DEVON	2 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	2 days
	SY SOUTH YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days

Secondary Filtering selection:

Parameter: Number of dwellings
 Actual Range: 52 to 432 (units:)
 Range Selected by User: 50 to 500 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 08/07/19

Selected survey days:

Monday	4 days
Tuesday	2 days
Wednesday	4 days
Thursday	6 days
Friday	4 days

Selected survey types:

Manual count	20 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	12
Neighbourhood Centre (PPS6 Local Centre)	2

Selected Location Sub Categories:

Residential Zone	17
Village	2
No Sub Category	1

Secondary Filtering selection:

Use Class:

C3 20 days

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	6 days
10,001 to 15,000	8 days
15,001 to 20,000	2 days
25,001 to 50,000	1 days

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	2 days
50,001 to 75,000	3 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	1 days

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	16 days
1.6 to 2.0	1 days

Travel Plan:

Yes	5 days
No	15 days

PTAL Rating:

No PTAL Present	20 days
-----------------	---------

LIST OF SITES relevant to selection parameters

1	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI -DETACHED & TERRACED	DURHAM
	Edge of Town Residential Zone Total Number of dwellings:	57	
	<i>Survey date: FRIDAY</i>	<i>19/10/18</i>	<i>Survey Type: MANUAL</i>
2	DS-03-A-02 RADBOURNE LANE DERBY	MIXED HOUSES	DERBYSHIRE
	Edge of Town Residential Zone Total Number of dwellings:	371	
	<i>Survey date: TUESDAY</i>	<i>10/07/18</i>	<i>Survey Type: MANUAL</i>
3	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	116	
	<i>Survey date: FRIDAY</i>	<i>25/09/15</i>	<i>Survey Type: MANUAL</i>
4	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	70	
	<i>Survey date: MONDAY</i>	<i>28/09/15</i>	<i>Survey Type: MANUAL</i>
5	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total Number of dwellings:	160	
	<i>Survey date: MONDAY</i>	<i>08/07/19</i>	<i>Survey Type: MANUAL</i>
6	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON	SEMI -DETACHED & TERRACED	KENT
	Edge of Town Residential Zone Total Number of dwellings:	110	
	<i>Survey date: FRIDAY</i>	<i>22/09/17</i>	<i>Survey Type: MANUAL</i>
7	KC-03-A-07 RECVLVER ROAD HERNE BAY	MIXED HOUSES	KENT
	Edge of Town Residential Zone Total Number of dwellings:	288	
	<i>Survey date: WEDNESDAY</i>	<i>27/09/17</i>	<i>Survey Type: MANUAL</i>
8	KC-03-A-08 MAIDSTONE ROAD CHARING	MIXED HOUSES	KENT
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings:	159	
	<i>Survey date: TUESDAY</i>	<i>22/05/18</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	LE-03-A-02 MELBOURNE ROAD IBSTOCK	DETACHED & OTHERS	LEICESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 85 <i>Survey date: THURSDAY 28/06/18</i>		
10	NE-03-A-02 HANOVER WALK SCUNTHORPE	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE
	Edge of Town No Sub Category Total Number of dwellings: 432 <i>Survey date: MONDAY 12/05/14</i>		
11	NY-03-A-06 HORSEFAIR BOROUGHBRIDGE	BUNGALOWS & SEMI DET.	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 115 <i>Survey date: FRIDAY 14/10/11</i>		
12	NY-03-A-09 GRAMMAR SCHOOL LANE NORTHALLERTON	MIXED HOUSING	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 <i>Survey date: MONDAY 16/09/13</i>		
13	SC-03-A-04 HIGH ROAD BYFLEET	DETACHED & TERRACED	SURREY
	Edge of Town Residential Zone Total Number of dwellings: 71 <i>Survey date: THURSDAY 23/01/14</i>		
14	SF-03-A-07 FOXHALL ROAD IPSWICH	MIXED HOUSES	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 73 <i>Survey date: THURSDAY 09/05/19</i>		
15	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL	SEMI -DETACHED/TERRACED	SHROPSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 54 <i>Survey date: THURSDAY 24/10/13</i>		
16	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI -DETACHED	STAFFORDSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 248 <i>Survey date: WEDNESDAY 22/11/17</i>		

LIST OF SITES relevant to selection parameters (Cont.)

17	SY-03-A-01	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
	A19 BENTLEY ROAD			
	DONCASTER			
	BENTLEY RISE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		54	
	<i>Survey date: WEDNESDAY</i>		<i>18/09/13</i>	<i>Survey Type: MANUAL</i>
18	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE			
	HORSHAM			
	BROADBRIDGE HEATH			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		151	
	<i>Survey date: THURSDAY</i>		<i>11/12/14</i>	<i>Survey Type: MANUAL</i>
19	WS-03-A-08	MIXED HOUSES		WEST SUSSEX
	ROUNDSTONE LANE			
	ANGMERING			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		180	
	<i>Survey date: THURSDAY</i>		<i>19/04/18</i>	<i>Survey Type: MANUAL</i>
20	WS-03-A-10	MIXED HOUSES		WEST SUSSEX
	TODDINGTON LANE			
	LITTLEHAMPTON			
	WICK			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		79	
	<i>Survey date: WEDNESDAY</i>		<i>07/11/18</i>	<i>Survey Type: MANUAL</i>

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DH-03-A-01	excl mainly retired
DH-03-A-02	excl mainly retired
ES-03-A-03	excl flats
ES-03-A-04	excl flats
HC-03-A-20	excl flats
KC-03-A-03	excl flats
KC-03-A-06	excl flats
NF-03-A-02	excl flats
NY-03-A-10	excl flats
WS-03-A-07	excl bungalows only
WS-03-A-09	excl flats

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	146	0.075	20	146	0.301	20	146	0.376
08:00 - 09:00	20	146	0.119	20	146	0.356	20	146	0.475
09:00 - 10:00	20	146	0.139	20	146	0.151	20	146	0.290
10:00 - 11:00	20	146	0.125	20	146	0.161	20	146	0.286
11:00 - 12:00	20	146	0.124	20	146	0.138	20	146	0.262
12:00 - 13:00	20	146	0.150	20	146	0.143	20	146	0.293
13:00 - 14:00	20	146	0.152	20	146	0.141	20	146	0.293
14:00 - 15:00	20	146	0.168	20	146	0.171	20	146	0.339
15:00 - 16:00	20	146	0.256	20	146	0.166	20	146	0.422
16:00 - 17:00	20	146	0.255	20	146	0.162	20	146	0.417
17:00 - 18:00	20	146	0.319	20	146	0.144	20	146	0.463
18:00 - 19:00	20	146	0.275	20	146	0.160	20	146	0.435
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.157			2.194			4.351

Parameter summary

Trip rate parameter range selected: 52 - 432 (units:)
 Survey date date range: 01/01/11 - 08/07/19
 Number of weekdays (Monday-Friday): 20
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 Surveys manually removed from selection: 11

Appendix 7

Census Data

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WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 10 July 2019]

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	Driving a car or van

usual

place of work : 2011 super output area - middle layer	E02004639 : Gloucester 004	Route
E02002567 : Darlington 009	2	1a
E02003795 : Cheshire West and Chester 025	1	1a
E02001097 : Manchester 053	1	1a
E02001208 : Stockport 022	1	1a
E02006875 : Leeds 111	1	1a
E02004064 : Chesterfield 010	1	1a
E02005406 : North West Leicestershire 010	1	1a
E02005491 : South Kesteven 016	2	1a
E02005919 : Rushcliffe 014	1	1a
E02002912 : Herefordshire 008	1	1a
E02002914 : Herefordshire 010	1	1a
E02002915 : Herefordshire 011	2	1a
E02002916 : Herefordshire 012	3	1a
E02002923 : Herefordshire 019	3	1a
E02002925 : Herefordshire 021	1	1a
E02002926 : Herefordshire 022	2	1a
E02002927 : Herefordshire 023	3	1a
E02002945 : Telford and Wrekin 018	1	1a
E02006141 : East Staffordshire 011	1	1a
E02006153 : Lichfield 008	1	1a
E02006156 : Lichfield 011	1	1a
E02006197 : Stafford 010	1	1a
E02006472 : North Warwickshire 005	1	1a
E02001907 : Birmingham 081	1	1a
E02001995 : Coventry 038	1	1a
E02002010 : Dudley 011	1	1a
E02002084 : Solihull 004	1	1a
E02002096 : Solihull 016	1	1a
E02002099 : Solihull 019	1	1a
E02002135 : Walsall 026	1	1a
E02006704 : Bromsgrove 009	1	1a
E02006713 : Malvern Hills 004	2	1a
E02006715 : Malvern Hills 006	1	1a
E02006717 : Malvern Hills 008	1	1a
E02006720 : Malvern Hills 011	2	1a
E02006737 : Worcester 004	1	1a
E02006738 : Worcester 005	1	1a
E02006743 : Worcester 010	1	1a
E02006744 : Worcester 011	1	1a
E02006746 : Worcester 013	1	1a
E02006749 : Wychavon 002	1	1a
E02006756 : Wychavon 009	2	1a
E02006757 : Wychavon 010	2	1a
E02006761 : Wychavon 014	8	1a
E02006763 : Wychavon 016	1	1a
E02006765 : Wychavon 018	1	1a
E02006766 : Wychavon 019	2	1a
E02003627 : Bedford 012	2	1a
E02003278 : Luton 021	1	1a
E02003282 : Southend-on-Sea 004	1	1a
E02006873 : South Cambridgeshire 020	1	1a
E02004870 : Dacorum 015	1	1a
E02004972 : Watford 005	2	1a
E02000382 : Hammersmith and Fulham 011	1	1a
E02000620 : Lambeth 003	1	1a
E02000715 : Newham 002	1	1a
E02000816 : Southwark 010	1	1a
E02000926 : Wandsworth 004	1	1a
E02000201 : Croydon 008	2	1a
E02000551 : Hounslow 026	1	1a
E02000901 : Waltham Forest 007	1	1a
E02003358 : Bracknell Forest 007	1	1a
E02003589 : Isle of Wight 009	1	1a

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	Driving a car or van

	usual	
place of work : 2011 super output area - middle layer	E02004639 : Gloucester 004	Route
E02003533 : Portsmouth 010	1	1a
E02003398 : Reading 010	1	1a
E02003399 : Reading 011	1	1a
E02003409 : Slough 003	1	1a
E02003577 : Southampton 029	2	1a
E02003368 : West Berkshire 002	1	1a
E02003378 : West Berkshire 012	1	1a
E02003380 : West Berkshire 014	1	1a
E02003425 : Windsor and Maidenhead 005	2	1a
E02003688 : South Bucks 001	1	1a
E02004682 : Basingstoke and Deane 008	1	1a
E02004809 : Rushmoor 008	1	1a
E02005020 : Canterbury 011	2	1a
E02005033 : Dartford 006	1	1a
E02005947 : Oxford 008	1	1a
E02005948 : Oxford 009	1	1a
E02005955 : Oxford 016	1	1a
E02005968 : South Oxfordshire 011	1	1a
E02005982 : Vale of White Horse 005	1	1a
E02005998 : West Oxfordshire 006	1	1a
E02006000 : West Oxfordshire 008	1	1a
E02006006 : West Oxfordshire 014	3	1a
E02006393 : Runnymede 001	1	1a
E02006575 : Crawley 001	1	1a
E02003013 : Bristol 002	1	2
E02003014 : Bristol 003	1	2
E02003015 : Bristol 004	3	2
E02003019 : Bristol 008	3	2
E02003024 : Bristol 013	2	2
E02003025 : Bristol 014	1	2
E02003026 : Bristol 015	1	2
E02003027 : Bristol 016	1	2
E02003034 : Bristol 023	1	2
E02003036 : Bristol 025	3	2
E02003037 : Bristol 026	2	2
E02003041 : Bristol 030	1	2
E02003043 : Bristol 032	5	2
E02003049 : Bristol 038	3	2
E02003063 : Bristol 052	1	2
E02003064 : Bristol 053	1	2
E02006887 : Bristol 054	5	2
E02006889 : Bristol 056	1	2
E02003068 : North Somerset 004	1	2
E02003070 : North Somerset 006	2	2
E02003080 : North Somerset 016	1	2
E02003088 : North Somerset 024	1	2
E02003197 : Poole 004	1	2
E02003090 : South Gloucestershire 001	5	2
E02003091 : South Gloucestershire 002	2	2
E02003092 : South Gloucestershire 003	4	2
E02003093 : South Gloucestershire 004	5	2
E02003094 : South Gloucestershire 005	3	2
E02003096 : South Gloucestershire 007	1	2
E02003097 : South Gloucestershire 008	2	2
E02003098 : South Gloucestershire 009	2	2
E02003100 : South Gloucestershire 011	2	2
E02003106 : South Gloucestershire 017	6	2
E02003108 : South Gloucestershire 019	3	2
E02003118 : South Gloucestershire 029	1	2
E02003119 : South Gloucestershire 030	1	2
E02003219 : Swindon 008	2	1a
E02003221 : Swindon 010	2	1a
E02003227 : Swindon 016	1	1a

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	Driving a car or van

	usual	
place of work : 2011 super output area - middle layer	E02004639 : Gloucester 004	Route
E02006643 : Wiltshire 041	3	1a
E02006644 : Wiltshire 001	1	1a
E02006646 : Wiltshire 003	1	1a
E02006650 : Wiltshire 007	2	1a
E02006660 : Wiltshire 018	3	2
E02006662 : Wiltshire 046	1	1a
E02006689 : Wiltshire 037	1	2
E02004248 : East Dorset 006	1	2
E02004600 : Cheltenham 001	22	1a
E02004601 : Cheltenham 002	2	1a
E02004603 : Cheltenham 004	8	1a
E02004604 : Cheltenham 005	8	1a
E02004605 : Cheltenham 006	5	1a
E02004606 : Cheltenham 007	5	1a
E02004607 : Cheltenham 008	10	1a
E02004608 : Cheltenham 009	67	1a
E02004609 : Cheltenham 010	39	1a
E02004610 : Cheltenham 011	11	1a
E02004611 : Cheltenham 012	3	1a
E02004612 : Cheltenham 013	1	1a
E02004613 : Cheltenham 014	13	1a
E02004614 : Cheltenham 015	6	1a
E02004615 : Cotswold 001	3	1a
E02004616 : Cotswold 002	1	1a
E02004617 : Cotswold 003	5	1a
E02004618 : Cotswold 004	12	1a
E02004619 : Cotswold 005	2	1a
E02004620 : Cotswold 006	2	1a
E02004621 : Cotswold 007	8	1a
E02004622 : Cotswold 008	2	1a
E02004623 : Cotswold 009	2	1a
E02004625 : Cotswold 011	14	2
E02004626 : Forest of Dean 001	28	1b
E02004627 : Forest of Dean 002	8	1b
E02004628 : Forest of Dean 003	8	1b
E02004629 : Forest of Dean 004	6	1b
E02004630 : Forest of Dean 005	12	1b
E02004632 : Forest of Dean 007	5	1b
E02004634 : Forest of Dean 009	6	1b
E02004635 : Forest of Dean 010	3	2
E02004636 : Gloucester 001	14	1a
E02004637 : Gloucester 002	110	3
E02004638 : Gloucester 003	6	3
E02004639 : Gloucester 004	251	
E02004640 : Gloucester 005	30	4
E02004641 : Gloucester 006	10	4
E02004642 : Gloucester 007	153	4
E02004643 : Gloucester 008	19	4
E02004644 : Gloucester 009	85	5
E02004645 : Gloucester 010	7	4
E02004646 : Gloucester 011	11	5
E02004647 : Gloucester 012	14	5
E02004648 : Gloucester 013	20	2
E02004649 : Gloucester 014	33	6
E02004650 : Gloucester 015	78	2
E02004651 : Stroud 001	33	2
E02004652 : Stroud 002	4	2
E02004653 : Stroud 003	28	2
E02004654 : Stroud 004	9	2
E02004655 : Stroud 005	58	2
E02004656 : Stroud 006	27	2
E02004657 : Stroud 007	7	2
E02004658 : Stroud 008	2	2

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 method of travel to work Driving a car or van

	usual	
place of work : 2011 super output area - middle layer	E02004639 : Gloucester 004	Route
E02004659 : Stroud 009	2	2
E02004660 : Stroud 010	6	2
E02004661 : Stroud 011	2	2
E02004662 : Stroud 012	15	2
E02004663 : Stroud 013	3	2
E02004664 : Stroud 014	7	2
E02004665 : Stroud 015	2	2
E02004666 : Tewkesbury 001	52	1a
E02004667 : Tewkesbury 002	9	1a
E02004668 : Tewkesbury 003	5	1a
E02004669 : Tewkesbury 004	10	1a
E02004670 : Tewkesbury 005	19	1a
E02004671 : Tewkesbury 006	12	1a
E02004672 : Tewkesbury 007	60	1a
E02004673 : Tewkesbury 008	26	1a
E02004674 : Tewkesbury 009	83	1a
E02006105 : Taunton Deane 007	1	2
W02000001 : Isle of Anglesey 001	1	1a
W02000242 : The Vale of Glamorgan 006	1	2
W02000371 : Cardiff 005	1	2
W02000398 : Cardiff 032	1	2
W02000270 : Rhondda Cynon Taf 019	1	2
W02000276 : Rhondda Cynon Taf 025	1	2
W02000415 : Merthyr Tydfil 008	1	1b
W02000339 : Monmouthshire 004	1	1b
W02000341 : Monmouthshire 006	1	1b
W02000350 : Newport 004	1	1a
W02000353 : Newport 007	1	1a
W02000360 : Newport 014	1	1a
Total	1,876	
Less Glouc 004	1,625	

Distribution	Route	Trips	% Trips
A430 N/A417 NW/A40 E	1a	661	40.7%
A430 N/A417 NW/A40 W	1b	76	4.7%
A430 S/A38 S	2	410	25.2%
A430 N/A417 SE	3	116	7.1%
A430 N/St Ann Way E	4	219	13.5%
A430 S/A38 E	5	110	6.8%
A430 S/Bristol Rd S	6	33	2.0%
Total		1625	100.0%

Appendix 8

LINSIG and PICADY Printouts

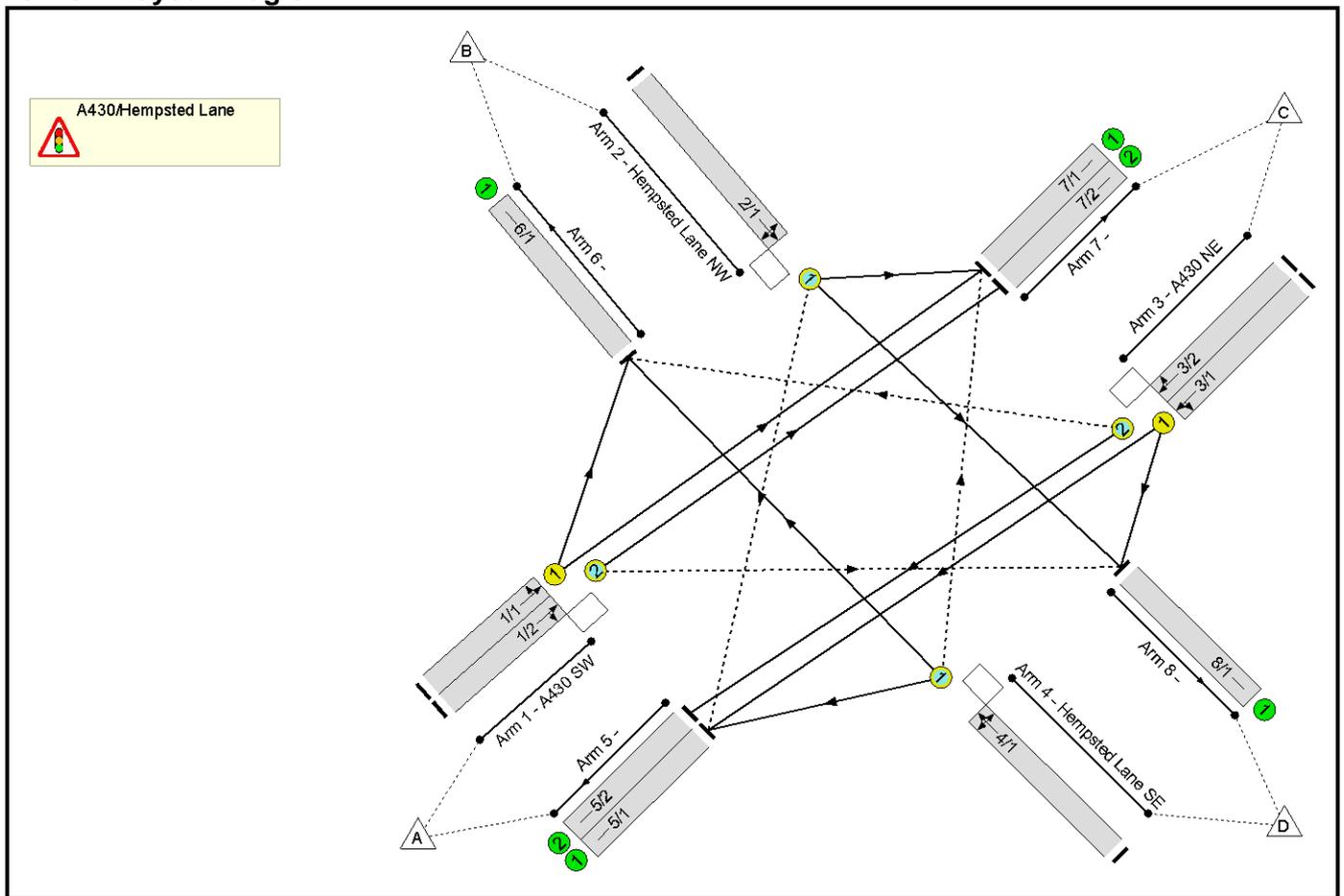
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Full Input Data And Results
Full Input Data And Results

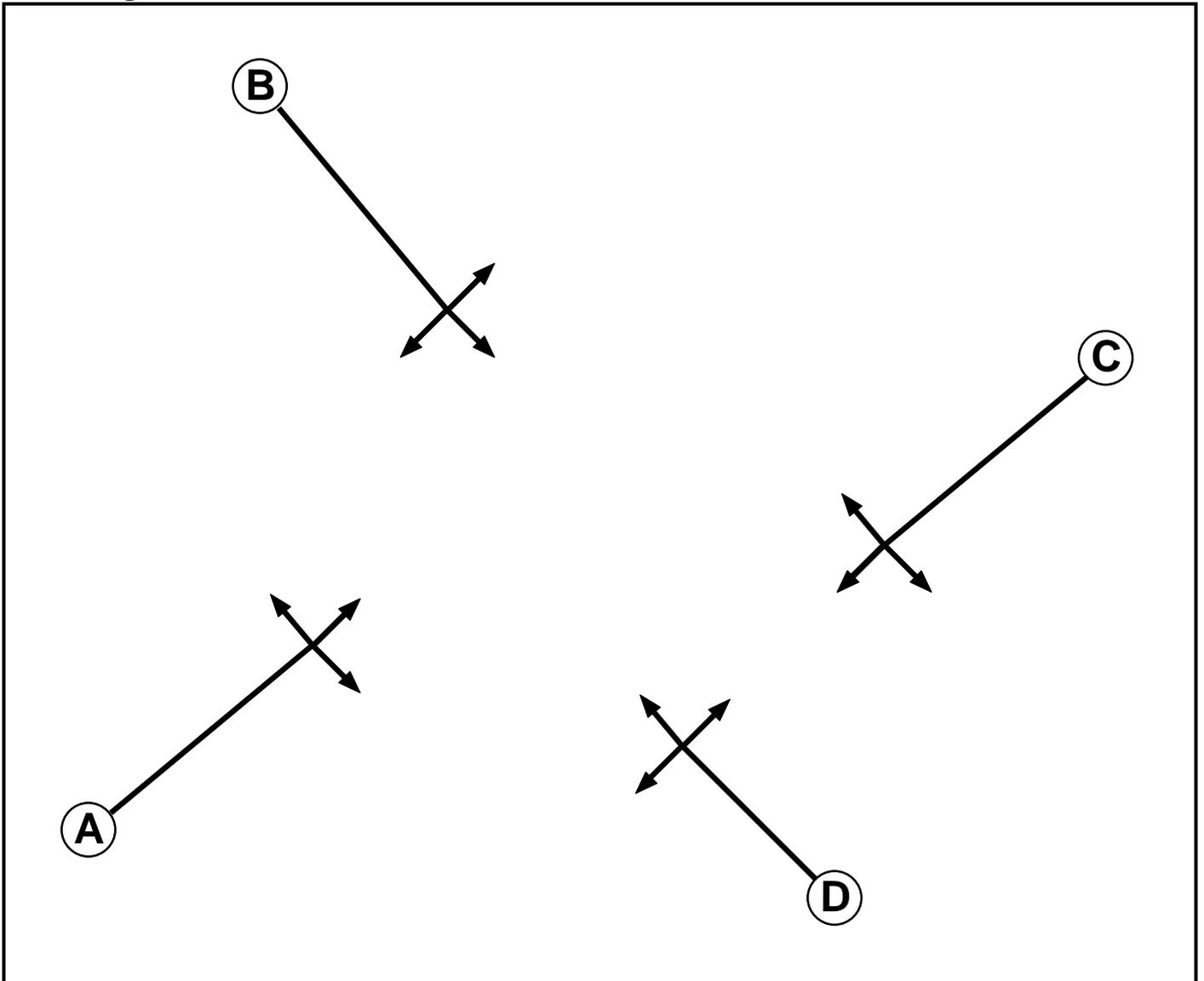
User and Project Details

Project:	Hempsted Lane, Gloucester
Title:	J1 - A430/Hempsted Lane
Location:	
Additional detail:	
File name:	j1 a430_hempsted lane.lsg3x
Author:	HC
Company:	SMT
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7

Full Input Data And Results

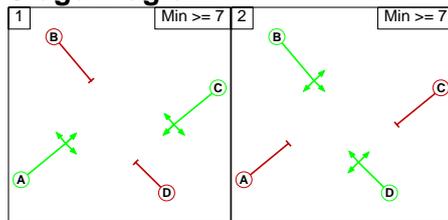
Phase Intergrens Matrix

		Starting Phase			
		A	B	C	D
Terminating Phase	A	7	-	5	
	B	5	5	-	
	C	-	6	7	
	D	5	-	5	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	B D

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage	
		1	2
From Stage	1	7	
	2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A430/Hempsted Lane											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (A430 SW)	8/1 (Right)	1439	0	3/1	1.09	All	2.00	2.00	0.50	2	2.00
				3/2	1.09	To 5/2 (Ahead)					
2/1 (Hempsted Lane NW)	5/1 (Right)	1439	0	4/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	2.00	2.00	0.50	2	2.00
3/2 (A430 NE)	6/1 (Right)	1439	0	1/1	1.09	All	2.00	2.00	0.50	2	2.00
				1/2	1.09	To 7/2 (Ahead)					
4/1 (Hempsted Lane SE)	7/1 (Right)	1439	0	2/1	1.09	To 7/1 (Left) To 8/1 (Ahead)	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: A430/Hempsted Lane												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A430 SW)	U	A	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 6 Left	15.00
											Arm 7 Ahead	Inf
1/2 (A430 SW)	O	A	2	3	60.0	Geom	-	3.30	0.00	N	Arm 7 Ahead	Inf
											Arm 8 Right	11.00
2/1 (Hempsted Lane NW)	O	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	17.00
											Arm 7 Left	14.00
											Arm 8 Ahead	Inf
3/1 (A430 NE)	U	C	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	15.00
3/2 (A430 NE)	O	C	2	3	60.0	Geom	-	3.30	0.00	N	Arm 5 Ahead	Inf
											Arm 6 Right	12.00
4/1 (Hempsted Lane SE)	O	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Left	14.00
											Arm 6 Ahead	Inf
											Arm 7 Right	17.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2019 AM'	08:00	09:00	01:00	
2: '2019 PM'	17:00	18:00	01:00	
3: '2025 AM without dev'	08:00	09:00	01:00	F1*1.0767
4: '2025 PM without dev'	17:00	18:00	01:00	F2*1.0698
7: '2025 AM with com dev'	08:00	09:00	01:00	F3+F5
8: '2025 PM with com dev'	17:00	18:00	01:00	F4+F6
11: '2025 AM with CD + prop dev'	08:00	09:00	01:00	F7+F9
12: '2025 PM with CD + prop dev'	08:00	09:00	01:00	F8+F10

Scenario 1: '2019 AM' (FG1: '2019 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	42	1383	19	1444
	B	51	0	9	0	60
	C	899	12	0	14	925
	D	24	0	23	0	47
	Tot.	974	54	1415	33	2476

Traffic Lane Flows

Lane	Scenario 1: 2019 AM
Junction: A430/Hempsted Lane	
1/1	683
1/2	761
2/1	60
3/1	431
3/2	494
4/1	47
5/1	492
5/2	482
6/1	54
7/1	673
7/2	742
8/1	33

Full Input Data And Results

Lane Saturation Flows

Junction: A430/Hempsted Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A430 SW)	3.30	0.00	Y	Arm 6 Left	15.00	6.1 %	1933	1933
				Arm 7 Ahead	Inf	93.9 %		
1/2 (A430 SW)	3.30	0.00	N	Arm 7 Ahead	Inf	97.5 %	2078	2078
				Arm 8 Right	11.00	2.5 %		
2/1 (Hempsted Lane NW)	3.00	0.00	Y	Arm 5 Right	17.00	85.0 %	1755	1755
				Arm 7 Left	14.00	15.0 %		
				Arm 8 Ahead	Inf	0.0 %		
3/1 (A430 NE)	3.30	0.00	Y	Arm 5 Ahead	Inf	96.8 %	1939	1939
				Arm 8 Left	15.00	3.2 %		
3/2 (A430 NE)	3.30	0.00	N	Arm 5 Ahead	Inf	97.6 %	2079	2079
				Arm 6 Right	12.00	2.4 %		
4/1 (Hempsted Lane SE)	3.50	0.00	Y	Arm 5 Left	14.00	51.1 %	1790	1790
				Arm 6 Ahead	Inf	0.0 %		
				Arm 7 Right	17.00	48.9 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2019 PM' (FG2: '2019 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					Tot.
	A	B	C	D		
Origin	A	0	50	1183	9	1242
	B	29	0	14	1	44
	C	1047	8	0	7	1062
	D	4	0	13	0	17
	Tot.	1080	58	1210	17	2365

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2019 PM
Junction: A430/Hempsted Lane	
1/1	582
1/2	660
2/1	44
3/1	498
3/2	564
4/1	17
5/1	524
5/2	556
6/1	58
7/1	559
7/2	651
8/1	17

Lane Saturation Flows

Junction: A430/Hempsted Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A430 SW)	3.30	0.00	Y	Arm 6 Left Arm 7 Ahead	15.00 Inf	8.6 % 91.4 %	1928	1928
1/2 (A430 SW)	3.30	0.00	N	Arm 7 Ahead	Inf	98.6 %	2081	2081
2/1 (Hempsted Lane NW)	3.00	0.00	Y	Arm 8 Right Arm 5 Right Arm 7 Left Arm 8 Ahead	11.00 17.00 14.00 Inf	1.4 % 65.9 % 31.8 % 2.3 %		
3/1 (A430 NE)	3.30	0.00	Y	Arm 5 Ahead Arm 8 Left	Inf 15.00	98.6 % 1.4 %	1942	1942
3/2 (A430 NE)	3.30	0.00	N	Arm 5 Ahead Arm 6 Right	Inf 12.00	98.6 % 1.4 %	2081	2081
4/1 (Hempsted Lane SE)	3.50	0.00	Y	Arm 5 Left Arm 6 Ahead Arm 7 Right	14.00 Inf 17.00	23.5 % 0.0 % 76.5 %	1798	1798
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2025 AM without dev' (FG3: '2025 AM without dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	45	1489	20	1554
	B	55	0	10	0	65
	C	968	13	0	15	996
	D	26	0	25	0	51
	Tot.	1049	58	1524	35	2666

Traffic Lane Flows

Lane	Scenario 3: 2025 AM without dev
Junction: A430/Hempsted Lane	
1/1	736
1/2	818
2/1	65
3/1	465
3/2	531
4/1	51
5/1	531
5/2	518
6/1	58
7/1	726
7/2	798
8/1	35

Full Input Data And Results

Lane Saturation Flows

Junction: A430/Hempsted Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A430 SW)	3.30	0.00	Y	Arm 6 Left	15.00	6.1 %	1933	1933
				Arm 7 Ahead	Inf	93.9 %		
1/2 (A430 SW)	3.30	0.00	N	Arm 7 Ahead	Inf	97.6 %	2078	2078
				Arm 8 Right	11.00	2.4 %		
2/1 (Hempsted Lane NW)	3.00	0.00	Y	Arm 5 Right	17.00	84.6 %	1755	1755
				Arm 7 Left	14.00	15.4 %		
				Arm 8 Ahead	Inf	0.0 %		
3/1 (A430 NE)	3.30	0.00	Y	Arm 5 Ahead	Inf	96.8 %	1939	1939
				Arm 8 Left	15.00	3.2 %		
3/2 (A430 NE)	3.30	0.00	N	Arm 5 Ahead	Inf	97.6 %	2079	2079
				Arm 6 Right	12.00	2.4 %		
4/1 (Hempsted Lane SE)	3.50	0.00	Y	Arm 5 Left	14.00	51.0 %	1790	1790
				Arm 6 Ahead	Inf	0.0 %		
				Arm 7 Right	17.00	49.0 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2025 PM without dev' (FG4: '2025 PM without dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	53	1266	10	1329
B	31	0	15	1	47	
C	1120	9	0	7	1136	
D	4	0	14	0	18	
Tot.	1155	62	1295	18	2530	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2025 PM without dev
Junction: A430/Hempsted Lane	
1/1	625
1/2	704
2/1	47
3/1	534
3/2	602
4/1	18
5/1	562
5/2	593
6/1	62
7/1	601
7/2	694
8/1	18

Lane Saturation Flows

Junction: A430/Hempsted Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A430 SW)	3.30	0.00	Y	Arm 6 Left	15.00	8.5 %	1929	1929
				Arm 7 Ahead	Inf	91.5 %		
1/2 (A430 SW)	3.30	0.00	N	Arm 7 Ahead	Inf	98.6 %	2081	2081
				Arm 8 Right	11.00	1.4 %		
2/1 (Hempsted Lane NW)	3.00	0.00	Y	Arm 5 Right	17.00	66.0 %	1753	1753
				Arm 7 Left	14.00	31.9 %		
				Arm 8 Ahead	Inf	2.1 %		
3/1 (A430 NE)	3.30	0.00	Y	Arm 5 Ahead	Inf	98.7 %	1942	1942
				Arm 8 Left	15.00	1.3 %		
3/2 (A430 NE)	3.30	0.00	N	Arm 5 Ahead	Inf	98.5 %	2081	2081
				Arm 6 Right	12.00	1.5 %		
4/1 (Hempsted Lane SE)	3.50	0.00	Y	Arm 5 Left	14.00	22.2 %	1799	1799
				Arm 6 Ahead	Inf	0.0 %		
				Arm 7 Right	17.00	77.8 %		
5/1				Infinite Saturation Flow			Inf	Inf
5/2				Infinite Saturation Flow			Inf	Inf
6/1				Infinite Saturation Flow			Inf	Inf
7/1				Infinite Saturation Flow			Inf	Inf
7/2				Infinite Saturation Flow			Inf	Inf
8/1				Infinite Saturation Flow			Inf	Inf

Full Input Data And Results

Scenario 5: '2025 AM with com dev' (FG7: '2025 AM with com dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	57	1489	20	1566
	B	81	0	17	0	98
	C	968	16	0	15	999
	D	26	0	25	0	51
	Tot.	1075	73	1531	35	2714

Traffic Lane Flows

Lane	Scenario 5: 2025 AM with com dev
Junction: A430/Hempsted Lane	
1/1	741
1/2	825
2/1	98
3/1	467
3/2	532
4/1	51
5/1	559
5/2	516
6/1	73
7/1	726
7/2	805
8/1	35

Lane Saturation Flows

Junction: A430/Hempsted Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A430 SW)	3.30	0.00	Y	Arm 6 Left	15.00	7.7 %	1930	1930
				Arm 7 Ahead	Inf	92.3 %		
1/2 (A430 SW)	3.30	0.00	N	Arm 7 Ahead	Inf	97.6 %	2078	2078
				Arm 8 Right	11.00	2.4 %		
2/1 (Hempsted Lane NW)	3.00	0.00	Y	Arm 5 Right	17.00	82.7 %	1754	1754
				Arm 7 Left	14.00	17.3 %		
				Arm 8 Ahead	Inf	0.0 %		
3/1 (A430 NE)	3.30	0.00	Y	Arm 5 Ahead	Inf	96.8 %	1939	1939
				Arm 8 Left	15.00	3.2 %		
3/2 (A430 NE)	3.30	0.00	N	Arm 5 Ahead	Inf	97.0 %	2077	2077
				Arm 6 Right	12.00	3.0 %		
4/1 (Hempsted Lane SE)	3.50	0.00	Y	Arm 5 Left	14.00	51.0 %	1790	1790
				Arm 6 Ahead	Inf	0.0 %		
				Arm 7 Right	17.00	49.0 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2025 PM with com dev' (FG8: '2025 PM with com dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					Tot.
	A	B	C	D		
Origin	A	0	77	1266	10	1353
	B	47	0	18	1	66
	C	1120	15	0	7	1142
	D	4	0	14	0	18
	Tot.	1171	92	1298	18	2579

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2025 PM with com dev
Junction: A430/Hempsted Lane	
1/1	635
1/2	718
2/1	66
3/1	538
3/2	604
4/1	18
5/1	582
5/2	589
6/1	92
7/1	590
7/2	708
8/1	18

Lane Saturation Flows

Junction: A430/Hempsted Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A430 SW)	3.30	0.00	Y	Arm 6 Left	15.00	12.1 %	1922	1922
				Arm 7 Ahead	Inf	87.9 %		
1/2 (A430 SW)	3.30	0.00	N	Arm 7 Ahead	Inf	98.6 %	2081	2081
				Arm 8 Right	11.00	1.4 %		
2/1 (Hempsted Lane NW)	3.00	0.00	Y	Arm 5 Right	17.00	71.2 %	1754	1754
				Arm 7 Left	14.00	27.3 %		
				Arm 8 Ahead	Inf	1.5 %		
3/1 (A430 NE)	3.30	0.00	Y	Arm 5 Ahead	Inf	98.7 %	1942	1942
				Arm 8 Left	15.00	1.3 %		
3/2 (A430 NE)	3.30	0.00	N	Arm 5 Ahead	Inf	97.5 %	2079	2079
				Arm 6 Right	12.00	2.5 %		
4/1 (Hempsted Lane SE)	3.50	0.00	Y	Arm 5 Left	14.00	22.2 %	1799	1799
				Arm 6 Ahead	Inf	0.0 %		
				Arm 7 Right	17.00	77.8 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: '2025 AM with all dev' (FG11: '2025 AM with CD + prop dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	67	1489	20	1576
	B	111	0	74	0	185
	C	968	35	0	15	1018
	D	26	0	25	0	51
	Tot.	1105	102	1588	35	2830

Traffic Lane Flows

Lane	Scenario 7: 2025 AM with all dev
Junction: A430/Hempsted Lane	
1/1	747
1/2	829
2/1	185
3/1	481
3/2	537
4/1	51
5/1	603
5/2	502
6/1	102
7/1	779
7/2	809
8/1	35

Full Input Data And Results

Lane Saturation Flows

Junction: A430/Hempsted Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A430 SW)	3.30	0.00	Y	Arm 6 Left	15.00	9.0 %	1928	1928
				Arm 7 Ahead	Inf	91.0 %		
1/2 (A430 SW)	3.30	0.00	N	Arm 7 Ahead	Inf	97.6 %	2078	2078
				Arm 8 Right	11.00	2.4 %		
2/1 (Hempsted Lane NW)	3.00	0.00	Y	Arm 5 Right	17.00	60.0 %	1748	1748
				Arm 7 Left	14.00	40.0 %		
				Arm 8 Ahead	Inf	0.0 %		
3/1 (A430 NE)	3.30	0.00	Y	Arm 5 Ahead	Inf	96.9 %	1939	1939
				Arm 8 Left	15.00	3.1 %		
3/2 (A430 NE)	3.30	0.00	N	Arm 5 Ahead	Inf	93.5 %	2068	2068
				Arm 6 Right	12.00	6.5 %		
4/1 (Hempsted Lane SE)	3.50	0.00	Y	Arm 5 Left	14.00	51.0 %	1790	1790
				Arm 6 Ahead	Inf	0.0 %		
				Arm 7 Right	17.00	49.0 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2025 PM with all dev' (FG12: '2025 PM with CD + prop dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					Tot.
	A	B	C	D		
A	0	104	1266	10	1380	
B	59	0	41	1	101	
C	1120	66	0	7	1193	
D	4	0	14	0	18	
Tot.	1183	170	1321	18	2692	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2025 PM with all dev
Junction: A430/Hempsted Lane	
1/1	645
1/2	735
2/1	101
3/1	1127
3/2	66
4/1	18
5/1	1183
5/2	0
6/1	170
7/1	596
7/2	725
8/1	18

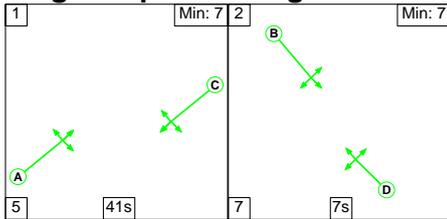
Lane Saturation Flows

Junction: A430/Hempsted Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A430 SW)	3.30	0.00	Y	Arm 6 Left Arm 7 Ahead	15.00 Inf	16.1 % 83.9 %	1914	1914
1/2 (A430 SW)	3.30	0.00	N	Arm 7 Ahead	Inf	98.6 %	2081	2081
2/1 (Hempsted Lane NW)	3.00	0.00	Y	Arm 8 Right Arm 5 Right Arm 7 Left Arm 8 Ahead	11.00 17.00 14.00 Inf	1.4 % 58.4 % 40.6 % 1.0 %		
3/1 (A430 NE)	3.30	0.00	Y	Arm 5 Ahead Arm 8 Left	Inf 15.00	99.4 % 0.6 %	1944	1944
3/2 (A430 NE)	3.30	0.00	N	Arm 5 Ahead Arm 6 Right	Inf 12.00	0.0 % 100.0 %	1853	1853
4/1 (Hempsted Lane SE)	3.50	0.00	Y	Arm 5 Left Arm 6 Ahead Arm 7 Right	14.00 Inf 17.00	22.2 % 0.0 % 77.8 %	1799	1799
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2019 AM' (FG1: '2019 AM', Plan 1: 'Network Control Plan 1')

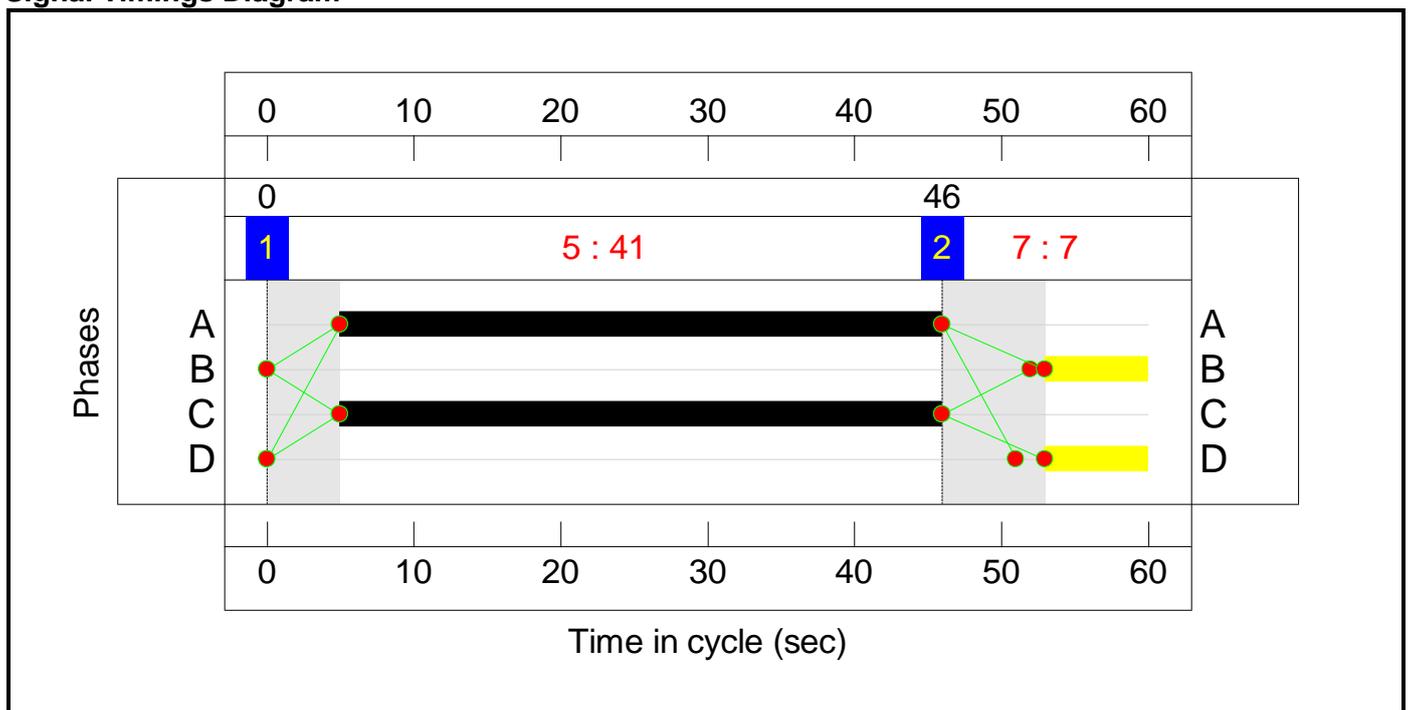
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	41	7
Change Point	0	46

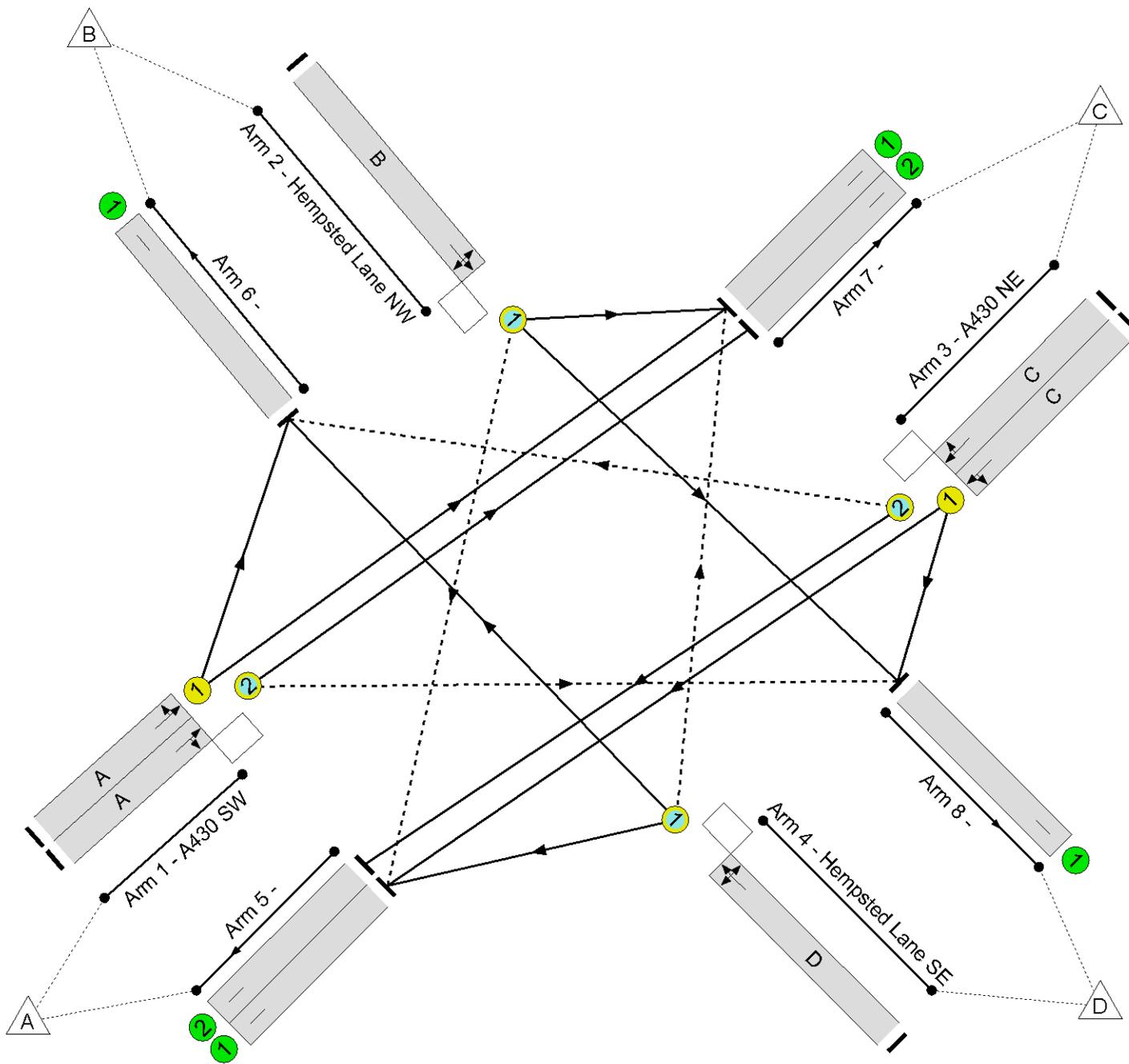
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A430/Hempsted Lane
PRC: 72.0 %
Total Traffic Delay: 5.2 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J1 - A430/Hempsted Lane	-	-	N/A	-	-		-	-	-	-	-	-	52.3%
A430/Hempsted Lane	-	-	N/A	-	-		-	-	-	-	-	-	52.3%
1/1	A430 SW Left Ahead	U	N/A	N/A	A		1	41	-	683	1933	1353	50.5%
1/2	A430 SW Ahead Right	O	N/A	N/A	A		1	41	-	761	2078	1455	52.3%
2/1	Hempsted Lane NW Right Left Ahead	O	N/A	N/A	B		1	7	-	60	1755	234	25.6%
3/1	A430 NE Ahead Left	U	N/A	N/A	C		1	41	-	431	1939	1357	31.8%
3/2	A430 NE Ahead Right	O	N/A	N/A	C		1	41	-	494	2079	1455	33.9%
4/1	Hempsted Lane SE Left Ahead Right	O	N/A	N/A	D		1	7	-	47	1790	239	19.7%
5/1		U	N/A	N/A	-		-	-	-	492	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	482	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	54	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	673	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	33	Inf	Inf	0.0%

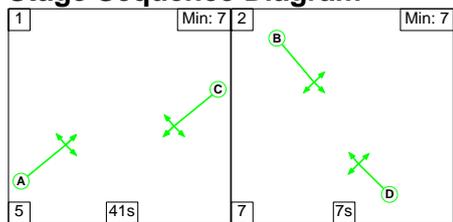
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: J1 - A430/Hempsted Lane	-	-	93	0	12	3.3	1.8	0.1	5.2	-	-	-	-
A430/Hempsted Lane	-	-	93	0	12	3.3	1.8	0.1	5.2	-	-	-	-
1/1	683	683	-	-	-	0.8	0.5	-	1.3	6.9	5.1	0.5	5.6
1/2	761	761	19	0	0	0.9	0.5	0.0	1.5	6.9	5.9	0.5	6.5
2/1	60	60	51	0	0	0.4	0.2	0.0	0.6	34.3	0.9	0.2	1.1
3/1	431	431	-	-	-	0.4	0.2	-	0.6	5.4	2.8	0.2	3.0
3/2	494	494	0	0	12	0.5	0.3	0.1	0.8	6.1	3.2	0.3	3.4
4/1	47	47	23	0	0	0.3	0.1	0.0	0.4	32.6	0.7	0.1	0.8
5/1	492	492	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	482	482	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	54	54	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	673	673	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	33	33	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		72.0	Total Delay for Signalled Lanes (pcuHr):		5.24	Cycle Time (s): 60				
			PRC Over All Lanes (%):		72.0	Total Delay Over All Lanes (pcuHr):		5.24					

Full Input Data And Results

Scenario 2: '2019 PM' (FG2: '2019 PM', Plan 1: 'Network Control Plan 1')

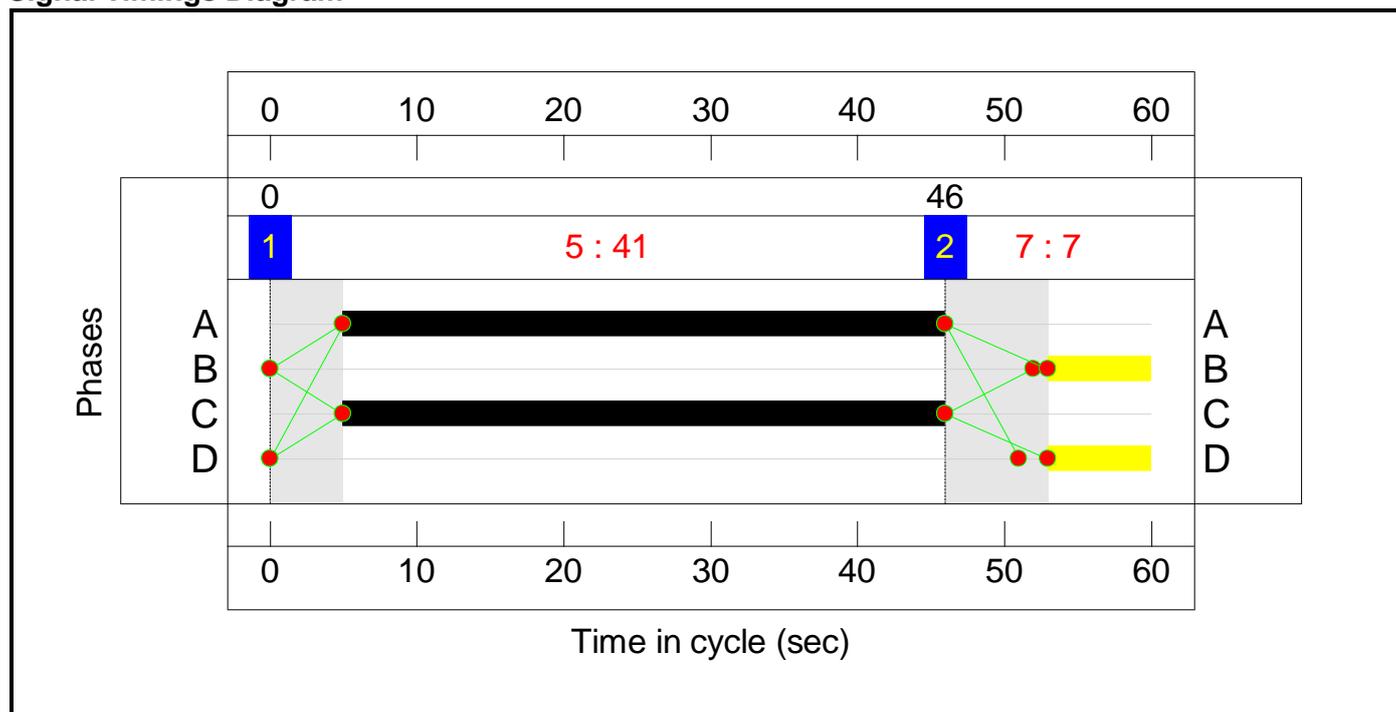
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	41	7
Change Point	0	46

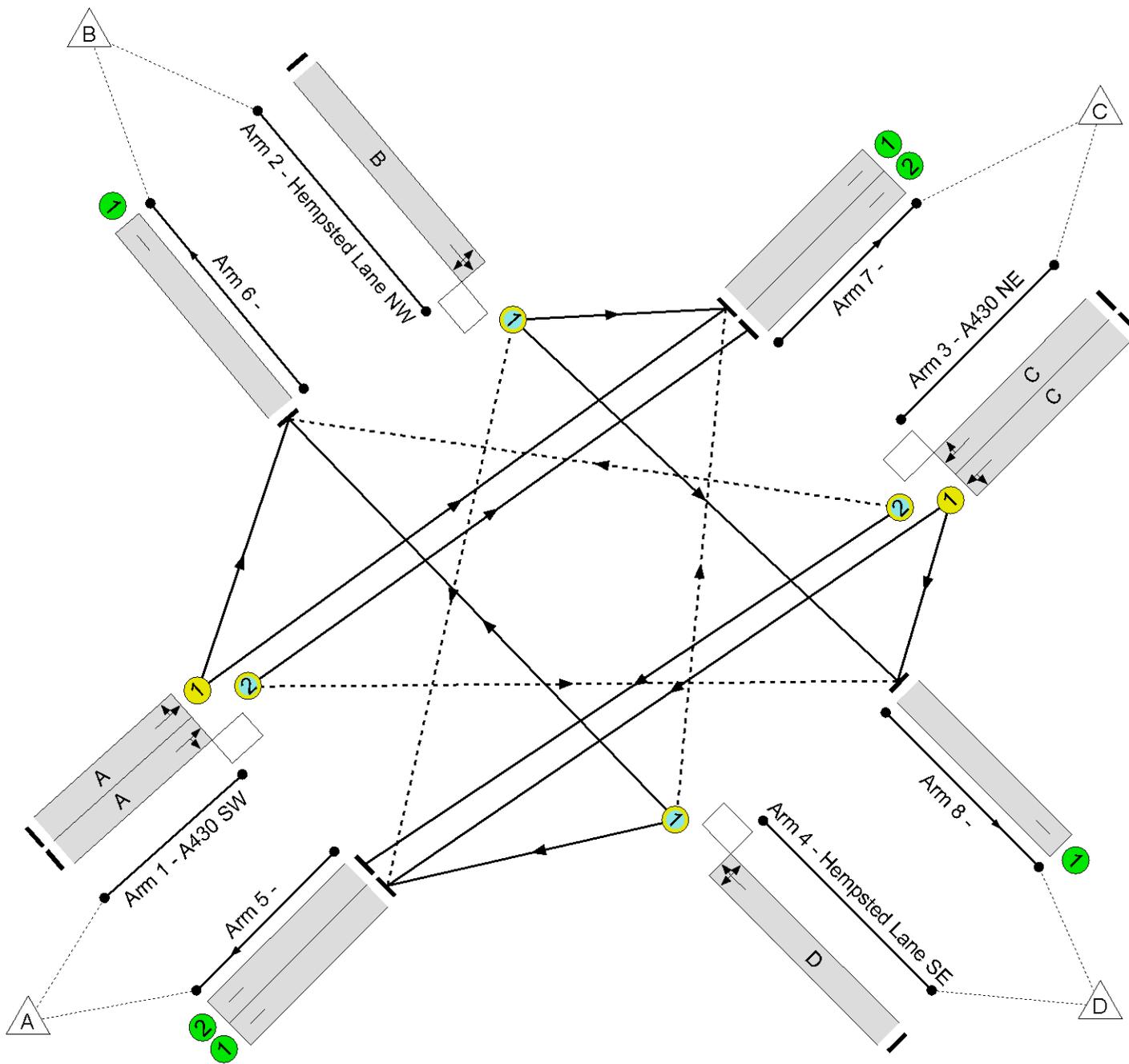
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A430/Hempsted Lane
PRC: 98.6 %
Total Traffic Delay: 4.4 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J1 - A430/Hempsted Lane	-	-	N/A	-	-		-	-	-	-	-	-	45.3%
A430/Hempsted Lane	-	-	N/A	-	-		-	-	-	-	-	-	45.3%
1/1	A430 SW Left Ahead	U	N/A	N/A	A		1	41	-	582	1928	1350	43.1%
1/2	A430 SW Ahead Right	O	N/A	N/A	A		1	41	-	660	2081	1457	45.3%
2/1	Hempsted Lane NW Right Left Ahead	O	N/A	N/A	B		1	7	-	44	1753	234	18.8%
3/1	A430 NE Ahead Left	U	N/A	N/A	C		1	41	-	498	1942	1359	36.6%
3/2	A430 NE Ahead Right	O	N/A	N/A	C		1	41	-	564	2081	1457	38.7%
4/1	Hempsted Lane SE Left Ahead Right	O	N/A	N/A	D		1	7	-	17	1798	240	7.1%
5/1		U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	58	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	651	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	17	Inf	Inf	0.0%

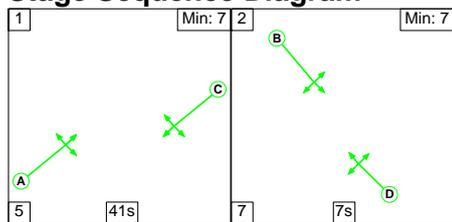
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: J1 - A430/Hempsted Lane	-	-	59	0	0	2.8	1.6	0.0	4.4	-	-	-	-
A430/Hempsted Lane	-	-	59	0	0	2.8	1.6	0.0	4.4	-	-	-	-
1/1	582	582	-	-	-	0.6	0.4	-	1.0	6.2	4.0	0.4	4.4
1/2	660	660	9	0	0	0.7	0.4	0.0	1.1	6.2	4.8	0.4	5.2
2/1	44	44	29	0	0	0.3	0.1	0.0	0.4	32.7	0.6	0.1	0.8
3/1	498	498	-	-	-	0.5	0.3	-	0.8	5.7	3.3	0.3	3.6
3/2	564	564	8	0	0	0.6	0.3	0.0	0.9	5.8	3.8	0.3	4.1
4/1	17	17	13	0	0	0.1	0.0	0.0	0.1	31.0	0.2	0.0	0.3
5/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	58	58	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	651	651	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	17	17	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	98.6	Total Delay for Signalled Lanes (pcuHr):			4.39	Cycle Time (s): 60				
			PRC Over All Lanes (%):	98.6	Total Delay Over All Lanes(pcuHr):			4.39					

Full Input Data And Results

Scenario 3: '2025 AM without dev' (FG3: '2025 AM without dev', Plan 1: 'Network Control Plan 1')

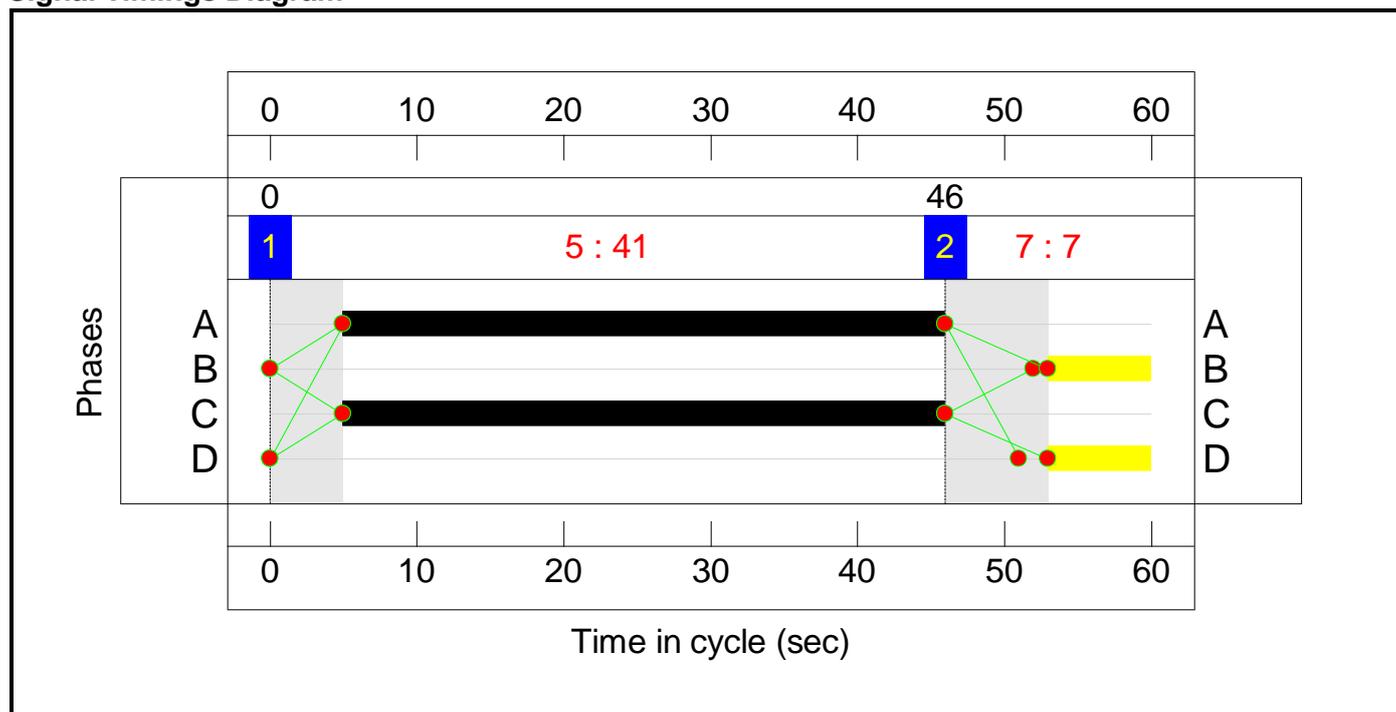
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	41	7
Change Point	0	46

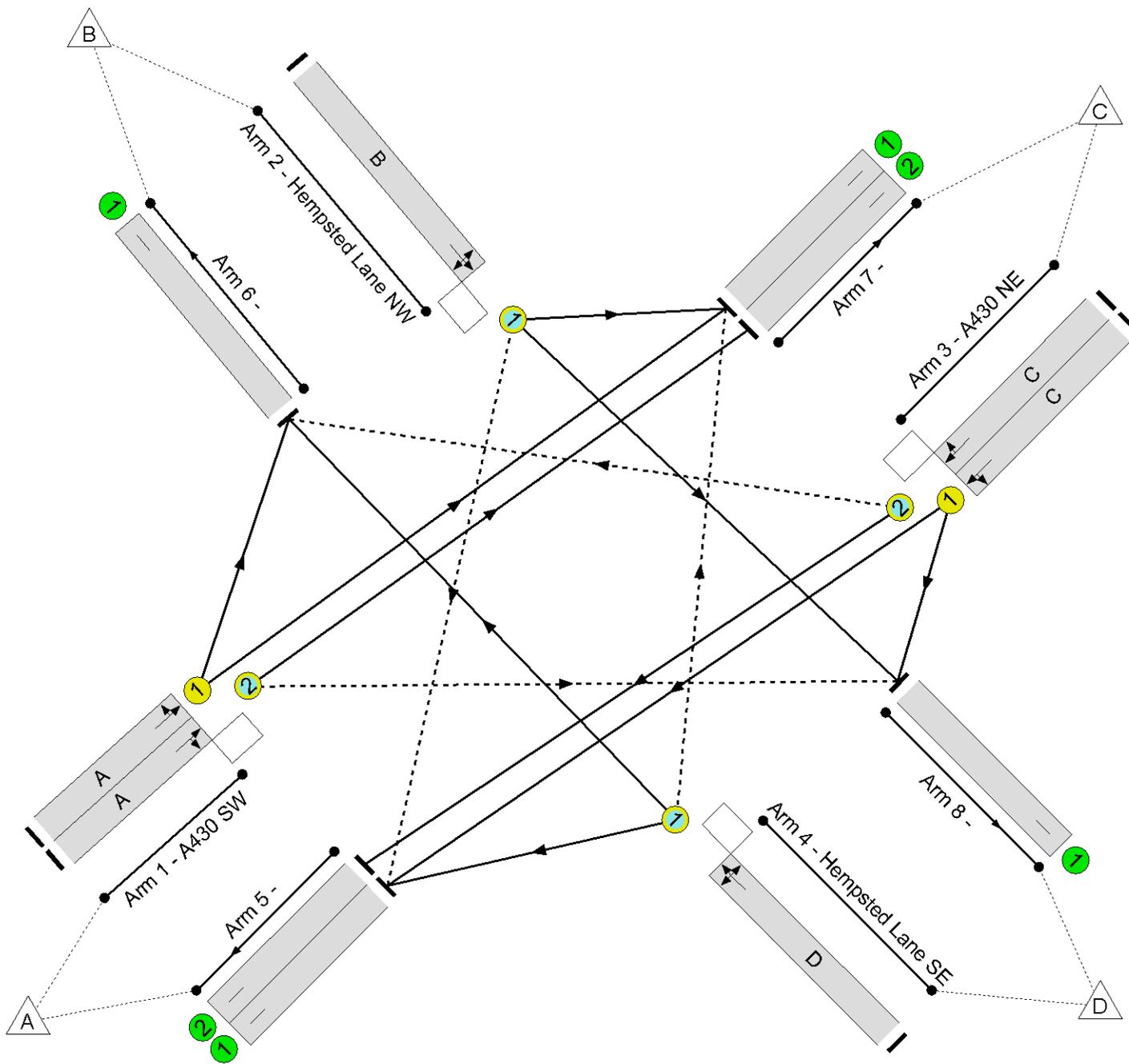
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A430/Hempsted Lane
PRC: 60.0 %
Total Traffic Delay: 5.9 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J1 - A430/Hempsted Lane	-	-	N/A	-	-		-	-	-	-	-	-	56.2%
A430/Hempsted Lane	-	-	N/A	-	-		-	-	-	-	-	-	56.2%
1/1	A430 SW Left Ahead	U	N/A	N/A	A		1	41	-	736	1933	1353	54.4%
1/2	A430 SW Ahead Right	O	N/A	N/A	A		1	41	-	818	2078	1455	56.2%
2/1	Hempsted Lane NW Right Left Ahead	O	N/A	N/A	B		1	7	-	65	1755	234	27.8%
3/1	A430 NE Ahead Left	U	N/A	N/A	C		1	41	-	465	1939	1357	34.3%
3/2	A430 NE Ahead Right	O	N/A	N/A	C		1	41	-	531	2079	1455	36.5%
4/1	Hempsted Lane SE Left Ahead Right	O	N/A	N/A	D		1	7	-	51	1790	239	21.4%
5/1		U	N/A	N/A	-		-	-	-	531	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	518	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	58	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	726	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	798	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	35	Inf	Inf	0.0%

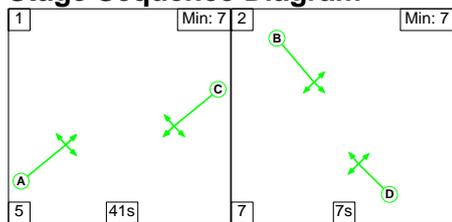
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: J1 - A430/Hempsted Lane	-	-	100	0	13	3.7	2.1	0.1	5.9	-	-	-	-
A430/Hempsted Lane	-	-	100	0	13	3.7	2.1	0.1	5.9	-	-	-	-
1/1	736	736	-	-	-	0.9	0.6	-	1.5	7.3	5.9	0.6	6.5
1/2	818	818	20	0	0	1.0	0.6	0.0	1.7	7.3	6.6	0.6	7.2
2/1	65	65	55	0	0	0.4	0.2	0.0	0.6	34.8	1.0	0.2	1.2
3/1	465	465	-	-	-	0.5	0.3	-	0.7	5.6	3.0	0.3	3.2
3/2	531	531	0	0	13	0.5	0.3	0.1	0.9	6.2	3.5	0.3	3.8
4/1	51	51	25	0	0	0.3	0.1	0.0	0.5	32.8	0.8	0.1	0.9
5/1	531	531	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	58	58	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	726	726	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	798	798	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	35	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 60.0 Total Delay for Signalled Lanes (pcuHr): 5.88 Cycle Time (s): 60 PRC Over All Lanes (%): 60.0 Total Delay Over All Lanes(pcuHr): 5.88</p>													

Full Input Data And Results

Scenario 4: '2025 PM without dev' (FG4: '2025 PM without dev', Plan 1: 'Network Control Plan 1')

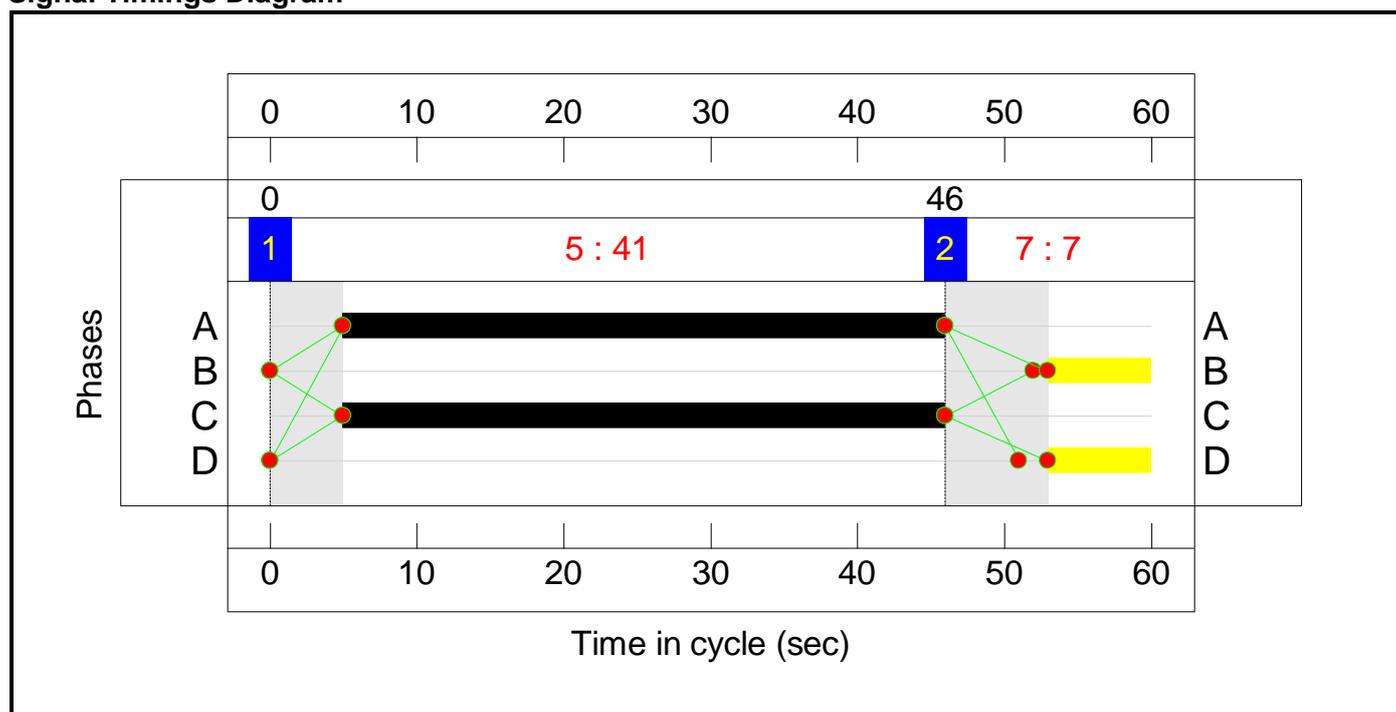
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	41	7
Change Point	0	46

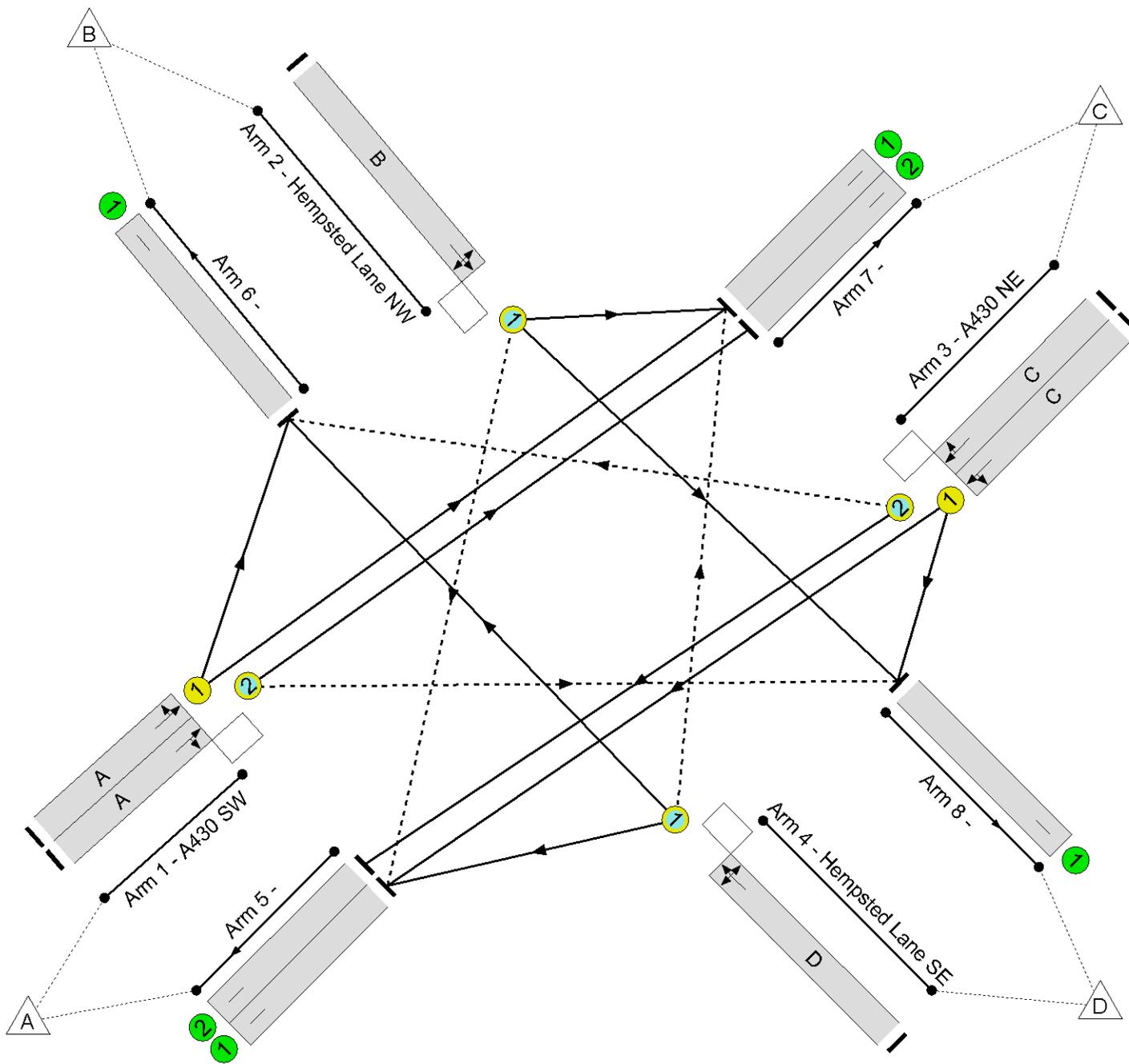
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A430/Hempsted Lane
PRC: 86.2 %
Total Traffic Delay: 4.9 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J1 - A430/Hempsted Lane	-	-	N/A	-	-		-	-	-	-	-	-	48.3%
A430/Hempsted Lane	-	-	N/A	-	-		-	-	-	-	-	-	48.3%
1/1	A430 SW Left Ahead	U	N/A	N/A	A		1	41	-	625	1929	1350	46.3%
1/2	A430 SW Ahead Right	O	N/A	N/A	A		1	41	-	704	2081	1457	48.3%
2/1	Hempsted Lane NW Right Left Ahead	O	N/A	N/A	B		1	7	-	47	1753	234	20.1%
3/1	A430 NE Ahead Left	U	N/A	N/A	C		1	41	-	534	1942	1359	39.3%
3/2	A430 NE Ahead Right	O	N/A	N/A	C		1	41	-	602	2081	1457	41.3%
4/1	Hempsted Lane SE Left Ahead Right	O	N/A	N/A	D		1	7	-	18	1799	240	7.5%
5/1		U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	593	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	62	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	601	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	694	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	18	Inf	Inf	0.0%

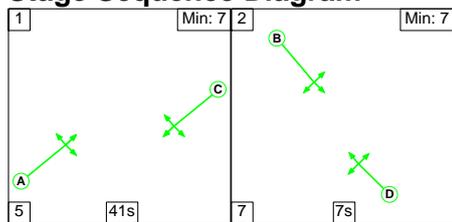
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: J1 - A430/Hempsted Lane	-	-	56	0	8	3.1	1.7	0.1	4.9	-	-	-	-
A430/Hempsted Lane	-	-	56	0	8	3.1	1.7	0.1	4.9	-	-	-	-
1/1	625	625	-	-	-	0.7	0.4	-	1.1	6.5	4.5	0.4	4.9
1/2	704	704	10	0	0	0.8	0.5	0.0	1.3	6.5	5.3	0.5	5.7
2/1	47	47	31	0	0	0.3	0.1	0.0	0.4	32.9	0.7	0.1	0.8
3/1	534	534	-	-	-	0.6	0.3	-	0.9	5.9	3.6	0.3	3.9
3/2	602	602	1	0	8	0.6	0.4	0.1	1.1	6.3	4.2	0.4	4.5
4/1	18	18	14	0	0	0.1	0.0	0.0	0.2	31.1	0.3	0.0	0.3
5/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	62	62	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	694	694	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	18	18	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 86.2 Total Delay for Signalled Lanes (pcuHr): 4.91 Cycle Time (s): 60 PRC Over All Lanes (%): 86.2 Total Delay Over All Lanes(pcuHr): 4.91</p>													

Full Input Data And Results

Scenario 5: '2025 AM with com dev' (FG7: '2025 AM with com dev', Plan 1: 'Network Control Plan 1')

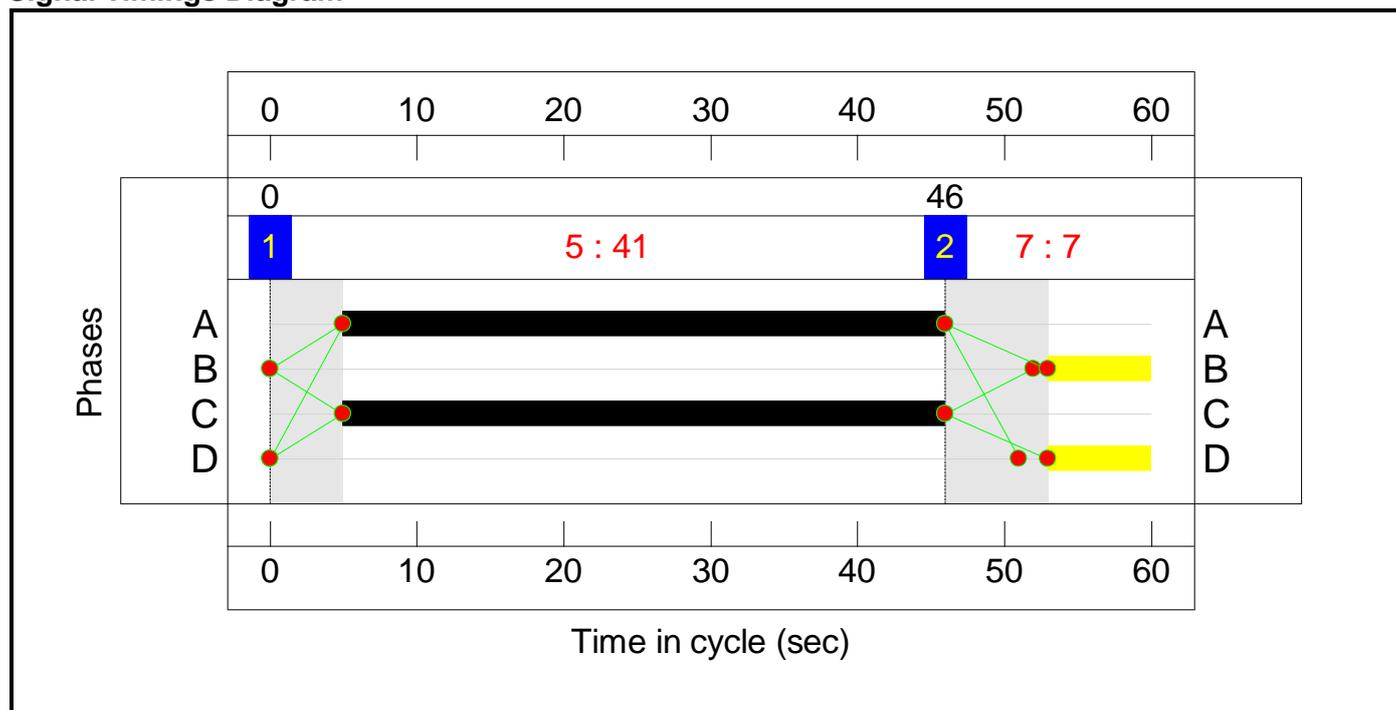
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	41	7
Change Point	0	46

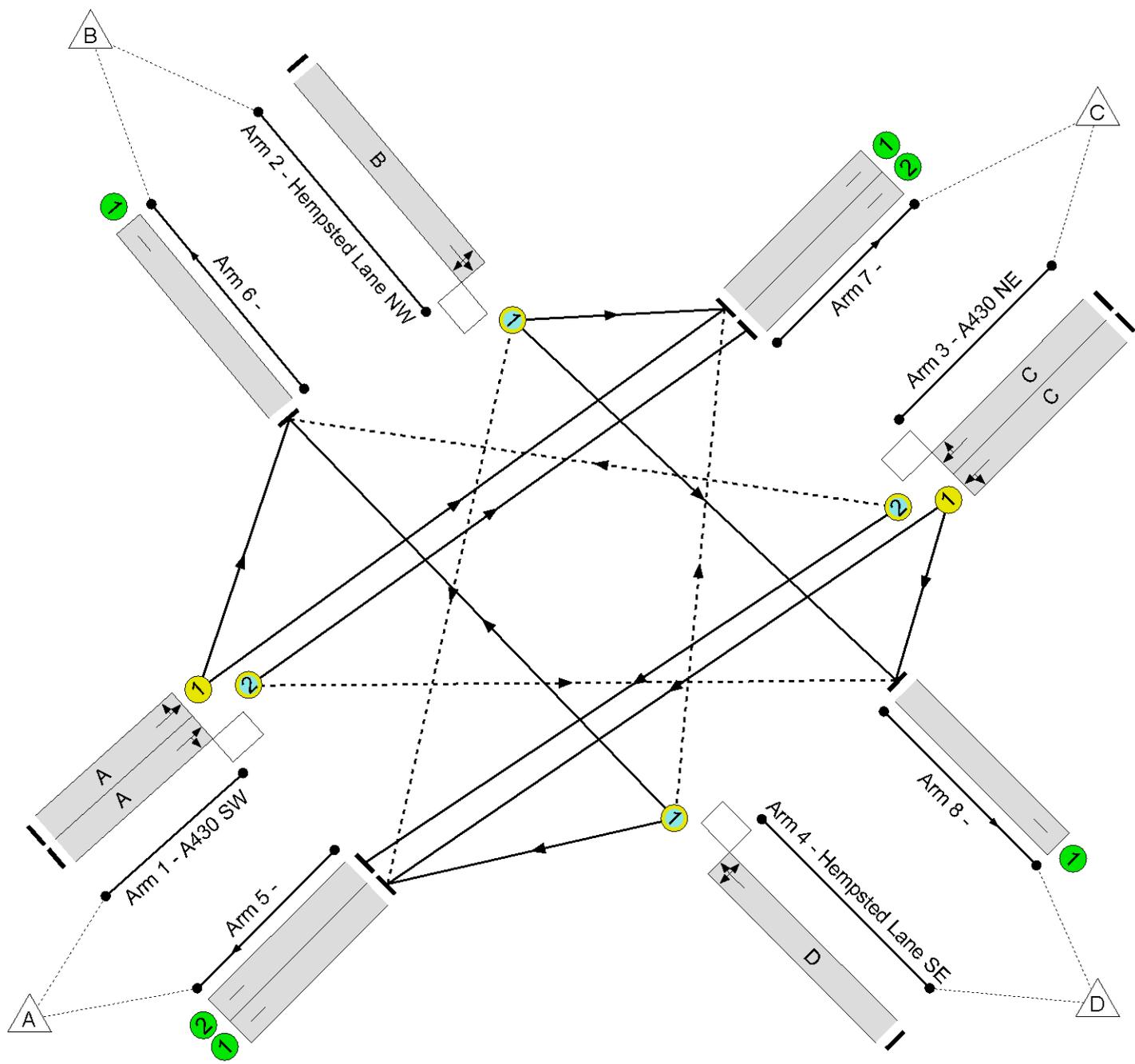
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A430/Hempsted Lane
PRC: 58.7 %
Total Traffic Delay: 6.4 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J1 - A430/Hempsted Lane	-	-	N/A	-	-		-	-	-	-	-	-	56.7%
A430/Hempsted Lane	-	-	N/A	-	-		-	-	-	-	-	-	56.7%
1/1	A430 SW Left Ahead	U	N/A	N/A	A		1	41	-	741	1930	1351	54.8%
1/2	A430 SW Ahead Right	O	N/A	N/A	A		1	41	-	825	2078	1455	56.7%
2/1	Hempsted Lane NW Right Left Ahead	O	N/A	N/A	B		1	7	-	98	1754	234	41.9%
3/1	A430 NE Ahead Left	U	N/A	N/A	C		1	41	-	467	1939	1357	34.4%
3/2	A430 NE Ahead Right	O	N/A	N/A	C		1	41	-	532	2077	1454	36.6%
4/1	Hempsted Lane SE Left Ahead Right	O	N/A	N/A	D		1	7	-	51	1790	239	21.4%
5/1		U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	516	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	73	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	726	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	805	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	35	Inf	Inf	0.0%

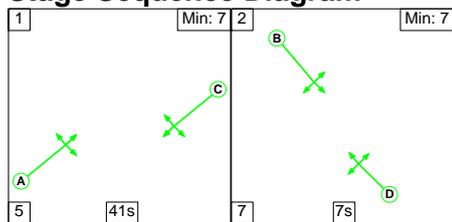
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: J1 - A430/Hempsted Lane	-	-	126	0	16	3.9	2.3	0.1	6.4	-	-	-	-
A430/Hempsted Lane	-	-	126	0	16	3.9	2.3	0.1	6.4	-	-	-	-
1/1	741	741	-	-	-	0.9	0.6	-	1.5	7.3	6.0	0.6	6.6
1/2	825	825	20	0	0	1.0	0.7	0.0	1.7	7.4	6.6	0.7	7.3
2/1	98	98	81	0	0	0.6	0.4	0.0	1.0	37.8	1.5	0.4	1.9
3/1	467	467	-	-	-	0.5	0.3	-	0.7	5.6	3.0	0.3	3.2
3/2	532	532	0	0	16	0.5	0.3	0.1	0.9	6.4	3.5	0.3	3.8
4/1	51	51	25	0	0	0.3	0.1	0.0	0.5	32.8	0.8	0.1	0.9
5/1	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	516	516	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	73	73	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	726	726	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	35	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 58.7 Total Delay for Signalled Lanes (pcuHr): 6.36 Cycle Time (s): 60 PRC Over All Lanes (%): 58.7 Total Delay Over All Lanes(pcuHr): 6.36</p>													

Full Input Data And Results

Scenario 6: '2025 PM with com dev' (FG8: '2025 PM with com dev', Plan 1: 'Network Control Plan 1')

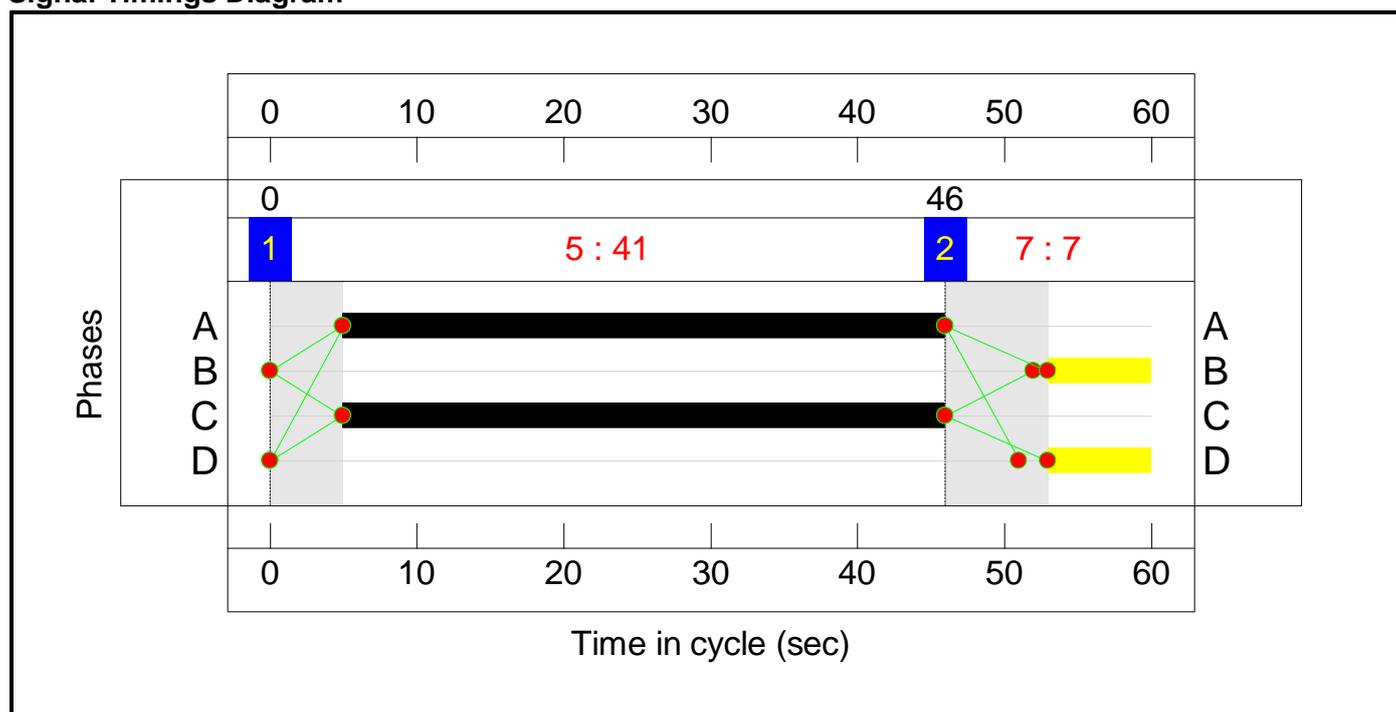
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	41	7
Change Point	0	46

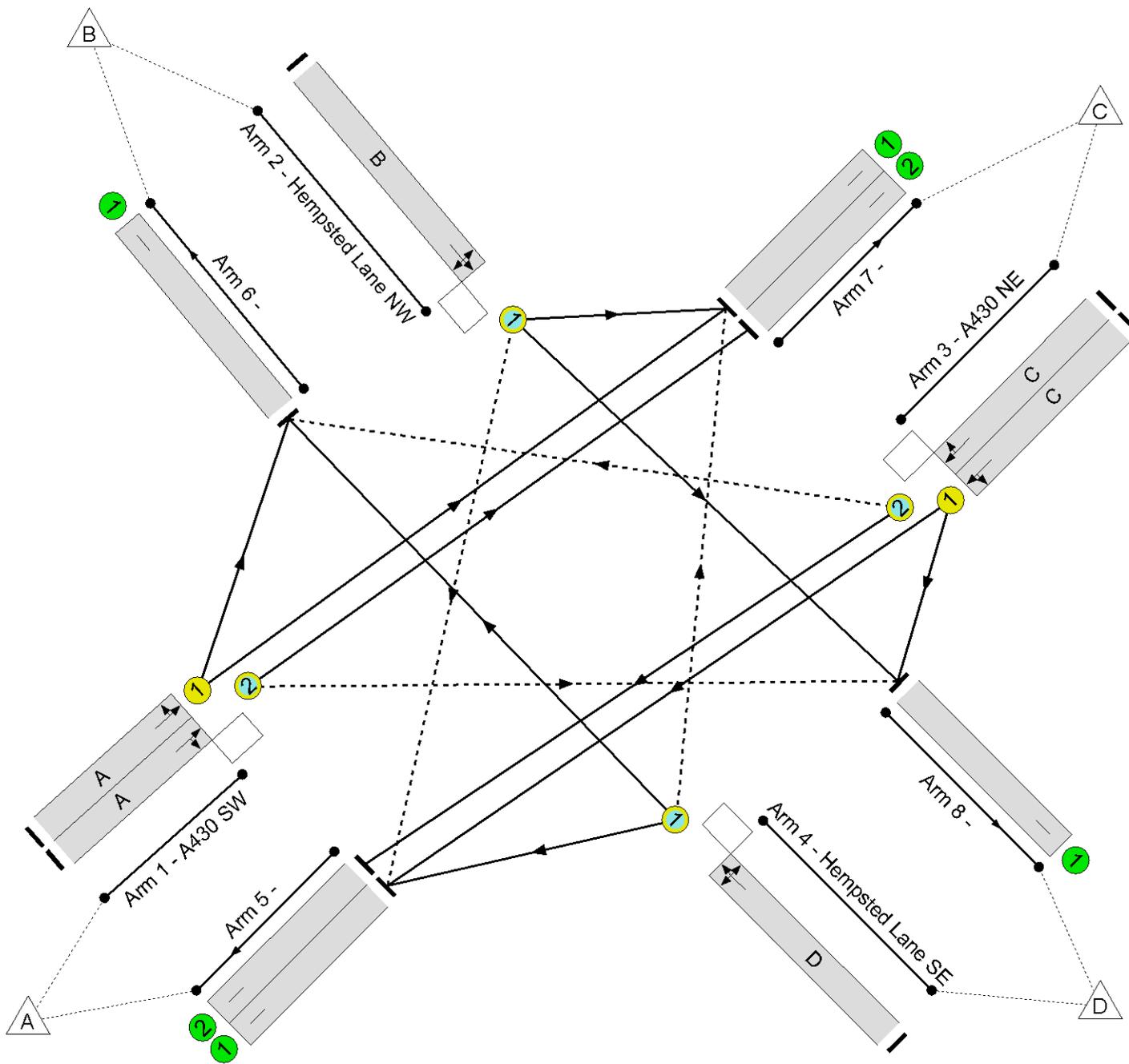
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A430/Hempsted Lane
PRC: 82.6 %
Total Traffic Delay: 5.2 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J1 - A430/Hempsted Lane	-	-	N/A	-	-		-	-	-	-	-	-	49.3%
A430/Hempsted Lane	-	-	N/A	-	-		-	-	-	-	-	-	49.3%
1/1	A430 SW Left Ahead	U	N/A	N/A	A		1	41	-	635	1922	1345	47.2%
1/2	A430 SW Ahead Right	O	N/A	N/A	A		1	41	-	718	2081	1457	49.3%
2/1	Hempsted Lane NW Right Left Ahead	O	N/A	N/A	B		1	7	-	66	1754	234	28.2%
3/1	A430 NE Ahead Left	U	N/A	N/A	C		1	41	-	538	1942	1359	39.6%
3/2	A430 NE Ahead Right	O	N/A	N/A	C		1	41	-	604	2079	1455	41.5%
4/1	Hempsted Lane SE Left Ahead Right	O	N/A	N/A	D		1	7	-	18	1799	240	7.5%
5/1		U	N/A	N/A	-		-	-	-	582	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	589	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	92	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	590	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	708	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	18	Inf	Inf	0.0%

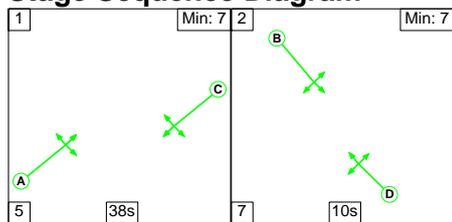
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: J1 - A430/Hempsted Lane	-	-	71	0	15	3.3	1.9	0.1	5.2	-	-	-	-
A430/Hempsted Lane	-	-	71	0	15	3.3	1.9	0.1	5.2	-	-	-	-
1/1	635	635	-	-	-	0.7	0.4	-	1.2	6.6	4.6	0.4	5.0
1/2	718	718	10	0	0	0.8	0.5	0.0	1.3	6.6	5.4	0.5	5.9
2/1	66	66	47	0	0	0.4	0.2	0.0	0.6	34.1	1.0	0.2	1.2
3/1	538	538	-	-	-	0.6	0.3	-	0.9	5.9	3.6	0.3	3.9
3/2	604	604	0	0	15	0.6	0.4	0.1	1.1	6.6	4.2	0.4	4.5
4/1	18	18	14	0	0	0.1	0.0	0.0	0.2	31.1	0.3	0.0	0.3
5/1	582	582	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	589	589	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	92	92	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	590	590	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	708	708	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	18	18	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	82.6	Total Delay for Signalled Lanes (pcuHr):			5.24	Cycle Time (s): 60				
			PRC Over All Lanes (%):	82.6	Total Delay Over All Lanes(pcuHr):			5.24					

Full Input Data And Results

Scenario 7: '2025 AM with all dev' (FG11: '2025 AM with CD + prop dev', Plan 1: 'Network Control Plan 1')

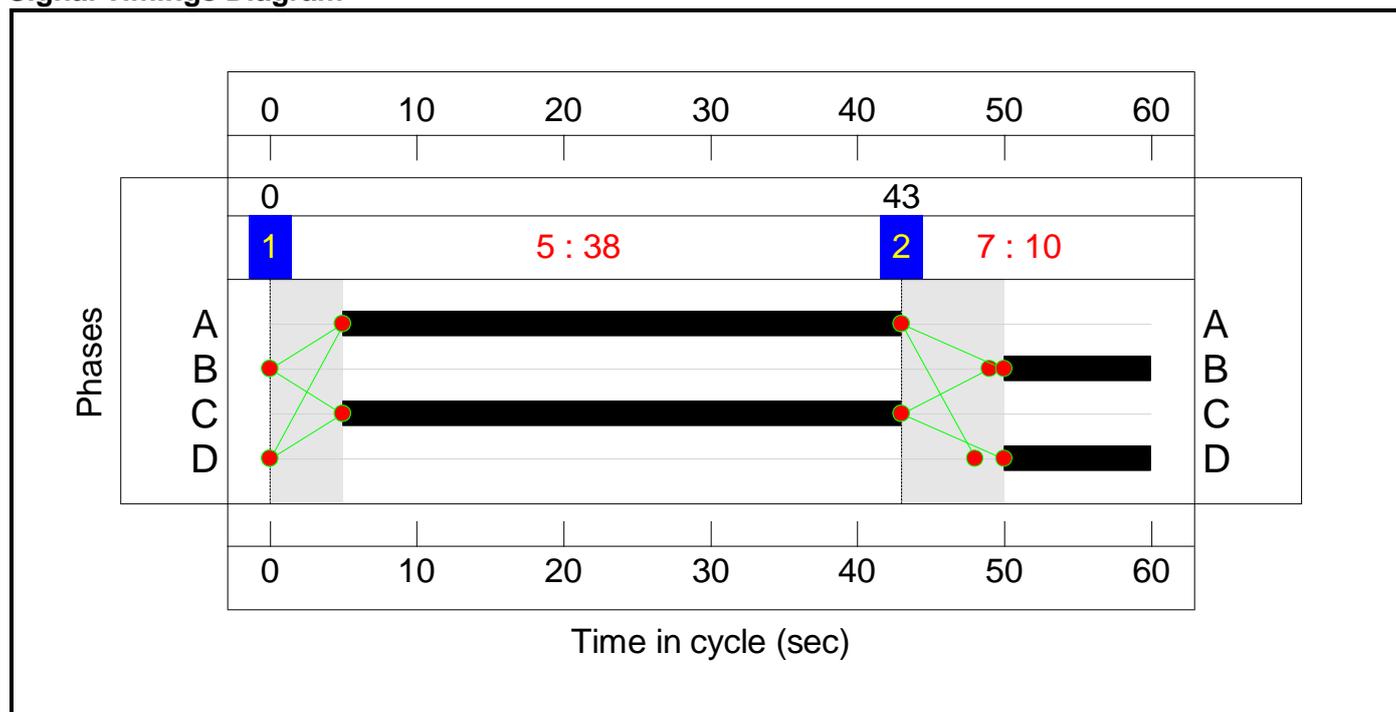
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	38	10
Change Point	0	43

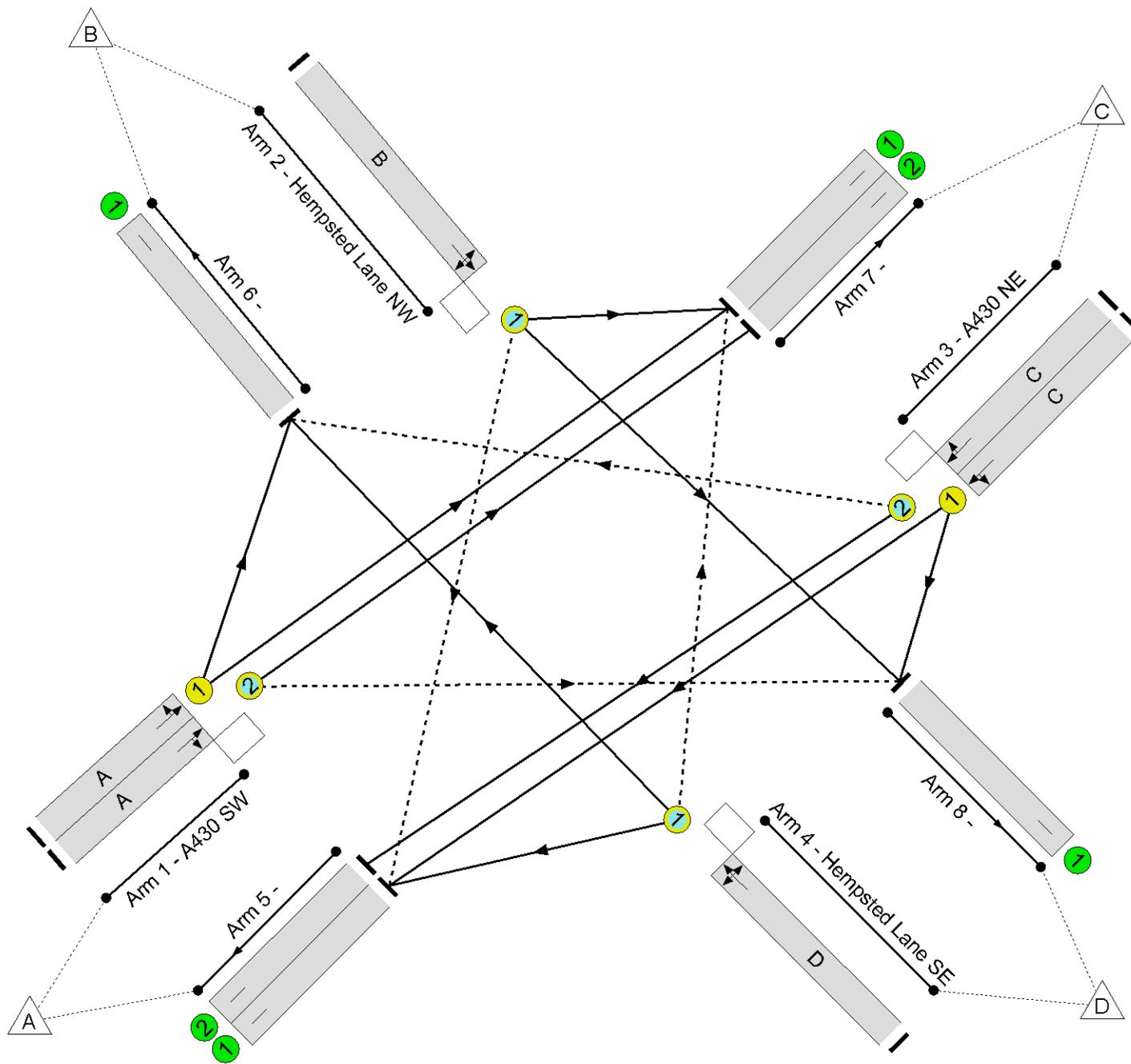
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A430/Hempsted Lane
PRC: 46.6 %
Total Traffic Delay: 8.7 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J1 - A430/Hempsted Lane	-	-	N/A	-	-		-	-	-	-	-	-	61.4%
A430/Hempsted Lane	-	-	N/A	-	-		-	-	-	-	-	-	61.4%
1/1	A430 SW Left Ahead	U	N/A	N/A	A		1	38	-	747	1928	1253	59.6%
1/2	A430 SW Ahead Right	O	N/A	N/A	A		1	38	-	829	2078	1351	61.4%
2/1	Hempsted Lane NW Right Left Ahead	O	N/A	N/A	B		1	10	-	185	1748	320	57.7%
3/1	A430 NE Ahead Left	U	N/A	N/A	C		1	38	-	481	1939	1260	38.2%
3/2	A430 NE Ahead Right	O	N/A	N/A	C		1	38	-	537	2068	1344	39.9%
4/1	Hempsted Lane SE Left Ahead Right	O	N/A	N/A	D		1	10	-	51	1790	328	15.5%
5/1		U	N/A	N/A	-		-	-	-	603	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	502	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	102	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	779	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	809	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	35	Inf	Inf	0.0%

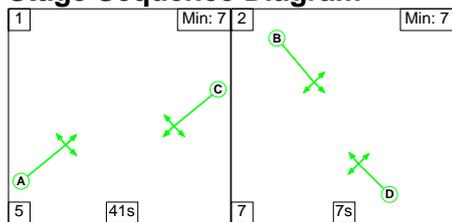
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: J1 - A430/Hempsted Lane	-	-	156	0	35	5.5	2.9	0.3	8.7	-	-	-	-
A430/Hempsted Lane	-	-	156	0	35	5.5	2.9	0.3	8.7	-	-	-	-
1/1	747	747	-	-	-	1.2	0.7	-	2.0	9.5	7.1	0.7	7.8
1/2	829	829	20	0	0	1.4	0.8	0.0	2.2	9.6	7.8	0.8	8.6
2/1	185	185	111	0	0	1.2	0.7	0.0	1.8	35.7	2.8	0.7	3.5
3/1	481	481	-	-	-	0.7	0.3	-	1.0	7.2	3.6	0.3	3.9
3/2	537	537	0	0	35	0.7	0.3	0.2	1.3	8.9	4.2	0.3	4.5
4/1	51	51	25	0	0	0.3	0.1	0.0	0.4	27.2	0.7	0.1	0.8
5/1	603	603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	102	102	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	779	779	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	809	809	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	35	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		46.6	Total Delay for Signalled Lanes (pcuHr):		8.69	Cycle Time (s): 60				
			PRC Over All Lanes (%):		46.6	Total Delay Over All Lanes (pcuHr):		8.69					

Full Input Data And Results

Scenario 8: '2025 PM with all dev' (FG12: '2025 PM with CD + prop dev', Plan 1: 'Network Control Plan 1')

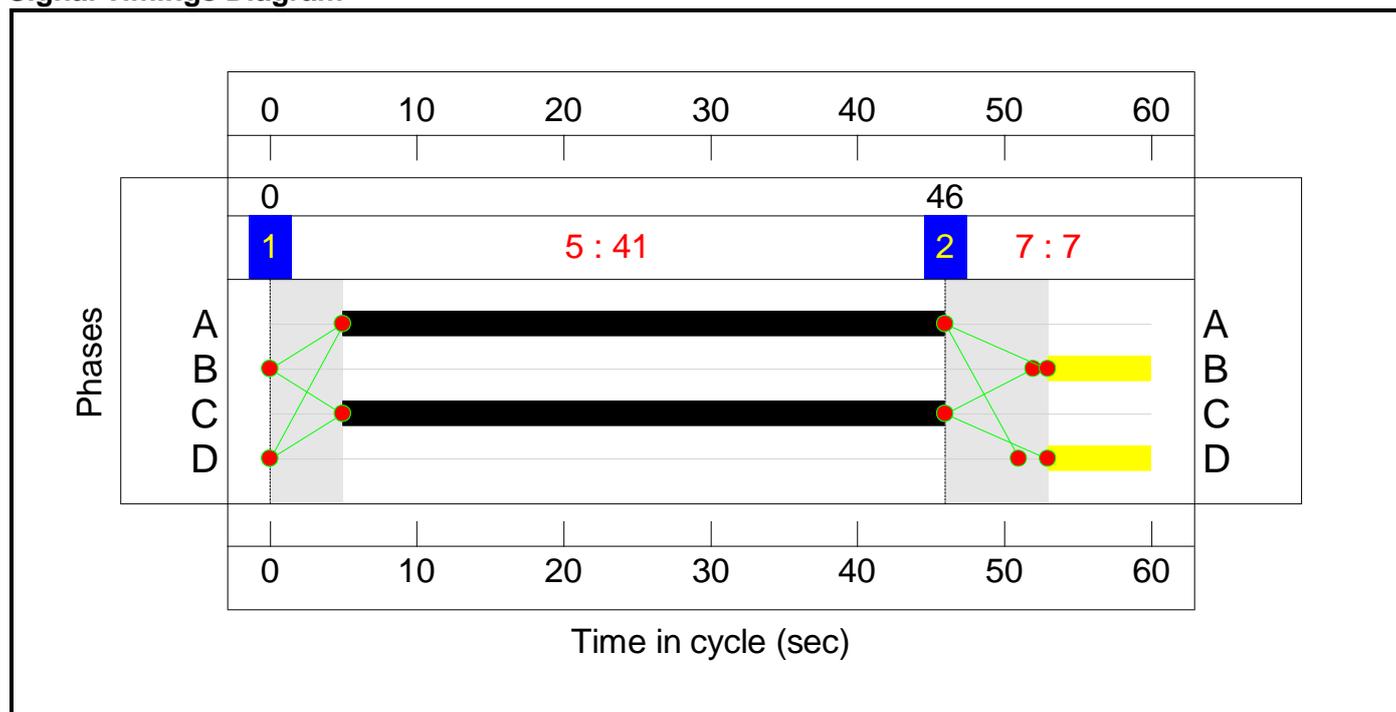
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	41	7
Change Point	0	46

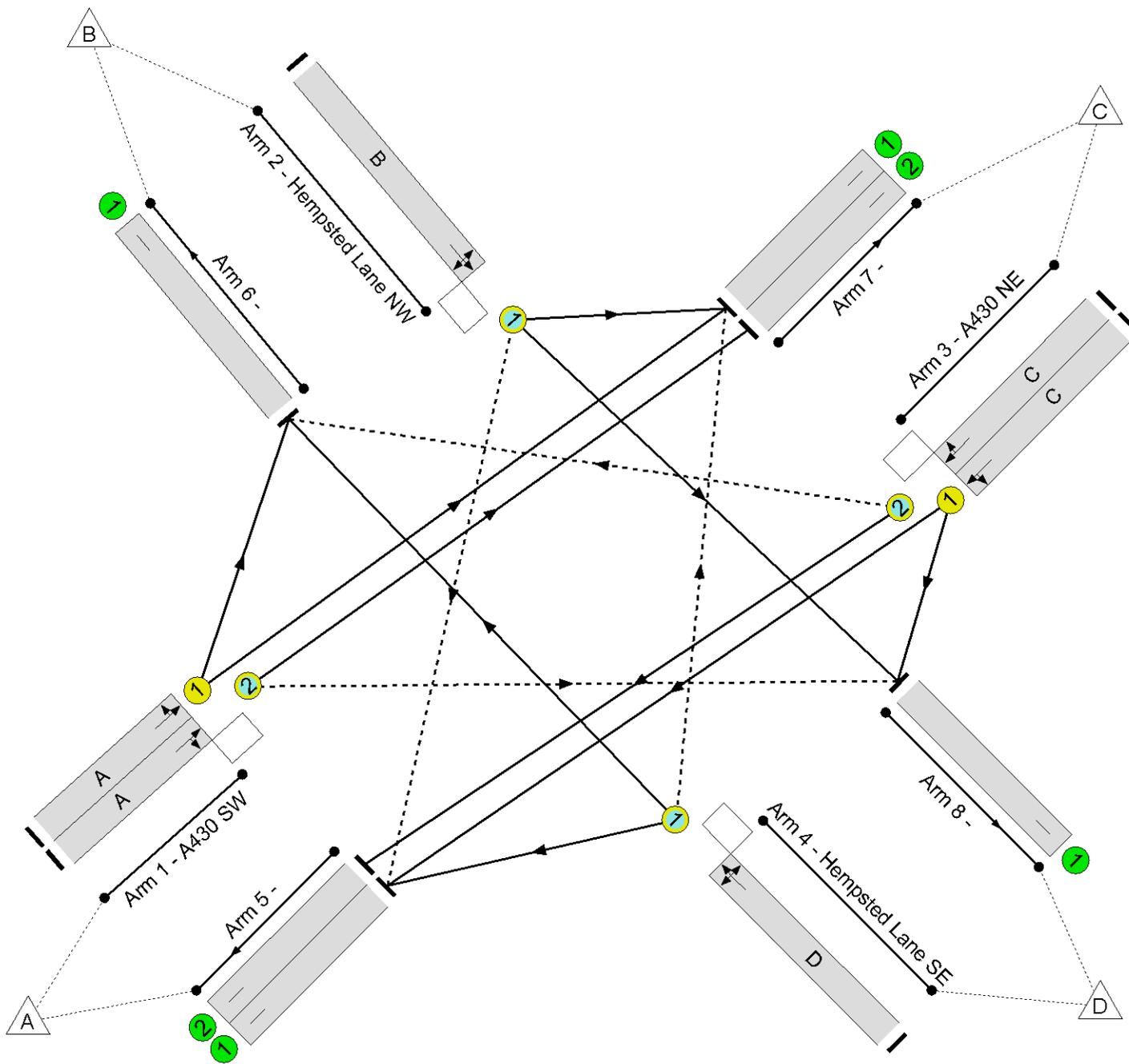
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A430/Hempsted Lane
PRC: 8.7 %
Total Traffic Delay: 9.3 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J1 - A430/Hempsted Lane	-	-	N/A	-	-		-	-	-	-	-	-	82.8%
A430/Hempsted Lane	-	-	N/A	-	-		-	-	-	-	-	-	82.8%
1/1	A430 SW Left Ahead	U	N/A	N/A	A		1	41	-	645	1914	1340	48.1%
1/2	A430 SW Ahead Right	O	N/A	N/A	A		1	41	-	735	2081	1457	50.5%
2/1	Hempsted Lane NW Right Left Ahead	O	N/A	N/A	B		1	7	-	101	1749	233	43.3%
3/1	A430 NE Ahead Left	U	N/A	N/A	C		1	41	-	1127	1944	1361	82.8%
3/2	A430 NE Ahead Right	O	N/A	N/A	C		1	41	-	66	1853	120	55.0%
4/1	Hempsted Lane SE Left Ahead Right	O	N/A	N/A	D		1	7	-	18	1799	240	7.5%
5/1		U	N/A	N/A	-		-	-	-	1183	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	170	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	725	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	18	Inf	Inf	0.0%

Full Input Data And Results

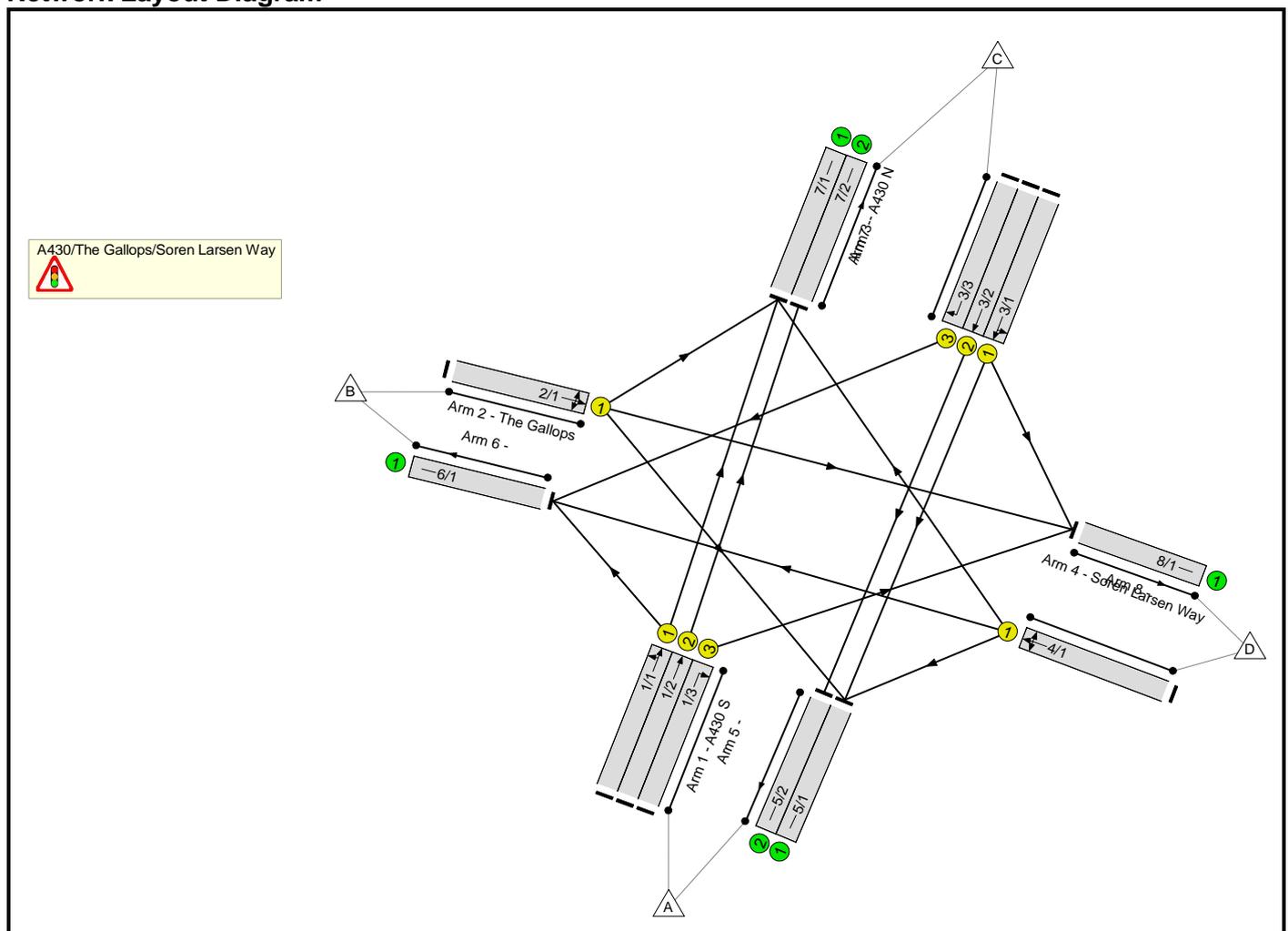
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: J1 - A430/Hempsted Lane	-	-	83	0	66	4.4	4.4	0.6	9.3	-	-	-	-
A430/Hempsted Lane	-	-	83	0	66	4.4	4.4	0.6	9.3	-	-	-	-
1/1	645	645	-	-	-	0.7	0.5	-	1.2	6.7	4.8	0.5	5.3
1/2	735	735	10	0	0	0.9	0.5	0.0	1.4	6.8	5.5	0.5	6.0
2/1	101	101	59	0	0	0.7	0.4	0.0	1.1	37.5	1.5	0.4	1.9
3/1	1127	1127	-	-	-	2.0	2.4	-	4.4	14.0	13.1	2.4	15.5
3/2	66	66	0	0	66	0.1	0.6	0.5	1.2	63.7	0.3	0.6	0.9
4/1	18	18	14	0	0	0.1	0.0	0.0	0.2	31.2	0.3	0.0	0.3
5/1	1183	1183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	170	170	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	725	725	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	18	18	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 8.7 Total Delay for Signalled Lanes (pcuHr): 9.34 Cycle Time (s): 60 PRC Over All Lanes (%): 8.7 Total Delay Over All Lanes(pcuHr): 9.34</p>													

Full Input Data And Results
Full Input Data And Results

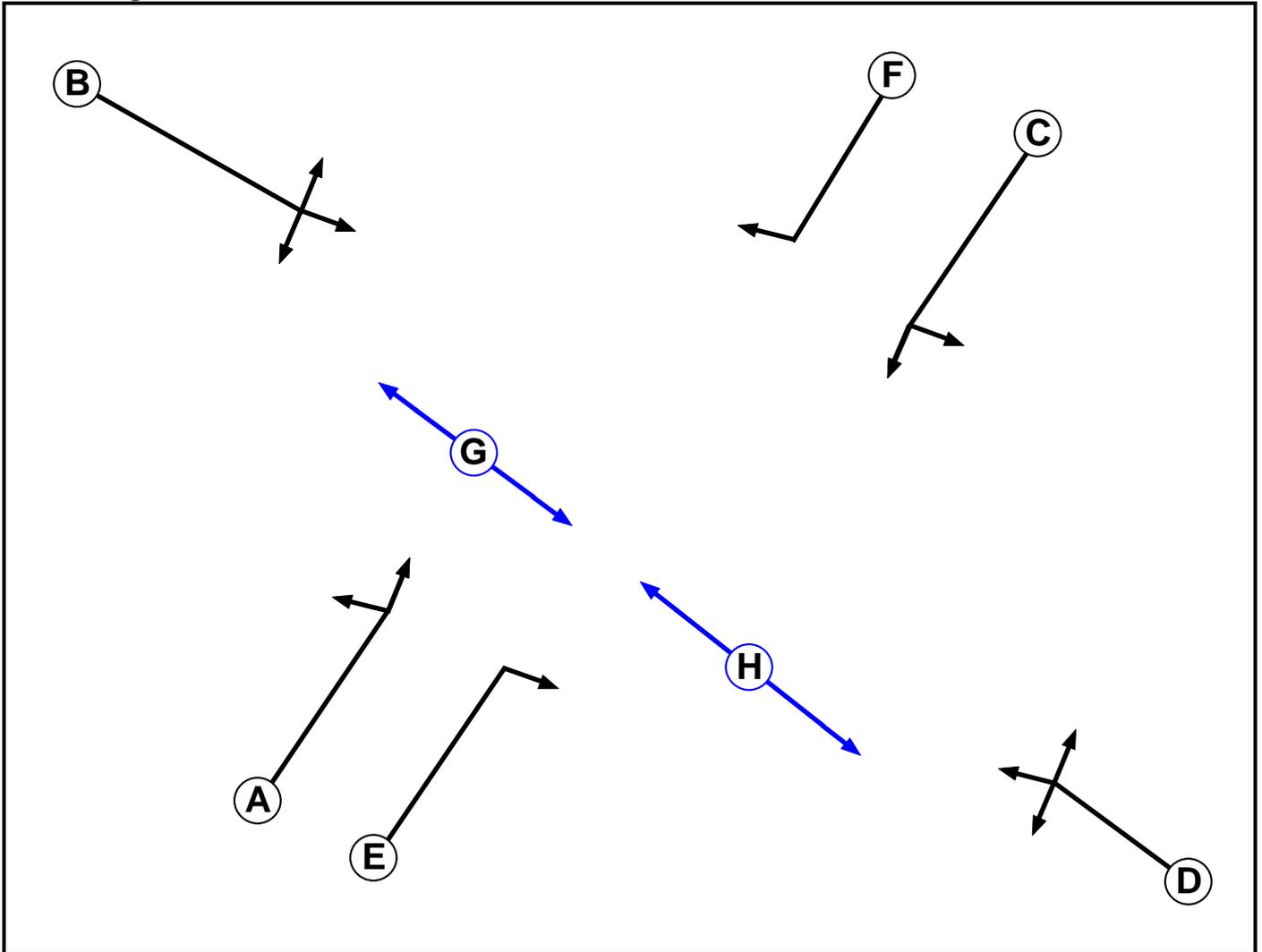
User and Project Details

Project:	Hempsted Lane, Gloucester
Title:	J2 - A430/The Gallops/Soren Larsen Way
Location:	
Additional detail:	
File name:	j2 a430_the gallops_soren larsen way.lsg3x
Author:	HC
Company:	SMT
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Pedestrian		7	7
H	Pedestrian		7	7

Full Input Data And Results

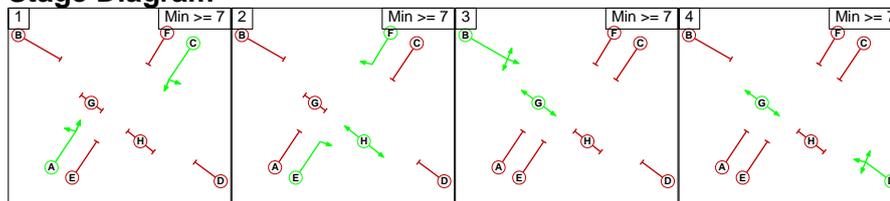
Phase Intergrens Matrix

		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A		7	-	5	0	5	5	0
	B	5		6	6	5	5	-	9
	C	-	5		7	5	0	0	10
	D	5	6	5		5	5	-	8
	E	0	5	6	7		-	5	-
	F	6	5	0	6	-		0	-
	G	12	-	0	-	12	0		0
	H	0	10	10	10	-	-	0	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	E F H
3	B G
4	D G

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		10	7	7
	2	10		10	10
	3	12	12		6
	4	12	12	6	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A430/The Gallops/Soren Larsen Way

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: A430/The Gallops/Soren Larsen Way												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A430 S)	U	A	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 6 Left	17.00
											Arm 7 Ahead	Inf
1/2 (A430 S)	U	A	2	3	60.0	Geom	-	3.10	0.00	N	Arm 7 Ahead	Inf
1/3 (A430 S)	U	E	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 8 Right	11.00
2/1 (The Gallops)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	13.00
											Arm 7 Left	16.00
											Arm 8 Ahead	Inf
3/1 (A430 N)	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	15.00
3/2 (A430 N)	U	C	2	3	60.0	Geom	-	3.00	0.00	N	Arm 5 Ahead	Inf
3/3 (A430 N)	U	F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Right	13.00
4/1 (Soren Larsen Way)	U	D	2	3	60.0	Geom	-	2.80	0.00	Y	Arm 5 Left	13.00
											Arm 6 Ahead	Inf
											Arm 7 Right	13.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2019 AM'	08:00	09:00	01:00	
2: '2019 PM'	17:00	18:00	01:00	
3: '2025 AM without dev'	08:00	09:00	01:00	F1*1.0767
4: '2025 PM without dev'	08:00	09:00	01:00	F2*1.0698
7: '2025 AM with com dev'	08:00	09:00	01:00	F3+F5
8: '2025 PM with com dev'	17:00	18:00	01:00	F4+F6
11: 'AM 2025 with CD + prop dev'	08:00	09:00	01:00	F7+F9
12: 'PM 2025 with CD + prop dev'	08:00	09:00	01:00	F8+F10

Scenario 1: '2019 AM' (FG1: '2019 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	10	1408	6	1424
	B	29	0	34	0	63
	C	854	7	0	13	874
	D	26	0	21	0	47
	Tot.	909	17	1463	19	2408

Traffic Lane Flows

Lane	Scenario 1: 2019 AM
Junction: A430/The Gallops/Soren Larsen Way	
1/1	678
1/2	740
1/3	6
2/1	63
3/1	410
3/2	457
3/3	7
4/1	47
5/1	452
5/2	457
6/1	17
7/1	723
7/2	740
8/1	19

Full Input Data And Results

Lane Saturation Flows

Junction: A430/The Gallops/Soren Larsen Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A430 S)	3.10	0.00	Y	Arm 6 Left	17.00	1.5 %	1922	1922
				Arm 7 Ahead	Inf	98.5 %		
1/2 (A430 S)	3.10	0.00	N	Arm 7 Ahead	Inf	100.0 %	2065	2065
1/3 (A430 S)	3.00	0.00	Y	Arm 8 Right	11.00	100.0 %	1685	1685
2/1 (The Gallops)	3.00	0.00	Y	Arm 5 Right	13.00	46.0 %	1735	1735
				Arm 7 Left	16.00	54.0 %		
				Arm 8 Ahead	Inf	0.0 %		
3/1 (A430 N)	3.00	0.00	Y	Arm 5 Ahead	Inf	96.8 %	1909	1909
				Arm 8 Left	15.00	3.2 %		
3/2 (A430 N)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
3/3 (A430 N) 4/1 (Soren Larsen Way)	3.00	0.00	Y	Arm 6 Right	13.00	100.0 %	1717	1717
				Arm 5 Left	13.00	55.3 %		
	2.80	0.00	Y	Arm 6 Ahead	Inf	0.0 %	1699	1699
				Arm 7 Right	13.00	44.7 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2019 PM' (FG2: '2019 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	13	1185	18	1216
	B	13	0	15	1	29
	C	1045	43	0	21	1109
	D	14	0	21	0	35
	Tot.	1072	56	1221	40	2389

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2019 PM
Junction: A430/The Gallops/Soren Larsen Way	
1/1	571
1/2	627
1/3	18
2/1	29
3/1	506
3/2	560
3/3	43
4/1	35
5/1	512
5/2	560
6/1	56
7/1	594
7/2	627
8/1	40

Full Input Data And Results

Lane Saturation Flows

Junction: A430/The Gallops/Soren Larsen Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A430 S)	3.10	0.00	Y	Arm 6 Left	17.00	2.3 %	1921	1921
				Arm 7 Ahead	Inf	97.7 %		
1/2 (A430 S)	3.10	0.00	N	Arm 7 Ahead	Inf	100.0 %	2065	2065
1/3 (A430 S)	3.00	0.00	Y	Arm 8 Right	11.00	100.0 %	1685	1685
2/1 (The Gallops)	3.00	0.00	Y	Arm 5 Right	13.00	44.8 %	1741	1741
				Arm 7 Left	16.00	51.7 %		
				Arm 8 Ahead	Inf	3.4 %		
3/1 (A430 N)	3.00	0.00	Y	Arm 5 Ahead	Inf	95.8 %	1907	1907
				Arm 8 Left	15.00	4.2 %		
3/2 (A430 N)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
3/3 (A430 N) 4/1 (Soren Larsen Way)	3.00	0.00	Y	Arm 6 Right	13.00	100.0 %	1717	1717
				Arm 5 Left	13.00	40.0 %		
	2.80	0.00	Y	Arm 6 Ahead	Inf	0.0 %	1699	1699
				Arm 7 Right	13.00	60.0 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2025 AM without dev' (FG3: '2025 AM without dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	11	1516	6	1533
	B	31	0	37	0	68
	C	920	8	0	14	942
	D	28	0	23	0	51
	Tot.	979	19	1576	20	2594

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2025 AM without dev
Junction: A430/The Gallops/Soren Larsen Way	
1/1	731
1/2	796
1/3	6
2/1	68
3/1	442
3/2	492
3/3	8
4/1	51
5/1	487
5/2	492
6/1	19
7/1	780
7/2	796
8/1	20

Lane Saturation Flows

Junction: A430/The Gallops/Soren Larsen Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A430 S)	3.10	0.00	Y	Arm 6 Left	17.00	1.5 %	1922	1922
				Arm 7 Ahead	Inf	98.5 %		
1/2 (A430 S)	3.10	0.00	N	Arm 7 Ahead	Inf	100.0 %	2065	2065
1/3 (A430 S)	3.00	0.00	Y	Arm 8 Right	11.00	100.0 %	1685	1685
2/1 (The Gallops)	3.00	0.00	Y	Arm 5 Right	13.00	45.6 %	1735	1735
				Arm 7 Left	16.00	54.4 %		
				Arm 8 Ahead	Inf	0.0 %		
3/1 (A430 N)	3.00	0.00	Y	Arm 5 Ahead	Inf	96.8 %	1909	1909
				Arm 8 Left	15.00	3.2 %		
3/2 (A430 N)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
3/3 (A430 N) 4/1 (Soren Larsen Way)	3.00	0.00	Y	Arm 6 Right	13.00	100.0 %	1717	1717
				Arm 5 Left	13.00	54.9 %		
	2.80	0.00	Y	Arm 6 Ahead	Inf	0.0 %	1699	1699
				Arm 7 Right	13.00	45.1 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2025 PM without dev' (FG4: '2025 PM without dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	14	1268	19	1301
	B	14	0	16	1	31
	C	1118	46	0	22	1186
	D	15	0	22	0	37
	Tot.	1147	60	1306	42	2555

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2025 PM without dev
Junction: A430/The Gallops/Soren Larsen Way	
1/1	612
1/2	670
1/3	19
2/1	31
3/1	541
3/2	599
3/3	46
4/1	37
5/1	548
5/2	599
6/1	60
7/1	636
7/2	670
8/1	42

Full Input Data And Results

Lane Saturation Flows

Junction: A430/The Gallops/Soren Larsen Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A430 S)	3.10	0.00	Y	Arm 6 Left	17.00	2.3 %	1921	1921
				Arm 7 Ahead	Inf	97.7 %		
1/2 (A430 S)	3.10	0.00	N	Arm 7 Ahead	Inf	100.0 %	2065	2065
1/3 (A430 S)	3.00	0.00	Y	Arm 8 Right	11.00	100.0 %	1685	1685
2/1 (The Gallops)	3.00	0.00	Y	Arm 5 Right	13.00	45.2 %	1740	1740
				Arm 7 Left	16.00	51.6 %		
				Arm 8 Ahead	Inf	3.2 %		
3/1 (A430 N)	3.00	0.00	Y	Arm 5 Ahead	Inf	95.9 %	1907	1907
				Arm 8 Left	15.00	4.1 %		
3/2 (A430 N)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
3/3 (A430 N) 4/1 (Soren Larsen Way)	3.00	0.00	Y	Arm 6 Right	13.00	100.0 %	1717	1717
				Arm 5 Left	13.00	40.5 %		
	2.80	0.00	Y	Arm 6 Ahead	Inf	0.0 %	1699	1699
				Arm 7 Right	13.00	59.5 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2025 AM with com dev' (FG7: '2025 AM with com dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	11	1523	6	1540
	B	31	0	37	0	68
	C	923	8	0	14	945
	D	28	0	23	0	51
	Tot.	982	19	1583	20	2604

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2025 AM with com dev
Junction: A430/The Gallops/Soren Larsen Way	
1/1	734
1/2	800
1/3	6
2/1	68
3/1	444
3/2	493
3/3	8
4/1	51
5/1	489
5/2	493
6/1	19
7/1	783
7/2	800
8/1	20

Full Input Data And Results

Lane Saturation Flows

Junction: A430/The Gallops/Soren Larsen Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A430 S)	3.10	0.00	Y	Arm 6 Left	17.00	1.5 %	1922	1922
				Arm 7 Ahead	Inf	98.5 %		
1/2 (A430 S)	3.10	0.00	N	Arm 7 Ahead	Inf	100.0 %	2065	2065
1/3 (A430 S)	3.00	0.00	Y	Arm 8 Right	11.00	100.0 %	1685	1685
2/1 (The Gallops)	3.00	0.00	Y	Arm 5 Right	13.00	45.6 %	1735	1735
				Arm 7 Left	16.00	54.4 %		
				Arm 8 Ahead	Inf	0.0 %		
3/1 (A430 N)	3.00	0.00	Y	Arm 5 Ahead	Inf	96.8 %	1909	1909
				Arm 8 Left	15.00	3.2 %		
3/2 (A430 N)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
3/3 (A430 N) 4/1 (Soren Larsen Way)	3.00	0.00	Y	Arm 6 Right	13.00	100.0 %	1717	1717
				Arm 5 Left	13.00	54.9 %		
	2.80	0.00	Y	Arm 6 Ahead	Inf	0.0 %	1699	1699
				Arm 7 Right	13.00	45.1 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2025 PM with com dev' (FG8: '2025 PM with com dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	14	1271	19	1304
	B	14	0	16	1	31
	C	1124	46	0	22	1192
	D	15	0	22	0	37
	Tot.	1153	60	1309	42	2564

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2025 PM with com dev
Junction: A430/The Gallops/Soren Larsen Way	
1/1	613
1/2	672
1/3	19
2/1	31
3/1	544
3/2	602
3/3	46
4/1	37
5/1	551
5/2	602
6/1	60
7/1	637
7/2	672
8/1	42

Lane Saturation Flows

Junction: A430/The Gallops/Soren Larsen Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A430 S)	3.10	0.00	Y	Arm 6 Left	17.00	2.3 %	1921	1921
				Arm 7 Ahead	Inf	97.7 %		
1/2 (A430 S)	3.10	0.00	N	Arm 7 Ahead	Inf	100.0 %	2065	2065
1/3 (A430 S)	3.00	0.00	Y	Arm 8 Right	11.00	100.0 %	1685	1685
2/1 (The Gallops)	3.00	0.00	Y	Arm 5 Right	13.00	45.2 %	1740	1740
				Arm 7 Left	16.00	51.6 %		
				Arm 8 Ahead	Inf	3.2 %		
3/1 (A430 N)	3.00	0.00	Y	Arm 5 Ahead	Inf	96.0 %	1907	1907
				Arm 8 Left	15.00	4.0 %		
3/2 (A430 N)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
3/3 (A430 N) 4/1 (Soren Larsen Way)	3.00	0.00	Y	Arm 6 Right	13.00	100.0 %	1717	1717
				Arm 5 Left	13.00	40.5 %		
	2.80	0.00	Y	Arm 6 Ahead	Inf	0.0 %	1699	1699
				Arm 7 Right	13.00	59.5 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2025 AM with all dev' (FG11: 'AM 2025 with CD + prop dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	11	1580	6	1597
	B	31	0	37	0	68
	C	942	8	0	14	964
	D	28	0	23	0	51
	Tot.	1001	19	1640	20	2680

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2025 AM with all dev
Junction: A430/The Gallops/Soren Larsen Way	
1/1	762
1/2	829
1/3	6
2/1	68
3/1	453
3/2	503
3/3	8
4/1	51
5/1	498
5/2	503
6/1	19
7/1	811
7/2	829
8/1	20

Full Input Data And Results

Lane Saturation Flows

Junction: A430/The Gallops/Soren Larsen Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A430 S)	3.10	0.00	Y	Arm 6 Left	17.00	1.4 %	1923	1923
				Arm 7 Ahead	Inf	98.6 %		
1/2 (A430 S)	3.10	0.00	N	Arm 7 Ahead	Inf	100.0 %	2065	2065
1/3 (A430 S)	3.00	0.00	Y	Arm 8 Right	11.00	100.0 %	1685	1685
2/1 (The Gallops)	3.00	0.00	Y	Arm 5 Right	13.00	45.6 %	1735	1735
				Arm 7 Left	16.00	54.4 %		
				Arm 8 Ahead	Inf	0.0 %		
3/1 (A430 N)	3.00	0.00	Y	Arm 5 Ahead	Inf	96.9 %	1909	1909
				Arm 8 Left	15.00	3.1 %		
3/2 (A430 N)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
3/3 (A430 N) 4/1 (Soren Larsen Way)	3.00	0.00	Y	Arm 6 Right	13.00	100.0 %	1717	1717
				Arm 5 Left	13.00	54.9 %		
	2.80	0.00	Y	Arm 6 Ahead	Inf	0.0 %	1699	1699
				Arm 7 Right	13.00	45.1 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2025 PM with all dev' (FG12: 'PM 2025 with CD + prop dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	14	1294	19	1327
	B	14	0	16	1	31
	C	1175	46	0	22	1243
	D	15	0	22	0	37
	Tot.	1204	60	1332	42	2638

Full Input Data And Results

Traffic Lane Flows

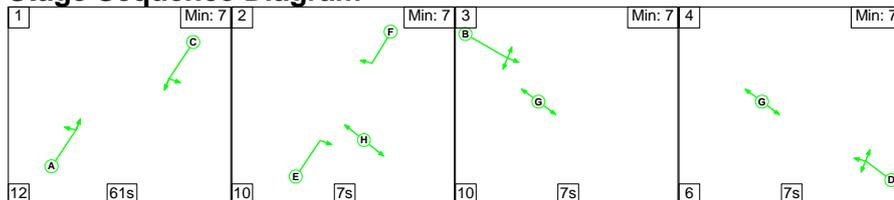
Lane	Scenario 8: 2025 PM with all dev
Junction: A430/The Gallops/Soren Larsen Way	
1/1	624
1/2	684
1/3	19
2/1	31
3/1	569
3/2	628
3/3	46
4/1	37
5/1	576
5/2	628
6/1	60
7/1	648
7/2	684
8/1	42

Lane Saturation Flows

Junction: A430/The Gallops/Soren Larsen Way								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A430 S)	3.10	0.00	Y	Arm 6 Left	17.00	2.2 %	1921	1921
				Arm 7 Ahead	Inf	97.8 %		
1/2 (A430 S)	3.10	0.00	N	Arm 7 Ahead	Inf	100.0 %	2065	2065
1/3 (A430 S)	3.00	0.00	Y	Arm 8 Right	11.00	100.0 %	1685	1685
2/1 (The Gallops)	3.00	0.00	Y	Arm 5 Right	13.00	45.2 %	1740	1740
				Arm 7 Left	16.00	51.6 %		
				Arm 8 Ahead	Inf	3.2 %		
3/1 (A430 N)	3.00	0.00	Y	Arm 5 Ahead	Inf	96.1 %	1908	1908
				Arm 8 Left	15.00	3.9 %		
3/2 (A430 N)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
3/3 (A430 N)	3.00	0.00	Y	Arm 6 Right	13.00	100.0 %	1717	1717
				Arm 5 Left	13.00	40.5 %		
4/1 (Soren Larsen Way)	2.80	0.00	Y	Arm 6 Ahead	Inf	0.0 %	1699	1699
				Arm 7 Right	13.00	59.5 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2019 AM' (FG1: '2019 AM', Plan 1: 'Network Control Plan 1')

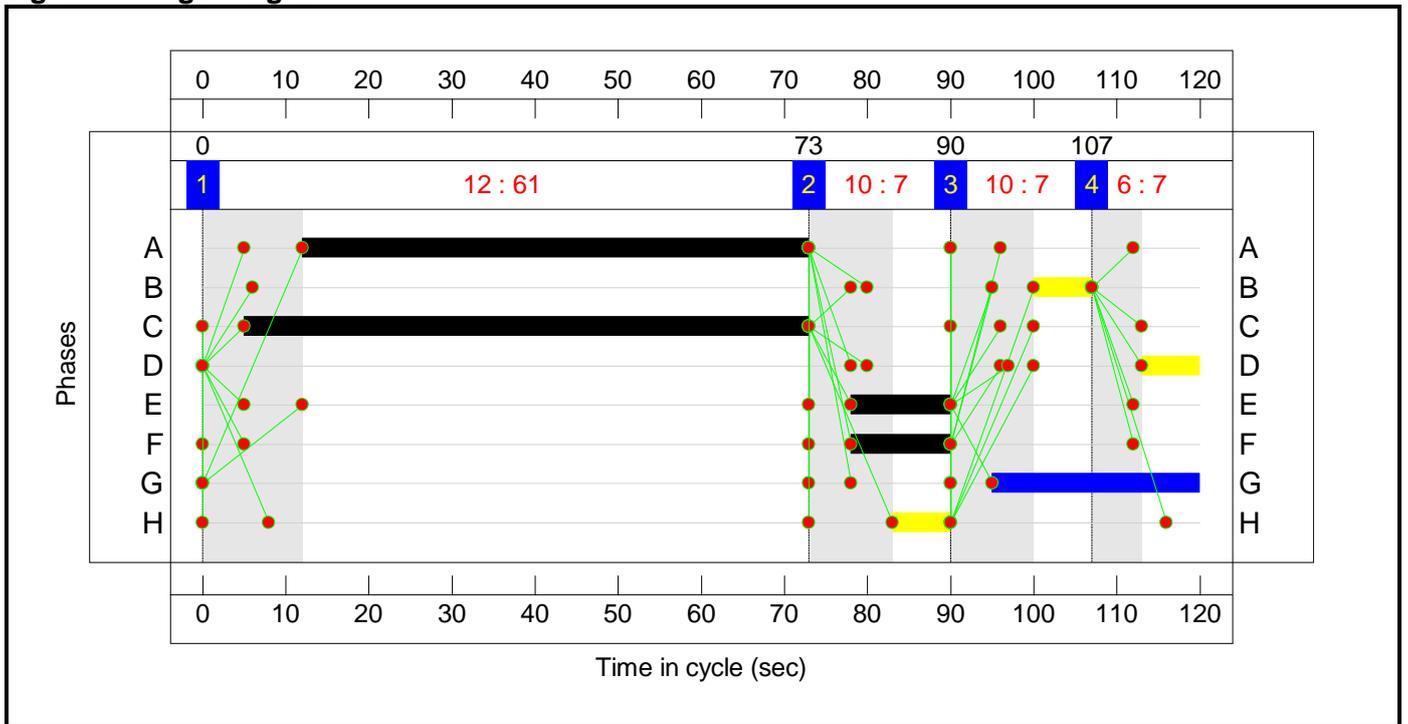
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	61	7	7	7
Change Point	0	73	90	107

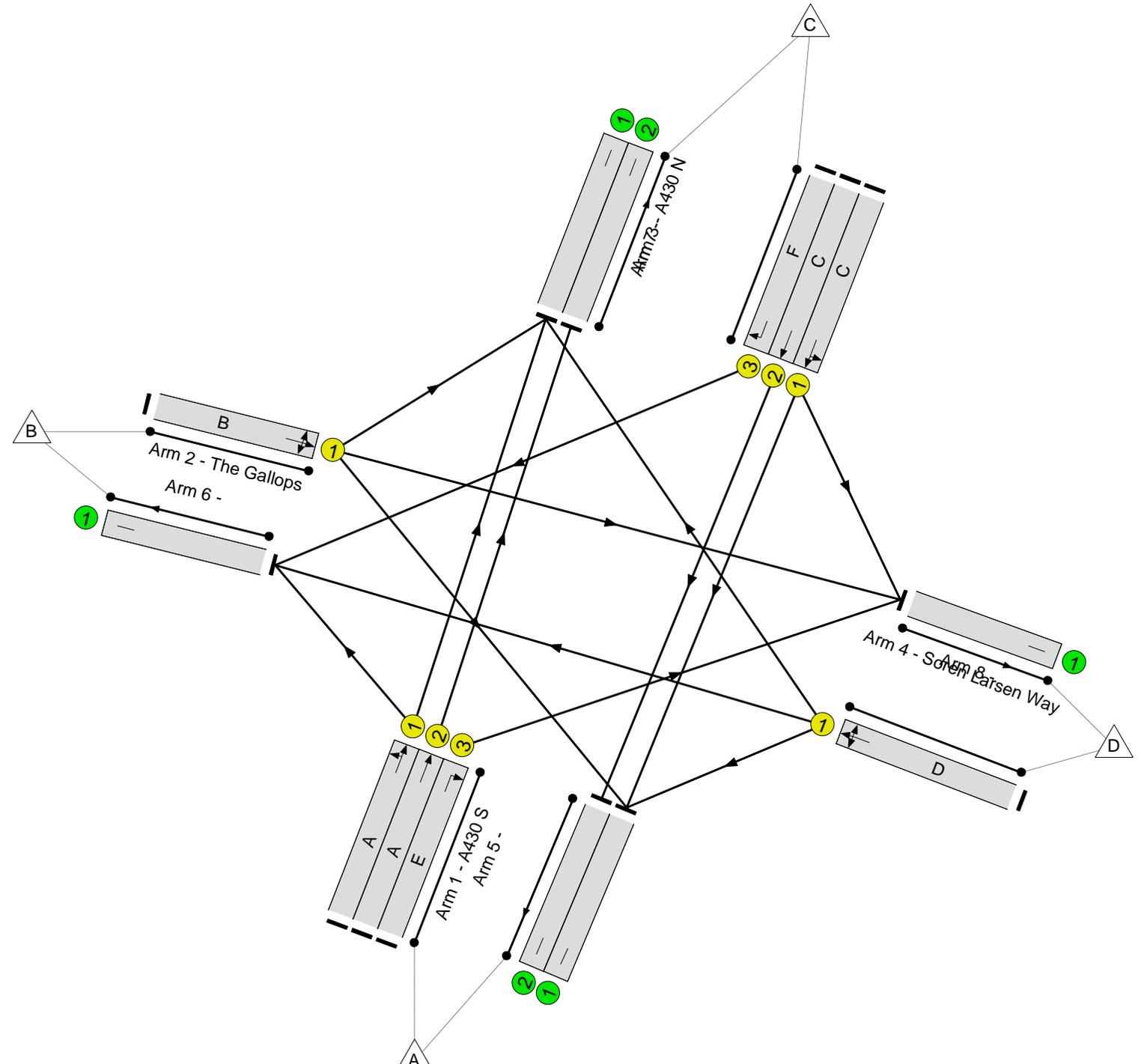
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A430/The Gallops/Soren Larsen Way
 PRC: 29.8 %
 Total Traffic Delay: 17.5 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J2 - A430/The Gallops/Soren Larsen Way	-	-	N/A	-	-		-	-	-	-	-	-	69.4%
A430/The Gallops/Soren Larsen Way	-	-	N/A	-	-		-	-	-	-	-	-	69.4%
1/1	A430 S Left Ahead	U	N/A	N/A	A		1	61	-	678	1922	993	68.3%
1/2	A430 S Ahead	U	N/A	N/A	A		1	61	-	740	2065	1067	69.4%
1/3	A430 S Right	U	N/A	N/A	E		1	12	-	6	1685	183	3.3%
2/1	The Gallops Right Left Ahead	U	N/A	N/A	B		1	7	-	63	1735	116	54.5%
3/1	A430 N Ahead Left	U	N/A	N/A	C		1	68	-	410	1909	1098	37.4%
3/2	A430 N Ahead	U	N/A	N/A	C		1	68	-	457	2055	1182	38.7%
3/3	A430 N Right	U	N/A	N/A	F		1	12	-	7	1717	186	3.8%
4/1	Soren Larsen Way Left Ahead Right	U	N/A	N/A	D		1	7	-	47	1699	113	41.5%
5/1		U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	457	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	17	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	723	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	740	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	19	Inf	Inf	0.0%

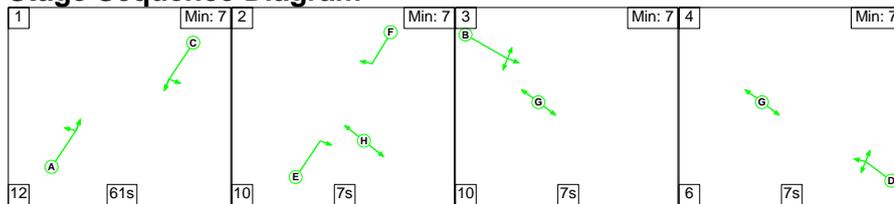
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: J2 - A430/The Gallops/Soren Larsen Way	-	-	0	0	0	13.7	3.8	0.0	17.5	-	-	-	-
A430/The Gallops/Soren Larsen Way	-	-	0	0	0	13.7	3.8	0.0	17.5	-	-	-	-
1/1	678	678	-	-	-	4.1	1.1	-	5.1	27.3	16.8	1.1	17.8
1/2	740	740	-	-	-	4.5	1.1	-	5.6	27.3	18.5	1.1	19.6
1/3	6	6	-	-	-	0.1	0.0	-	0.1	58.3	0.2	0.0	0.2
2/1	63	63	-	-	-	0.9	0.6	-	1.5	87.7	2.0	0.6	2.6
3/1	410	410	-	-	-	1.6	0.3	-	1.9	16.4	7.3	0.3	7.6
3/2	457	457	-	-	-	1.8	0.3	-	2.1	16.4	8.3	0.3	8.6
3/3	7	7	-	-	-	0.1	0.0	-	0.1	58.2	0.2	0.0	0.2
4/1	47	47	-	-	-	0.7	0.4	-	1.1	80.7	1.5	0.4	1.9
5/1	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	457	457	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	17	17	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	740	740	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	19	19	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): 29.8		29.8		Total Delay for Signalled Lanes (pcuHr): 17.51		17.51		Cycle Time (s): 120		
			PRC Over All Lanes (%):		29.8		Total Delay Over All Lanes(pcuHr):		17.51				

Full Input Data And Results

Scenario 2: '2019 PM' (FG2: '2019 PM', Plan 1: 'Network Control Plan 1')

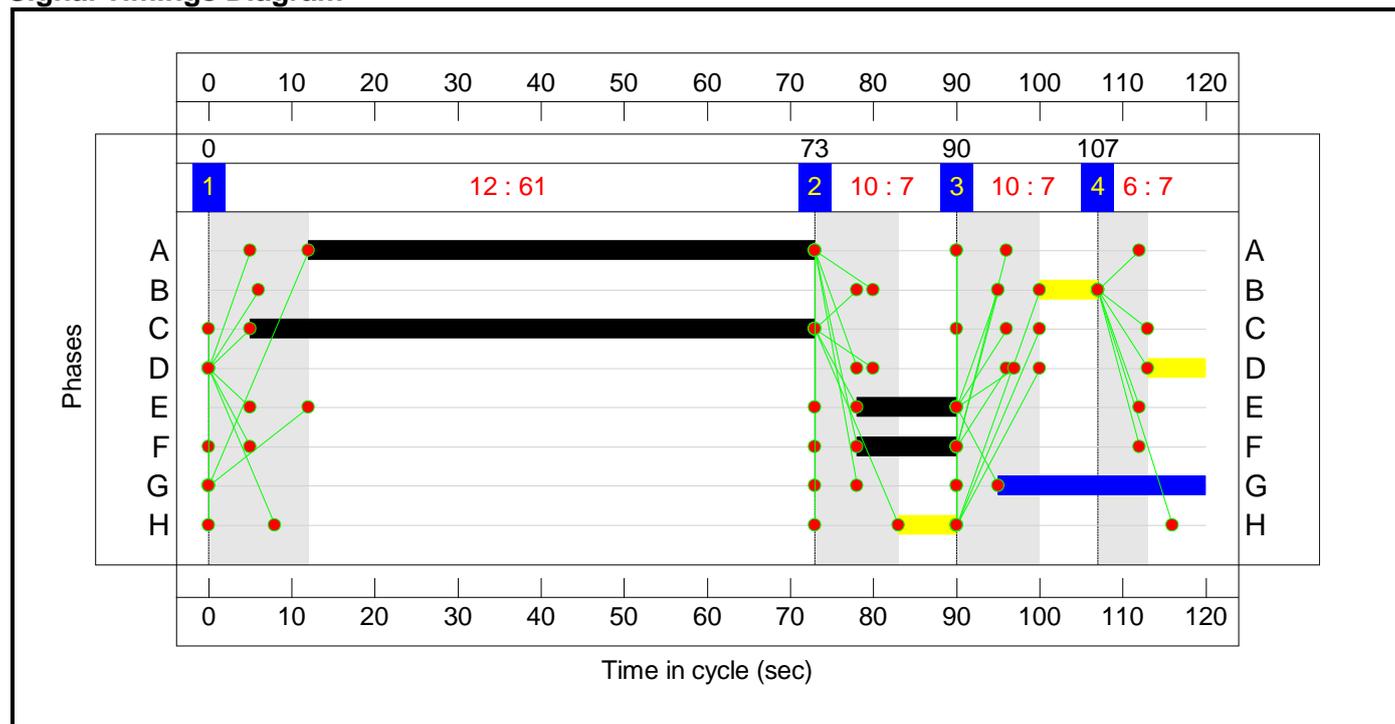
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	61	7	7	7
Change Point	0	73	90	107

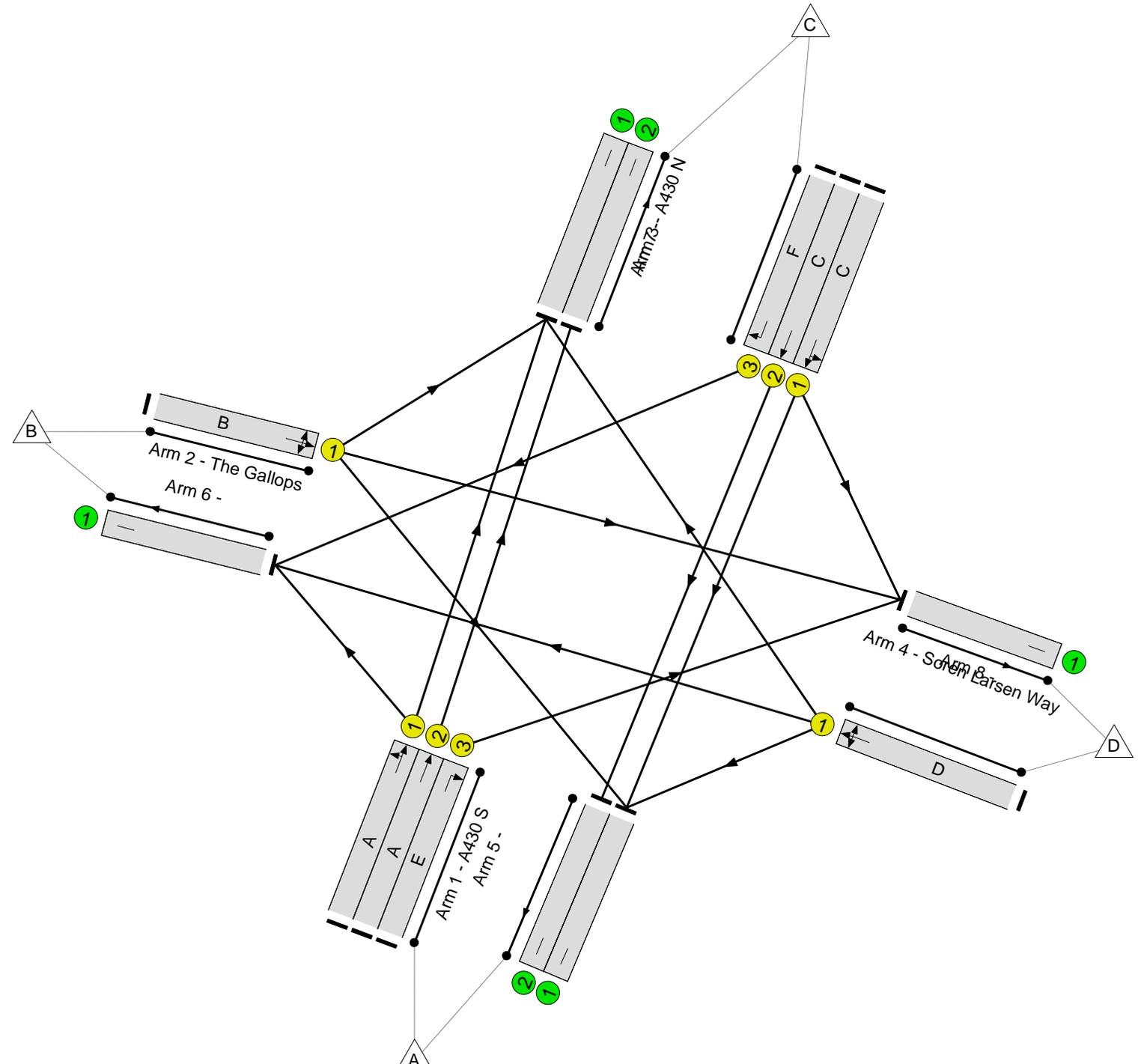
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A430/The Gallops/Soren Larsen Way
 PRC: 53.1 %
 Total Traffic Delay: 15.7 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J2 - A430/The Gallops/Soren Larsen Way	-	-	N/A	-	-		-	-	-	-	-	-	58.8%
A430/The Gallops/Soren Larsen Way	-	-	N/A	-	-		-	-	-	-	-	-	58.8%
1/1	A430 S Left Ahead	U	N/A	N/A	A		1	61	-	571	1921	993	57.5%
1/2	A430 S Ahead	U	N/A	N/A	A		1	61	-	627	2065	1067	58.8%
1/3	A430 S Right	U	N/A	N/A	E		1	12	-	18	1685	183	9.9%
2/1	The Gallops Right Left Ahead	U	N/A	N/A	B		1	7	-	29	1741	116	25.0%
3/1	A430 N Ahead Left	U	N/A	N/A	C		1	68	-	506	1907	1097	46.1%
3/2	A430 N Ahead	U	N/A	N/A	C		1	68	-	560	2055	1182	47.4%
3/3	A430 N Right	U	N/A	N/A	F		1	12	-	43	1717	186	23.1%
4/1	Soren Larsen Way Left Ahead Right	U	N/A	N/A	D		1	7	-	35	1699	113	30.9%
5/1		U	N/A	N/A	-		-	-	-	512	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	560	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	627	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	40	Inf	Inf	0.0%

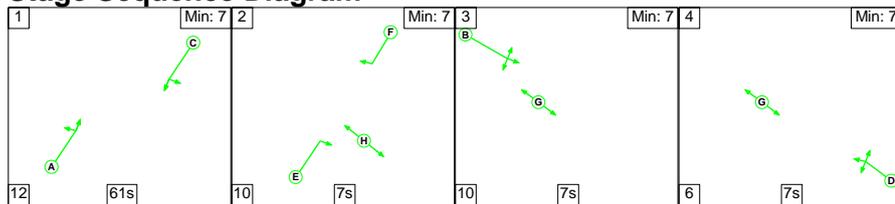
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: J2 - A430/The Gallops/Soren Larsen Way	-	-	0	0	0	12.8	2.9	0.0	15.7	-	-	-	-
A430/The Gallops/Soren Larsen Way	-	-	0	0	0	12.8	2.9	0.0	15.7	-	-	-	-
1/1	571	571	-	-	-	3.2	0.7	-	3.8	24.2	13.0	0.7	13.7
1/2	627	627	-	-	-	3.5	0.7	-	4.2	24.2	14.5	0.7	15.2
1/3	18	18	-	-	-	0.2	0.1	-	0.3	59.2	0.5	0.1	0.6
2/1	29	29	-	-	-	0.4	0.2	-	0.6	73.8	0.9	0.2	1.1
3/1	506	506	-	-	-	2.1	0.4	-	2.5	17.8	9.7	0.4	10.1
3/2	560	560	-	-	-	2.3	0.4	-	2.8	17.8	10.9	0.4	11.3
3/3	43	43	-	-	-	0.6	0.2	-	0.7	61.5	1.3	0.2	1.5
4/1	35	35	-	-	-	0.5	0.2	-	0.7	76.3	1.1	0.2	1.3
5/1	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	40	40	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	53.1	Total Delay for Signalled Lanes (pcuHr):			15.69	Cycle Time (s): 120				
			PRC Over All Lanes (%):	53.1	Total Delay Over All Lanes(pcuHr):			15.69					

Full Input Data And Results

Scenario 3: '2025 AM without dev' (FG3: '2025 AM without dev', Plan 1: 'Network Control Plan 1')

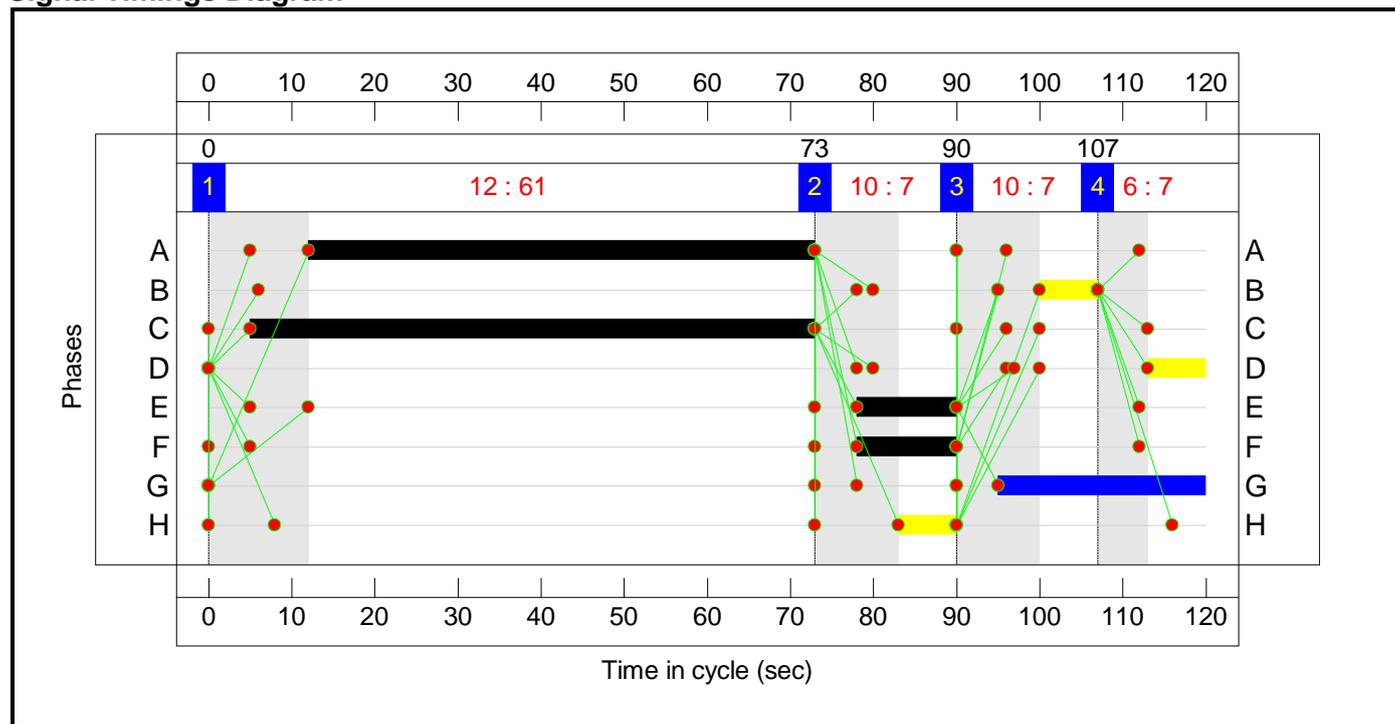
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	61	7	7	7
Change Point	0	73	90	107

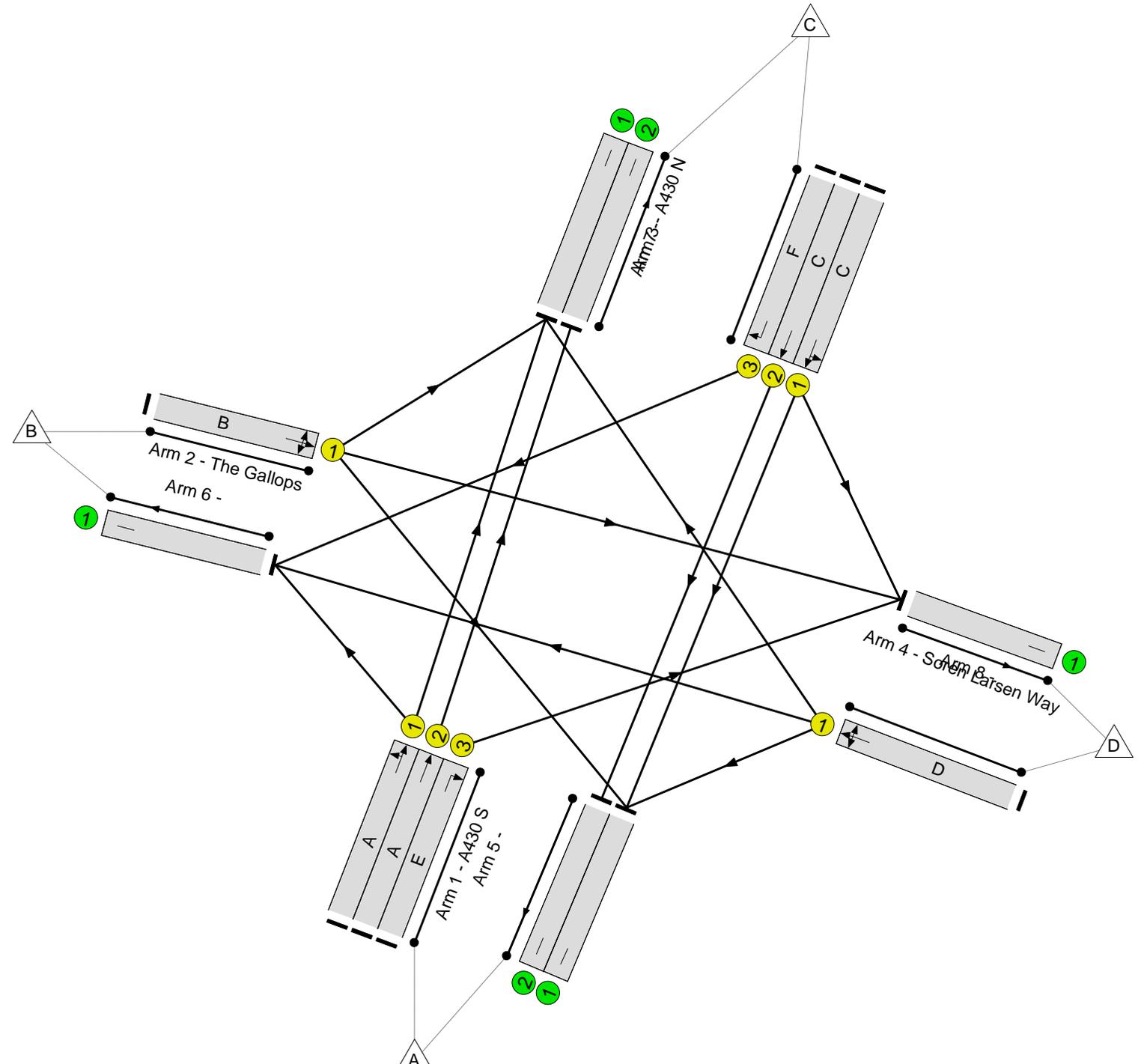
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A430/The Gallops/Soren Larsen Way
 PRC: 20.6 %
 Total Traffic Delay: 20.0 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J2 - A430/The Gallops/Soren Larsen Way	-	-	N/A	-	-		-	-	-	-	-	-	74.6%
A430/The Gallops/Soren Larsen Way	-	-	N/A	-	-		-	-	-	-	-	-	74.6%
1/1	A430 S Left Ahead	U	N/A	N/A	A		1	61	-	731	1922	993	73.6%
1/2	A430 S Ahead	U	N/A	N/A	A		1	61	-	796	2065	1067	74.6%
1/3	A430 S Right	U	N/A	N/A	E		1	12	-	6	1685	183	3.3%
2/1	The Gallops Right Left Ahead	U	N/A	N/A	B		1	7	-	68	1735	116	58.8%
3/1	A430 N Ahead Left	U	N/A	N/A	C		1	68	-	442	1909	1098	40.3%
3/2	A430 N Ahead	U	N/A	N/A	C		1	68	-	492	2055	1182	41.6%
3/3	A430 N Right	U	N/A	N/A	F		1	12	-	8	1717	186	4.3%
4/1	Soren Larsen Way Left Ahead Right	U	N/A	N/A	D		1	7	-	51	1699	113	45.0%
5/1		U	N/A	N/A	-		-	-	-	487	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	492	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	19	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	780	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	796	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	20	Inf	Inf	0.0%

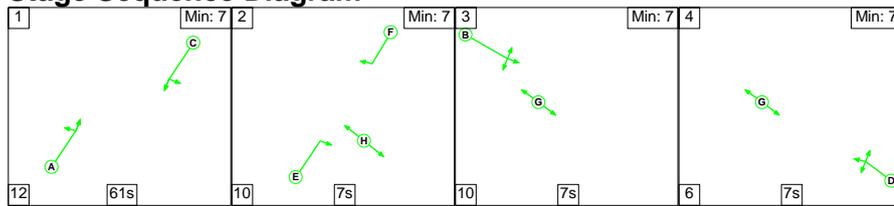
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: J2 - A430/The Gallops/Soren Larsen Way	-	-	0	0	0	15.3	4.7	0.0	20.0	-	-	-	-
A430/The Gallops/Soren Larsen Way	-	-	0	0	0	15.3	4.7	0.0	20.0	-	-	-	-
1/1	731	731	-	-	-	4.6	1.4	-	6.0	29.4	18.9	1.4	20.3
1/2	796	796	-	-	-	5.0	1.5	-	6.5	29.4	20.8	1.5	22.2
1/3	6	6	-	-	-	0.1	0.0	-	0.1	58.3	0.2	0.0	0.2
2/1	68	68	-	-	-	1.0	0.7	-	1.7	91.1	2.2	0.7	2.9
3/1	442	442	-	-	-	1.7	0.3	-	2.1	16.8	8.1	0.3	8.4
3/2	492	492	-	-	-	1.9	0.4	-	2.3	16.9	9.2	0.4	9.5
3/3	8	8	-	-	-	0.1	0.0	-	0.1	58.3	0.2	0.0	0.3
4/1	51	51	-	-	-	0.8	0.4	-	1.2	82.5	1.6	0.4	2.0
5/1	487	487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	492	492	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	19	19	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	780	780	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	796	796	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	20	20	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		20.6	Total Delay for Signalled Lanes (pcuHr):		19.96	Cycle Time (s): 120				
			PRC Over All Lanes (%):		20.6	Total Delay Over All Lanes(pcuHr):		19.96					

Full Input Data And Results

Scenario 4: '2025 PM without dev' (FG4: '2025 PM without dev', Plan 1: 'Network Control Plan 1')

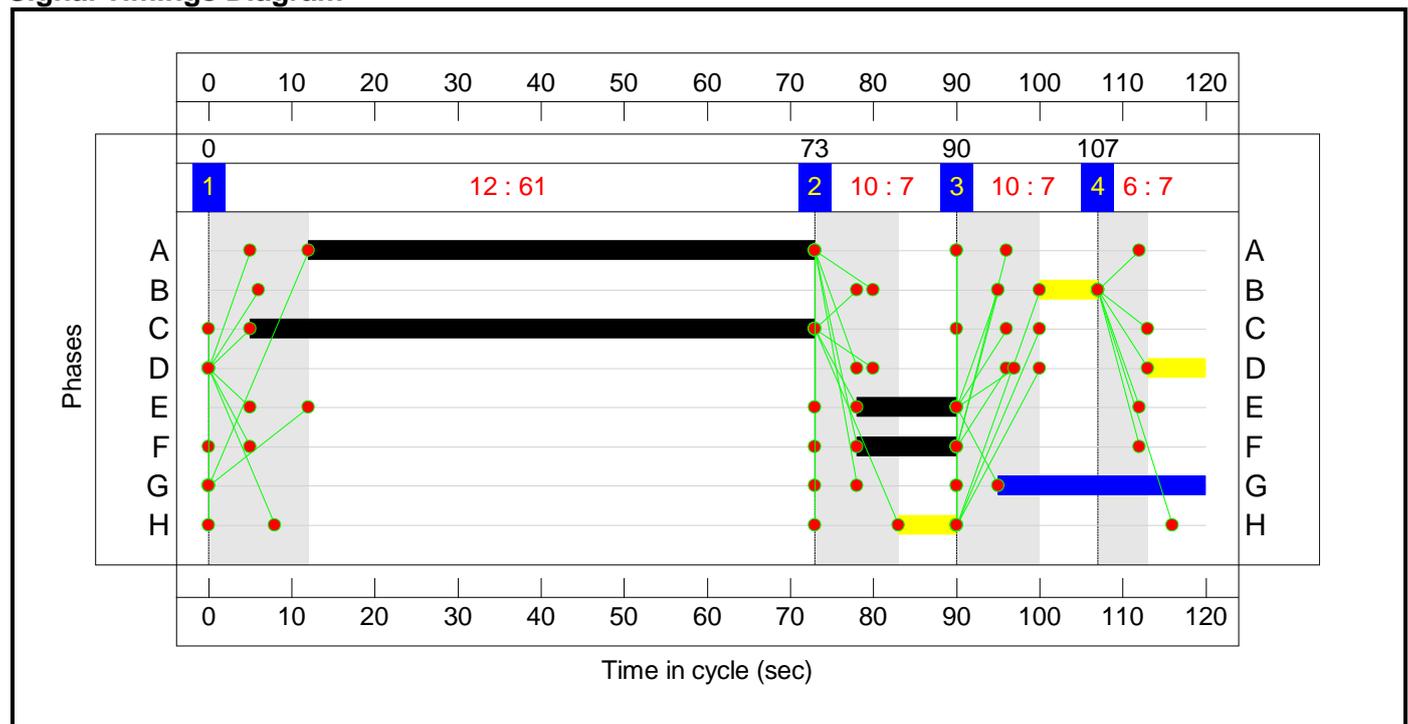
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	61	7	7	7
Change Point	0	73	90	107

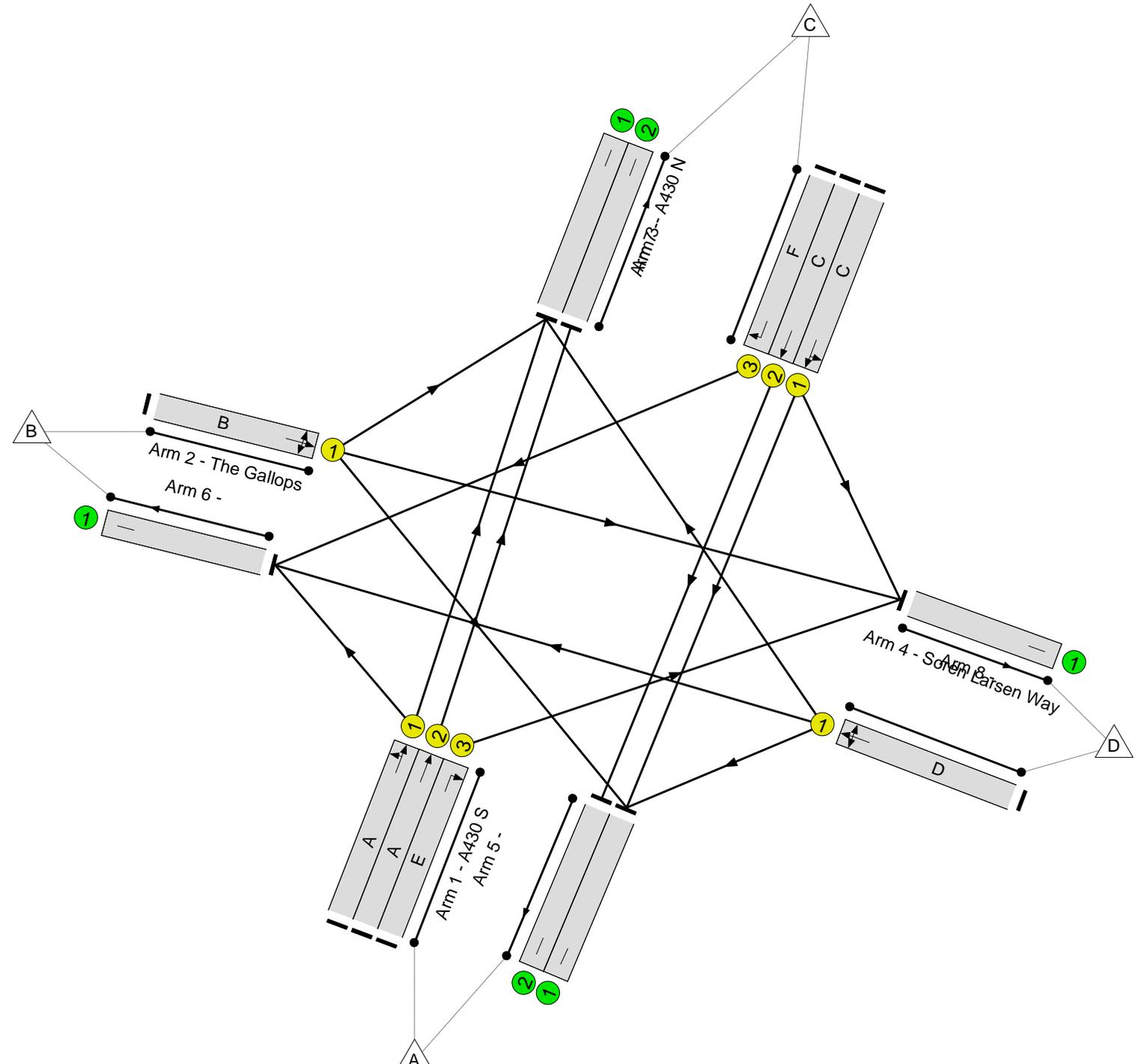
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A430/The Gallops/Soren Larsen Way
PRC: 43.3 %
Total Traffic Delay: 17.4 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J2 - A430/The Gallops/Soren Larsen Way	-	-	N/A	-	-		-	-	-	-	-	-	62.8%
A430/The Gallops/Soren Larsen Way	-	-	N/A	-	-		-	-	-	-	-	-	62.8%
1/1	A430 S Left Ahead	U	N/A	N/A	A		1	61	-	612	1921	993	61.7%
1/2	A430 S Ahead	U	N/A	N/A	A		1	61	-	670	2065	1067	62.8%
1/3	A430 S Right	U	N/A	N/A	E		1	12	-	19	1685	183	10.4%
2/1	The Gallops Right Left Ahead	U	N/A	N/A	B		1	7	-	31	1740	116	26.7%
3/1	A430 N Ahead Left	U	N/A	N/A	C		1	68	-	541	1907	1097	49.3%
3/2	A430 N Ahead	U	N/A	N/A	C		1	68	-	599	2055	1182	50.7%
3/3	A430 N Right	U	N/A	N/A	F		1	12	-	46	1717	186	24.7%
4/1	Soren Larsen Way Left Ahead Right	U	N/A	N/A	D		1	7	-	37	1699	113	32.7%
5/1		U	N/A	N/A	-		-	-	-	548	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	599	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	60	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	636	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	42	Inf	Inf	0.0%

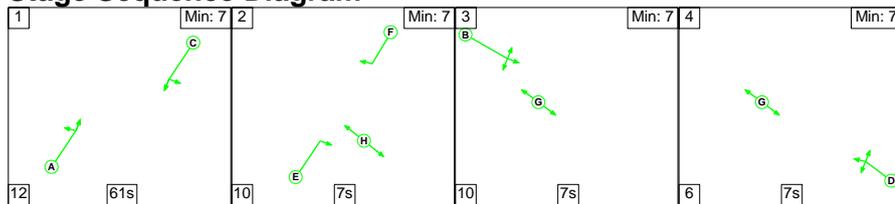
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: J2 - A430/The Gallops/Soren Larsen Way	-	-	0	0	0	14.1	3.3	0.0	17.4	-	-	-	-
A430/The Gallops/Soren Larsen Way	-	-	0	0	0	14.1	3.3	0.0	17.4	-	-	-	-
1/1	612	612	-	-	-	3.5	0.8	-	4.3	25.3	14.5	0.8	15.3
1/2	670	670	-	-	-	3.9	0.8	-	4.7	25.3	15.8	0.8	16.7
1/3	19	19	-	-	-	0.3	0.1	-	0.3	59.3	0.6	0.1	0.6
2/1	31	31	-	-	-	0.5	0.2	-	0.6	74.3	1.0	0.2	1.2
3/1	541	541	-	-	-	2.3	0.5	-	2.8	18.4	10.7	0.5	11.2
3/2	599	599	-	-	-	2.5	0.5	-	3.1	18.4	11.8	0.5	12.3
3/3	46	46	-	-	-	0.6	0.2	-	0.8	61.9	1.4	0.2	1.6
4/1	37	37	-	-	-	0.5	0.2	-	0.8	76.9	1.2	0.2	1.4
5/1	548	548	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	60	60	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	636	636	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	42	42	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): 43.3		PRC Over All Lanes (%): 43.3		Total Delay for Signalled Lanes (pcuHr): 17.35		Total Delay Over All Lanes (pcuHr): 17.35		Cycle Time (s): 120		

Full Input Data And Results

Scenario 5: '2025 AM with com dev' (FG7: '2025 AM with com dev', Plan 1: 'Network Control Plan 1')

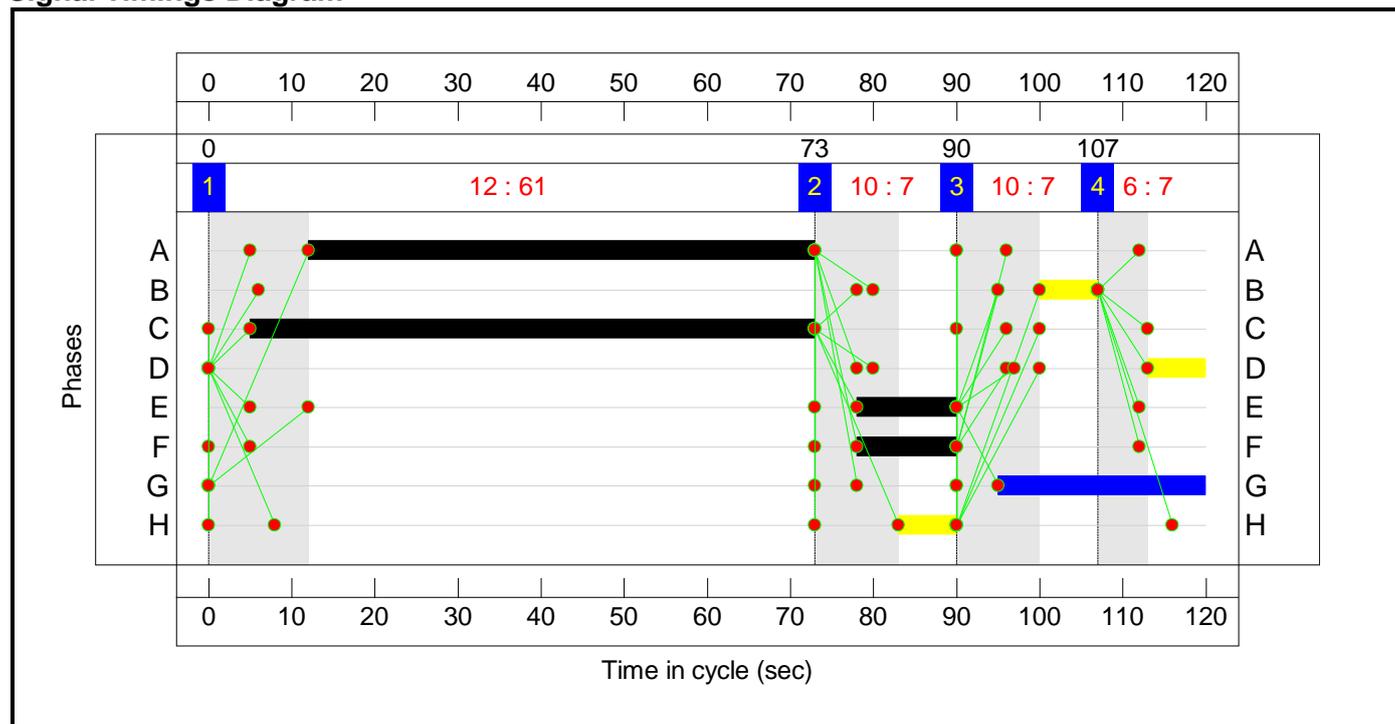
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	61	7	7	7
Change Point	0	73	90	107

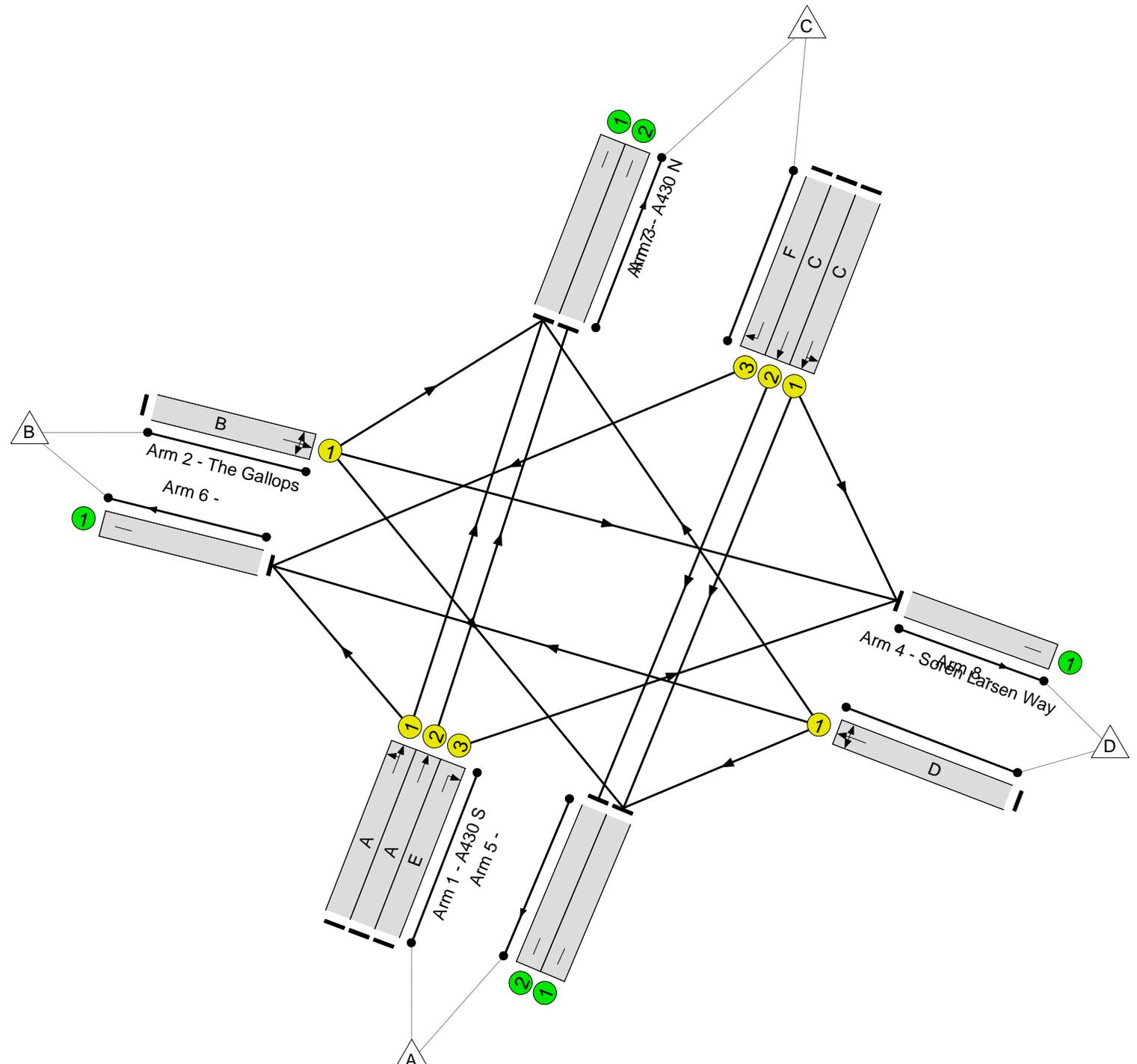
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A430/The Gallops/Soren Larsen Way
 PRC: 20.0 %
 Total Traffic Delay: 20.1 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J2 - A430/The Gallops/Soren Larsen Way	-	-	N/A	-	-		-	-	-	-	-	-	75.0%
A430/The Gallops/Soren Larsen Way	-	-	N/A	-	-		-	-	-	-	-	-	75.0%
1/1	A430 S Left Ahead	U	N/A	N/A	A		1	61	-	734	1922	993	73.9%
1/2	A430 S Ahead	U	N/A	N/A	A		1	61	-	800	2065	1067	75.0%
1/3	A430 S Right	U	N/A	N/A	E		1	12	-	6	1685	183	3.3%
2/1	The Gallops Right Left Ahead	U	N/A	N/A	B		1	7	-	68	1735	116	58.8%
3/1	A430 N Ahead Left	U	N/A	N/A	C		1	68	-	444	1909	1098	40.4%
3/2	A430 N Ahead	U	N/A	N/A	C		1	68	-	493	2055	1182	41.7%
3/3	A430 N Right	U	N/A	N/A	F		1	12	-	8	1717	186	4.3%
4/1	Soren Larsen Way Left Ahead Right	U	N/A	N/A	D		1	7	-	51	1699	113	45.0%
5/1		U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	493	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	19	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	783	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	800	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	20	Inf	Inf	0.0%

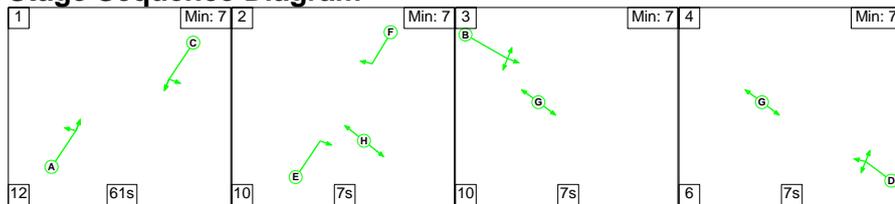
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: J2 - A430/The Gallops/Soren Larsen Way	-	-	0	0	0	15.4	4.7	0.0	20.1	-	-	-	-
A430/The Gallops/Soren Larsen Way	-	-	0	0	0	15.4	4.7	0.0	20.1	-	-	-	-
1/1	734	734	-	-	-	4.6	1.4	-	6.0	29.6	19.0	1.4	20.4
1/2	800	800	-	-	-	5.1	1.5	-	6.6	29.6	20.9	1.5	22.4
1/3	6	6	-	-	-	0.1	0.0	-	0.1	58.3	0.2	0.0	0.2
2/1	68	68	-	-	-	1.0	0.7	-	1.7	91.1	2.2	0.7	2.9
3/1	444	444	-	-	-	1.7	0.3	-	2.1	16.9	8.1	0.3	8.5
3/2	493	493	-	-	-	2.0	0.4	-	2.3	16.9	9.2	0.4	9.5
3/3	8	8	-	-	-	0.1	0.0	-	0.1	58.3	0.2	0.0	0.3
4/1	51	51	-	-	-	0.8	0.4	-	1.2	82.5	1.6	0.4	2.0
5/1	489	489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	19	19	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	783	783	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	800	800	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	20	20	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): 20.0		PRC Over All Lanes (%): 20.0		Total Delay for Signalled Lanes (pcuHr): 20.10		Total Delay Over All Lanes (pcuHr): 20.10		Cycle Time (s): 120		

Full Input Data And Results

Scenario 6: '2025 PM with com dev' (FG8: '2025 PM with com dev', Plan 1: 'Network Control Plan 1')

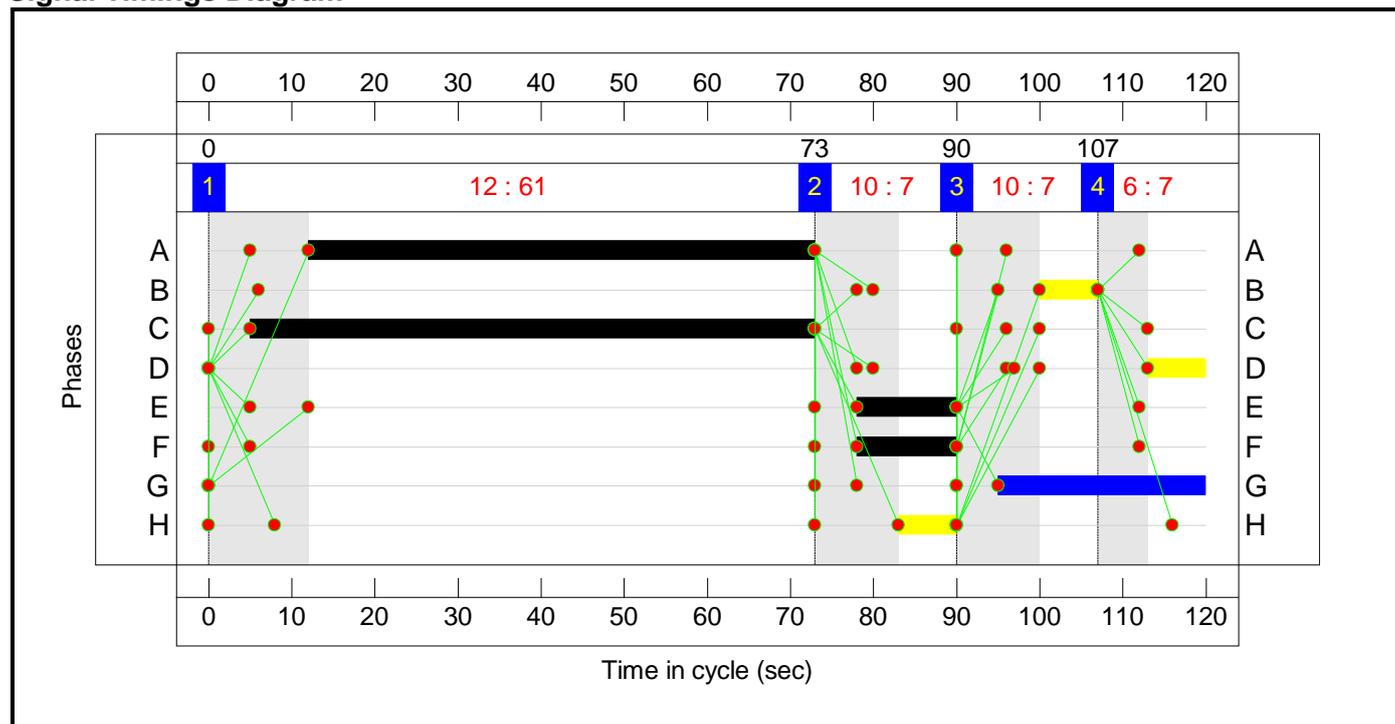
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	61	7	7	7
Change Point	0	73	90	107

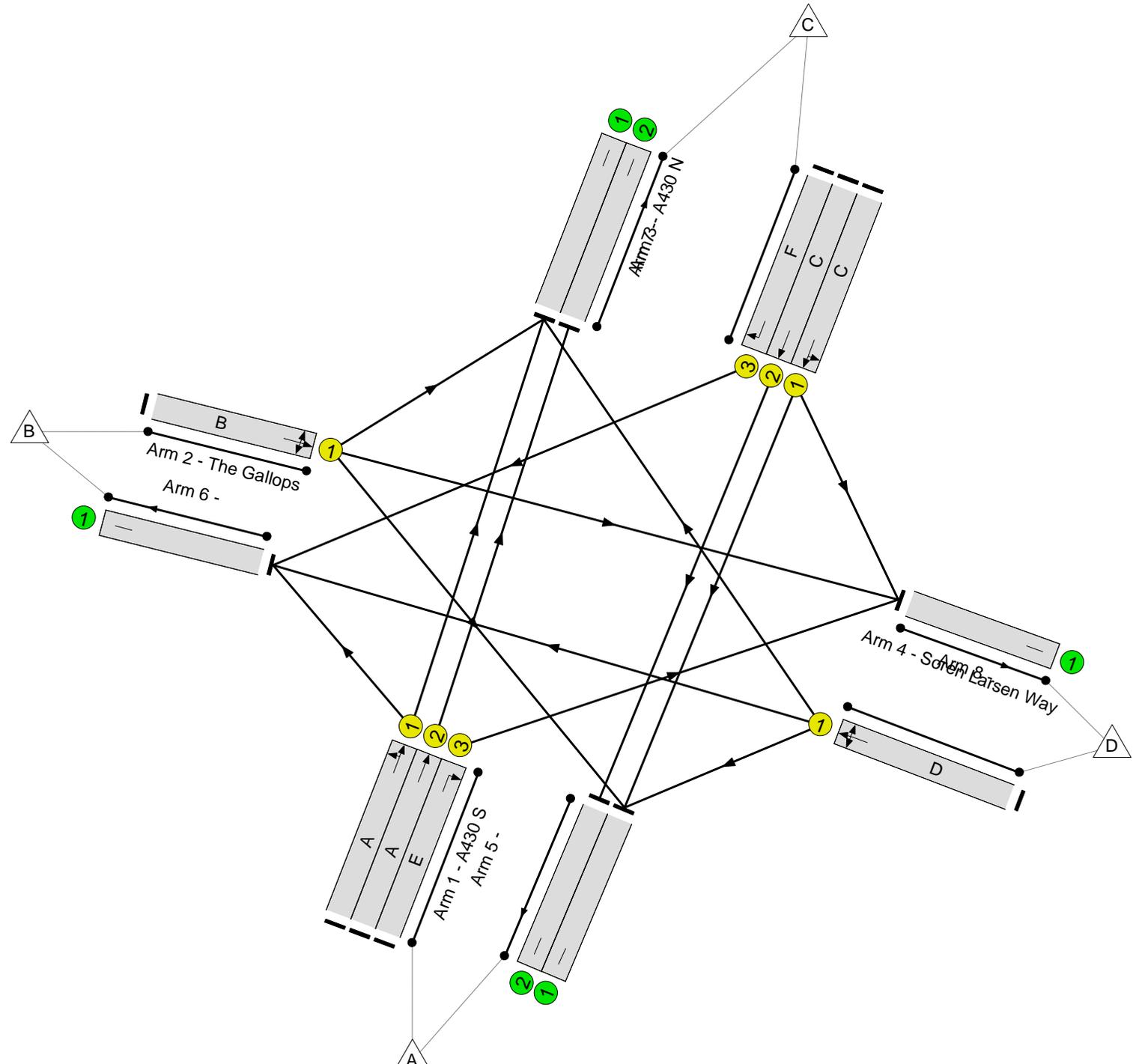
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A430/The Gallops/Soren Larsen Way
PRC: 42.9 %
Total Traffic Delay: 17.4 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J2 - A430/The Gallops/Soren Larsen Way	-	-	N/A	-	-		-	-	-	-	-	-	63.0%
A430/The Gallops/Soren Larsen Way	-	-	N/A	-	-		-	-	-	-	-	-	63.0%
1/1	A430 S Left Ahead	U	N/A	N/A	A		1	61	-	613	1921	993	61.8%
1/2	A430 S Ahead	U	N/A	N/A	A		1	61	-	672	2065	1067	63.0%
1/3	A430 S Right	U	N/A	N/A	E		1	12	-	19	1685	183	10.4%
2/1	The Gallops Right Left Ahead	U	N/A	N/A	B		1	7	-	31	1740	116	26.7%
3/1	A430 N Ahead Left	U	N/A	N/A	C		1	68	-	544	1907	1097	49.6%
3/2	A430 N Ahead	U	N/A	N/A	C		1	68	-	602	2055	1182	50.9%
3/3	A430 N Right	U	N/A	N/A	F		1	12	-	46	1717	186	24.7%
4/1	Soren Larsen Way Left Ahead Right	U	N/A	N/A	D		1	7	-	37	1699	113	32.7%
5/1		U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	60	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	637	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	672	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	42	Inf	Inf	0.0%

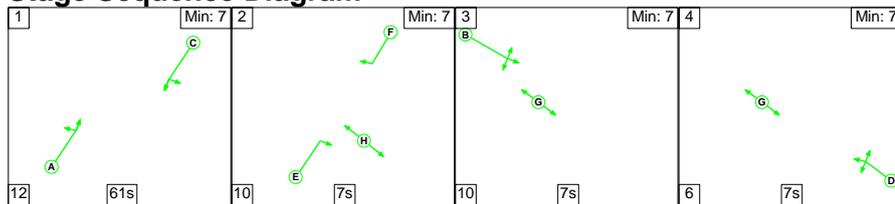
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: J2 - A430/The Gallops/Soren Larsen Way	-	-	0	0	0	14.1	3.3	0.0	17.4	-	-	-	-
A430/The Gallops/Soren Larsen Way	-	-	0	0	0	14.1	3.3	0.0	17.4	-	-	-	-
1/1	613	613	-	-	-	3.5	0.8	-	4.3	25.3	14.5	0.8	15.3
1/2	672	672	-	-	-	3.9	0.8	-	4.7	25.3	15.9	0.8	16.7
1/3	19	19	-	-	-	0.3	0.1	-	0.3	59.3	0.6	0.1	0.6
2/1	31	31	-	-	-	0.5	0.2	-	0.6	74.3	1.0	0.2	1.2
3/1	544	544	-	-	-	2.3	0.5	-	2.8	18.4	10.7	0.5	11.2
3/2	602	602	-	-	-	2.6	0.5	-	3.1	18.4	12.0	0.5	12.6
3/3	46	46	-	-	-	0.6	0.2	-	0.8	61.9	1.4	0.2	1.6
4/1	37	37	-	-	-	0.5	0.2	-	0.8	76.9	1.2	0.2	1.4
5/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	60	60	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	672	672	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	42	42	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): 42.9		Total Delay for Signalled Lanes (pcuHr): 17.43			17.43	Cycle Time (s): 120				
			PRC Over All Lanes (%): 42.9		Total Delay Over All Lanes (pcuHr):			17.43					

Full Input Data And Results

Scenario 7: '2025 AM with all dev' (FG11: 'AM 2025 with CD + prop dev', Plan 1: 'Network Control Plan 1')

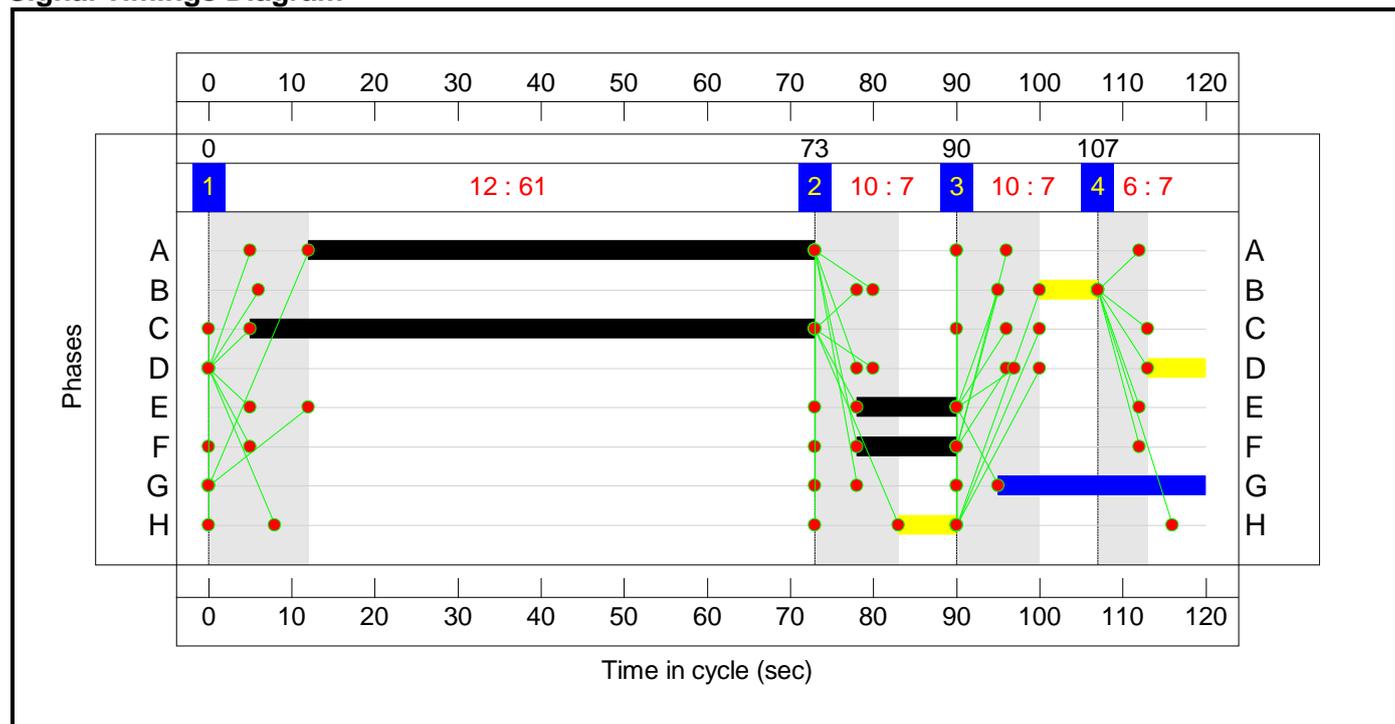
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	61	7	7	7
Change Point	0	73	90	107

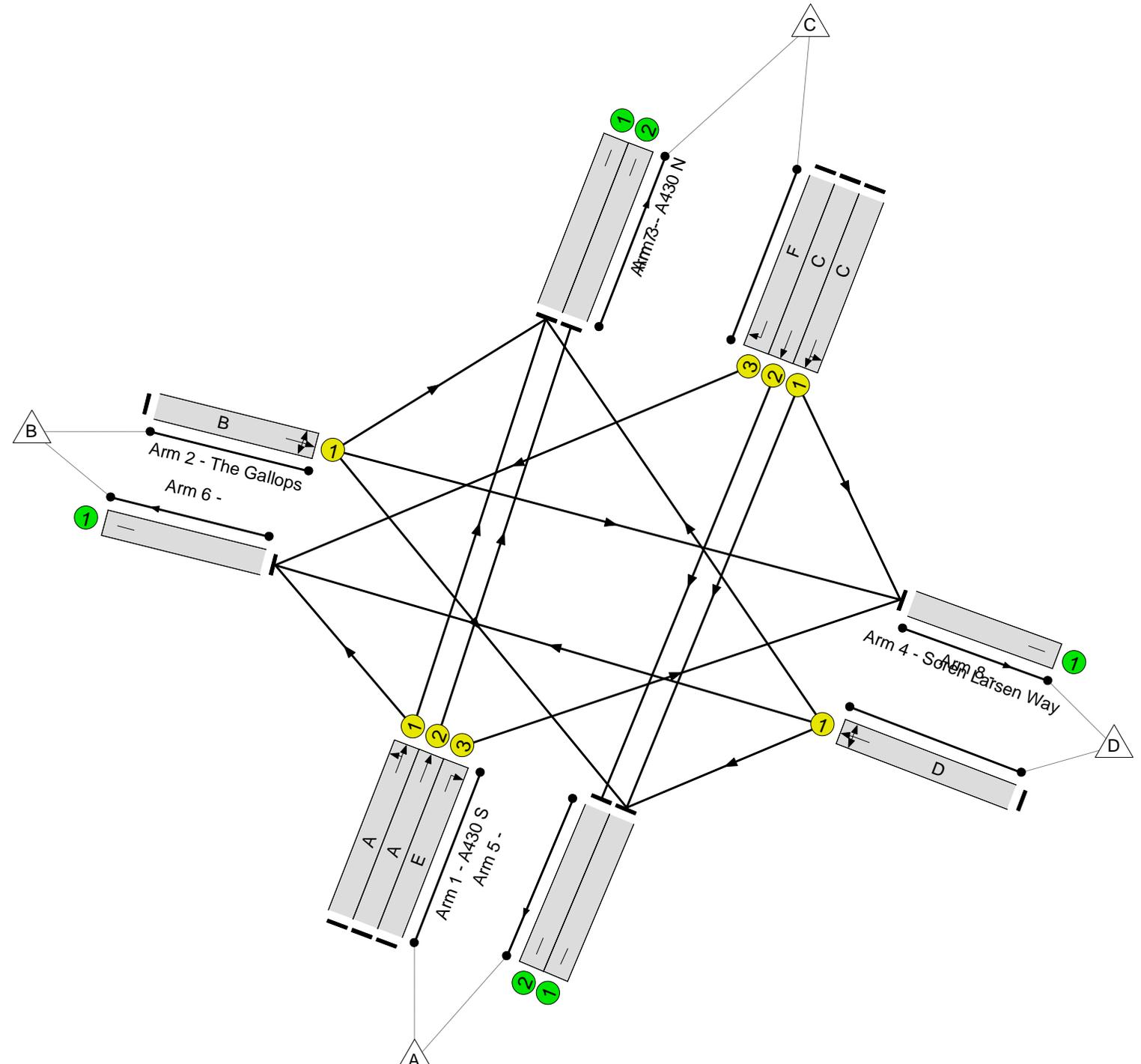
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A430/The Gallops/Soren Larsen Way
 PRC: 15.8 %
 Total Traffic Delay: 21.3 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J2 - A430/The Gallops/Soren Larsen Way	-	-	N/A	-	-		-	-	-	-	-	-	77.7%
A430/The Gallops/Soren Larsen Way	-	-	N/A	-	-		-	-	-	-	-	-	77.7%
1/1	A430 S Left Ahead	U	N/A	N/A	A		1	61	-	762	1923	994	76.7%
1/2	A430 S Ahead	U	N/A	N/A	A		1	61	-	829	2065	1067	77.7%
1/3	A430 S Right	U	N/A	N/A	E		1	12	-	6	1685	183	3.3%
2/1	The Gallops Right Left Ahead	U	N/A	N/A	B		1	7	-	68	1735	116	58.8%
3/1	A430 N Ahead Left	U	N/A	N/A	C		1	68	-	453	1909	1098	41.3%
3/2	A430 N Ahead	U	N/A	N/A	C		1	68	-	503	2055	1182	42.6%
3/3	A430 N Right	U	N/A	N/A	F		1	12	-	8	1717	186	4.3%
4/1	Soren Larsen Way Left Ahead Right	U	N/A	N/A	D		1	7	-	51	1699	113	45.0%
5/1		U	N/A	N/A	-		-	-	-	498	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	503	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	19	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	811	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	829	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	20	Inf	Inf	0.0%

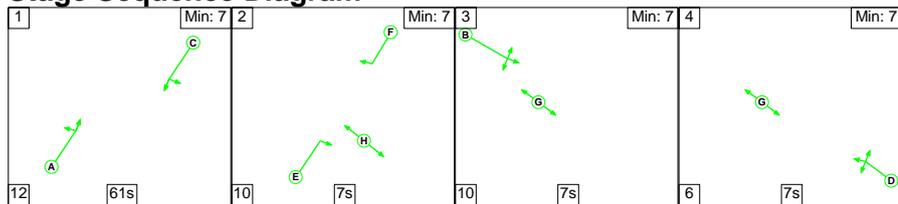
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: J2 - A430/The Gallops/Soren Larsen Way	-	-	0	0	0	16.1	5.2	0.0	21.3	-	-	-	-
A430/The Gallops/Soren Larsen Way	-	-	0	0	0	16.1	5.2	0.0	21.3	-	-	-	-
1/1	762	762	-	-	-	4.9	1.6	-	6.5	30.9	20.3	1.6	21.9
1/2	829	829	-	-	-	5.4	1.7	-	7.1	30.9	22.1	1.7	23.8
1/3	6	6	-	-	-	0.1	0.0	-	0.1	58.3	0.2	0.0	0.2
2/1	68	68	-	-	-	1.0	0.7	-	1.7	91.1	2.2	0.7	2.9
3/1	453	453	-	-	-	1.8	0.4	-	2.1	17.0	8.3	0.4	8.7
3/2	503	503	-	-	-	2.0	0.4	-	2.4	17.0	9.4	0.4	9.7
3/3	8	8	-	-	-	0.1	0.0	-	0.1	58.3	0.2	0.0	0.3
4/1	51	51	-	-	-	0.8	0.4	-	1.2	82.5	1.6	0.4	2.0
5/1	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	503	503	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	19	19	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	811	811	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	20	20	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		15.8	Total Delay for Signalled Lanes (pcuHr):		21.28	Cycle Time (s):		120		
			PRC Over All Lanes (%):		15.8	Total Delay Over All Lanes(pcuHr):		21.28					

Full Input Data And Results

Scenario 8: '2025 PM with all dev' (FG12: 'PM 2025 with CD + prop dev', Plan 1: 'Network Control Plan 1')

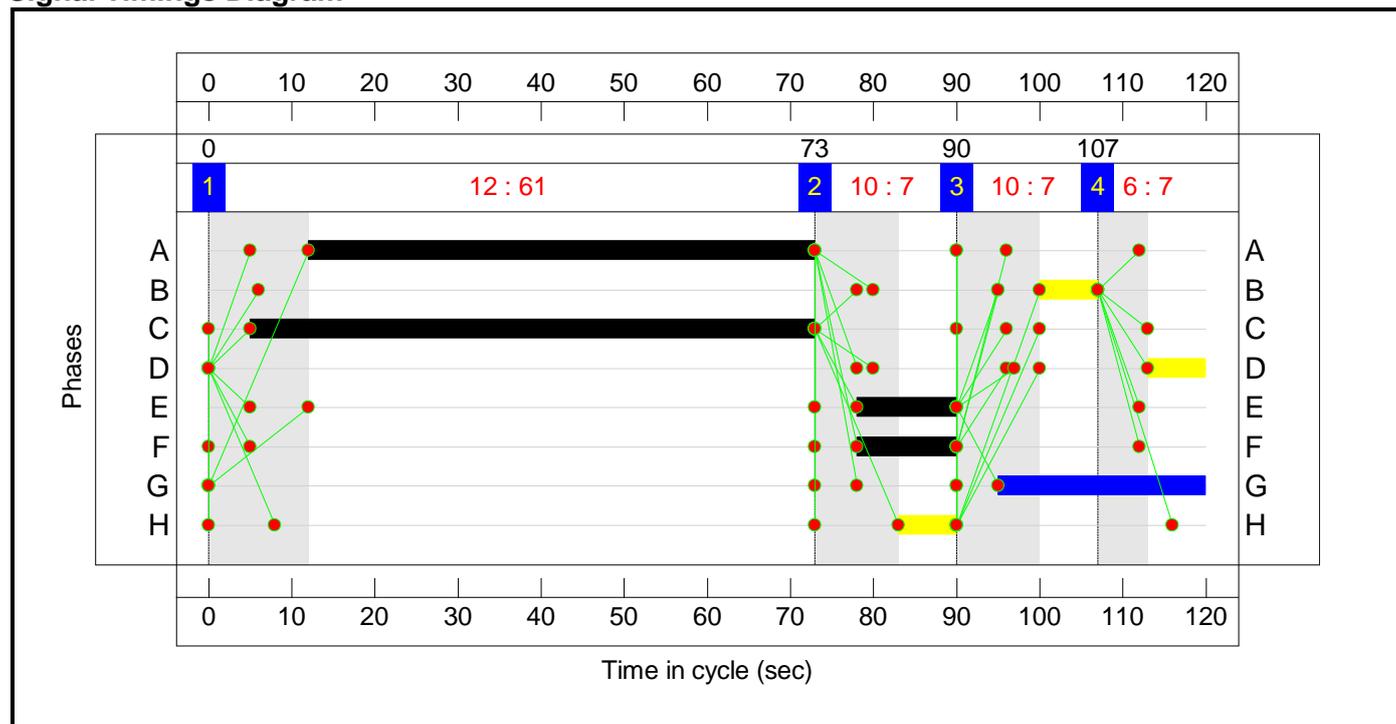
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	61	7	7	7
Change Point	0	73	90	107

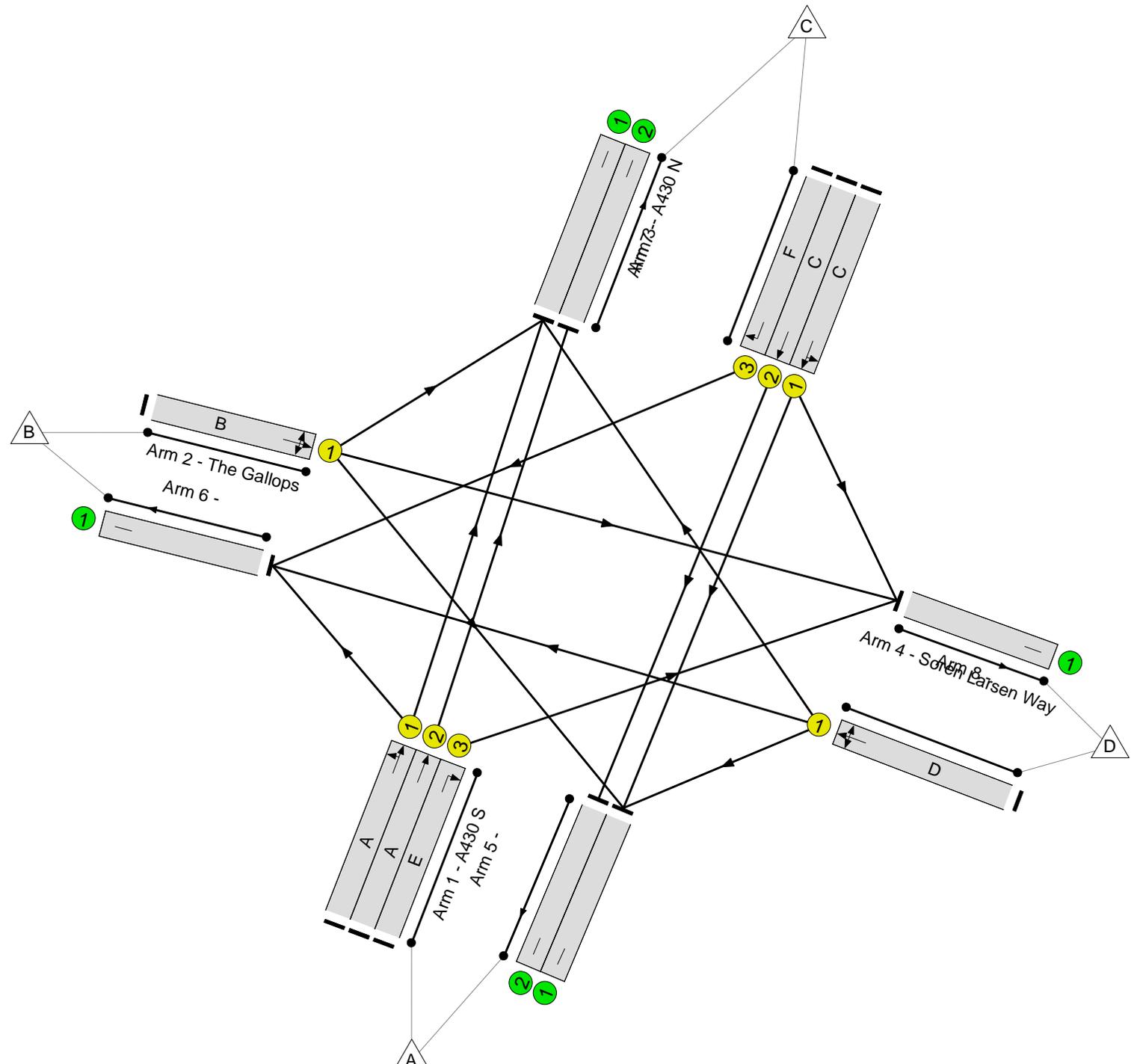
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

A430/The Gallops/Soren Larsen Way
PRC: 40.4 %
Total Traffic Delay: 18.1 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J2 - A430/The Gallops/Soren Larsen Way	-	-	N/A	-	-		-	-	-	-	-	-	64.1%
A430/The Gallops/Soren Larsen Way	-	-	N/A	-	-		-	-	-	-	-	-	64.1%
1/1	A430 S Left Ahead	U	N/A	N/A	A		1	61	-	624	1921	993	62.9%
1/2	A430 S Ahead	U	N/A	N/A	A		1	61	-	684	2065	1067	64.1%
1/3	A430 S Right	U	N/A	N/A	E		1	12	-	19	1685	183	10.4%
2/1	The Gallops Right Left Ahead	U	N/A	N/A	B		1	7	-	31	1740	116	26.7%
3/1	A430 N Ahead Left	U	N/A	N/A	C		1	68	-	569	1908	1097	51.9%
3/2	A430 N Ahead	U	N/A	N/A	C		1	68	-	628	2055	1182	53.1%
3/3	A430 N Right	U	N/A	N/A	F		1	12	-	46	1717	186	24.7%
4/1	Soren Larsen Way Left Ahead Right	U	N/A	N/A	D		1	7	-	37	1699	113	32.7%
5/1		U	N/A	N/A	-		-	-	-	576	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	628	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	60	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	648	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	684	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	42	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: J2 - A430/The Gallops/Soren Larsen Way	-	-	0	0	0	14.6	3.5	0.0	18.1	-	-	-	-
A430/The Gallops/Soren Larsen Way	-	-	0	0	0	14.6	3.5	0.0	18.1	-	-	-	-
1/1	624	624	-	-	-	3.6	0.8	-	4.4	25.6	14.7	0.8	15.6
1/2	684	684	-	-	-	4.0	0.9	-	4.9	25.6	16.3	0.9	17.2
1/3	19	19	-	-	-	0.3	0.1	-	0.3	59.3	0.6	0.1	0.6
2/1	31	31	-	-	-	0.5	0.2	-	0.6	74.3	1.0	0.2	1.2
3/1	569	569	-	-	-	2.4	0.5	-	3.0	18.8	11.4	0.5	11.9
3/2	628	628	-	-	-	2.7	0.6	-	3.3	18.9	12.7	0.6	13.3
3/3	46	46	-	-	-	0.6	0.2	-	0.8	61.9	1.4	0.2	1.6
4/1	37	37	-	-	-	0.5	0.2	-	0.8	76.9	1.2	0.2	1.4
5/1	576	576	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	628	628	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	60	60	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	684	684	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	42	42	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		40.4	Total Delay for Signalled Lanes (pcuHr):		18.11	Cycle Time (s): 120				
			PRC Over All Lanes (%):		40.4	Total Delay Over All Lanes (pcuHr):		18.11					

<h1>Junctions 8</h1>
<h2>PICADY 8 - Priority Intersection Module</h2>
Version: 8.0.6.541 [19821,26/11/2015] © Copyright TRL Limited, 2019
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Filename: prop access off hempsted lane.arc8
Path: T:\Hugh\FP101 Gloucester\LINSIG & PICADY
Report generation date: 09/12/2019 11:40:32

- » 2024 with CD + prop dev, AM
- » 2024 with CD + prop dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2024 with CD + prop dev								
Stream B-AC	0.26	9.75	0.20	A	0.09	8.55	0.08	A
Stream C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

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

"D1 - 2024 with CD + prop dev, AM " model duration: 07:30 - 09:00
 "D2 - 2024 with CD + prop dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.6.541 at 09/12/2019 11:40:29

File summary

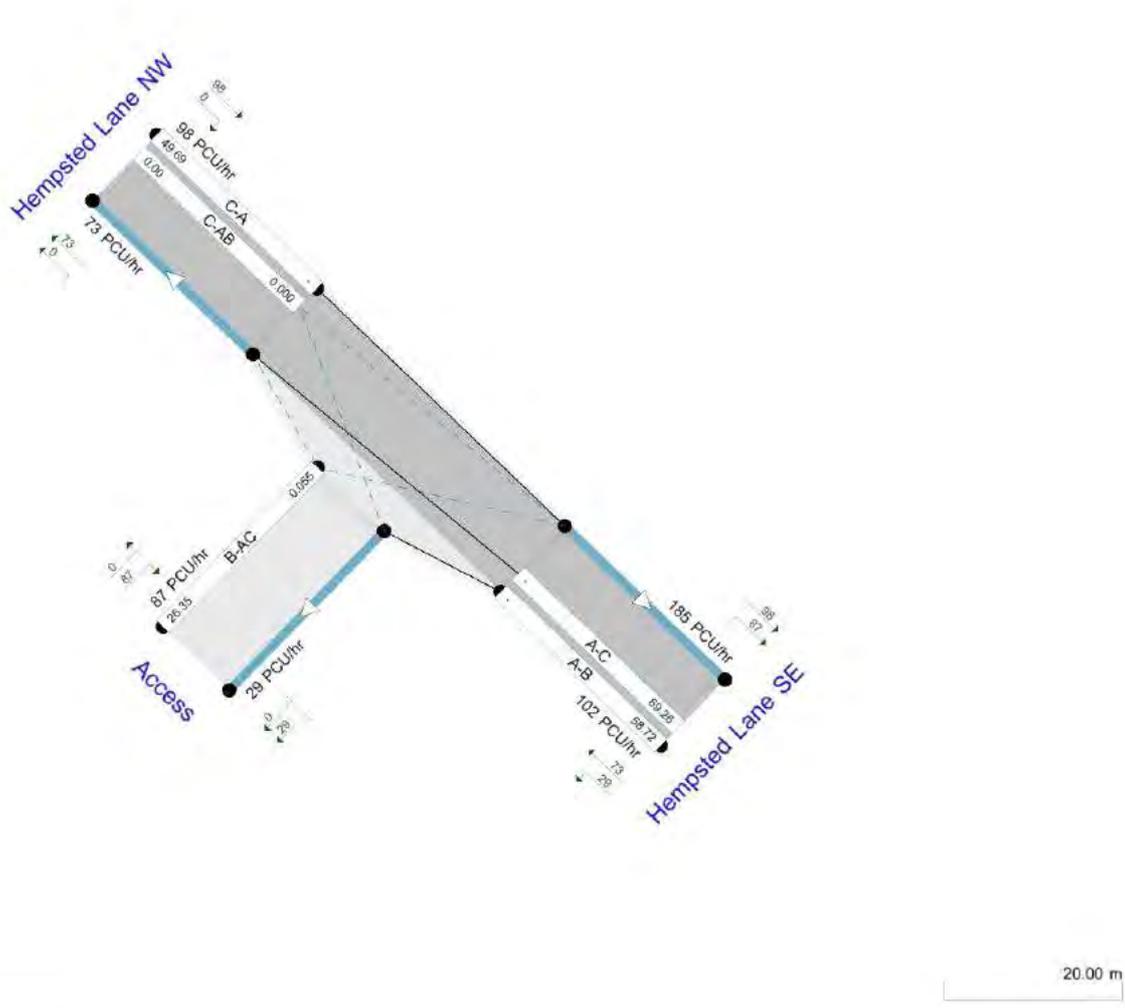
Title	Proposed Access off Hempsted Lane
Location	Hempsted, Gloucester
Site Number	
Date	31/10/2019
Version	
Status	(new file)
Identifier	
Client	Gladman Developments Limited
Jobnumber	FP101
Enumerator	SMT/HC
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Showing original traffic demand (PCU/hr)
 Streets (upstream) show Total Demand (PCU/hr); Streets (downstream) show IIFC (%)
 Time Segment: (07:30-07:45)
 Showing Analysis Set "A1" - Demand Set "D1 - 2024 with CD + prop dev, AM"

The junction diagram reflects the last run of ARCADY.

2024 with CD + prop dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2024 with CD + prop dev, AM	2024 with CD + prop dev	AM		ONE HOUR	07:30	09:00	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Access off Hempsted Lane	T-Junction	Two-way	A,B,C	9.75	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Hempsted Lane SE	A	Hempsted Lane SE		Major
Access	B	Access		Minor
Hempsted Lane NW	C	Hempsted Lane NW		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Hempsted Lane NW	6.00		0.00		2.20	80.00	✓	0.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Access	One lane	3.00										40	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	510.248	0.093	0.235	0.148	0.336
1	B-C	649.118	0.100	0.252	-	-
1	C-B	620.292	0.240	0.240	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Hempsted Lane SE	ONE HOUR	✓	102.00	100.000
Access	ONE HOUR	✓	87.00	100.000
Hempsted Lane NW	ONE HOUR	✓	98.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Access off Hempsted Lane (for whole period)

		To		
		Hempsted Lane SE	Access	Hempsted Lane NW
From	Hempsted Lane SE	0.000	29.000	73.000
	Access	87.000	0.000	0.000
	Hempsted Lane NW	98.000	0.000	0.000

Turning Proportions (PCU) - Access off Hempsted Lane (for whole period)

		To		
		Hempsted Lane SE	Access	Hempsted Lane NW
From	Hempsted Lane SE	0.00	0.28	0.72
	Access	1.00	0.00	0.00
	Hempsted Lane NW	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Access off Hempsted Lane (for whole period)

		To		
		Hempsted Lane SE	Access	Hempsted Lane NW
From	Hempsted Lane SE	1.000	1.020	1.038
	Access	1.020	1.000	1.020
	Hempsted Lane NW	1.000	1.020	1.000

Heavy Vehicle Percentages - Access off Hempsted Lane (for whole period)

		To		
From		Hempsted Lane SE	Access	Hempsted Lane NW
	Hempsted Lane SE	0.0	2.0	3.8
	Access	2.0	0.0	2.0
	Hempsted Lane NW	0.0	2.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.20	9.75	0.26	A
C-AB	0.00	0.00	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

2024 with CD + prop dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2024 with CD + prop dev, PM	2024 with CD + prop dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Access off Hempsted Lane	T-Junction	Two-way	A,B,C	8.55	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Hempsted Lane SE	A	Hempsted Lane SE		Major
Access	B	Access		Minor
Hempsted Lane NW	C	Hempsted Lane NW		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Hempsted Lane NW	6.00		0.00		2.20	80.00	✓	0.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Access	One lane	3.00										40	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	510.248	0.093	0.235	0.148	0.336
1	B-C	649.118	0.100	0.252	-	-
1	C-B	620.292	0.240	0.240	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Hempsted Lane SE	ONE HOUR	✓	170.00	100.000
Access	ONE HOUR	✓	35.00	100.000
Hempsted Lane NW	ONE HOUR	✓	66.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Access off Hempsted Lane (for whole period)

		To		
		Hempsted Lane SE	Access	Hempsted Lane NW
From	Hempsted Lane SE	0.000	78.000	92.000
	Access	35.000	0.000	0.000
	Hempsted Lane NW	66.000	0.000	0.000

Turning Proportions (PCU) - Access off Hempsted Lane (for whole period)

		To		
		Hempsted Lane SE	Access	Hempsted Lane NW
From	Hempsted Lane SE	0.00	0.46	0.54
	Access	1.00	0.00	0.00
	Hempsted Lane NW	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Access off Hempsted Lane (for whole period)

		To		
		Hempsted Lane SE	Access	Hempsted Lane NW
From	Hempsted Lane SE	1.000	1.020	1.018
	Access	1.020	1.000	1.020
	Hempsted Lane NW	1.000	1.020	1.000

Heavy Vehicle Percentages - Access off Hempsted Lane (for whole period)

		To		
		Hempsted Lane SE	Access	Hempsted Lane NW
From	Hempsted Lane SE	0.0	2.0	1.8
	Access	2.0	0.0	2.0
	Hempsted Lane NW	0.0	2.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	8.55	0.09	A
C-AB	0.00	0.00	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Junctions 8
PICADY 8 - Priority Intersection Module
Version: 8.0.6.541 [19821,26/11/2015] © Copyright TRL Limited, 2019
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
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Filename: prop access off hempsted lane.arc8
Path: T:\Hugh\FP101 Gloucester\LINSIG & PICADY
Report generation date: 09/12/2019 11:40:32

- » 2024 with CD + prop dev, AM
- » 2024 with CD + prop dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2024 with CD + prop dev								
Stream B-AC	0.26	9.75	0.20	A	0.09	8.55	0.08	A
Stream C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

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

"D1 - 2024 with CD + prop dev, AM " model duration: 07:30 - 09:00
 "D2 - 2024 with CD + prop dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.6.541 at 09/12/2019 11:40:29

File summary

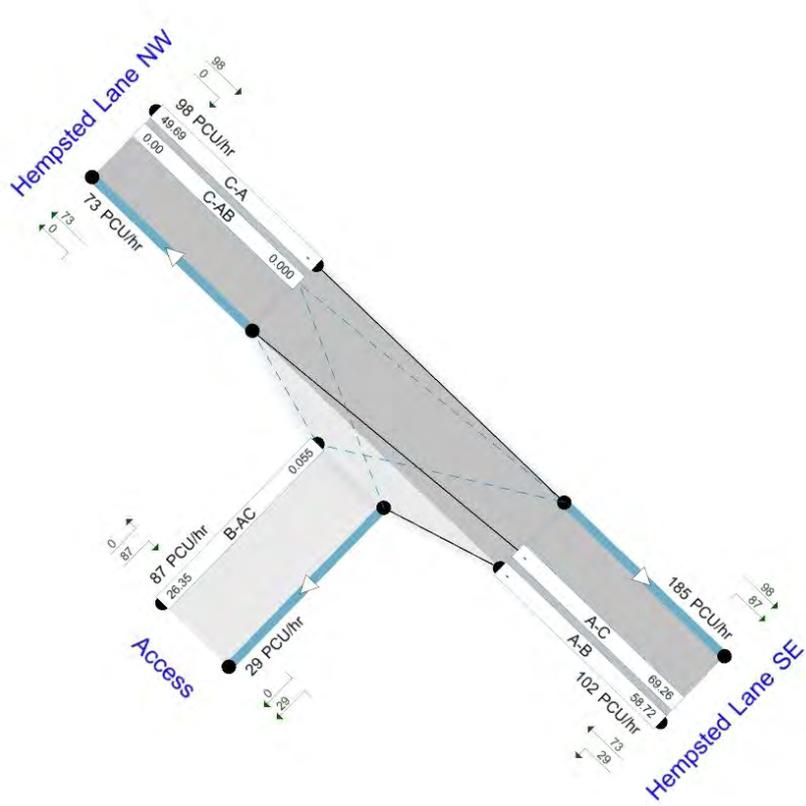
Title	Proposed Access off Hempsted Lane
Location	Hempsted, Gloucester
Site Number	
Date	31/10/2019
Version	
Status	(new file)
Identifier	
Client	Gladman Developments Limited
Jobnumber	FP101
Enumerator	SMT/HC
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Showing original traffic demand (PCU/hr).
 Streams (upstreams) show Total Demand (PCU/hr); Streams (downstreams) show RFC (i)
 Time Segment: (07:30-07:45)
 Showing Analysis Set 'A1 - '; Demand Set 'D1 - 2024 with CD + prop dev, AM'

The junction diagram reflects the last run of ARCADY.

2024 with CD + prop dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2024 with CD + prop dev, AM	2024 with CD + prop dev	AM		ONE HOUR	07:30	09:00	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Access off Hempsted Lane	T-Junction	Two-way	A,B,C	9.75	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Hempsted Lane SE	A	Hempsted Lane SE		Major
Access	B	Access		Minor
Hempsted Lane NW	C	Hempsted Lane NW		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Hempsted Lane NW	6.00		0.00		2.20	80.00	✓	0.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Access	One lane	3.00										40	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	510.248	0.093	0.235	0.148	0.336
1	B-C	649.118	0.100	0.252	-	-
1	C-B	620.292	0.240	0.240	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Hempsted Lane SE	ONE HOUR	✓	102.00	100.000
Access	ONE HOUR	✓	87.00	100.000
Hempsted Lane NW	ONE HOUR	✓	98.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Access off Hempsted Lane (for whole period)

		To		
		Hempsted Lane SE	Access	Hempsted Lane NW
From	Hempsted Lane SE	0.000	29.000	73.000
	Access	87.000	0.000	0.000
	Hempsted Lane NW	98.000	0.000	0.000

Turning Proportions (PCU) - Access off Hempsted Lane (for whole period)

		To		
		Hempsted Lane SE	Access	Hempsted Lane NW
From	Hempsted Lane SE	0.00	0.28	0.72
	Access	1.00	0.00	0.00
	Hempsted Lane NW	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Access off Hempsted Lane (for whole period)

		To		
		Hempsted Lane SE	Access	Hempsted Lane NW
From	Hempsted Lane SE	1.000	1.020	1.038
	Access	1.020	1.000	1.020
	Hempsted Lane NW	1.000	1.020	1.000

Heavy Vehicle Percentages - Access off Hempsted Lane (for whole period)

		To		
From		Hempsted Lane SE	Access	Hempsted Lane NW
	Hempsted Lane SE	0.0	2.0	3.8
	Access	2.0	0.0	2.0
	Hempsted Lane NW	0.0	2.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.20	9.75	0.26	A
C-AB	0.00	0.00	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

2024 with CD + prop dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2024 with CD + prop dev, PM	2024 with CD + prop dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Access off Hempsted Lane	T-Junction	Two-way	A,B,C	8.55	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Hempsted Lane SE	A	Hempsted Lane SE		Major
Access	B	Access		Minor
Hempsted Lane NW	C	Hempsted Lane NW		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Hempsted Lane NW	6.00		0.00		2.20	80.00	✓	0.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Access	One lane	3.00										40	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	510.248	0.093	0.235	0.148	0.336
1	B-C	649.118	0.100	0.252	-	-
1	C-B	620.292	0.240	0.240	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Hempsted Lane SE	ONE HOUR	✓	170.00	100.000
Access	ONE HOUR	✓	35.00	100.000
Hempsted Lane NW	ONE HOUR	✓	66.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Access off Hempsted Lane (for whole period)

		To		
		Hempsted Lane SE	Access	Hempsted Lane NW
From	Hempsted Lane SE	0.000	78.000	92.000
	Access	35.000	0.000	0.000
	Hempsted Lane NW	66.000	0.000	0.000

Turning Proportions (PCU) - Access off Hempsted Lane (for whole period)

		To		
		Hempsted Lane SE	Access	Hempsted Lane NW
From	Hempsted Lane SE	0.00	0.46	0.54
	Access	1.00	0.00	0.00
	Hempsted Lane NW	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Access off Hempsted Lane (for whole period)

		To		
		Hempsted Lane SE	Access	Hempsted Lane NW
From	Hempsted Lane SE	1.000	1.020	1.018
	Access	1.020	1.000	1.020
	Hempsted Lane NW	1.000	1.020	1.000

Heavy Vehicle Percentages - Access off Hempsted Lane (for whole period)

		To		
		Hempsted Lane SE	Access	Hempsted Lane NW
From	Hempsted Lane SE	0.0	2.0	1.8
	Access	2.0	0.0	2.0
	Hempsted Lane NW	0.0	2.0	0.0

Results

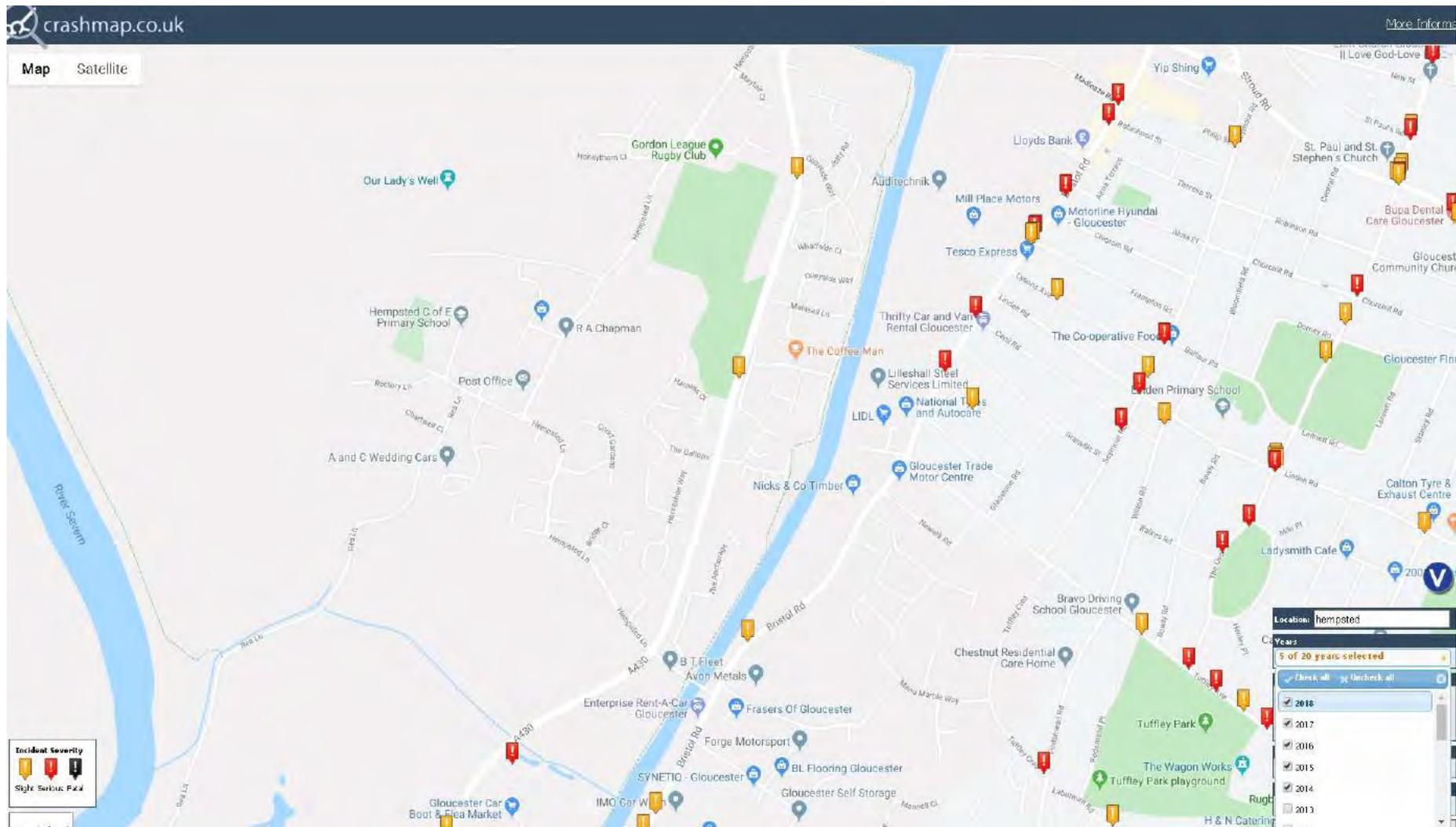
Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	8.55	0.09	A
C-AB	0.00	0.00	0.00	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Appendix 9

Traffic Accident Data

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HEMPSTED, GLOUCSTER – ACCIDENT PLOT 01/01/2014 – 31/12/2018

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