

DEPARTMENT OF TRANSPORT

NORTH CIRCULAR RD

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STCS ROOM A629 DEPT OF TRANSPORT ROMNEY HOUSE LONDON

REGION: GREATER LONDON

LOCAL AUTHORITY: BARNET

M1 MOTORWAY →
HENDON WAY

ROAD: A406 CLASS: TRUNK BUILT-UP

ROAD LINK BETWEEN NODES (JUNCTIONS) LOCATED AT OS GRID REF 52351880 AND 52281876
(OTp NODE NOS 50902111 50902112)

(M1-A41)

LINK LENGTH: .9KM CARRIAGEWAYS: 2 LANES: X SPEED LIMIT 40 MPH

	PEDAL CYCLES	MOTOR CYCLES	CARS AND TAXIS	BUS AND COACH	LIGHT GOODS VEHS	OTHER GOODS VEHICLES								ALL MOTOR VEHS	OGV %
						RIGID 2 AX	RIGID 3 AX	RIGID 4+ AX	ARTIC 3 AX	ARTIC 4 AX	ARTIC 5+ AX	TOTAL OGV			
OBSERVED 12 HR FLOW (7AM-7PM)	80	1425	46500	300	7075	3890	270	310	320	1360	90	6220	61500	10.1	
ESTIMATED ANNUAL AVERAGE FLOW 1981															
AV. DAILY (7) 24HR FLOW	30	2125	63400	375	6550	3070	200	260	370	1130	30	5150	77600	6.6	
COEFFICIENT OF VARIATION	41%	33%	16%	28%	17%	21%	34%	34%	69%	41%	41%	20%	19%		
AV. WEEKDAY(5) 12HR FLOW (7AM-7PM)	70	1575	48000	325	6925	3660	240	330	400	1330	90	6040	62900	9.6	
COEFFICIENT OF VARIATION	44%	29%	17%	27%	17%	22%	31%	33%	60%	42%	42%	20%	17%		
AV. WEEKDAY(5) 24HR FLOW	80	1975	61400	400	7775	3970	270	340	470	1570	100	6720	78300	8.5	
COEFFICIENT OF VARIATION	40%	30%	13%	28%	17%	21%	33%	32%	67%	41%	41%	19%	17%		
ESTIMATED ANNUAL AVERAGE FLOW 1986															
AV. DAILY (7) 24HR FLOW	80	1750	74300	475	7550	3190	190	390	230	1090	730	5370	90500	6.5	
COEFFICIENT OF VARIATION	49%	33%	19%	32%	21%	25%	43%	47%	76%	52%	52%	33%	21%		
AV. WEEKDAY(5) 12HR FLOW (7AM-7PM)	70	1300	56600	425	8000	3790	230	500	250	1240	870	6830	73200	9.4	
COEFFICIENT OF VARIATION	52%	34%	20%	31%	22%	25%	41%	46%	68%	53%	53%	34%	19%		
AV. WEEKDAY(5) 24HR FLOW	80	1625	72500	500	8950	4120	250	510	300	1450	1020	7660	91200	8.4	
COEFFICIENT OF VARIATION	49%	36%	20%	32%	22%	24%	42%	46%	75%	52%	52%	33%	20%		

THESE FLOWS HAVE BEEN CALCULATED FROM THE FOLLOWING DATA

ROTATING CENSUS COUNT AT OS GRID REF 52331877 ON WEDNESDAY 07/10/81 (CENSUS POINT NO 27087)

WARNING: THE 1981 ESTIMATE HAS BEEN SCALED FROM THE EARLIER COUNT:
NATIONAL SCALING FACTORS HAVE BEEN USED: THEY DO NOT NECESSARILY REFLECT LOCAL CIRCUMSTANCES

NOTE: ALL ESTIMATED FLOWS HAVE BEEN INDIVIDUALLY ROUNDED
THUS TOTALS FOR ALL MOTOR VEHICLES OR OTHER GOODS VEHICLES
MAY NOT ALWAYS BE THE SUM OF THE SEPARATE VEHICLE CLASSES