APPENDIX H1

OCC EMAIL CORRESPONDENCE & HIGHWAY PACKAGE MAP

James Parker

From: Nichols, Chris - Oxfordshire County Council [redacted]
Sent: 21 July 2022 12:21
To: James Parker; White, Joy - Oxfordshire County Council
Cc: Andrew Lewis
Subject: RE: Heyford Park North

Hi James,

That's good to hear, thanks.

Chris

From: James Parker [redacted]
Sent: 21 July 2022 08:44
To: Nichols, Chris - Oxfordshire County Council [redacted]; White, Joy - Oxfordshire County Council [redacted]
Cc: Andrew Lewis [redacted]
Subject: RE: Heyford Park North

Hi Chris,

I've spoken to my clients (Richborough and Lonestar) who have confirmed that the contributions set out below are acceptable.

Regards,

James Parker
Director
DD. [redacted] **M.** [redacted] **W.** www.hubtransportplanning.co.uk

hub
TRANSPORT PLANNING LTD

From: Nichols, Chris - Oxfordshire County Council [redacted]
Sent: 20 July 2022 14:12

To: James Parker [redacted]; White, Joy - Oxfordshire County Council [redacted]
Cc: Andrew Lewis [redacted]
Subject: RE: Heyford Park North
Importance: High

Hello James,

Please accept my apologies for the delay in replying to you. We have been waiting for the contributions from the adjacent Pye Homes site (15/01357/F) to be finalised since these form the pro rata basis for the contributions from your client's site.

The required contributions are set out below.

Item	**Amount £**
Highway works. As set out on the County's response of 20 May 2022.	1,820,675
Cycle route	90,075
Middleton Stoney	107,488
Village traffic calming	52,959
Safety improvements 1	7,164
Safety improvements 2	7,714
M40, J10	358,260
Local weight restriction	6,368
Total	**2,450,702**

At some point these contributions may be reduced but this can not be done until the Section 106 agreements for the other sites are actually secured.

The general principle of justification for these contributions is that the development should contribute to the Policy Villages 5 mitigation strategy.

Hope this helps. Please do not hesitate to contact me if you have any queries

Best regards,

Chris

Chris Nichols
Transport Development Control
Oxfordshire County Council
[redacted]


Middle Aston House
Steeple Aston
Upper Heyford
Lower Heyford
Heyford House
Caulcott
Stoke Lyne
A
B
C
D
E
F
G
H
I
J
K

APPENDIX H2

EMAIL CORRESPONDENCE WITH MR FRISBY

From:	James Parker
To:	David Frisby
Cc:	Matthew Fitchett; Chris Holdup; Ben Fairgrieve
Subject:	RE: Appeal REF: AAP/C3015/W/23/3326762: Richborough Estates
Date:	06 October 2023 16:02:00
Attachments:	image002.png image003.png image004.png image005.png image006.png image007.png

Hi David.

Many thanks for your email below.

I have responded to each point in turn (in red).

Happy to discuss further as and when required.

Regards,

James Parker
Director
DD. [redacted] **M.** [redacted] **W.** www.hubtransportplanning.co.uk

TRANSPORT PLANNING LTD

From: David Frisby [redacted]
Sent: Wednesday, October 4, 2023 1:05 PM
To: James Parker [redacted]
Cc: Matthew Fitchett [redacted]; Chris Holdup [redacted] Ben Fairgrieve [redacted]
Subject: Re: Appeal REF: AAP/C3015/W/23/3326762: Richborough Estates

Dear James,

Good to hear from you.

Yes, I agree; and you will recall that I suggested that we meet after the CMC during our telephone call on Monday afternoon.
However, in advance of a meeting could you please clarify the following points that you alluded to on our call please?

- The Appellant was committed to providing S106 contributions to mitigate the transportation impacts of their development.
  Yes, that's correct and this is the position that we agreed with OCC
- That Hub Transport Planning were currently preparing analysis that assesses the Appellants site in the absence of assumed Dorchester mitigation.
  Yes, that's correct
- We would expect you to have reviewed the junctions where Dorchester have an impact (for ease please see the attached junction locations highlighted in red) and be assessing those for completeness.
  We are assessing the junctions where our development has (or we consider might have) an impact based on the manual assignment of traffic across the network (rather than the BTM)
- If this modelling exercise has now been concluded?
  Not as yet, this work is ongoing
- If mitigation has been identified, how many units will trigger such mitigation.
  We haven't identified mitigation as yet, as the work is ongoing, as per above
- That this work will form the basis of additional S106 commitments over and above those already identified by County (if necessary)?
  No, as I didn't allude to this in our chat on Monday – what I advised you was that our analysis would inform timings/trigger points for our agreed S106 commitments with OCC
- That you able to share the analysis and the outcome/results with mode please; this will assist in the preparation of a HSoCG
  The analysis will be included within my evidence for the Appeal; there will be plenty of time between the exchange of evidence and the Inquiry to prepare and agree a HSoCG between us.

I could possibly make a meeting tomorrow afternoon at our offices in Birmingham, if I can get clarity on the above in advance, please.

I look forward to hearing from you at your earliest convenience.

Kind regards,

David

David Frisby BEng (CEng) FCIHT
Director

[redacted]
[redacted]
[redacted]

www.modetransport.co.uk

mode transport planning
Butler House, 177-178 Tottenham Court Road, London W1T 7NY

keep up with mode:

From: James Parker [redacted]
Date: Wednesday, 4 October 2023 at 12:10
To: David Frisby [redacted]
Subject: RE: Appeal REF: AAP/C3015/W/23/3326762: Richborough Estates

Hi David,

Further to the CMC this morning, can you confirm availability to meet and discuss the highway assessment work, SoCG, etc?

Based on our initial discussion earlier this week, I hope you will agree that we need to get this addressed ASAP.

I'm available tomorrow from lunchtime onwards, Friday PM this week or Monday AM, Tues mid-morning onwards, Thurs all day next week; however, I'd rather get this discussed and matters agreed between us (where possible of course) as soon as we can, so would prefer tomorrow or Friday please.

Happy to do it either here or at your office, really don't mind.

I look forward to hearing from you.

Regards,

James Parker
Director
DD. [redacted] **M.** [redacted] **W.** www.hubtransportplanning.co.uk

hub
TRANSPORT PLANNING LTD

From: David Frisby [redacted]
Sent: Monday, October 2, 2023 1:44 PM
To: James Parker [redacted]
Subject: Appeal REF: AAP/C3015/W/23/3326762: Richborough Estates

Dear James

Are you around for short 15minute chat today about the Richborough/Lonestar Appeal please.

Paul Tucker KC has requested that I contact you today (or whoever at hub is leading the case for RE) as a matter of urgency in advance of CMC with the Inspector on Wednesday morning.

Kind regards,

David

David Frisby BEng (CEng) FCIHT
Director

[redacted]
[redacted]
[redacted]

www.modetransport.co.uk

mode transport planning
Butler House, 177-178 Tottenham Court Road, London W1T 7NY

keep up with mode:

From:	James Parker
To:	David Frisby
Cc:	Henry Gouldbourne; Matthew Fitchett
Subject:	RE: Heyford Park - Modelling Parameters
Date:	01 November 2023 10:13:00
Attachments:	B4030-B430 Ardley Road Signals (Middleton Stoney).docx image002.png image003.png image004.png image005.png image006.png image007.png image010.png

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Hi David,

Apologies, that was just my error in not renaming the results tables at the top – those are the results for the Middleton Stoney junction, but I've updated the title and it's attached again for ease.

Regards,

James Parker
Director
DD. [redacted] **M.** [redacted] **W.** www.hubtransportplanning.co.uk

---

From: David Frisby [redacted]
Sent: Wednesday, November 1, 2023 10:07 AM
To: James Parker [redacted]
Cc: Henry Gouldbourne [redacted] Matthew Fitchett [redacted]
Subject: Re: Heyford Park - Modelling Parameters

Hope you had a nice day off James

Is there analysis of Junction 8 – B4030/B430 Middleton Stoney?

As the file name that says that actually is for J17 (Hopcroft Holt) I believe, but I could be wrong ?

Kind regards,

David

David Frisby BEng (CEng) FCIHT
Director

[redacted]
[redacted]
[redacted]
www.modetransport.co.uk

mode transport planning
Butler House, 177-178 Tottenham Court Road, London W1T 7NY

keep up with mode:

From: James Parker [redacted]
Date: Monday, 30 October 2023 at 15:41
To: David Frisby [redacted] 'Reuben' [redacted], Andy [redacted]>, James Bradshaw [redacted]>, Marc Wilson <[redacted]>, Katie Saunders <[redacted]>
Cc: Matthew Fitchett [redacted]>, Chris Holdup [redacted]>, Gavin Angell [redacted], Neil Cottrell <[redacted]>, Simon Fry [redacted]>, Ben Fairgrieve [redacted]
Subject: RE: Heyford Park - Modelling Parameters

Hi David,

The results tables for the additional assessments are attached.

I have also attached the Stage 1 RSA with our Designer's Response, plus an additional letter from the auditor regarding the consented traffic-calming feature on Camp Road (and our response to that), along with our updated drawings.

I am on annual leave tomorrow, but back in on Wednesday.

Regards,

James Parker
Director
DD. [redacted] **M.** [redacted] **W.** www.hubtransportplanning.co.uk

---

From: David Frisby <[redacted]>
Sent: Monday, October 30, 2023 9:42 AM
To: James Parker <[redacted]>; 'Reuben' <[redacted]>; Andy <[redacted]>; James Bradshaw <[redacted]>; Marc Wilson <[redacted]>; Katie Saunders [redacted]
Cc: Matthew Fitchett <[redacted]>; Chris Holdup [redacted]>; Gavin Angell [redacted]; Neil Cottrell [redacted]>; Simon Fry [redacted]>; Ben Fairgrieve <[redacted]>
Subject: Re: Heyford Park - Modelling Parameters

Dear James

I trust you are well.

Is there any update on the transportation information being made available please?

Kind regards,

David

David Frisby BEng (CEng) FCIHT
Director

[redacted]
[redacted]
[redacted]

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Butler House, 177-178 Tottenham Court Road, London W1T 7NY

keep up with mode:

From: James Parker <[redacted]
Date: Friday, 27 October 2023 at 08:55
To: David Frisby [redacted], 'Reuben' [redacted], Andy [redacted] James Bradshaw [redacted], Marc Wilson [redacted], Katie Saunders [redacted]
Cc: Matthew Fitchett [redacted], Chris Holdup [redacted] Gavin Angell [redacted] Neil Cottrell <[redacted], Simon Fry [redacted], Ben Fairgrieve <[redacted]
Subject: RE: Heyford Park - Modelling Parameters

Hi David,

Yes, we have had a Stage 1 RSA commissioned for the access junction.

Regards,

James Parker
Director
DD. [redacted] **M.** [redacted] **W.** www.hubtransportplanning.co.uk

hub
TRANSPORT PLANNING LTD

From: David Frisby [redacted]
Sent: Thursday, October 26, 2023 3:50 PM
To: James Parker <[redacted]>; 'Reuben' [redacted]>; Andy <[redacted]>; James Bradshaw [redacted]; Marc Wilson <[redacted]; Katie

Saunders <[redacted]>
Cc: Matthew Fitchett [redacted]>; Chris Holdup <[redacted]>; Gavin Angell [redacted]>; Neil Cottrell <[redacted]>; Simon Fry [redacted]>; Ben Fairgrieve <[redacted]>
Subject: Re: Heyford Park - Modelling Parameters

Thank you James

Will that include the RSA on access too?

Kind regards,

David

David Frisby BEng (CEng) FCIHT
Director

[redacted]
[redacted]
[redacted]
www.modetransport.co.uk

mode transport planning
Butler House, 177-178 Tottenham Court Road, London W1T 7NY

keep up with mode:

From: James Parker [redacted]k>
Date: Wednesday, 25 October 2023 at 14:30
To: David Frisby [redacted]>, 'Reuben' <[redacted]>, Andy <[redacted]>, James Bradshaw [redacted], Marc Wilson [redacted], Katie Saunders [redacted]>
Cc: Matthew Fitchett [redacted], Chris Holdup [redacted]>, Gavin Angell [redacted]>, Neil Cottrell [redacted]>, Simon Fry [redacted]>, Ben Fairgrieve <[redacted]>
Subject: RE: Heyford Park - Modelling Parameters

Hi David,

I will hopefully be in a position to finalise the modelling by close of play Friday and can provide you with an update then, if that's OK?

Regards,

James Parker
Director
DD. [redacted] **M.** [redacted] **W.** www.hubtransportplanning.co.uk

hub
TRANSPORT PLANNING LTD

From: David Frisby [redacted]>
Sent: Wednesday, October 25, 2023 9:56 AM
To: James Parker [redacted]>; 'Reuben' [redacted]>; Andy [redacted]>; James Bradshaw [redacted]>; Marc Wilson [redacted]>; Katie Saunders [redacted]
Cc: Matthew Fitchett <[redacted]>; Chris Holdup [redacted]>; Gavin Angell [redacted]>; Neil Cottrell <[redacted] Simon Fry [redacted]>; Ben Fairgrieve [redacted]>
Subject: Re: Heyford Park - Modelling Parameters

Dear James,

How are things progressing please; it would be useful to get an update on the new junction capacity assessments in advance of exchange of evidence, with a view of hopefully reaching common ground.

I look forward to hearing from you in due course.

Kind regards,

David

David Frisby BEng (CEng) FCIHT
Director

[redacted]
[redacted]
[redacted]

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mode transport planning
Butler House, 177-178 Tottenham Court Road, London W1T 7NY

keep up with mode:

From: James Parker [redacted]
Date: Monday, 16 October 2023 at 16:51
To: David Frisby <[redacted]>, Ben Fairgrieve [redacted]>, 'Reuben' <[redacted]>, Andy <[redacted]>, James Bradshaw [redacted] Marc Wilson [redacted]>, Katie Saunders [redacted]>
Cc: Matthew Fitchett <[redacted]>, Chris Holdup <[redacted], Gavin Angell [redacted]>, Neil Cottrell <[redacted]>, Simon Fry <[redacted]>
Subject: RE: Heyford Park - Modelling Parameters

Hi David,

Many thanks.

The vast majority of those junctions have already been assessed cumulatively with the Dorchester/committed traffic within the BTM.

However, yes, I will model those that weren't previously modelled in the 2031 Ref Case + Dev scenario in the TA (i.e. with DL and Richborough/Lonestar) – those being J1 (B430/M40 slip), J4 (Baynards Green), J17 (Hopcrofts Holt) and J25 (B430/Ardley signals) from your junction comparison plan.

Regards,

James Parker
Director
DD. [redacted] **M.** [redacted] **W.** www.hubtransportplanning.co.uk

hub
TRANSPORT PLANNING LTD

From: David Frisby [redacted]
Sent: Monday, October 16, 2023 4:07 PM
To: Ben Fairgrieve [redacted]>; James Parker [redacted]>; 'Reuben' [redacted]>; Andy [redacted]>; James Bradshaw [redacted]>; Marc Wilson <[redacted]>; Katie Saunders [redacted]>
Cc: Matthew Fitchett [redacted]; Chris Holdup [redacted]; Gavin Angell <[redacted]>; Neil Cottrell <[redacted]>; Simon Fry [redacted]
Subject: Re: Heyford Park - Modelling Parameters

Dear James,

Thank you. This seems a sensible starting point to identify triggers in advance of DL mitigation schemes being delivered.
Are you also intending to assess the same junctions cumulatively with DL and Richborough seem also?

Kind regards,

David

David Frisby BEng (CEng) FCIHT
Director

[redacted]
[redacted]
[redacted]

www.modetransport.co.uk

mode transport planning
Butler House, 177-178 Tottenham Court Road, London W1T 7NY

From: James Parker [redacted]
Date: Monday, 16 October 2023 at 09:27
To: David Frisby [redacted]

Cc: 'Reuben' [redacted] Andy [redacted]>, James Bradshaw [redacted], Marc Wilson [redacted]>, Katie Saunders [redacted]
Subject: RE: Heyford Park - Modelling Parameters

Hi David,

Are you able to provide an update on (or agreement to) the modelling parameters note which was prepared following our discussion at the meeting last week?

I set it out in line with the conversation at the meeting, but please let me know if there are any issues.

Regards,

James Parker
Director
DD. [redacted] **M.** [redacted] **W.** www.hubtransportplanning.co.uk

hub
TRANSPORT PLANNING LTD

From: James Parker
Sent: Friday, October 13, 2023 11:01 AM
To: David Frisby [redacted]
Cc: 'Reuben' [redacted] Andy [redacted]>; James Bradshaw [redacted]>; Marc Wilson <[redacted]>; Katie Saunders <[redacted]
Subject: Heyford Park - Modelling Parameters

David,

Many thanks for the meeting yesterday morning.

I've attached a Technical Note that sets out our proposed modelling parameters, as we discussed.

If you could confirm that the attached is acceptable, we can progress with the assessment work on this agreed basis.

Regards,

James Parker
Director
DD. [redacted] . [redacted] **W.** www.hubtransportplanning.co.uk

APPENDIX H3

EXTRACT OF PBA TA REPORT FOR HEYFORD PARK (APP REF. 18/00825/HYBRID)

7 Proportional Impact Analysis

7.1 Introduction

7.1.1 The proportional impact of the development on the junctions within the study network, identified in **Section 6.3**, is demonstrated in the tables below. Any junction at which the development is considered to have a significant impact required further capacity testing. It was considered that junctions with an increase in flows due to the development of 10% on a single arm, or an increase in flows of 5% on the junction as a whole, required further capacity testing. This approach was agreed with OCC at a meeting on the 11th May 2017. The arms and junction totals that exceed these thresholds have been shown in red in the tables below, highlighting the need for further capacity testing.

7.2 Junction Impacts

Junction 2a - M40 Junction 10 Southbound Offslip / A43 Roundabout

7.2.1 **Table 7.1** details the proportional impact of the development on Junction 2a when compared to 2031 reference case flows.

Table 7.1: Proportional Impact on Junction 2a - M40 J10 Southbound Offslip / A43 Roundabout

	2016		2031 Ref. Case		2031 Test Case			
	AM	PM	AM	PM	AM		PM	
					Flow	% diff	Flow	% diff
A43 (E)	1,601	1,289	1,930	1,578	2,119	10%	1,677	6%
A43 (S)	1,094	1,617	1,314	1,896	1,439	9%	2,085	10%
M40 Offslip	495	435	667	530	780	17%	607	15%
Total	**3,190**	**3,341**	**3,910**	**4,004**	**4,338**	**11%**	**4,369**	**9%**

Junction 2b - M40 Junction 10 Southbound Onslip / A43 / Services Junction

7.2.2 **Table 7.2** details the proportional impact of the development on Junction 2b when compared to 2031 reference case flows.

Table 7.2: Proportional Impact on Junction 2b – M40 J10 Southbound Onslip / A43 / Services

	2016		2031 Ref. Case		2031 Test Case			
	AM	PM	AM	PM	AM		PM	
					Flow	% diff	Flow	% diff
A43 (N)	1941	1602	2405	1967	2707	13%	2143	9%
Services	430	415	494	478	494	0%	478	0%
A43 (W)	1266	1725	1530	2032	1701	11%	2260	11%
Total	**3,637**	**3,742**	**4,428**	**4,477**	**4,902**	**11%**	**4,881**	**9%**

Junction 2c - M40 Junction 10 Northbound slips / A43 / B430 (Ardley) Roundabout

7.2.3 **Table 7.3** details the proportional impact of the development on Junction 2c when compared to 2031 reference case flows.

Table 7.3: Proportional Impact on Junction 2c - M40 J10 N/B slips / A43 / B430 (Ardley) Rbt

	2016		2031 Ref. Case		2031 Test Case			
	AM	PM	AM	PM	AM		PM	
					Flow	% diff	Flow	% diff
A43 (E)	803	616	1,096	832	1,399	28%	1,008	21%
M40 Offslip	1,062	1,387	1,224	1,612	1,256	3%	1,649	2%
B430	442	543	638	695	906	42%	1,044	50%
Total	**2,307**	**2,546**	**2,958**	**3,139**	**3,561**	**20%**	**3,701**	**18%**

Junction 3 - A43 / B4100 Roundabout

7.2.4 **Table 7.4** details the proportional impact of the development on Junction 3 when compared to 2031 reference case flows.

Table 7.4: Proportional Impact on Junction 3 - A43 / B4100 Roundabout

	2016		2031 Ref. Case		2031 Test Case			
	AM	PM	AM	PM	AM		PM	
					Flow	% diff	Flow	% diff
A43 (N)	1710	1347	2037	1724	2226	9%	1823	6%
B4100 (E)	505	663	675	786	675	0%	786	0%
A43 (S)	1269	1749	1528	2075	1652	8%	2264	9%
B4100 (W)	498	359	611	433	611	0%	433	0%
Total	**3484**	**3759**	**4239**	**4585**	**4553**	**7%**	**4873**	**6%**

Junction 4 a - B430 / Northampton Road Mini Roundabout

7.2.5 **Table 7.5** details the proportional impact of the development on Junction 4a when compared to 2031 reference case flows.

Table 7.5: Proportional Impact on Junction 4a - B430 / Northampton Road Mini Roundabout

	2016		2031 Ref. Case		2031 Test Case			
	AM	PM	AM	PM	AM		PM	
					Flow	% diff	Flow	% diff
B430 Oxford Road (N)	558	184	677	254	760	12%	323	27%
B430 (E)	42	44	48	53	48	0%	53	0%
Northampton Road	136	309	168	512	223	32%	579	13%
Total	**736**	**537**	**893**	**820**	**1030**	**15%**	**955**	**16%**

Junction 4 b - B430 / Oxford Road T-Junction

7.2.6 **Table 7.6** details the proportional impact of the development on Junction 4b when compared to 2031 reference case flows.

Table 7.6: Proportional Impact on Junction 4b – B430 / Oxford Road T-Junction

	2016		2031 Ref. Case		2031 Test Case			
	AM	PM	AM	PM	AM		PM	
					Flow	% diff	Flow	% diff
B430 (N)	40	36	46	44	46	0%	44	0%
Oxford Road	105	45	120	52	120	0%	52	0%
B430 (S)	544	192	661	263	744	13%	332	26%
Total	**689**	**273**	**827**	**359**	**910**	**10%**	**428**	**19%**

Junction 5 - B430 / Minor Road T-Junction

7.2.7 **Table 7.7** details the proportional impact of the development on Junction 5 when compared to 2031 reference case flows.

Table 7.7: Proportional Impact on Junction 5 - B430 / Minor Road Junction

	2016		2031 Ref. Case		2031 Test Case			
	AM	PM	AM	PM	AM		PM	
					Flow	% diff	Flow	% diff
B430 (N)	680	266	953	481	1307	37%	710	47%
B430 (S)	240	409	310	544	310	0%	544	0%
Minor Road	93	119	234	231	521	123%	602	160%
Total	**1012**	**794**	**1497**	**1256**	**2139**	**43%**	**1856**	**48%**

Junction 6 - B430 / B4030 (Middleton Stoney) Staggered Cross roads

7.2.8 **Table 7.8** details the proportional impact of the development on Junction 6 when compared to 2031 reference case flows.

Table 7.8: Proportional Impact on Junction 6 - B430 / B4030 (Middleton Stoney) Junction

	2016		2031 Ref. Case		2031 Test Case			
	AM	PM	AM	PM	AM		PM	
					Flow	% diff	Flow	% diff
B430 Ardley Road (N)	457	201	647	332	647	0%	332	0%
B4030 Bicester Road (E)	336	294	464	475	537	16%	526	11%
B430 Oxford Road (S)	240	504	290	653	344	19%	720	10%
B4030 (W)	336	273	473	371	625	32%	516	39%
Total	**1369**	**1272**	**1875**	**1830**	**2153**	**15%**	**2093**	**14%**

Junction 7 - A4095 / B430 Oxford Road Staggered Crossroads

7.2.9 **Table 7.9** details the proportional impact of the development on Junction 7 when compared to 2031 reference case flows.

Table 7.9: Proportional Impact on Junction 7 - A4095 / B430 Oxford Road Staggered Crossroads

	2016		2031 Ref. Case		2031 Test Case			
	AM	PM	AM	PM	AM		PM	
					Flow	% diff	Flow	% diff
B430 Oxford Road	594	207	714	258	796	12%	327	27%
A4095 (E)	240	126	300	202	300	0%	202	0%
B430 Northampton Road	103	378	130	511	185	42%	578	13%
A4095 (W)	182	266	255	389	255	0%	389	0%
Total	**937**	**711**	**1144**	**971**	**1282**	**12%**	**1106**	**14%**

Junction 8 - A4095 / Middleton Stoney Road Roundabout

7.2.10 **Table 7.10** details the proportional impact of the development on Junction 8 when compared to 2031 reference case flows.

Table 7.10: Proportional Impact on Junction 8 – A4095 / Middleton Stoney Road Roundabout

	2016		2031 Ref. Case		2031 Test Case			
	AM	PM	AM	PM	AM		PM	
					Flow	% diff	Flow	% diff
Howes Lane	813	373	1102	592	1102	0%	592	0%
Middleton Stoney Road	300	245	564	491	628	11%	534	9%
Vendee Drive	265	774	438	1075	445	2%	1082	1%
B4030 Bicester Road	219	297	501	688	568	13%	763	11%
Total	**1378**	**1392**	**2104**	**2157**	**2175**	**3%**	**2207**	**2%**

Junction 9 - B4030 Lower Heyford Road / Minor Road T-Junction

7.2.11 **Table 7.11** details the proportional impact of the development on Junction 9 when compared to 2031 reference case flows.

Table 7.11: Proportional Impact on Junction 9 – B4030 Lower Heyford Rd / Minor Rd T-Junction

	2016		2031 Ref. Case		2031 Test Case			
	AM	PM	AM	PM	AM		PM	
					Flow	% diff	Flow	% diff
Minor Road	165	154	247	213	398	61%	358	68%
B4030 (S)	305	316	374	409	501	34%	528	29%
B4030 Lower Heyford Road	192	151	220	174	220	0%	174	0%
Total	**662**	**621**	**841**	**797**	**1119**	**33%**	**1060**	**33%**

Junction 10 – Camp Road / Kirtlington Road T-Junction

7.2.12 **Table 7.12** details the proportional impact of the development on Junction 10 when compared to 2031 reference case flows.

Table 7.12: Proportional Impact on Junction 10 - Camp Road / Kirtlington Road Junction

	2016		2031 Ref. Case		2031 Test Case			
	AM	PM	AM	PM	AM		PM	
					Flow	% diff	Flow	% diff
Camp Road (E)	104	169	193	245	398	106%	490	100%
Kirtlington Road	13	26	16	34	27	63%	44	29%
Camp Road (W)	132	67	186	132	407	119%	283	115%
Total	**249**	**263**	**395**	**411**	**832**	**110%**	**817**	**99%**

Junction 11 – Station Road / Camp Road T-Junction

7.2.13 **Table 7.13** details the proportional impact of the development on Junction 11 when compared to 2031 reference case flows.

Table 7.13: Proportional Impact on Junction 11 – Station Road / Camp Road Junction

	2016		2031 Ref. Case		2031 Test Case			
	AM	PM	AM	PM	AM		PM	
					Flow	% diff	Flow	% diff
Camp Road (E)	99	149	182	219	375	106%	452	106%
B4030 Station Road	76	100	122	169	339	179%	318	88%
Somerton Road	118	63	136	73	139	2%	76	4%
Total	**293**	**312**	**439**	**461**	**853**	**94%**	**845**	**83%**

Junction 12 – B4030 / Port Way Staggered Cross roads

7.2.14 **Table 7.14** details the proportional impact of the development on Junction 12 when compared to 2031 reference case flows.

Table 7.14: Proportional Impact on Junction 12 – B4030 / Port Way Junction

	2016		2031 Ref. Case		2031 Test Case			
	AM	PM	AM	PM	AM		PM	
					Flow	% diff	Flow	% diff
Port Way (N)	19	19	26	25	39	47%	37	49%
B4030 Lower Heyford Road (E)	151	179	173	206	173	0%	206	0%
Port Way (S)	22	54	27	66	38	37%	75	15%
B4030 Lower Heyford Road (W)	205	137	235	157	235	0%	157	0%
Total	**397**	**388**	**461**	**454**	**484**	**5%**	**476**	**5%**

Junction 13 – Station Road / Freehold Street / B4030 Crossroads

7.2.15 **Table 7.15** details the proportional impact of the development on Junction 13 when compared to 2031 reference case flows.

Table 7.15: Proportional Impact on Junction 13 – Station Rd / Freehold St / B4030 Crossroads

	2016		2031 Ref. Case		2031 Test Case			
	AM	PM	AM	PM	AM		PM	
					Flow	% diff	Flow	% diff
Station Road (N)	151	98	242	160	431	79%	389	143%
B4030 (E)	191	192	219	221	219	0%	221	0%
Station Road (S)	262	207	335	292	551	65%	440	50%
Freehold Street	20	12	23	14	24	6%	15	8%
Total	**624**	**509**	**818**	**687**	**1226**	**50%**	**1065**	**55%**

Junction 14 – A4260 / Somerton Road Crossroads

7.2.16 **Table 7.16** details the proportional impact of the development on Junction 14 when compared to 2031 reference case flows.

Table 7.16: Proportional Impact on Junction 14 – A4260 / Somerton Road Crossroads

	2016		2031 Ref. Case		2031 Test Case			
	AM	PM	AM	PM	AM		PM	
					Flow	% diff	Flow	% diff
A4260 Oxford Road (N)	775	414	905	499	1019	13%	561	12%
Somerton Road	77	63	88	73	88	0%	73	0%
A4260 Oxford Road (S)	360	712	440	841	518	18%	956	14%
N Aston Road	84	38	96	44	96	0%	44	0%
Total	**1296**	**1227**	**1529**	**1456**	**1722**	**13%**	**1633**	**12%**

Junction 15 – A4260 / B4030 (Hopcrofts Holt) Staggered Crossroads

7.2.17 **Table 7.17** details the proportional impact of the development on Junction 15 when compared to 2031 reference case flows.

Table 7.17: Proportional Impact on Junction 15 – A4260 / B4030 (Hopcrofts Holt) Junction

	2016		2031 Ref. Case		2031 Test Case			
	AM	PM	AM	PM	AM		PM	
					Flow	% diff	Flow	% diff
A4260 Oxford Road	757	344	884	418	998	13%	480	15%
B4030 (E)	242	189	312	245	414	32%	399	63%
A4260 Banbury Road	345	756	396	871	396	0%	871	0%
B4030 (W)	215	127	252	152	291	16%	170	12%
Total	**1559**	**1416**	**1844**	**1686**	**2099**	**14%**	**1920**	**14%**

Junction 16 – A4260 / Minor Road Staggered Crossroads

7.2.18 **Table 7.18** details the proportional impact of the development on Junction 16 when compared to 2031 reference case flows.

Table 7.18: Proportional Impact on Junction 16 – A4260 / Minor Road Junction

	2016		2031 Ref. Case		2031 Test Case			
	AM	PM	AM	PM	AM		PM	
					Flow	% diff	Flow	% diff
A4260 Banbury Road (N)	871	327	999	377	999	0%	377	0%
Minor Road (E)	34	16	70	37	149	113%	108	189%
A4260 Banbury Road (S)	328	792	388	937	447	15%	1001	7%
Minor Road (W)	17	10	19	12	19	0%	12	0%
Total	**1250**	**1145**	**1476**	**1363**	**1615**	**9%**	**1498**	**10%**

Junction 17 – A4260 Banbury Road Staggered Crossroads

7.2.19 **Table 7.19** details the proportional impact of the development on Junction 17 when compared to 2031 reference case flows.

Table 7.19: Proportional Impact on Junction 17 – A4260 Banbury Road Staggered Crossroads

	2016		2031 Ref. Case		2031 Test Case			
	AM	PM	AM	PM	AM		PM	
					Flow	% diff	Flow	% diff
A4260 Banbury Road (N)	871	353	1029	426	1109	8%	497	17%
Minor Road	66	57	76	66	76	0%	66	0%
A4260 Banbury Road (S)	330	741	390	877	442	13%	937	7%
Banbury Road (W)	48	23	56	28	63	12%	32	15%
Total	**1315**	**1174**	**1551**	**1396**	**1689**	**9%**	**1531**	**10%**

Junction 18 – A4260 / B4027 Staggered Crossroads

7.2.20 **Table 7.20** details the proportional impact of the development on Junction 18 when compared to 2031 reference case flows.

Table 7.20: Proportional Impact on Junction 18 – A4260 / B4027 Staggered Crossroads

	2016		2031 Ref. Case		2031 Test Case			
	AM	PM	AM	PM	AM		PM	
					Flow	% diff	Flow	% diff
A4260 Banbury Road (N)	901	343	1062	413	1136	7%	477	16%
B4027 (E)	257	129	299	152	311	4%	163	8%
A4260 Banbury Road (S)	413	829	485	978	537	11%	1038	6%
B4027 (W)	215	123	248	145	259	4%	155	7%
Total	**1786**	**1424**	**2094**	**1688**	**2243**	**7%**	**1834**	**9%**

Junction 19 – Port Way / A4095 T-Junction

7.2.21 **Table 7.21** details the proportional impact of the development on Junction 19 when compared to 2031 reference case flows.

Table 7.21: Proportional Impact on Junction 19 – Port Way / A4095 Junction

	2016		2031 Ref. Case		2031 Test Case			
	AM	PM	AM	PM	AM		PM	
					Flow	% diff	Flow	% diff
Port Way	147	135	173	158	185	7%	170	7%
A4095 (E)	266	195	305	225	305	0%	225	0%
Port Way / A4095 (S)	173	270	200	315	210	5%	324	3%
Total	**586**	**600**	**678**	**698**	**700**	**3%**	**719**	**3%**

Junction 20 – A4095 / Bletchingdon Road T-Junction

7.2.22 **Table 7.22** details the proportional impact of the development on Junction 20 when compared to 2031 reference case flows.

Table 7.22: Proportional Impact on Junction 20 – A4095 / Bletchingdon Road Junction

	2016		2031 Ref. Case		2031 Test Case			
	AM	PM	AM	PM	AM		PM	
					Flow	% diff	Flow	% diff
A4095 (N)	492	293	569	340	581	2%	352	3%
Bletchingdon Road	60	100	69	115	69	0%	115	0%
A4095 (S)	285	458	329	531	339	3%	541	2%
Total	**837**	**851**	**966**	**987**	**988**	**2%**	**1008**	**2%**

Junction 21 – B4027 / A4095 T-Junction

7.2.23 **Table 7.23** details the proportional impact of the development on Junction 21 when compared to 2031 reference case flows.

Table 7.23: Proportional Impact on Junction 21 – B4027 / A4095 Junction

	2016		2031 Ref. Case		2031 Test Case			
	AM	PM	AM	PM	AM		PM	
					Flow	% diff	Flow	% diff
A4095 Lince Lane	271	227	315	264	327	4%	276	4%
B4027 Station Road	106	322	121	371	121	0%	371	0%
A4095 Station Road	576	548	662	635	672	2%	644	2%
Total	**953**	**1097**	**1099**	**1270**	**1121**	**2%**	**1291**	**2%**

7.3 Summary

7.3.1 The proportional impact of development has been assessed and results shown in **Table 7.1 – Table 7.20** show that Junctions 2a to 18 will require further capacity testing. **Tables 7.21 – 7.23** show that Junctions 19, 20 and 21 have not exceeded a 10% increase in flows on any arm or 5% increase in flows on the junction total between the 2031 Reference and 2031 Test Case. Therefore, further capacity testing will not be required, at these junctions and they have therefore been excluded from further assessment. **Figure 7.1** illustrates the junctions that require further capacity testing.

APPENDIX H4

DFT TA GUIDANCE

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Guidance

Travel Plans, Transport Assessments and Statements

Provides advice on when Transport Assessments and Transport Statements are required, and what they should contain.

From: Department for Levelling Up, Housing and Communities (/government/organisations/department-for-levelling-up-housing-and-communities) and Ministry of Housing, Communities & Local Government (/government/organisations/ministry-of-housing-communities-and-local-government)

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Contents

Overarching principles on Travel Plans, Transport Assessments and Statements

This guidance relates only to Travel Plans, Transport Assessments and Statements in relation to decision-taking.

It may also be useful in plan-making if local planning authorities are of the view that Transport Assessments can beneficially inform their Local Plans (https://www.gov.uk/guidance/local-plans--2) (for example, in order to facilitate the use of sustainable modes of transport).

Further guidance on transport issues can be found on the Department for Transport's website (https://www.gov.uk/government/organisations/department-for-transport).

Paragraph: 001 Reference ID: 42-001-20140306

Revision date: 06 03 2014

What are Travel Plans, Transport Assessments and Statements?

Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.

Paragraph: 002 Reference ID: 42-002-20140306

Related content

Rural housing (/guidance/rural-housing)

Letter to Maldon district council (/government/publications/letter-to-maldon-district-council)

Transport evidence bases in plan making and decision taking (/guidance/transport-evidence-bases-in-plan-making-and-decision-taking)

Collection

Planning practice guidance (/government/collections/planning-practice-guidance)

Revision date: 06 03 2014

What are Travel Plans?

Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets.

Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.

Where there may be more effective or sustainable outcomes, and in order to mitigate the impact of the proposed development, consideration may be given to travel planning over a wider area.

Related policy:

- paragraph 32 (https://www.gov.uk/guidance/national-planning-policy-framework/9-promoting-sustainable-transport#para111)

Paragraph: 003 Reference ID: 42-003-20140306

Revision date: 06 03 2014

What are Transport Assessments and Statements?

Transport Assessments and Statements are ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans).

Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a ‘lighter-touch’ evaluation to be used where this would be more proportionate to the potential impact of the development (ie in the case of developments with anticipated limited transport impacts).

Where the transport impacts of development are not significant, it may be that no Transport Assessment or Statement or Travel Plan is required. Local planning authorities, developers, relevant transport authorities, and neighbourhood planning organisations should agree what evaluation is needed in each instance.

Paragraph: 004 Reference ID: 42-004-20140306

Revision date: 06 03 2014

How do Travel Plans, Transport Assessments and Statements relate to each other?

The development of Travel Plans and Transport Assessments or Transport Statements should be an iterative process as each may influence the other.

The primary purpose of a Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives eg walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes. As noted above, though, they should not be used as way of unfairly penalising drivers.

Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal. (They may consider those impacts net of any reductions likely to arise from the

implementation of a Travel Plan, though producing a Travel Plan is not always required.) The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or “severe” impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development.

Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be “severe”, which may be a reason for refusal, in accordance with the National Planning Policy Framework.

Paragraph: 005 Reference ID: 42-005-20140306

Revision date: 06 03 2014

Why are Travel Plans, Transport Assessments and Statements important?

Travel Plans, Transport Assessments and Statements can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

They support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

Government’s policy on parking is set out in the National Planning Policy Framework. Travel Plans, Assessments and Statements can also be important tools to improve the quality of town centre parking (and where, necessary to improve the vitality of town centres, the quantity too).

Local planning authorities and developers should both consider the wider benefits of Travel Plans, Transport Assessments and Statements such as helping to promote the attractiveness of a district or site to new visitors and releasing land for development that would otherwise be taken up by required related parking.

Many military establishments are located in isolated areas and the lack of choice that military families have over the location of their service accommodation means some face transport difficulties. When considering transport issues local authorities should consider the particular requirements of any Armed Forces families in their area.

Related policies:

- paragraph 43 (https://www.gov.uk/guidance/national-planning-policy-framework/4-decision-making#para43)
- Chapter 7 (https://www.gov.uk/guidance/national-planning-policy-framework/7-ensuring-the-vitality-of-town-centres)
- paragraph 103 (https://www.gov.uk/guidance/national-planning-policy-framework/9-promoting-sustainable-transport#para103)
- paragraph 106 (https://www.gov.uk/guidance/national-planning-policy-framework/9-promoting-sustainable-transport#para106)

Paragraph: 006 Reference ID: 42-006-20140306

Revision date: 06 03 2014

What key principles should be taken into account in preparing a Travel Plan, Transport Assessment or Statement?

Travel Plans, Transport Assessments and Statements should be:

- proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;
- established at the earliest practicable possible stage of a development proposal;
- be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);
- be brought forward through collaborative ongoing working between the local planning authority/transport authority, transport operators, rail network operators, Highways Agency where there may be implications for the strategic road network (https://www.gov.uk/government/publications/strategic-road-network-and-the-delivery-of-sustainable-development) and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).

In order to make these documents as useful and accessible as possible any information or assumptions should be set out in a clear and publicly accessible form:

- the timeframes over which they are conducted or operate should be appropriate in relation to the nature of developments to which they relate (and planned changed to transport infrastructure and management in the area);
- local planning authorities should advise qualifying bodies for the purposes of neighbourhood planning on whether Travel Plans, Transport Assessments and Statements should be prepared, and the benefits of doing so, as part of the duty to support.

Local planning authorities may wish to consult the relevant bodies on planning applications likely to affect transport infrastructure, such as rail network operators where a development is likely to impact on the operation of level crossings.

Paragraph: 007 Reference ID: 42-007-20140306

Revision date: 06 03 2014

Can Travel Plans, Transport Assessments or Transport Statements be used to justify higher parking charges or other constraints on car users?

While Travel Plans are intended to promote the most sustainable forms of transport, such as active travel, they should not be used to justify penalising motorists – for instance through higher parking charges, tougher enforcement or reduced parking provision (which can simply lead to more on street parking). Nor should they be used to justify (https://www.gov.uk/guidance/design) aggressive traffic calming measures, such as speed humps.

Maximum parking standards can lead to poor quality development and congested streets, local planning authorities should seek to ensure parking provision is appropriate to the needs of the development and not reduced below a level that could be considered reasonable.

Travel Plans, Transport Assessments and Statements should reflect the important role that appropriate parking facilities can play in rejuvenating local shops, high streets and town centres (https://www.gov.uk/guidance/ensuring-the-vitality-of-town-centres).

Paragraph: 008 Reference ID: 42-008-20140306

Revision date: 06 03 2014

Travel Plans

When is a Travel Plan required?

Paragraph 111 (https://www.gov.uk/guidance/national-planning-policy-framework/9-promoting-sustainable-transport#para111) of the National Planning Policy Framework sets out that all developments which generate significant amounts of transport movement should be required to provide a Travel Plan.

Local planning authorities must make a judgement as to whether a proposed development would generate significant amounts of movement on a case by case basis (ie significance may be a lower threshold where road capacity is already stretched or a higher threshold for a development which proposes no car parking in an area of high public transport accessibility).

In determining whether a Travel Plan will be needed for a proposed development the local planning authorities should take into account the following considerations:

- the Travel Plan policies (if any) of the Local Plan;
- the scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Travel Plan);
- existing intensity of transport use and the availability of public transport;
- proximity to nearby environmental designations or sensitive areas;
- impact on other priorities/ strategies (such as promoting walking and cycling);
- the cumulative impacts of multiple developments within a particular area;
- whether there are particular types of impacts around which to focus the Travel Plan (eg minimising traffic generated at peak times); and
- relevant national policies, including the decision to abolish maximum parking standards for both residential and non-residential development.

Paragraph: 009 Reference ID: 42-009-20140306

Revision date: 06 03 2014

How should the need for and scope of a Travel Plan be established?

The anticipated need for a Travel Plan should be established early on, preferably in the pre-application stage but otherwise within the application determination process itself.

Consideration should be given at the pre-application stage to:

- the form and scope of the Travel Plan;
- the outcomes sought by the Travel Plan;
- the processes, timetables and costs potentially involved in delivering the required outcomes (including any relevant conditions and obligations);
- the scope of the information needed; and
- the proposals for the on-going management, implementation and review processes.

Paragraph: 010 Reference ID: 42-010-20140306

Revision date: 06 03 2014

What information should be included in Travel Plans?

Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. They should also

consider what additional measures may be required to offset unacceptable impacts if the targets should not be met.

Travel Plans should set explicit outcomes rather than just identify processes to be followed (such as encouraging active travel or supporting the use of low emission vehicles). They should address all journeys resulting from a proposed development by anyone who may need to visit or stay and they should seek to fit in with wider strategies for transport in the area.

They should evaluate and consider:

- benchmark travel data including trip generation databases;
- Information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development;
- relevant information about existing travel habits in the surrounding area;
- proposals to reduce the need for travel to and from the site via all modes of transport; and
- provision of improved public transport services.

They may also include:

- parking strategy options (if appropriate – and having regard to national policy on parking standards (https://www.gov.uk/guidance/national-planning-policy-framework/9-promoting-sustainable-transport#para106) and the need to avoid unfairly penalising motorists (https://www.gov.uk/guidance/national-planning-policy-framework/9-promoting-sustainable-transport#para106)); and
- proposals to enhance the use of existing, new and improved public transport services and facilities for cycling and walking both by users of the development and by the wider community (including possible financial incentives).

These active measures may assist in creating new capacity within the local network that can be utilised to accommodate the residual trip demand of the site(s) under consideration.

It is often best to retain the ability to establish certain elements of the Travel Plan or review outcomes after the development has started operating so that it can be based upon the occupational and operational characteristics of the development.

Any sanctions (for example financial sanctions on breaching outcomes/processes) need to be reasonable and proportionate, with careful attention paid to the viability of the development. It may often be more appropriate to use non-financial sanctions where outcomes/processes are not adhered to (such as more active or different marketing of sustainable transport modes or additional traffic management measures). Relevant implications for planning permission must be set out clearly, including (for example) whether the Travel Plan is secured by a condition or planning obligation.

Travel Plans can only impose such requirements where these are consistent with government policy on planning obligations.

Paragraph: 011 Reference ID: 42-011-20140306

Revision date: 06 03 2014

How should Travel Plans be monitored?

Travel Plans need to set out clearly what data is to be collected, and when, establishing the baseline conditions in relation to any targets.

The length of time over which monitoring will occur and the frequency will depend on the nature and scale of the development and should be agreed as part of the Travel Plan with the developer or qualifying body for neighbourhood planning. Who has responsibility for monitoring compliance should be clear.

Monitoring requirements should only cease when there is sufficient evidence for all parties to be sure that the travel patterns of the development are in line with the objectives of the Travel Plan. This includes meeting the agreed targets over a consistent period of time. At this point the Travel Plan would become a voluntary initiative.

Paragraph: 012 Reference ID: 42-012-20140306

Revision date: 06 03 2014

Transport Assessments and Statements

When are Transport Assessment and Transport Statements required?

Paragraph 111 (https://www.gov.uk/guidance/national-planning-policy-framework/9-promoting-sustainable-transport#para111) of the National Planning Policy Framework sets out that all developments that generate significant amounts of transport movement should be supported by a Transport Statement or Transport Assessment.

Local planning authorities must make a judgement as to whether a development proposal would generate significant amounts of movement on a case by case basis (ie significance may be a lower threshold where road capacity is already stretched or a higher threshold for a development in an area of high public transport accessibility).

In determining whether a Transport Assessment or Statement will be needed for a proposed development local planning authorities should take into account the following considerations:

- the Transport Assessment and Statement policies (if any) of the Local Plan;
- the scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Transport Assessment or Statement);
- existing intensity of transport use and the availability of public transport;
- proximity to nearby environmental designations or sensitive areas;
- impact on other priorities/strategies (such as promoting walking and cycling);
- the cumulative impacts of multiple developments within a particular area; and
- whether there are particular types of impacts around which to focus the Transport Assessment or Statement (eg assessing traffic generated at peak times).

Paragraph: 013 Reference ID: 42-013-20140306

Revision date: 06 03 2014

How should the need for and scope of a Transport Assessment or Statement be established?

The need for, scale, scope and level of detail required of a Transport Assessment or Statement should be established as early in the development management process as possible as this may therefore positively influence the overall nature or the detailed design of the development.

Key issues to consider at the start of preparing a Transport Assessment or Statement may include:

- the planning context of the development proposal;
- appropriate study parameters (ie area, scope and duration of study);
- assessment of public transport capacity, walking/cycling capacity and road network capacity;

- road trip generation and trip distribution methodologies and/ or assumptions about the development proposal;
- measures to promote sustainable travel;
- safety implications of development; and
- mitigation measures (where applicable) – including scope and implementation strategy.

It is important to give appropriate consideration to the cumulative impacts arising from other committed development (ie development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next 3 years). At the decision-taking stage this may require the developer to carry out an assessment of the impact of those adopted Local Plan allocations which have the potential to impact on the same sections of transport network as well as other relevant local sites benefitting from as yet unimplemented planning approval.

Transport Assessments or Statements may identify the need for associated studies or may feed into other studies. However care should be taken to establish the full range of studies that will be required of development at the earliest opportunity as it is unlikely that a Transport Assessment or Statement in itself could fulfil the specific role required of a transport element of an Environmental Impact Assessment (https://www.gov.uk/guidance/environmental-impact-assessment) where this is required. Particular attention should be given to this issue where there are environmentally sensitive areas nearby and where the proposal could have implications for breach of statutory thresholds in relation to noise and air quality either as a result of traffic generated by the site or as a consequence of the impact of existing traffic on the site under consideration.

Paragraph: 014 Reference ID: 42-014-20140306

Revision date: 06 03 2014

What information should be included in Transport Assessments and Statements?

The scope and level of detail in a Transport Assessment or Statement will vary from site to site but the following should be considered when settling the scope of the proposed assessment:

- information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport)
- information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;
- data about existing public transport provision, including provision/ frequency of services and proposed public transport changes;
- a qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site;
- an assessment of trips from all directly relevant committed development in the area (ie development that there is a reasonable degree of certainty will proceed within the next 3 years);
- data about current traffic flows on links and at junctions (including by different modes of transport and the volume and type of vehicles) within the study area and identification of critical links and junctions on the highways network;
- an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area;
- an assessment of the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas);
- measures to improve the accessibility of the location (such as provision/enhancement of nearby footpath and cycle path linkages) where

these are necessary to make the development acceptable in planning terms;

- a description of parking facilities in the area and the parking strategy of the development;
- ways of encouraging environmental sustainability by reducing the need to travel; and
- measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads.

In general, assessments should be based on normal traffic flow and usage conditions (eg non-school holiday periods, typical weather conditions) but it may be necessary to consider the implications for any regular peak traffic and usage periods (such as rush hours). Projections should use local traffic forecasts such as TEMPRO drawing where necessary on National Road Traffic Forecasts for traffic data.

The timeframe that the assessment covers should be agreed with the local planning authority in consultation with the relevant transport network operators and service providers. However, in circumstances where there will be an impact on a national transport network, this period will be set out in the relevant government policy.

Paragraph: 015 Reference ID: 42-015-20140306

Revision date: 06 03 2014
Published 6 March 2014

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Planning system (/housing-local-and-community/planning-system)

APPENDIX H5

MODE TRANSPORT PLANNING TA EXTRACTS

Subject: RE: Keresely Link Road / CASM Modelling
Date: Wednesday, 5 December 2018 at 11:08:16 Greenwich Mean Time
From: Whitehouse, Colin
To: Adrian Forte
CC: Seddon, John, Ben Fairgrieve, David Frisby, Opachavalit, Joy, Sulaimi, Firuz
Attachments: image007.jpg, image009.png, image011.png, image013.png, image014.jpg, 118120511082303921.jpg

Adrian,

Further to our conversation, I can confirm that both the suggested methodology and list of junctions as below is accepted by the Highway Authority for inclusion within any forthcoming Transport Assessment.

- Tamworth Road / Fivefield Road – priority junction;
- Tamworth Road / Long Lane – 3-arm roundabout;
- Long Lane / Brownshill Green Road / Coundon Wedge Road / Wall Hill Road – 4-arm roundabout;
- Bennetts Road S / Penny Park Lane – priority junction;
- Bennetts Road S / Watery Lane – priority junction;
- Bennetts Road / Fivefield Road – priority junction;
- Tamworth Road/Sandpits Lane – signalised 3-arm junction (as per the Lioncourt 800 S106 agreement); and,
- Bennetts Road S/Sandpits Lane – Signalised 3-arm junction.

This is caveated that subject to the review of the final Transport Assessment and the CASM outputs whereby it may be necessary for further junctions to be assessed as appropriate. These potential additional junctions shall be scoped out with yourselves beforehand as required.

Kind Regards,

Colin Whitehouse
Highway Development Manager
Traffic and Network Management
Place Directorate, Coventry City Council

Tel : [redacted] 3394
Mob : [redacted] 4171
Email : [redacted]
Web : www.coventry.gov.uk

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From: Adrian Forte [mailto [redacted]
Sent: 22 November 2018 13:38
To: Whitehouse, Colin < [redacted]
Cc: Seddon, John < [redacted] Ben Fairgrieve < [redacted] David Frisby < [redacted] Opachavalit, Joy < [redacted] Sulaimi, Firuz < [redacted]
Subject: Re: Keresely Link Road / CASM Modelling

Good afternoon Colin,

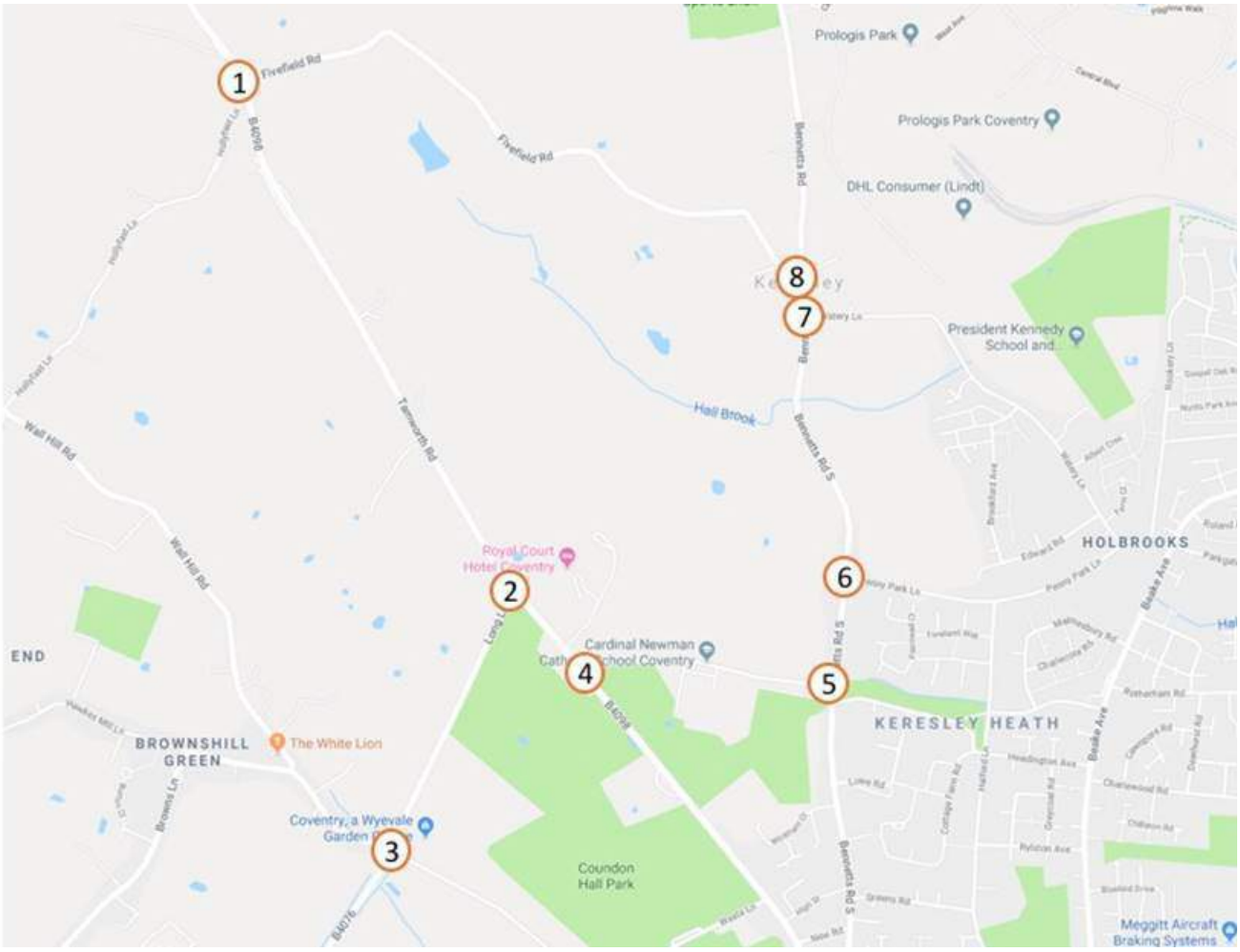
I hope you are keeping well.

I have tried to call you a few times over the past week in order to discuss the extent of our assessment within the TA for the Bellway 550 scheme; we have since started our modelling/capacity assessments, and these are now nearing completion. We trust that these are considered appropriate and acceptable by CCC.

In addition to the methodology and junctions, previously detailed in emails below, we also propose to model the following two signalised junctions:

- Tamworth Road/Sandpits Lane – signalised 3-arm junction (as per the Lioncourt 800 S106 agreement); and,
- Bennetts Road S/Sandpits Lane – Signalised 3-arm junction.

As such, and for clarity and summary, the complete area/junctions (totalling 8) that will be assessed as part of the TA covers the following:



I trust that this is acceptable; however, if you have any queries or require further clarification, please just let me know.

Many thanks and kind regards,
Adrian

Adrian Forte BSc (Hons) MCIHT

Principal Transport Planner
mode transport planning

Lombard House | 145 Great Charles Street | Birmingham | B3 3LP
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From: Adrian Forte <[redacted]
Date: Monday, 19 November 2018 at 17:07
To: "Whitehouse, Colin" <[redacted]
Cc: "Seddon, John" <[redacted] "Opachavalit, Joy" <[redacted] "Sulaimi, Firuz" <[redacted] Ben Fairgrieve <[redacted] David Frisby <[redacted]
Subject: Re: Keresely Link Road

Good afternoon Colin,

I hope you are keeping well.

Following on from my email from last week and our recent receipt of the CASM V/C plot maps from WSP, we have now identified the scope of junctions that will be assessed as part of the Bellway 550 dwellings DS1 scenario – please see attached a plan which illustrates the junctions that we will assess within our TA; these are also listed below, for your reference:

- 1 - Tamworth Road / Fivefield Road – priority junction;
- 2 - Tamworth Road / Long Lane – 3-arm roundabout;
- 3 - Long Lane / Brownshill Green Road / Coundon Wedge Road / Wall Hill Road – 4-arm roundabout;
- 4 - Bennetts Road S / Penny Park Lane – priority junction;
- 5 - Bennetts Road S / Watery Lane – priority junction; and,
- 6 - Bennetts Road / Fivefield Road – priority junction.

These junctions were selected and considered relevant, by reviewing and analysing the data that has come out of the CASM model outputs. The V/C plot maps (DM and DS1 outputs appended for reference) demonstrate that the links surrounding the site will experience a negligible increase as a result of the development proposals. However, we have chosen the junctions in the vicinity of the site in which the development generates a meaningful level of traffic through (using the development traffic flow bundles).

It is proposed that we will use the junction turning flow outputs from the CASM that have been provided to us by WSP, modelling both the 2026 DM and 2026 DS1 (+550 dwellings) scenarios, and using the 2026 DM as our baseline reference case.

I trust that this is acceptable and understandable; and we would appreciate your confirmation of this as soon as possible, as our client is submitting their planning application next month, and we need to begin our modelling imminently. If you have any queries or any require further clarification, please just let me know.

Look forward to hearing from you, shortly.

Many thanks and kind regards,
Adrian

Adrian Forte BSc (Hons) MCIHT
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From: Adrian Forte <[redacted]
Date: Thursday, 15 November 2018 at 18:08
To: "Whitehouse, Colin" <[redacted]
Cc: "Seddon, John" <[redacted] Ben Fairgrieve <[redacted] David Frisby <[redacted]
Subject: Re: Keresely Link Road

Good evening Colin,

I hope you are keeping well.

I tried to call you a few times over the past few days, and left you a message earlier this afternoon. If you could

I was hoping to get some clarity and agree on the localised modelling methodology that we will undertake as part of our assessment; as I'm sure you are aware, we are still waiting on WSP to come back to us with impact plots (V/C maps) which will illustrate the hotspots and extent of junctions that will require modelling.

Once we attain this information and get clarity on the impact we intend to proceed to undertake localised modelling (using Arcady/Picady/Linsig, as appropriate) – it is proposed that we will use the junction turning flow outputs from the CASM that have been provided to us by WSP, modelling both the 2026 DM and 2026 DS1 (+550 dwellings) scenarios, and using the 2026 DM as our baseline reference case.

I trust that this is acceptable and understandable; and would appreciate your confirmation on the above. If you have any queries or require further clarification, please just let me know; I am free and in the office tomorrow, if you are around for a phone call at some stage?

Many thanks in advance and look forward to hearing from you.

Kind regards,
Adrian

Adrian Forte BSc (Hons) MCIHT

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From: "Whitehouse, Colin" <[redacted]
Date: Wednesday, 10 October 2018 at 07:37
To: David Frisby <[redacted]
Cc: Adrian Forte <[redacted] Ben Fairgrieve <[redacted]
Subject: RE: Keresely Link Road

David,

I can make either this afternoon or tomorrow both from 15:00 onwards.

Kind Regards,

Colin Whitehouse
Highway Development Manager
Traffic and Network Management
Place Directorate, Coventry City Council

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Mob : [redacted] 4171
Email : [redacted]
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From: David Frisby [mailto:[redacted]
Sent: 05 October 2018 18:26
To: Whitehouse, Colin <[redacted]
Cc: Adrian Forte <[redacted] Ben Fairgrieve <[redacted]
Subject: Keresely Link Road

Hi Colin,

I hope you are well?

Don't suppose you have a window next week to pop by the office one morning do you? Would like to get a high level steer on general link road speeds and junction forms along it so we can keep the WSP modelling machine moving/working! Probably only need 30mins or so?

I look forward to hearing from you.

Kind regards,

David

David Frisby BEng (Hons) CEng FCIHT
Director
mode transport planning

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in two-way flow, from 1163 to 1183. In the sensitivity scenario, the average PM peak speed is forecast to remain at 53 mph and the two-way flow is forecast to increase to 1184.

7.5.7 To the south of the site, along Stratford Road, the development will result in a minor decrease in average speeds in the AM peak hour; from 55 to 54 mph, and a minor increase in two-way flows from 363 to 375. In the sensitivity scenario, the average speed in the AM peak is forecast to remain at 54 mph and the two-way flow is forecast to increase to 388. During the PM peak, the development will result in a minor decrease in average speed; from 55 to 54mph, and an increase in two-way flow from 362 to 374. In the sensitivity scenario, the average PM peak speed is forecast to remain at 54 mph and the two-way flow is forecast to increase to 390.

7.5.8 In summary, the model results outlined in **Table 7.4** indicate that there is unlikely to be a significant impact on the operation of the regional highway network, nor neighbouring authority areas, following the introduction of additional traffic associated with the development or that associated with the forthcoming application for land at LMA Bare Land.

7.6 Strategic Road Network

7.6.1 The A46 forms an integral part of the SRN within Warwickshire. The route is positioned to the north of Long Marston and is the only Highways England asset within the vicinity of the application site. An outline of the traffic impacts of the application site on the SRN is provided by **Table 7.5**.

Table 7.5: Strategic Road Network Traffic Impacts

Link name	AM Peak 0800 - 0900		PM Peak 1700 - 1800		AM Peak 0800 - 0900		PM Peak 1700 - 1800	
	Ave. Speed (mph)	Two way Flow	Ave. Speed (mph)	Two way Flow	Ave. Speed (mph)	Two way Flow	Ave. Speed (mph)	Two way Flow
	2031 Reference Case				2031 Reference Case + Dev			
A46 (West of Billesley Crossroads)	61	1842	62	2347	57	1843	57	2347
A46 (East of Billesley Crossroads)	58	2002	58	2538	54	2012	56	2540
A46 (North of Wildmoor)	54	2278	59	2813	39	2275	55	2816
A46 (between Birmingham Road and Wildmoor)	35	1925	27	2252	34	1906	23	2243
A46 (Northeast of Birmingham Road)	51	2584	52	2797	47	2561	48	2806
A46 (North of Bishopton)	63	2597	64	2784	61	2571	62	2794
	2031 Reference Case + Dev + Sen							
A46 (West of Billesley Crossroads)	57	1838	57	2344				
A46 (East of Billesley Crossroads)	54	2020	55	2536				
A46 (North of Wildmoor)	40	2287	55	2802				
A46 (between Birmingham Road and Wildmoor)	34	1917	23	2254				
A46 (Northeast of Birmingham Road)	45	2575	47	2785				
A46 (North of Bishopton)	61	2584	62	2778				

7.6.2 As outlined above in **Table 7.5**, there will be an increase in traffic on the SRN in 2031 following the introduction of traffic associated with the proposed development.

7.6.3 The highest concentration of additional trips is forecast to occur during the AM peak period, along the A46 link to the east of Billesley Crossroads, where a combination of new trips associated with the development site and variations in the model is forecast to result in an additional 10 two-way movements, when comparing the 2031 Reference Case and 2031 Reference Case + Development scenarios.

7.6.4 On average, when comparing the 2031 Reference Case and 2031 Reference Case + Development scenarios, a reduction of 9 two-way vehicle movements is forecast on each of the modelled links during the AM peak, along with a reduction in average speed of 5 mph. In the PM peak, an average increase of 3 two-way vehicle movements is forecast, along with a reduction in average speed of 4 mph.

7.6.5 In order to set the changes in forecast traffic flow into context, data from HE's WebTRIS database has been analysed. Weekday only data covering the period from 14th January 2020 – 15th February 2020 has been collated, prior to the onset of the UK's lockdown in response to the COVID-19 pandemic, and the local WCC half term week of 17th – 21st February. Two-way data has been obtained at the following links / locations:

- A46 – West of A46 / A435 roundabout;
- A46 – Snitterfield (south of Sand Barn Lane); and
- A46 – South of M40 Junction 15.

7.6.6 All data obtained from the WebTRIS database is included as **Appendix I** to this note and a summary of the maximum, minimum, average and range of hourly two-way flows on each link during the AM peak and PM peak hours respectively is provided in **Table 7.6**.

Table 7.6: HE WebTRIS Data

Link	Max Two-Way Flow	Min Two-Way Flow	Average Two-Way Flow	Range Two-Way Flow
AM Peak (0800 – 0900)				
A46 – West of A46 / A435	1568	898	1380	670
A46 – Snitterfield	2499	1857	2255	642
A46 – South of M40 J15	4065	3190	3734	875
PM Peak (1700 – 1800)				
A46 – West of A46 / A435	1659	1217	1494	442
A46 – Snitterfield	2645	1884	2242	761
A46 – South of M40 J15	3887	2488	3661	1399

7.6.7 As outlined above, average two-way flows along the section of the A46 in the vicinity of Stratford-upon-Avon range from 1380 to 3734 vehicles during the AM peak and 1494 to 3661 vehicles during the PM peak.

7.6.8 The level of development traffic impact should be considered in context to the WebTRIS data outlined above. The highest concentration of additional trips are forecast along the link to the east of Billesley Crossroads during the AM peak. The closest A46 link to this location for which obtainable data is held within the WebTRIS database, is the section to the west of the A46 / A435 roundabout. The 10 additional two-way trips forecast along the A46 to the east of Billesley equates to circa 1% of the average two-way

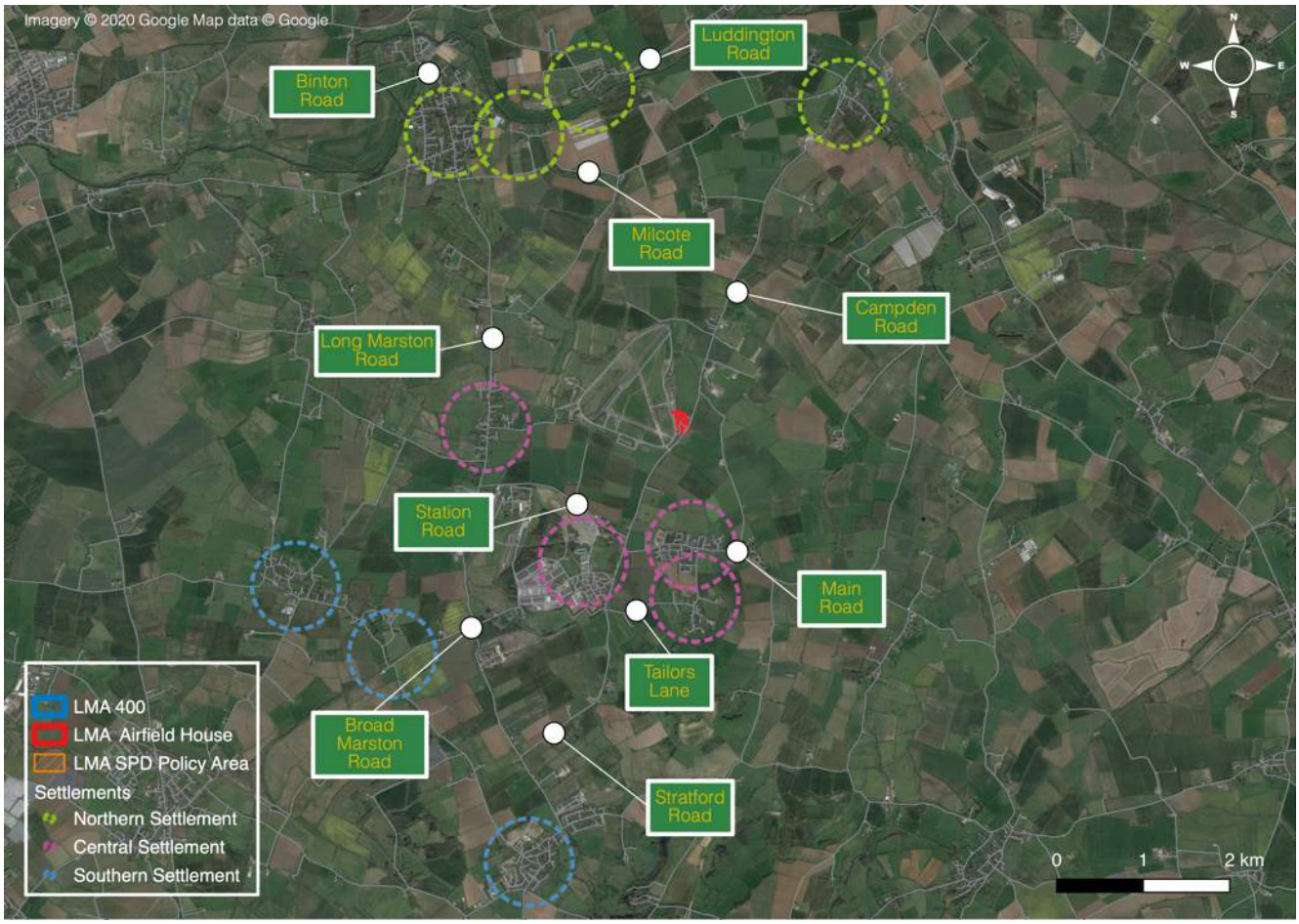
flows recorded along the section to the west of the A46 / A435 during the 2031 Reference Case + Development Scenario.

7.6.9 Overall, the development proposals are unlikely to have a material impact on the operation of the modelled links of the A46, when comparing the 2031 Reference Case + Development and 2031 Reference Case scenarios.

7.7 Impact on Local Settlements

7.7.1 **Figure 7.3** provides an overview of local settlements that traffic accessing the development are likely to route through.

Figure 7.3: Local Settlements



7.7.2 The map demonstrates that development traffic will likely route on to Luddington Road, Binton Road, Milcote Road and the B4632 Campden Road to directly access locations including Weston-on-Avon, Welford-on-Avon, Luddington and Clifford Chambers to the north.

7.7.3 Development traffic will also travel along Station Road, Long Marston Road and Main Road, as routes recorded within the modelled area, to access central locations within proximity to the development, including Long Marston, Upper Quinton and Lower Quinton.

7.7.4 Some traffic associated with the development will travel through local settlements situated to the south of the development, such as Pebworth, Broad Marston and Mickleton. Vehicles will use the B4632 Campden Road and the B4632 Stratford Road for access to the villages.

7.7.5 All of the roads that form routes to local settlements from the application site, function as either secondary B-roads or minor roads, with speed limits that range between 30mph and 60mph.

7.7.6 The local settlement area for traffic analysis incorporates villages from seven differing parishes within the districts of Stratford-on-Avon, the Cotswolds and Wychavon.

7.7.7 In order to consider the future year impacts of additional traffic generated by the development and the forthcoming application for LMA Bare Land, link flows and queue lengths for the highway network referenced in **Figure 7.3** have been obtained from the WCC S-PARAMICS model.

Northern Settlements

7.7.8 **Table 7.7** provides an overview of the impacts of additional development traffic on the settlements located to the north of the site; including Weston-on-Avon, Welford-on-Avon, Luddington and Clifford Chambers.

Table 7.7: Northern Settlements - Network Performance Statistics (Two-Way Flows)

Link	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
	2031 Reference Case		2031 Reference Case + Dev		2031 Reference Case + Dev + Sen	
Luddington Road (Luddington)	10	15	11	17	12	19
Binton Road (Welford-on-Avon)	488	565	493	562	497	575
Milcote Road (Weston-on-Avon)	312	295	310	299	313	298
B4632 Campden Road (Clifford Chambers)	1498	1345	1529	1390	1577	1429

7.7.9 As shown above, the development will have variable traffic impacts on the local villages that are situated to the north. The village of Clifford Chambers will be most impacted on by the development proposals; the development will increase two-way flows by 31 and 45 vehicles during the respective AM and PM peaks when compared against the 2031 Reference Case. Following the addition of traffic associated with LMA Bare Land, two-way flows will increase by a further 48 and 39 vehicles during the AM and PM peaks respectively.

7.7.10 In Welford-on-Avon, the development is forecast to have a minor impact in the 2031 Reference Case + Development scenario, with an additional 5 two-way vehicles flows forecast during the AM peak and a reduction of 3 vehicles recorded during the PM peak. The addition of traffic associated with LMA Bare Land will have a negligible impact on two-way flows during the AM and PM peak.

7.7.11 Negligible impacts on two-way vehicle flows in all scenarios are forecast following the addition of traffic associated with the proposed development and the forthcoming application for LMA Bare Land in the settlements of Luddington and West-on-Avon.

7.7.12 Overall, the greatest impact recorded for northern settlements is in the village of Clifford Chambers. The resultant increase in two-way vehicle flows associated with the proposed development and LMA Bare are 6% of the 2031 Reference Case baseline flow and equate to circa 1.5 additional vehicles per minute on the network. It is therefore considered that the proposed development and the forthcoming application at LMA Bare Land are unlikely to have a significant impact on the settlements situated to the north of the site.

Campden Road – Link Capacity Analysis

7.7.13 During the course of pre-application discussions, WCC have requested that a link capacity assessment is undertaken for the B4632 Campden Road Corridor between Meon Vale and the A3400 / Clifford Lane roundabout (Waitrose) roundabout for the 2031 Reference Case Scenarios. This has been undertaken in accordance with TA 79/99 Amendment No. 1 of the Design Manual for Roads and Bridges (DMRB), which for the purpose of the assessment, defines link capacity as the maximum sustainable flow of traffic passing in 1 hour, under favourable road and traffic conditions.

7.7.14 Campden Road is classified as an Urban-All Purpose 2 (UAP2) road in accordance with Table 1 – Road types of TA 79/99, which broadly meets the following criteria:

- Good standard single, dual carriageway road with frontage access and more than two side roads per km;
- Generally 40mph;
- More than 2 side roads per km;
- Access to residential properties;
- Restricted parking and loading;
- Some at-grade pedestrian crossings; and
- Bus stops at kerbside.

7.7.15 The road is a two-way single carriageway, and is generally c. 6.2m in width. In accordance with Table 2 – Capacities of Urban Road of TA/99, a UAP2 with a carriageway width ranging from 6.1m to <6.75m can typically accommodate a peak two-way hourly flow of 1,700 vehicles; this assumes a 60/40 directional split of 1,020 and 680 vehicles respectively.

7.7.16 An overview of the two-way peak hour vehicle flows for the modelled links along Campden Road is provided in **Table 7.8**. All of the links have a HGV vehicle mix of ≤ 15%, therefore the two-way flows should be viewed in the context of the 1,700 two-way hourly capacity referenced above, with no reduction required on account of the heavy vehicle content of these links within WCC's model.

Table 7.8: Campden Road Links – Two Way Vehicle Flows

Link	AM Peak Two-Way Flow			PM Peak Two-Way Flow		
	2031 RC	2031 RC + Dev	2031 RC + Dev + Sen	2031 RC	2031 RC + Dev	2031 RC + Dev + Sen
Theoretical Link Capacity	**1,700**	**1,700**	**1,700**	**1,700**	**1,700**	**1,700**
Campden Road (S of Clifford Chambers)	1498	1529	1577	1345	1390	1429
Campden Road (N of LMA Northern Access)	1479	1504	1551	1315	1354	1394
Campden Road (between LMA Access Junctions)	1211	1242	1289	1080	1116	1163
Campden Road (S of LMA Southern Access)	1208	1225	1242	1094	1110	1135
Campden Road (S of Station Road)	1004	1015	1030	921	942	957

7.7.17 As set out above, two-way flows on all of the modelled links are within the theoretical 1,700 vehicle limit for all of the 2031 Reference Case assessment scenarios. It is therefore considered that the B4632 Campden Road Corridor between Meon Vale and the A3400 / Clifford Lane roundabout (Waitrose) roundabout will provide an acceptable level of service in the 2031 horizon year, following the introduction of traffic associated with the development and the forthcoming application for land at LMA Bare Land.

Central Settlements

7.7.18 Table 7.9 provides an overview of the impacts of additional development traffic on the settlements located to the north of the site; including Long Marston, Meon Vale, Upper Quinton and Lower Quinton. On account of the proximity of the settlements to the development site, the total number of queueing vehicles at significant junctions has been examined, during the AM and PM peaks.

Table 7.9: Central Settlements - Network Performance Statistics (Hourly Max Queue)

Link	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
	2031 Reference Case		2031 Reference Case + Dev		2031 Reference Case + Dev + Sen	
Campden Road / Station Road	8	7	10	6	8	7
Campden Road / Main Road	5	3	5	4	6	4
Campden Road / Wellington Avenue	2	1	2	1	2	1
Campden Road / Tailor's Lane	0	1	0	1	0	1

7.7.19 As outlined above, in the 2031 Reference Case assessment scenarios, the development is forecast to have a negligible impact on the network performance statistics in the vicinity of the central settlements of Long Marston, Meon Vale, Upper Quinton and Lower Quinton.

7.7.20 An increase in hourly max queues, of 2 vehicles, is forecast at the Campden Road / Station Road junction during the AM peak hour. Minor increases in average hourly max queues, of 1 vehicle, are forecast at the Campden Road / Main Road junction during the AM peak hour, and at the Campden Road / Station Road junction in the PM peak following the introduction of additional traffic associated with the development. Hourly max queues remain stable at the Campden Road / Tailor's Lane junction in the AM peak, and at the Campden Road / Wellington Avenue and Campden Road / Station Road junctions in both the AM and PM peaks.

7.7.21 In the 2031 Reference Case + Development + Sensitivity scenario, the only notable impact associated with the introduction of additional traffic from the forthcoming application at LMA Bare Land is a minor hourly max queue increase, of 1 vehicle, over and above that associated with the introduction of traffic associated with the development.

7.7.22 Overall is apparent that the proposed development and the forthcoming application at LMA Bare Land are unlikely to have a significant impact on the central settlements within the study area.

Southern Settlements

7.7.23 Table 7.10 provides an overview of the impacts of additional development traffic on the settlements located to the south of the site; including Pebworth, Broad Marston and Mickleton which are likely to be accessed via Stratford Road, which forms the southernmost link provided within the modelled study area.

Table 7.10: Southern Settlements - Network Performance Statistics (Two-Way Flows)

Link	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
	2031 Reference Case		2031 Reference Case + Dev		2031 Reference Case + Dev + Sen	
Stratford Road	363	362	375	374	388	390

7.7.24 As outlined above, the development is forecast to increase future year two-way vehicle flows along Stratford Road by 12 vehicles in the AM and PM peaks respectively. This is considered to be relatively minor in context to the 363 and 362 two-way vehicle flows already occurring along Stratford Road in the future year AM and PM peak periods respectively. Following the addition of traffic associated with LMA Bare Land, two-way flows will increase by a further 13 vehicles during the AM peak and 16 vehicles in the PM peak.

7.7.25 Overall, the resultant increase in two-way vehicle flows associated with the proposed development and LMA Bare are 6% of the current baseline flow and equate to circa 1 additional vehicles per 2 minutes on the network. It is therefore considered that the proposed development and the forthcoming application at LMA Bare Land are unlikely to have a significant impact on the settlements situated to the south of the site.

Table 6.3: A38 Vehicle Flows (including HGV development traffic) and HGV Percentage (24-hour)

Direction	Weekday Average	Weekend Average	Whole Week (7-day Average)
Northbound	2896 (10%)	1977 (3%)	2672 (10%)
Southbound	1922 (18%)	1229 (14%)	1726 (17%)
Two-way	**4818 (13%)**	**3205 (7%)**	**4398 (13%)**

6.3.7 137 development traffic movements have been added to the northbound baseline total vehicle flows recorded on the A38 during a weekday. 7 development traffic movements have added to the southbound baseline total vehicle flows recorded on the A38 during a weekday.

6.3.8 As demonstrated in Table 6.3, during an average weekday HGVs are expected to form 10% of two-way total vehicle movements on the A38, 7% during a weekend average and 13% during a whole week average.

6.3.9 To further analyse how the HGV development traffic will affect the highway network, a net percentage comparison of the two-way vehicle movements for the baseline and forecast scenarios during average weekday, weekend and whole weekdays has been quantified. This is summarised in Table 6.4.

Table 6.4: A38 Vehicle Flows - Baseline and Revised Net Comparison

Scenario	Weekday Average	Weekend Average	Whole Week (7-day Average)
Baseline	4674 (6%)	3205 (7%)	4254 (10%)
Baseline + HGV Development Traffic	4818 (13%)	3205 (7%)	4398 (13%)
Net Increase (%)	**+ 3.1%**	**0%**	**+ 3.4%**

6.3.10 As demonstrated in Table 6.4, the quarry's development traffic is anticipated to implement a 3.1% net increase in total vehicle movements during an average weekday. The quarry's development traffic is anticipated to implement a 3.4% net increase in total vehicle flows during a whole-week average. The HGV development traffic is not anticipated to have an effect on the weekend average two-way vehicle flows.

6.4 Staff Highway Impact

6.4.1 A maximum of 20 members of staff will be working on-site at the quarry at any given time. The quarry is anticipated to employ people who live in the local area.

6.4.2 To assess the impact staff may have on the local highway network, anticipated staff traffic movements have been quantified during the likely commuter AM (06:00 – 07:00) and PM (18:00 – 19:00) periods. These fall outside of the proposed quarry's operational hours and the traditional network AM and PM peak hours.

6.4.3 The anticipated staff vehicle movements have been summarised in comparison to the total traffic flows along the A38 in Table 6.5.

6.4.4 This relies on the worst-case assumption that all staff trips are vehicular and all movements will be equally distributed onto the A38, using the same route on their arrival and departure.

Table 6.5: A38 Weekday Traffic Flows (including Staff Movements) and Percentage of Total

Direction	AM (06:00 – 07:00)	PM (18:00 – 19:00)
Northbound	249 (4%)	427 (2%)
Southbound	165 (6%)	321 (3%)
Two-way	**414 (4.8%)**	**748 (2.7%)**

6.4.5 As demonstrated in Table 6.5 the introduction of 20 two-way staff movements will implement a 4.8% increase in total traffic movements during the proposed AM (06:00 – 07:00) commuter hour for the quarry and 2.7% during the proposed PM (17:00 – 18:00) commuter hour.

6.4.6 The introduction of these staff movements onto the local highway network is minimal in comparison to the existing total traffic flows along the A38. The staff movements will implement an insignificant increase of traffic flows onto the local highway network during the proposed commuter hours.

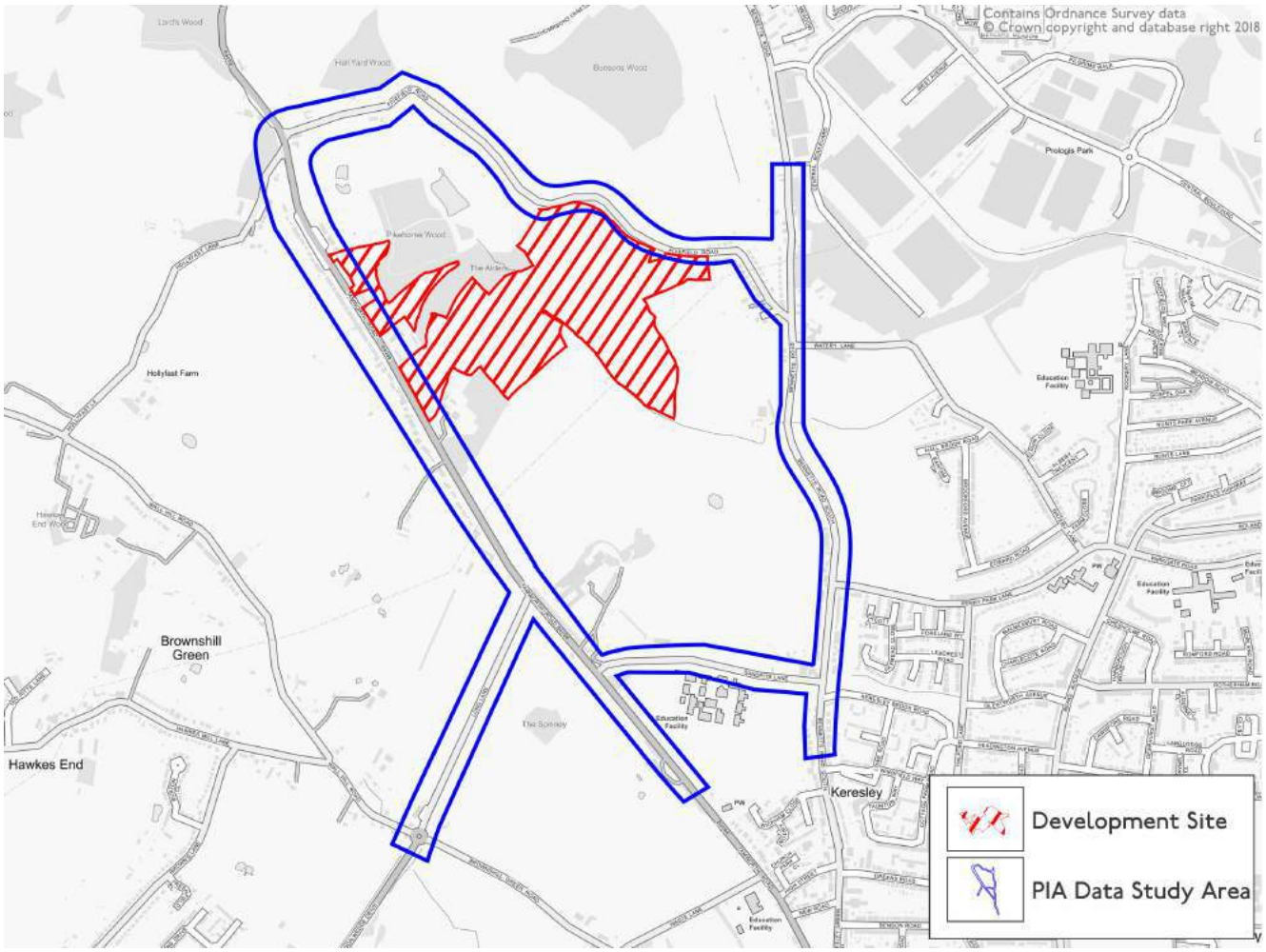
6.5 Summary

6.5.1 Overall, the proportion of proposed HGV development traffic and staff movements in comparison to the total traffic flows along the A38 is negligible. When this is coupled with 90% of HGV development traffic expected to utilise the motorway network, no adverse safety or capacity impacts are expected to arise as a result of the introduction of the proposed quarry at Land at Bow Farm.

APPENDIX H6

MODE TRANSPORT PLANNING ACCIDENT ANALYSIS EXTRACT

Figure 3.3: PIA Study Area



3.5.3 To analyse the PIA data, accidents within the study area have been classified in terms of their location, severity and impact on sensitive highway users e.g. pedestrians and cyclists.

3.5.4 An overall accident summary is provided in **Table 3.1**.

Table 3.1: PIA Summary

Junction (J)/Link (L)	Accident Severity			Sensitive Highway Users	
	Slight	Serious	Fatal	Pedestrians	Cyclists
B4098 Tamworth Road/Fivefield Road (J)	2	0	0	0	0
B4098 Tamworth Road (N) (L)	1	2	0	0	0
Long Lane/B4098 Tamworth Road (J)	1	1	0	0	1
Long Ln/Brownshill Green Rd/Coundon Wedge Dr/Wall Hill Rd (J)	1	1	0	0	1
B4098 Tamworth Road (S)/Sandpits Lane (J)	1	0	0	0	0
B4098 Tamworth Road (S) (L)	2	0	0	0	0
Sandpits Lane (L)	3	0	0	1	0

Junction (J)/Link (L)	Accident Severity			Sensitive Highway Users	
	Slight	Serious	Fatal	Pedestrians	Cyclists
Sandpits Lane/Bennetts Road South (J)	4	1	0	1	0
Bennetts Road South (L)	1	1	0	2	0
Bennetts Road South/Keresley Brook Road (J)	1	0	0	0	0
Bennetts Road/Watery Lane (J)	1	0	0	0	0
Bennetts Road (L)	1	0	0	0	0
Total	**19**	**6**	**0**	**4**	**2**

3.5.5 In total, 25 accidents were recorded within the study area between 15/01/2014 and 27/05/2018. 19 of the incidents that occurred were of a 'slight' severity; whilst 6 of the accidents were classified as 'serious'. 4 of the 'slight' accidents that took place involved pedestrians and a further 2 highway incidents involved cyclists; one of which was categorised as 'serious'.

3.5.6 All of the PIAs are contained to a number of links and junctions within the study area and only 3 collisions; 2 of which were 'serious', were recorded within the immediate vicinity of the site, on the B4098 Tamworth Road.

3.5.7 No accidents were recorded along the entire length of Fivefield Road during the study period.

3.5.8 A small cluster of accidents (5) is visible at the Sandpits Lane/Bennetts Road South priority junction towards the centre of Keresley.

3.5.9 Each incident at the Sandpits Lane/Bennetts Road South priority junction was identified as being caused either by a driver failing *"to look properly";* disobeying an *"automatic traffic signal"*, having to *"junction restart"* or in one instance, resulting from a *"slippery road (due to adverse weather)"*.

3.5.10 All other highway incidents that were recorded at links and junctions within the five-year study period, were limited to clusters of no more than 2 accidents at each junction/link location, respectively. Furthermore, the northern section of the B4098 Tamworth Road had the highest number of accidents recorded at a highway link in the search area (3).

3.5.11 On the north section of the B4098 Tamworth Road, each accident resulted from a separate causation factor (either a *"poor turn or manoeuvre", "travelling too fast for conditions"* or an *"illness or disability, mental or physical"*).

3.5.12 Overall, the available data therefore suggests that there is no strong correlation in how incidents occurred or were distributed throughout the study area, over the most recent five-year period. The majority of accidents recorded were 'slight' in severity (19) and there were no fatal accidents.

3.5.13 The majority of accidents were the result of driver error/neglectful driving, such as; failing to look properly, poor turn manoeuvres and/or travelling too fast.

3.5.14 It is considered that given the low level of accidents recorded over the study period and lack of a common design cause for accidents that are clustered or within the vicinity of the site (i.e. no accidents were attributable to the existing layout/design of the junctions and/or highway; there will be no requirement for any specific road safety issues to be addressed or mitigated as a part of the development proposals.

APPENDIX H7

OCC & DL CONSULTATION RESPONSES TO PYE HOMES APPLICATION

Travel Plans
The development will need to come under the influence of a Travel Plan. This could be achieved in one of two ways, as follows.

- The site could be included in the emerging Heyford Park Travel Plan currently being developed by the Dorchester Group, to which it would be required to make a proportionate contribution to the cost of delivery.

- A stand alone Travel Plan for this site together with the adjacent Phase 1 site (15/01357/F) could be developed. This would need to align closely with the emerging Heyford Park Travel Plan.

To support active travel for the new residents a Travel Information Pack should be produced. Guidance on the requirements for this document can be obtained from the Travel Plans team at Oxfordshire County Council.

These requirements can be met in discharge of conditions of planning permission.

Rights of Way
There is concern as to how this development sits in terms of accessibility to wider countryside and public rights of way network. The development needs non-motorised user access alongside Camp Road, either inside the development or along the road to give safe access east to west. Internal access routes also need to connect to the neighbouring development parcels.

Road Agreements
There have been some issues along this stretch of road where there have been land boundary issues. It would be important for the developer to thoroughly check their title with the actual highway boundary for any Section 278 applications to check if there are any gaps.
It is not clear what and for whom the 6.0m easement is for.

The County would want full highway adoption for the vision splays for the main junction.

It looks like there would be some S278 works necessary to amend the current Camp Road island which currently would hinder traffic turning right from the new development.

A footway link should be proposed between site and existing highway.

General adoptability notes are set out below.

- Where there is not a footway adjacent to the carriageway i.e. a shared surface carriageway, a minimum 800mm maintenance margin is required.
- Adoptable visitor parking bays must be 2.5m x 6.0m
- If roads are to be proposed for adoption they will require a turning head.

- A long section indicating the vertical alignment will be required to determine appropriate carriageway and footway gradients. They will need to be DDA compliant i.e. maximum 1:20 or 5%.
- The Service corridor will need to be a minimum 2.0m wide under the footway or verge.
- There are no visibility splays indicated. Junction and Forward Visibility Splays must be in accordance with the County's Residential Design Guide Second Edition (2015) and dedicated to the County if they fall out of the existing highway boundary.
- Shared surfaces width will be a minimum of 6.0m and a minimum of 800mm maintenance margin is required either side of the shared surface. A blocked paved surface or similar will be required for shared surfaces.
- Provide a Stage 1 Road Safety Audit in accordance with GG119 (5.46.1) including a designers response.
- No private drainage is to discharge onto any area of existing or proposed adoptable highway. The drainage proposals will be agreed at the Section 38 Agreement stage once the drainage calculations and detailed design are presented.
- Foul and surface water manholes should not be placed within the middle of the carriageway, at junctions, tyre tracks and where informal crossing points are located.
- Trees must not conflict with streetlights and must be a minimum 10 metres away and a minimum 1.5m from the carriageway. Trees that are within 5m of the carriageway or footway will require root protection. Given the number of trees indicated it would be helpful that the proposed street lighting is provided as trees will have to be located at least 10 metres away to ensure the streetlights can perform effectively.
- Trees within the highway will need to be approved by the County and will carry a commuted sum. No private planting to overhang or encroach the proposed adoptable areas.

S278 Highway Works

An obligation to enter into a S278 Agreement will be required to secure the site access as shown on Odyssey Drawing No.22-192-003, Rev D included in the Transport Assessment.

Notes
This is to be secured by means of S106 restriction not to implement development (or occasionally other trigger point) until S278 agreement has been entered into.
The trigger by which time S278 works are to be completed shall also be included in the S106 agreement.

Identification of areas required to be dedicated as public highway and agreement of all relevant landowners will be necessary in order to enter into the S278 agreements.

DORCHESTER
LIVING

27th October 2022

Major Projects Team
Planning Services
Cherwell District Council
Bodicote House
Bodicote
Banbury
Oxfordshire
OX15 4AA

Dear Sir/Madam,

Re: Planning application 22/03063/F Land East of Larsen Road, Heyford Park – Erection of 126 dwellings served by access from Camp Road, provision of open space and associated infrastructure

I refer to the above planning application and write on behalf of Dorchester Living Limited.

The application site, along with the wider Heyford Park, fall within the strategic allocation of the Former RAF Upper Heyford, the subject of Policy Villages 5 ("PV5") of the adopted Cherwell Local Plan 2011-2031.

The application site has been the subject of two earlier planning applications, which are presently undetermined (references 21/03523/OUT (31 dwellings) and 15/01357/F (89 dwellings). Both have been assessed by the LPA and benefit from resolutions to grant planning permission, subject to the prior completion of Planning Obligations to secure appropriate infrastructure.

The current application seeks full planning permission for 126 dwellings, based on an 'amalgamated' site area and has been submitted on behalf of an established residential developer.

PV5 sets out a number of criteria, including the provision of community, social, education and highway infrastructure secured by appropriate financial contributions from related applications as part of a comprehensive approach to the overall development.

In applying PV5 to both earlier applications, the LPA concluded that relevant and reasonable financial obligations should be secured towards the provision of this infrastructure to secure its onward delivery by either public bodies or other third parties.

This approach is also clearly applicable to the current proposal (ref 22/03063/F) and I would respectfully invite the LPA to seek the following matters by way of a legally binding Planning Obligation, as a precursor to the grant of planning permission;

Highway Improvements and Mitigation:

- M40 Junction 10
- Bus Service
- Bus Infrastructure
- Junction Safety improvements A4260 /B4027
- HGV restrictions

- Hopcrofts Holt
- Middleton Stoney Bus Gate or other solution
- Cycle link connection between Camp Road and B430
- Bridleway upgrade between B430 and Bicester
- Signalisation of Ardley Road/Bucknell Road/B430 Junction
- Signalisation of B430/Unnamed Road Junction
- Junction of Chilgrove Drive and Camp Road
- Upgraded Chilgrove Drive and new bus route
- Village Traffic Calming
- Junction Safety Improvements A420/North Aston Road
- Camp Road Improvements
- New School crossing
- Travel Planning

Education Facilities and Services

- New Primary School
- Primary School Land
- Secondary Education
- SEN Education

Community and Sports Facilities

- Allotments
- Sports Pitches
- Indoor sports
- Community Hall

Heritage Assets

- Park creation
- Heritage Centre
- Heritage Buildings

Ecological and Biodiversity

- Grassland habitat creation

By securing financial contributions towards these matters, along with any others identified by the Local Planning Authority, the comprehensive approach set out in Policy Villages 5 can be applied in a proportionate and compliant manner.

I would also request that affordable housing provision is delivered via the Planning Obligation.

DORCHESTER
LIVING

I hope that these comments are informative and will be taken into account as part of the decision-making process on this application. I would also be grateful if you could keep me informed of any developments on the application.

Yours sincerely,

[redacted]

Neil Cottrell

Planning Manager

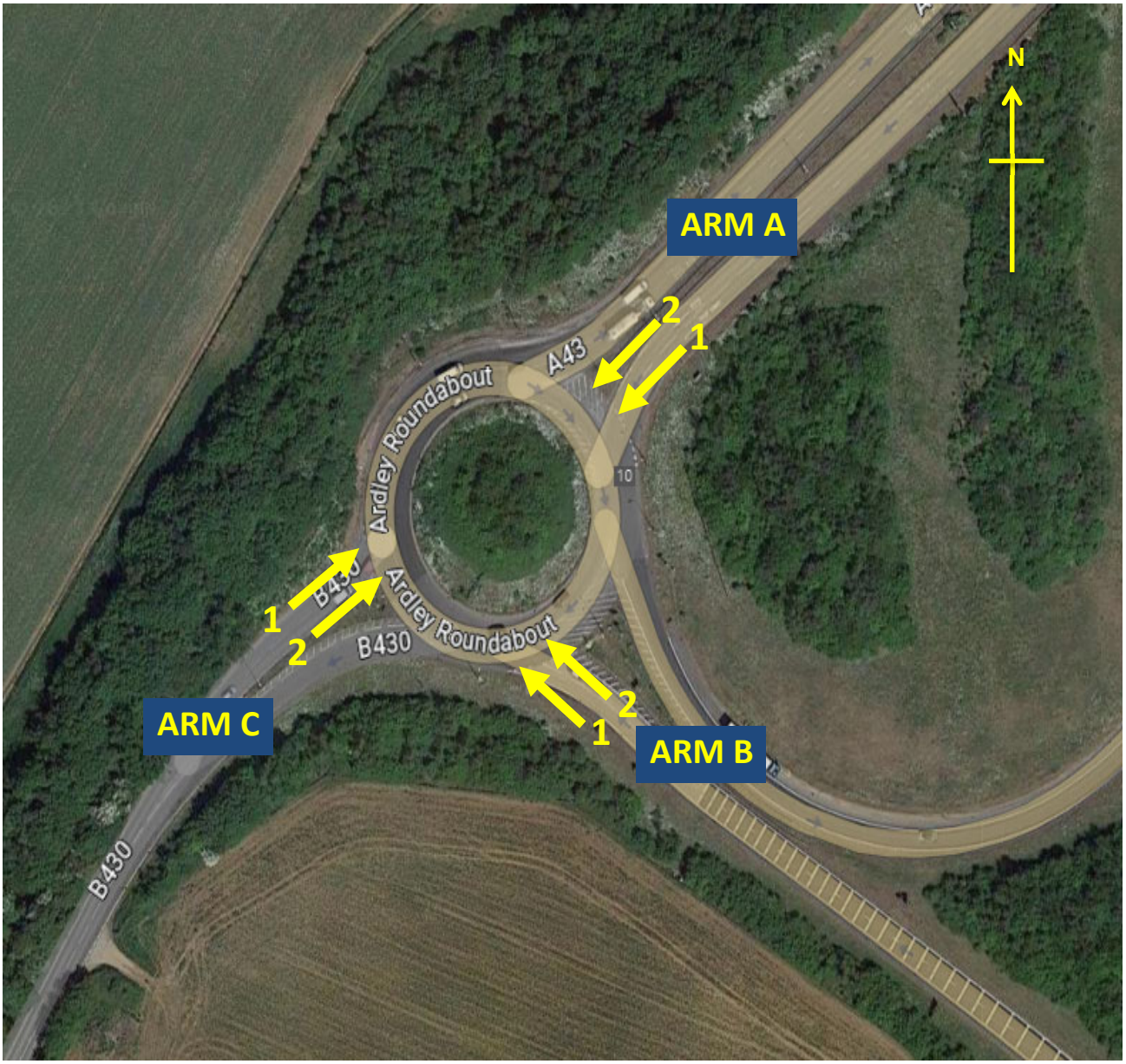
Email: N.Cottrell@dorchestergrp.com

Telephone: 07932005536

APPENDIX H8

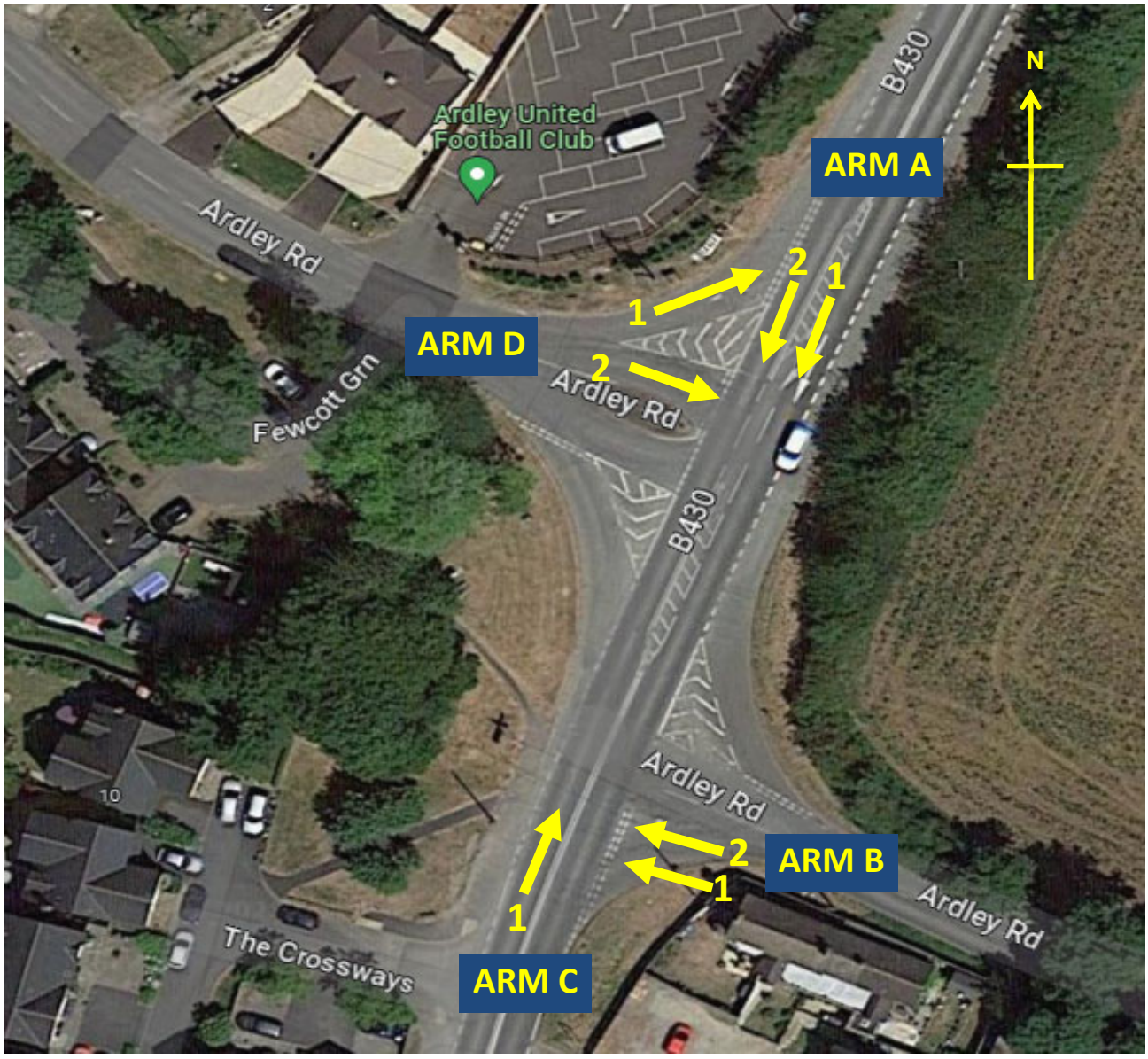
2023 TRAFFIC COUNT DATA

SITE:		DATE:
1	AUTO SURVEYS LTD	07/09/2023
LOCATION:		**DAY:**
A43 (NE) / M40 SLIP ROADS / B430		THURSDAY



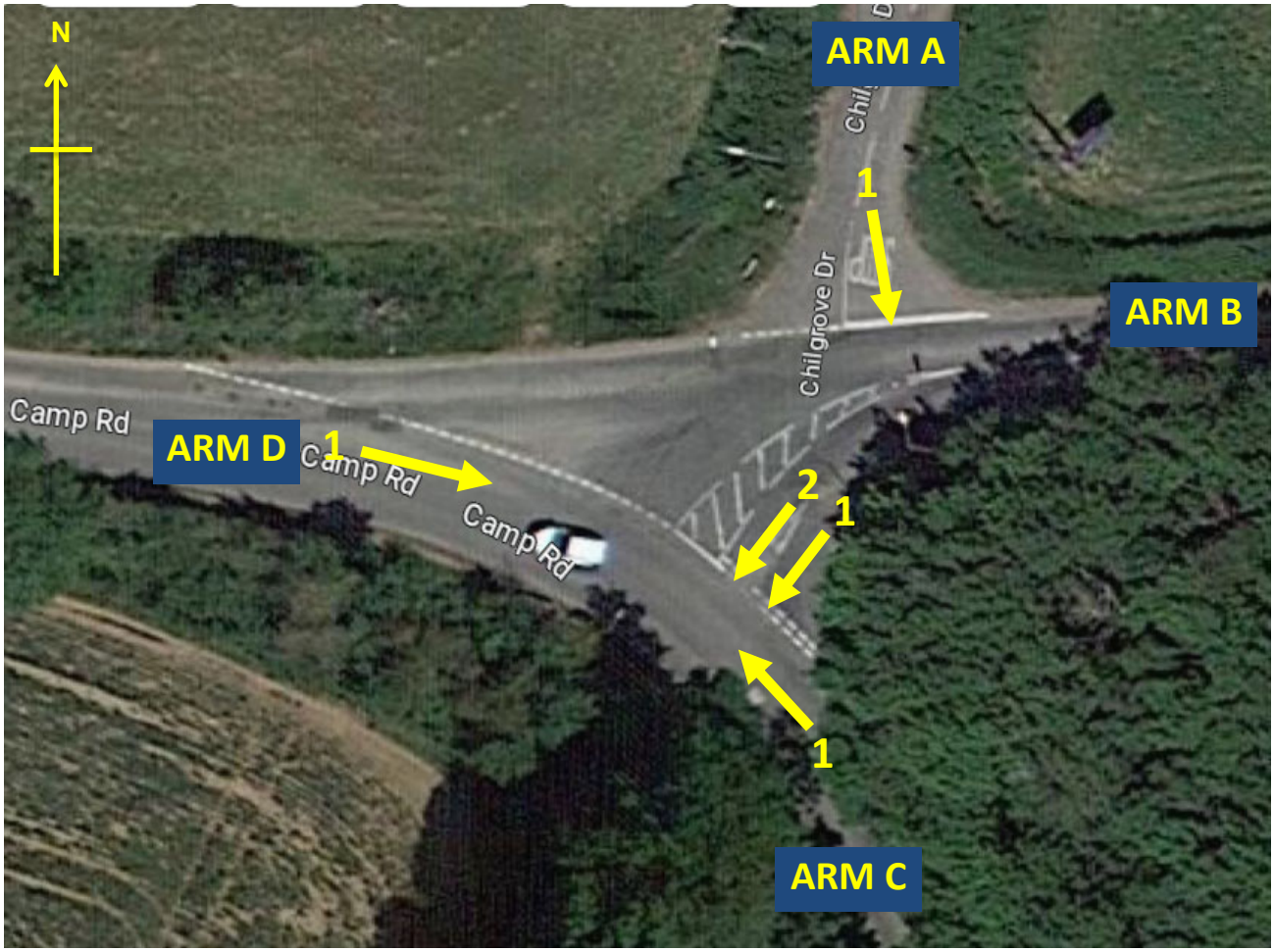
JOB TITLE:		JOB NUMBER:
HEYFORD PARK		12642

SITE:		DATE:
2	AUTO SURVEYS LTD	07/09/2023
LOCATION:		**DAY:**
B430 (N) / ARDLEY ROAD (E) / B430 (S) / ARDLEY ROAD (W)		THURSDAY



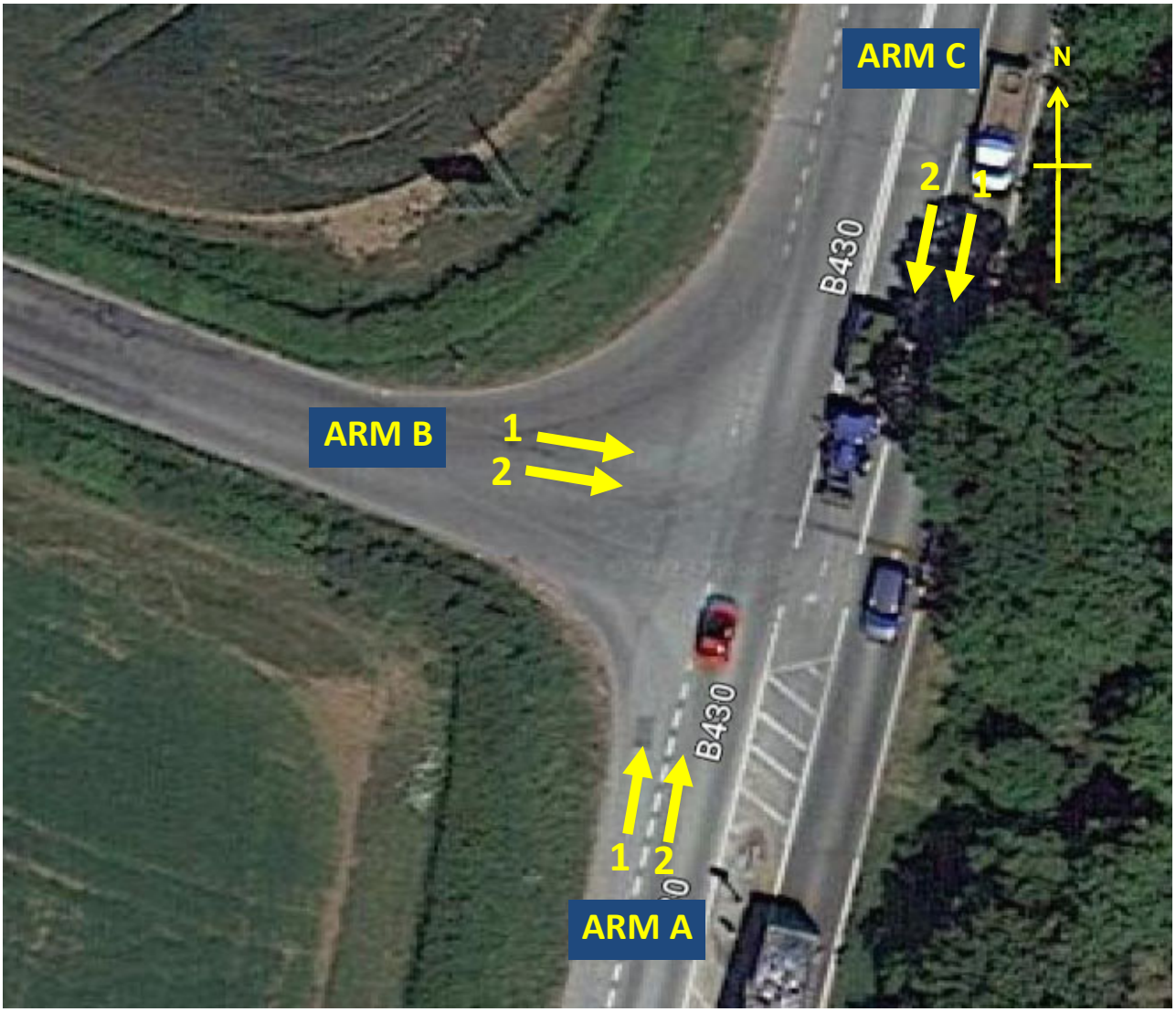
JOB TITLE:		JOB NUMBER:
HEYFORD PARK		12642

SITE: 3	AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	DATE: 07/09/2023
LOCATION: CHILGROVE DRIVE / UN-NAMED ROAD / CAMP ROAD (S) / CAMP ROAD (W)		DAY: THURSDAY



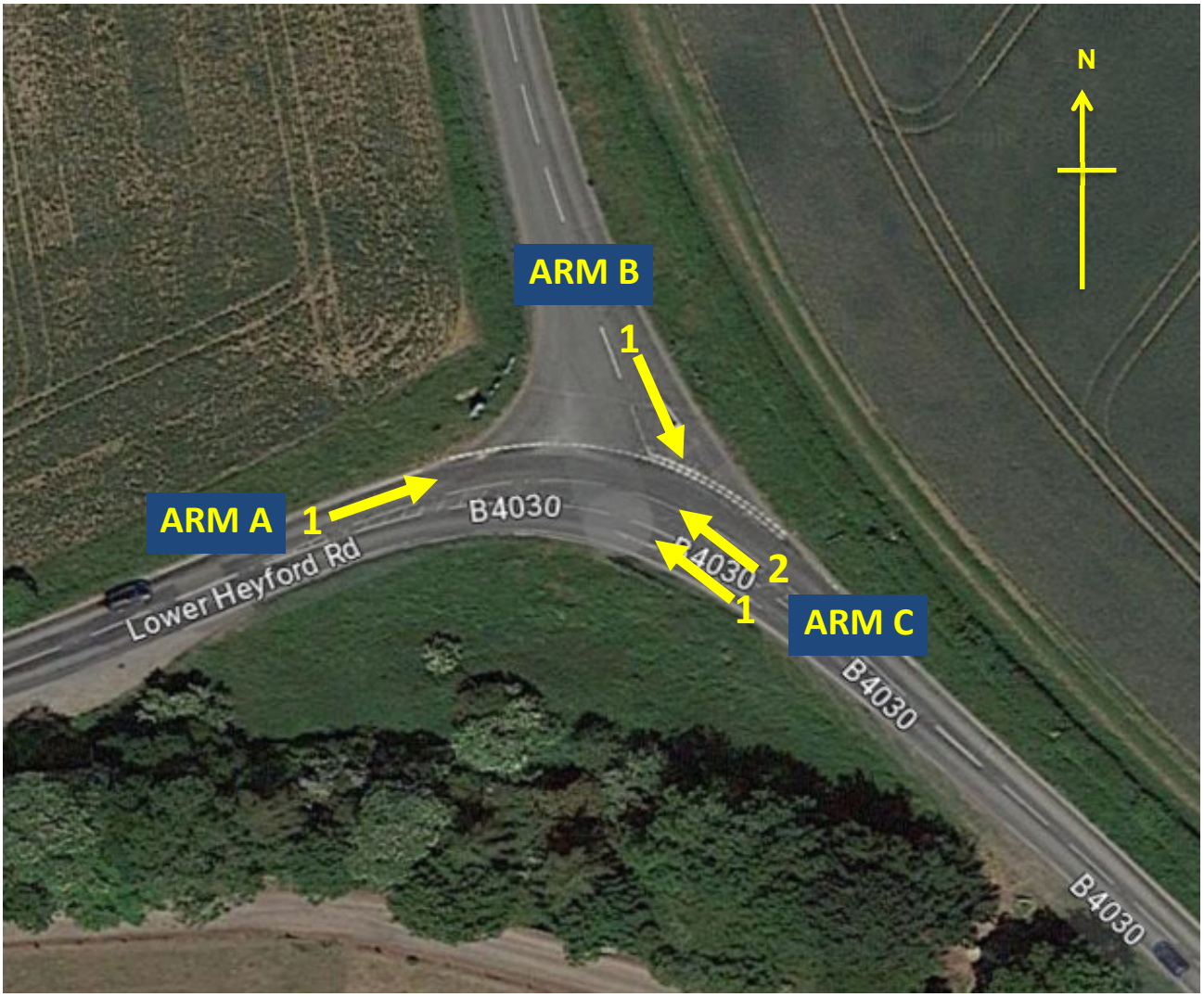
JOB TITLE: HEYFORD PARK		JOB NUMBER: 12642

SITE:		DATE:
4	AUTO SURVEYS LTD	07/09/2023
LOCATION:		**DAY:**
B430 (S) / UN-NAMED ROAD / B430 (N)		THURSDAY



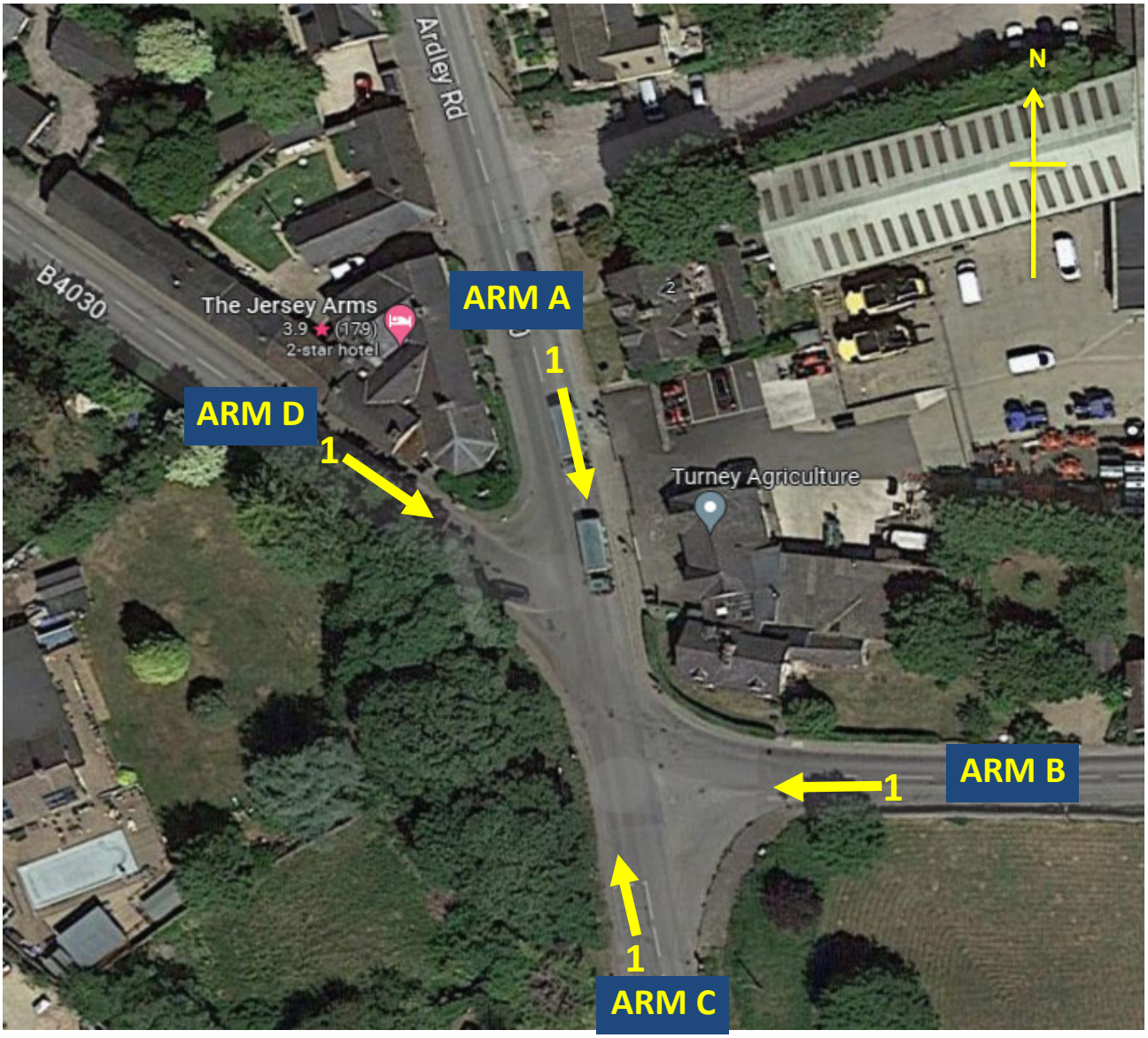
JOB TITLE:		JOB NUMBER:
HEYFORD PARK		12642

SITE:		DATE:
5	AUTO SURVEYS LTD	07/09/2023
LOCATION: B4030 LOWER HEYFORD ROAD (W) / UN-NAMED ROAD / B4030 LOWER HEYFORD ROAD (E)		DAY: THURSDAY



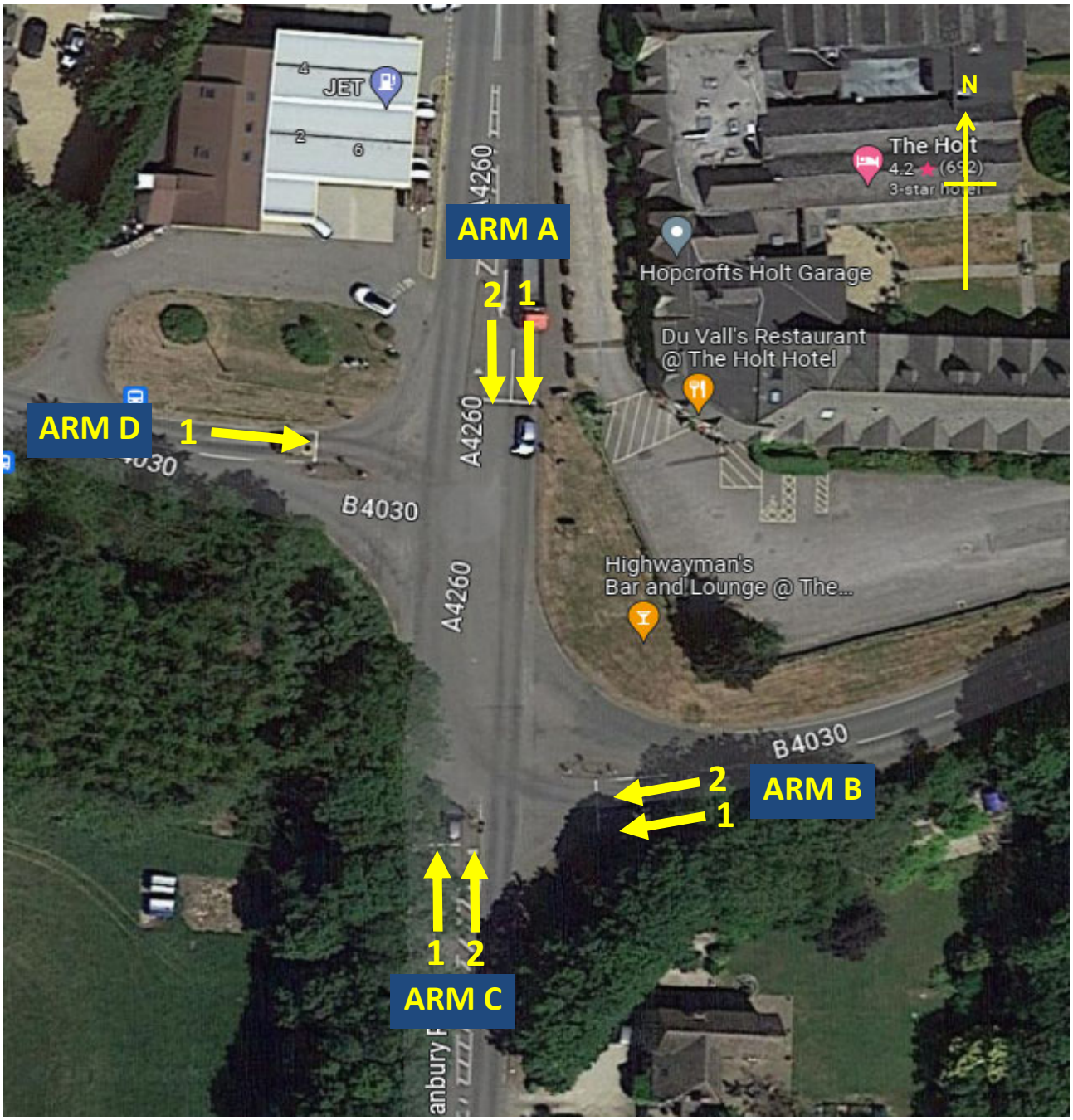
JOB TITLE:		JOB NUMBER:
HEYFORD PARK		12642

SITE:		DATE:
6	AUTO SURVEYS LTD	07/09/2023
LOCATION:		**DAY:**
ARDLEY ROAD (N) / B4030 (E) / ARDLEY ROAD (S) / B4030 (W)		THURSDAY



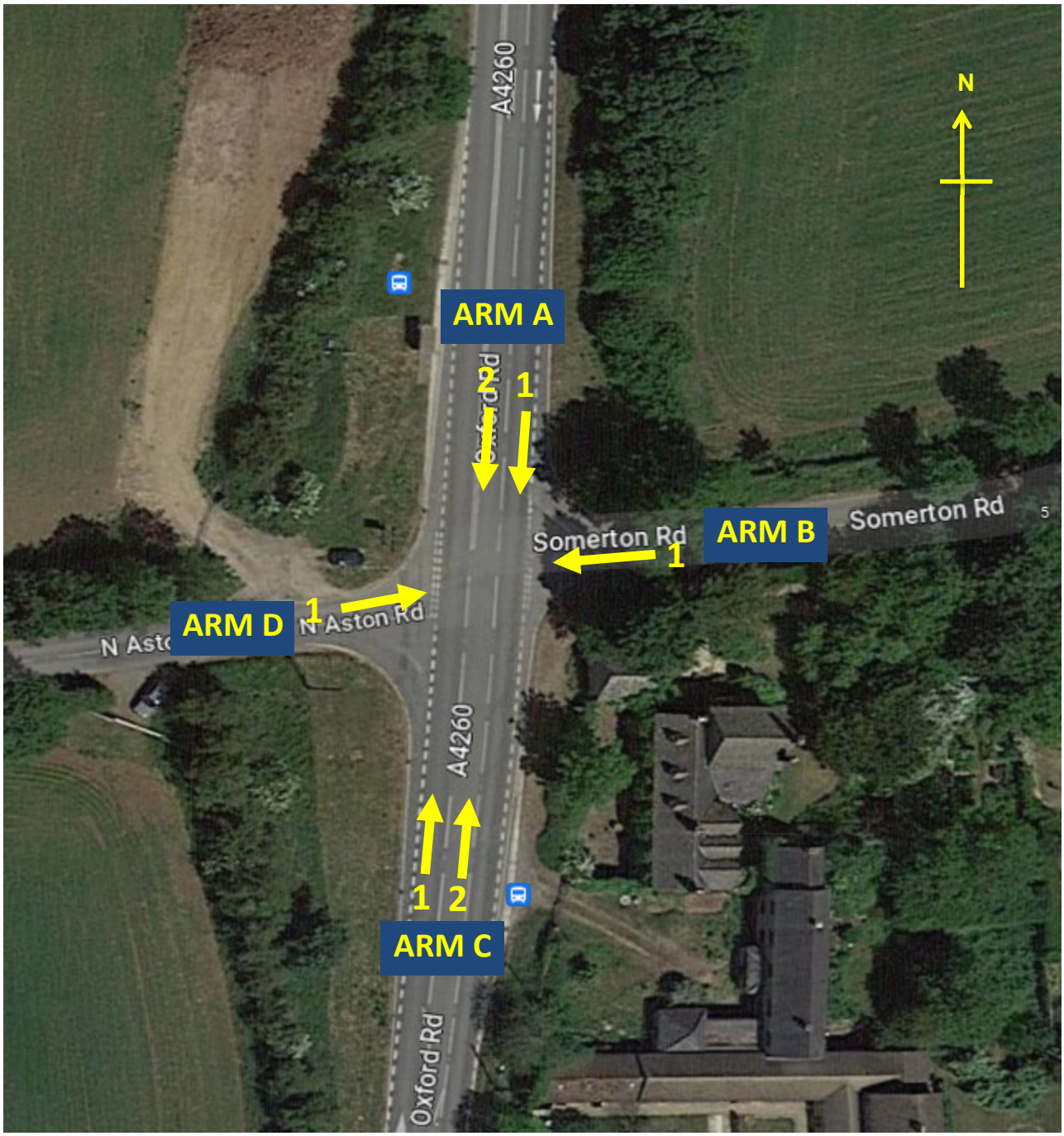
JOB TITLE:		JOB NUMBER:
HEYFORD PARK		12642

SITE:		DATE:
7	AUTO SURVEYS LTD	07/09/2023
LOCATION:		**DAY:**
A4260 (N) / B4030 (E) / A4260 (S) / B4030 (W)		THURSDAY



JOB TITLE:		JOB NUMBER:
HEYFORD PARK		12642

SITE:		DATE:
8	AUTO SURVEYS LTD	07/09/2023
LOCATION:		**DAY:**
A4260 (N) / SOMERTON ROAD / A4260 (S) / N ASTON ROAD		THURSDAY



JOB TITLE:		JOB NUMBER:
HEYFORD PARK		12642

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 1 **DATE:** 07/09/2023

LOCATION: A43 (NE) / M40 SLIP ROADS / B430 **DAY:** THURSDAY

TIME	A TO A FROM A43 (NE) TO A43 (NE)								A TO B FROM A43 (NE) TO M40 SLIP ROADS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	23	3	6	1	0	0	0	33
07:15	0	0	0	0	0	0	0	0	34	6	2	6	0	1	0	49
07:30	0	0	0	0	0	0	0	0	33	4	3	4	0	0	0	44
07:45	0	0	0	0	0	0	0	0	41	6	3	6	0	1	0	57
H/TOT	0	0	0	0	0	0	0	0	131	19	14	17	0	2	0	183
08:00	0	0	0	0	0	0	0	0	32	5	7	6	0	1	0	51
08:15	0	0	0	0	0	0	0	0	36	7	3	2	0	0	0	48
08:30	0	0	0	0	0	0	0	0	30	5	6	9	0	0	0	50
08:45	0	0	0	0	0	0	0	0	30	8	8	3	0	0	0	49
H/TOT	0	0	0	0	0	0	0	0	128	25	24	20	0	1	0	198
09:00	0	0	0	0	0	0	0	0	43	9	2	3	0	0	0	57
09:15	0	0	0	0	0	0	0	0	41	9	5	5	0	0	0	60
09:30	0	0	0	0	0	0	0	0	34	7	5	3	0	0	0	49
09:45	0	0	0	0	0	0	0	0	34	7	5	7	0	0	0	53
H/TOT	0	0	0	0	0	0	0	0	152	32	17	18	0	0	0	219
P/TOT	0	0	0	0	0	0	0	0	411	76	55	55	0	3	0	600

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 1 **DATE:** 07/09/2023

LOCATION: A43 (NE) / M40 SLIP ROADS / B430 **DAY:** THURSDAY

TIME	A TO A FROM A43 (NE) TO A43 (NE)								A TO B FROM A43 (NE) TO M40 SLIP ROADS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	40	14	11	8	0	0	0	73
16:15	0	0	0	0	0	0	0	0	51	14	5	10	0	0	0	80
16:30	0	0	0	0	0	0	0	0	60	6	5	1	1	0	0	73
16:45	0	0	0	0	0	0	0	0	52	14	2	2	1	1	0	72
H/TOT	0	0	0	0	0	0	0	0	203	48	23	21	2	1	0	298
17:00	0	0	0	0	0	0	0	0	52	9	3	2	0	0	0	66
17:15	0	0	0	0	0	0	0	0	68	8	7	1	0	0	0	84
17:30	0	0	0	0	0	0	0	0	62	11	4	6	0	1	0	84
17:45	0	0	0	0	0	0	0	0	59	7	5	1	0	1	0	73
H/TOT	0	0	0	0	0	0	0	0	241	35	19	10	0	2	0	307
18:00	0	0	0	0	0	0	0	0	60	5	2	3	0	2	0	72
18:15	0	0	0	0	0	0	0	0	56	12	0	2	0	1	0	71
18:30	0	0	0	0	0	0	0	0	53	6	6	2	0	0	0	67
18:45	0	0	0	0	0	0	0	0	43	8	2	1	0	0	0	54
H/TOT	0	0	0	0	0	0	0	0	212	31	10	8	0	3	0	264
P/TOT	0	0	0	0	0	0	0	0	656	114	52	39	2	6	0	869

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 1 **DATE:** 07/09/2023

LOCATION: A43 (NE) / M40 SLIP ROADS / B430 **DAY:** THURSDAY

TIME	A TO C FROM A43 (NE) TO B430								B TO A FROM M40 SLIP ROADS TO A43 (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	140	40	3	2	0	1	0	186	136	47	11	39	0	1	0	234
07:15	140	40	2	2	0	0	0	184	165	48	20	27	0	0	0	260
07:30	127	30	8	2	0	2	0	169	198	43	6	18	0	0	0	265
07:45	149	20	5	0	0	3	0	177	159	33	9	18	0	1	0	220
H/TOT	556	130	18	6	0	6	0	716	658	171	46	102	0	2	0	979
08:00	105	22	6	2	0	4	0	139	227	26	7	26	0	1	0	287
08:15	123	16	6	3	0	0	0	148	215	35	9	43	0	2	0	304
08:30	109	23	1	0	0	1	0	134	185	31	12	29	0	0	0	257
08:45	77	12	6	1	0	0	0	96	162	38	16	31	0	0	0	247
H/TOT	414	73	19	6	0	5	0	517	789	130	44	129	0	3	0	1095
09:00	78	6	1	6	1	0	0	92	184	30	20	38	0	2	0	274
09:15	68	20	1	2	0	1	0	92	161	25	22	50	0	0	0	258
09:30	55	17	1	2	0	0	0	75	159	28	18	31	0	2	0	238
09:45	50	14	4	2	0	1	0	71	176	31	14	40	0	2	0	263
H/TOT	251	57	7	12	1	2	0	330	680	114	74	159	0	6	0	1033
P/TOT	1221	260	44	24	1	13	0	1563	2127	415	164	390	0	11	0	3107

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 1 **DATE:** 07/09/2023

LOCATION: A43 (NE) / M40 SLIP ROADS / B430 **DAY:** THURSDAY

TIME	A TO C FROM A43 (NE) TO B430								B TO A FROM M40 SLIP ROADS TO A43 (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	71	10	1	1	0	0	0	83	231	57	24	31	0	2	0	345
16:15	51	12	2	0	0	0	0	65	180	44	18	32	0	2	0	276
16:30	78	9	2	0	0	0	0	89	223	56	13	30	1	2	0	325
16:45	65	6	0	0	0	2	0	73	205	49	14	32	0	0	0	300
H/TOT	265	37	5	1	0	2	0	310	839	206	69	125	1	6	0	1246
17:00	77	9	2	1	0	2	0	91	202	44	13	30	0	1	0	290
17:15	87	6	0	0	0	0	0	93	241	38	11	27	0	1	0	318
17:30	73	9	1	1	0	0	0	84	259	31	13	31	0	0	0	334
17:45	91	5	1	1	0	1	0	99	235	29	8	27	1	3	0	303
H/TOT	328	29	4	3	0	3	0	367	937	142	45	115	1	5	0	1245
18:00	61	6	1	0	0	2	0	70	248	29	10	24	0	2	0	313
18:15	63	1	0	0	0	1	0	65	230	22	6	27	0	0	0	285
18:30	42	4	2	0	0	1	0	49	228	35	11	25	0	1	0	300
18:45	37	1	2	0	0	0	0	40	185	21	11	26	0	2	0	245
H/TOT	203	12	5	0	0	4	0	224	891	107	38	102	0	5	0	1143
P/TOT	796	78	14	4	0	9	0	901	2667	455	152	342	2	16	0	3634

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 1 **DATE:** 07/09/2023

LOCATION: A43 (NE) / M40 SLIP ROADS / B430 **DAY:** THURSDAY

TIME	B TO B FROM M40 SLIP ROADS TO M40 SLIP ROADS								B TO C FROM M40 SLIP ROADS TO B430							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	3
07:15	0	0	0	0	0	0	0	0	3	7	0	0	0	0	0	10
07:30	0	0	0	0	0	0	0	0	7	4	1	2	0	0	0	14
07:45	0	0	0	0	0	0	0	0	8	0	0	2	0	0	0	10
H/TOT	0	0	0	0	0	0	0	0	19	11	1	6	0	0	0	37
08:00	0	0	0	0	0	0	0	0	11	0	0	2	0	0	0	13
08:15	0	0	0	0	0	0	0	0	11	4	0	2	0	0	0	17
08:30	0	0	0	0	0	0	0	0	8	3	1	0	0	0	0	12
08:45	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	12
H/TOT	0	0	0	0	0	0	0	0	36	7	1	10	0	0	0	54
09:00	0	0	0	0	0	0	0	0	8	1	1	0	0	0	0	10
09:15	0	0	0	0	0	0	0	0	7	2	0	2	0	0	0	11
09:30	0	0	0	0	0	0	0	0	4	1	0	1	0	0	0	6
09:45	0	0	0	0	0	0	0	0	9	0	0	1	0	0	0	10
H/TOT	0	0	0	0	0	0	0	0	28	4	1	4	0	0	0	37
P/TOT	0	0	0	0	0	0	0	0	83	22	3	20	0	0	0	128

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 1 **DATE:** 07/09/2023

LOCATION: A43 (NE) / M40 SLIP ROADS / B430 **DAY:** THURSDAY

TIME	B TO B FROM M40 SLIP ROADS TO M40 SLIP ROADS								B TO C FROM M40 SLIP ROADS TO B430							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	8	2	2	0	0	0	0	12
16:15	0	0	0	0	0	0	0	0	5	2	0	3	0	0	0	10
16:30	0	0	0	0	0	0	0	0	10	1	0	1	0	0	0	12
16:45	0	0	0	0	0	0	0	0	6	2	1	1	0	0	0	10
H/TOT	0	0	0	0	0	0	0	0	29	7	3	5	0	0	0	44
17:00	0	0	0	0	0	0	0	0	11	1	0	2	0	0	0	14
17:15	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
17:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
17:45	0	0	0	0	0	0	0	0	8	0	0	2	0	0	0	10
H/TOT	0	0	0	0	0	0	0	0	35	2	0	4	0	0	0	41
18:00	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
18:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
18:30	0	0	0	0	0	0	0	0	5	1	0	1	0	0	0	7
18:45	0	0	0	0	0	0	0	0	4	1	0	1	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	26	3	0	2	0	0	0	31
P/TOT	0	0	0	0	0	0	0	0	90	12	3	11	0	0	0	116

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 1 **DATE:** 07/09/2023

LOCATION: A43 (NE) / M40 SLIP ROADS / B430 **DAY:** THURSDAY

TIME	C TO A FROM B430 TO A43 (NE)								C TO B FROM B430 TO M40 SLIP ROADS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	23	8	4	1	0	0	0	36	39	6	2	0	0	0	0	47
07:15	35	8	3	1	0	0	0	47	35	4	0	4	0	0	0	43
07:30	39	6	1	2	0	0	0	48	53	7	1	1	0	1	0	63
07:45	59	10	2	0	0	0	0	71	52	7	2	1	0	0	0	62
H/TOT	156	32	10	4	0	0	0	202	179	24	5	6	0	1	0	215
08:00	78	10	4	2	0	1	0	95	45	3	4	2	0	1	0	55
08:15	62	11	1	1	0	0	0	75	47	3	2	1	0	0	0	53
08:30	41	10	0	4	0	0	0	55	35	7	2	1	0	0	0	45
08:45	35	8	0	1	0	1	0	45	17	1	0	1	0	0	0	19
H/TOT	216	39	5	8	0	2	0	270	144	14	8	5	0	1	0	172
09:00	33	7	3	5	0	0	0	48	28	4	1	0	0	0	0	33
09:15	24	5	4	1	0	0	0	34	15	4	4	3	0	0	0	26
09:30	25	9	11	0	0	3	0	48	29	2	0	5	0	0	0	36
09:45	26	6	4	1	0	0	0	37	19	3	0	4	0	0	0	26
H/TOT	108	27	22	7	0	3	0	167	91	13	5	12	0	0	0	121
P/TOT	480	98	37	19	0	5	0	639	414	51	18	23	0	2	0	508

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 1 **DATE:** 07/09/2023

LOCATION: A43 (NE) / M40 SLIP ROADS / B430 **DAY:** THURSDAY

TIME	C TO A FROM B430 TO A43 (NE)								C TO B FROM B430 TO M40 SLIP ROADS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	66	18	0	2	0	0	0	86	45	15	3	2	0	1	0	66
16:15	63	25	2	2	0	3	0	95	48	13	0	0	0	1	0	62
16:30	66	13	0	2	0	3	0	84	43	11	0	1	0	1	0	56
16:45	73	18	1	0	0	0	0	92	49	9	2	2	0	0	0	62
H/TOT	268	74	3	6	0	6	0	357	185	48	5	5	0	3	0	246
17:00	69	8	1	3	0	0	0	81	40	2	0	4	0	0	0	46
17:15	58	8	1	3	0	2	0	72	49	2	0	0	0	0	0	51
17:30	66	9	1	0	0	3	0	79	36	3	0	2	0	1	0	42
17:45	60	7	0	1	0	0	0	68	33	5	1	4	0	0	0	43
H/TOT	253	32	3	7	0	5	0	300	158	12	1	10	0	1	0	182
18:00	65	2	0	2	3	2	0	74	35	3	0	0	0	0	0	38
18:15	56	2	1	1	0	0	0	60	37	3	0	0	0	0	0	40
18:30	39	2	0	1	0	0	0	42	22	2	0	2	0	0	0	26
18:45	26	6	0	0	0	0	0	32	16	1	1	1	0	0	0	19
H/TOT	186	12	1	4	3	2	0	208	110	9	1	3	0	0	0	123
P/TOT	707	118	7	17	3	13	0	865	453	69	7	18	0	4	0	551

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 1 **DATE:** 07/09/2023

LOCATION: A43 (NE) / M40 SLIP ROADS / B430 **DAY:** THURSDAY

TIME	C TO C FROM B430 TO B430							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 1 **DATE:** 07/09/2023

LOCATION: A43 (NE) / M40 SLIP ROADS / B430 **DAY:** THURSDAY

TIME	C TO C FROM B430 TO B430							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

QUEUE LENGTHS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 1 **DATE:** 07/09/2023

LOCATION: A43 (NE) / M40 SLIP ROADS / B430 **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A A43 (NE)		ARM B M40 SLIP ROADS		ARM C B430	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
07:00	0	0	3	5	1	2
07:05	0	0	3	4	0	3
07:10	0	1	7	7	5	4
07:15	0	0	4	6	3	2
07:20	0	4	4	4	2	5
07:25	0	0	5	10	0	2
07:30	0	2	3	10	3	2
07:35	0	0	5	9	6	2
07:40	0	1	3	3	1	2
07:45	2	0	2	4	3	3
07:50	0	0	4	6	5	2
07:55	0	6	3	2	2	3
08:00	0	0	4	12	3	2
08:05	0	2	6	8	5	4
08:10	0	0	5	7	4	4
08:15	0	0	5	9	2	4
08:20	0	4	5	8	3	4
08:25	0	0	7	8	3	3
08:30	0	0	1	5	4	3
08:35	0	0	6	4	5	2
08:40	0	0	3	6	4	2
08:45	0	0	2	2	0	2
08:50	1	0	0	4	2	1
08:55	0	0	0	10	3	2

TIME	ARM A A43 (NE)		ARM B M40 SLIP ROADS		ARM C B430	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
16:00	0	0	4	5	5	4
16:05	0	0	3	4	6	6
16:10	0	0	0	4	5	4
16:15	0	0	3	0	5	5
16:20	0	0	0	0	4	7
16:25	0	0	2	2	5	4
16:30	2	0	5	4	5	4
16:35	2	0	3	2	4	3
16:40	0	0	0	0	3	0
16:45	0	0	2	0	6	2
16:50	1	3	0	0	5	3
16:55	0	0	0	0	6	4
17:00	0	0	1	1	3	2
17:05	0	0	0	1	3	5
17:10	0	3	0	0	2	3
17:15	0	4	3	4	4	3
17:20	0	2	4	5	5	3
17:25	0	0	0	2	2	1
17:30	0	0	3	2	4	3
17:35	0	3	0	2	3	4
17:40	0	0	4	4	4	5
17:45	0	0	2	0	3	2
17:50	0	0	2	2	5	3
17:55	0	0	1	3	2	1

QUEUE LENGTHS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 1 **DATE:** 07/09/2023

LOCATION: A43 (NE) / M40 SLIP ROADS / B430 **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A A43 (NE)		ARM B M40 SLIP ROADS		ARM C B430	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
09:00	0	0	2	4	1	2
09:05	0	0	4	6	4	3
09:10	0	0	2	0	2	2
09:15	0	0	5	2	2	1
09:20	0	0	3	5	2	2
09:25	0	0	4	4	1	2
09:30	1	0	3	8	1	4
09:35	0	0	2	3	2	4
09:40	0	0	3	3	3	2
09:45	0	0	0	0	2	1
09:50	0	1	0	2	3	3
09:55	0	0	2	4	0	1

TIME	ARM A A43 (NE)		ARM B M40 SLIP ROADS		ARM C B430	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
18:00	0	0	0	0	3	2
18:05	0	0	2	2	4	4
18:10	0	0	0	2	3	1
18:15	0	0	1	0	7	3
18:20	0	0	0	0	3	2
18:25	0	0	0	0	4	3
18:30	1	0	0	4	4	3
18:35	0	0	0	1	4	2
18:40	0	0	0	0	1	1
18:45	0	0	0	0	3	1
18:50	0	0	0	0	1	2
18:55	0	0	0	0	1	1

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 2 **DATE:** 07/09/2023

LOCATION: B430 (N) / ARDLEY ROAD (E) / B430 (S) / ARDLEY ROAD (W) **DAY:** THURSDAY

TIME	A TO B FROM B430 (N) TO ARDLEY ROAD (E)								A TO C FROM B430 (N) TO B430 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	131	42	3	3	0	1	0	180
07:15	3	0	1	0	0	0	0	4	136	46	1	2	0	0	0	185
07:30	1	2	0	0	0	0	0	3	126	30	8	4	0	2	0	170
07:45	4	0	0	0	0	0	0	4	148	18	4	2	0	3	0	175
H/TOT	8	2	1	0	0	0	0	11	541	136	16	11	0	6	0	710
08:00	4	0	0	0	0	0	0	4	112	25	6	5	0	4	0	152
08:15	4	0	0	0	0	0	0	4	126	18	6	4	0	0	0	154
08:30	5	4	1	0	0	0	0	10	108	19	0	0	0	0	0	127
08:45	3	0	0	0	0	0	0	3	78	12	5	6	0	0	0	101
H/TOT	16	4	1	0	0	0	0	21	424	74	17	15	0	4	0	534
09:00	4	0	0	0	0	0	0	4	78	6	1	7	1	0	0	93
09:15	4	1	0	0	0	0	0	5	71	21	1	4	0	1	0	98
09:30	1	0	0	0	0	0	0	1	57	18	1	3	0	0	0	79
09:45	4	1	0	0	0	0	0	5	51	12	3	3	0	1	0	70
H/TOT	13	2	0	0	0	0	0	15	257	57	6	17	1	2	0	340
P/TOT	37	8	2	0	0	0	0	47	1222	267	39	43	1	12	0	1584

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 2 **DATE:** 07/09/2023

LOCATION: B430 (N) / ARDLEY ROAD (E) / B430 (S) / ARDLEY ROAD (W) **DAY:** THURSDAY

TIME	A TO B FROM B430 (N) TO ARDLEY ROAD (E)								A TO C FROM B430 (N) TO B430 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	11	0	0	0	0	0	0	11	59	9	2	1	0	0	0	71
16:15	4	3	0	0	0	0	0	7	50	13	4	2	0	0	0	69
16:30	11	0	0	0	0	0	0	11	66	7	0	2	0	0	0	75
16:45	9	0	0	0	0	0	0	9	58	7	2	1	0	2	1	71
H/TOT	35	3	0	0	0	0	0	38	233	36	8	6	0	2	1	286
17:00	6	0	0	0	0	0	0	6	65	9	1	3	0	2	0	80
17:15	11	0	0	0	0	0	0	11	90	6	0	0	0	0	0	96
17:30	7	0	0	0	0	0	0	7	62	9	0	1	0	0	0	72
17:45	14	0	0	0	0	0	0	14	77	4	2	2	0	1	0	86
H/TOT	38	0	0	0	0	0	0	38	294	28	3	6	0	3	0	334
18:00	8	0	0	0	0	0	0	8	62	6	1	1	0	2	0	72
18:15	8	0	0	0	0	0	0	8	57	1	0	0	0	1	0	59
18:30	5	0	0	0	0	0	0	5	35	3	2	1	0	1	0	42
18:45	5	0	0	0	0	0	0	5	31	3	2	0	0	0	0	36
H/TOT	26	0	0	0	0	0	0	26	185	13	5	2	0	4	0	209
P/TOT	99	3	0	0	0	0	0	102	712	77	16	14	0	9	1	829

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 2 **DATE:** 07/09/2023

LOCATION: B430 (N) / ARDLEY ROAD (E) / B430 (S) / ARDLEY ROAD (W) **DAY:** THURSDAY

TIME	A TO D FROM B430 (N) TO ARDLEY ROAD (W)								B TO A FROM ARDLEY ROAD (E) TO B430 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	0	0	0	0	0	0	5	13	3	0	0	0	0	0	16
07:15	4	1	0	0	0	0	0	5	16	0	0	0	0	0	0	16
07:30	1	2	1	0	0	0	0	4	26	4	0	0	0	1	0	31
07:45	1	0	1	0	0	0	0	2	25	4	0	0	0	0	0	29
H/TOT	11	3	2	0	0	0	0	16	80	11	0	0	0	1	0	92
08:00	3	0	0	0	0	0	0	3	23	2	0	0	0	0	0	25
08:15	7	1	0	0	0	0	0	8	24	3	0	0	0	0	0	27
08:30	7	1	1	0	0	1	0	10	14	2	0	0	0	0	0	16
08:45	3	2	1	0	0	0	0	6	9	0	0	0	0	0	0	9
H/TOT	20	4	2	0	0	1	0	27	70	7	0	0	0	0	0	77
09:00	2	0	0	0	0	0	0	2	14	2	0	0	0	0	0	16
09:15	2	1	0	0	0	0	0	3	5	1	0	0	0	0	0	6
09:30	1	0	0	0	0	0	0	1	12	0	0	0	0	0	0	12
09:45	6	0	0	0	0	0	0	6	5	1	0	0	0	0	0	6
H/TOT	11	1	0	0	0	0	0	12	36	4	0	0	0	0	0	40
P/TOT	42	8	4	0	0	1	0	55	186	22	0	0	0	1	0	209

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 2 **DATE:** 07/09/2023

LOCATION: B430 (N) / ARDLEY ROAD (E) / B430 (S) / ARDLEY ROAD (W) **DAY:** THURSDAY

TIME	A TO D FROM B430 (N) TO ARDLEY ROAD (W)								B TO A FROM ARDLEY ROAD (E) TO B430 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	10	0	0	0	0	0	0	10	7	0	0	0	0	0	0	7
16:15	4	2	0	0	0	0	0	6	9	1	0	0	0	0	0	10
16:30	7	2	0	0	0	0	0	9	11	4	0	0	0	1	0	16
16:45	5	1	0	0	0	0	0	6	5	2	0	0	0	0	0	7
H/TOT	26	5	0	0	0	0	0	31	32	7	0	0	0	1	0	40
17:00	8	1	0	0	0	0	0	9	7	0	0	0	0	0	0	7
17:15	8	1	0	0	0	0	0	9	20	2	0	0	0	1	0	23
17:30	10	0	0	0	0	0	0	10	13	1	0	0	0	1	0	15
17:45	7	1	0	0	0	0	0	8	7	0	0	0	0	0	0	7
H/TOT	33	3	0	0	0	0	0	36	47	3	0	0	0	2	0	52
18:00	5	1	0	0	0	0	0	6	12	1	0	0	0	0	0	13
18:15	6	0	0	0	0	0	0	6	8	0	0	0	0	0	0	8
18:30	5	2	0	0	0	0	0	7	3	0	0	0	0	0	0	3
18:45	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2
H/TOT	22	3	0	0	0	0	0	25	25	1	0	0	0	0	0	26
P/TOT	81	11	0	0	0	0	0	92	104	11	0	0	0	3	0	118

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 2 **DATE:** 07/09/2023

LOCATION: B430 (N) / ARDLEY ROAD (E) / B430 (S) / ARDLEY ROAD (W) **DAY:** THURSDAY

TIME	B TO C FROM ARDLEY ROAD (E) TO B430 (S)								B TO D FROM ARDLEY ROAD (E) TO ARDLEY ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	1	0	0	0	0	0	6	3	3	0	0	0	0	0	6
07:15	10	3	1	0	0	0	0	14	1	2	0	0	1	0	0	4
07:30	11	2	0	0	0	1	0	14	3	0	0	0	0	1	0	4
07:45	19	7	1	0	0	1	0	28	5	0	0	0	0	0	0	5
H/TOT	45	13	2	0	0	2	0	62	12	5	0	0	1	1	0	19
08:00	26	6	0	0	0	0	0	32	3	0	0	0	0	0	0	3
08:15	13	1	0	0	0	1	0	15	11	1	1	0	0	0	0	13
08:30	13	1	0	0	0	0	0	14	8	0	0	0	0	0	0	8
08:45	15	4	2	0	0	0	0	21	5	0	0	0	0	0	0	5
H/TOT	67	12	2	0	0	1	0	82	27	1	1	0	0	0	0	29
09:00	8	3	0	0	0	1	0	12	5	1	0	0	0	0	0	6
09:15	6	1	1	0	0	0	0	8	0	1	0	0	0	0	0	1
09:30	3	4	0	0	0	0	0	7	5	0	0	0	0	0	0	5
09:45	8	2	0	0	0	0	1	11	3	0	0	0	0	0	0	3
H/TOT	25	10	1	0	0	1	1	38	13	2	0	0	0	0	0	15
P/TOT	137	35	5	0	0	4	1	182	52	8	1	0	1	1	0	63

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 2 **DATE:** 07/09/2023

LOCATION: B430 (N) / ARDLEY ROAD (E) / B430 (S) / ARDLEY ROAD (W) **DAY:** THURSDAY

TIME	B TO C FROM ARDLEY ROAD (E) TO B430 (S)								B TO D FROM ARDLEY ROAD (E) TO ARDLEY ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	13	0	0	0	0	0	0	13	5	1	0	0	0	0	0	6
16:15	3	3	0	0	0	0	0	6	3	0	0	0	0	0	0	3
16:30	5	4	0	0	0	0	0	9	10	0	0	0	0	0	0	10
16:45	15	6	0	0	0	0	0	21	5	0	0	0	0	0	0	5
H/TOT	36	13	0	0	0	0	0	49	23	1	0	0	0	0	0	24
17:00	11	1	0	0	0	0	0	12	6	0	0	0	0	0	0	6
17:15	11	1	0	0	0	0	0	12	9	1	0	0	0	0	0	10
17:30	13	0	0	0	0	0	1	14	6	1	0	0	0	0	0	7
17:45	23	0	0	0	0	0	0	23	8	1	0	0	0	0	0	9
H/TOT	58	2	0	0	0	0	1	61	29	3	0	0	0	0	0	32
18:00	10	0	0	0	0	0	0	10	8	0	0	0	0	0	0	8
18:15	8	1	0	0	0	0	0	9	11	0	0	0	0	0	0	11
18:30	11	1	0	0	0	0	0	12	5	0	0	0	0	0	0	5
18:45	9	1	0	0	0	0	0	10	5	0	0	0	0	0	0	5
H/TOT	38	3	0	0	0	0	0	41	29	0	0	0	0	0	0	29
P/TOT	132	18	0	0	0	0	1	151	81	4	0	0	0	0	0	85

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 2 **DATE:** 07/09/2023

LOCATION: B430 (N) / ARDLEY ROAD (E) / B430 (S) / ARDLEY ROAD (W) **DAY:** THURSDAY

TIME	C TO A FROM B430 (S) TO B430 (N)								C TO B FROM B430 (S) TO ARDLEY ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	43	11	6	0	0	0	0	60	6	0	0	0	0	0	0	6
07:15	47	12	4	5	0	0	0	68	4	1	0	0	0	0	0	5
07:30	59	8	0	2	0	0	0	69	11	1	0	0	0	0	0	12
07:45	83	13	5	1	0	0	0	102	11	2	0	0	0	0	0	13
H/TOT	232	44	15	8	0	0	0	299	32	4	0	0	0	0	0	36
08:00	96	11	7	4	0	2	0	120	22	2	0	0	0	1	0	25
08:15	77	11	2	2	0	0	0	92	16	2	0	0	0	1	0	19
08:30	61	14	1	5	0	0	0	81	13	0	0	0	0	0	1	14
08:45	39	7	1	2	0	1	0	50	6	1	0	0	0	0	0	7
H/TOT	273	43	11	13	0	3	0	343	57	5	0	0	0	2	1	65
09:00	42	10	3	5	0	0	0	60	7	3	1	0	0	0	0	11
09:15	30	9	7	4	0	0	0	50	10	1	0	0	0	0	0	11
09:30	40	8	12	4	0	0	0	64	5	0	0	0	0	0	0	5
09:45	36	9	5	5	0	0	0	55	8	0	0	0	0	0	0	8
H/TOT	148	36	27	18	0	0	0	229	30	4	1	0	0	0	0	35
P/TOT	653	123	53	39	0	3	0	871	119	13	1	0	0	2	1	136

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 2 **DATE:** 07/09/2023

LOCATION: B430 (N) / ARDLEY ROAD (E) / B430 (S) / ARDLEY ROAD (W) **DAY:** THURSDAY

TIME	C TO A FROM B430 (S) TO B430 (N)								C TO B FROM B430 (S) TO ARDLEY ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	106	28	3	4	0	1	0	142	5	2	0	0	0	0	0	7
16:15	103	39	2	2	0	4	0	150	14	5	0	0	0	0	0	19
16:30	99	19	0	3	0	3	0	124	8	5	0	0	0	0	1	14
16:45	121	25	3	2	0	0	0	151	15	1	0	0	0	0	0	16
H/TOT	429	111	8	11	0	8	0	567	42	13	0	0	0	0	1	56
17:00	96	8	1	7	0	0	0	112	13	1	0	0	0	0	0	14
17:15	83	8	1	3	0	1	0	96	17	2	0	0	0	0	0	19
17:30	87	15	0	2	0	3	0	107	10	0	0	0	0	0	0	10
17:45	82	6	1	5	0	0	0	94	6	2	0	0	0	0	0	8
H/TOT	348	37	3	17	0	4	0	409	46	5	0	0	0	0	0	51
18:00	88	3	0	2	3	1	0	97	6	2	1	0	0	1	0	10
18:15	85	6	0	1	0	0	0	92	10	0	0	0	0	0	0	10
18:30	54	2	0	3	0	0	0	59	2	0	0	0	0	0	0	2
18:45	35	8	1	1	0	0	0	45	2	1	0	0	0	0	0	3
H/TOT	262	19	1	7	3	1	0	293	20	3	1	0	0	1	0	25
P/TOT	1039	167	12	35	3	13	0	1269	108	21	1	0	0	1	1	132

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 2 **DATE:** 07/09/2023

LOCATION: B430 (N) / ARDLEY ROAD (E) / B430 (S) / ARDLEY ROAD (W) **DAY:** THURSDAY

TIME	C TO D FROM B430 (S) TO ARDLEY ROAD (W)								D TO A FROM ARDLEY ROAD (W) TO B430 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	0	1	0	0	0	0	5	8	1	0	0	0	0	0	9
07:15	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	3
07:30	4	1	0	0	0	0	1	6	5	1	1	1	0	0	0	8
07:45	5	0	0	0	0	0	0	5	7	0	0	0	0	0	0	7
H/TOT	15	2	1	0	0	0	1	19	23	2	1	1	0	0	0	27
08:00	5	1	0	0	1	0	0	7	11	0	0	0	0	0	0	11
08:15	8	1	0	0	0	0	0	9	6	1	1	0	0	0	0	8
08:30	13	0	0	0	0	0	0	13	6	0	0	0	0	0	0	6
08:45	2	0	1	0	1	0	0	4	6	1	0	0	0	0	0	7
H/TOT	28	2	1	0	2	0	0	33	29	2	1	0	0	0	0	32
09:00	6	0	0	0	0	0	0	6	2	0	1	0	0	0	0	3
09:15	5	0	0	0	0	0	0	5	4	0	0	0	0	3	0	7
09:30	5	3	0	0	0	0	0	8	5	1	0	0	0	0	0	6
09:45	1	2	2	0	0	0	0	5	2	1	0	0	0	0	0	3
H/TOT	17	5	2	0	0	0	0	24	13	2	1	0	0	3	0	19
P/TOT	60	9	4	0	2	0	1	76	65	6	3	1	0	3	0	78

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 2 **DATE:** 07/09/2023

LOCATION: B430 (N) / ARDLEY ROAD (E) / B430 (S) / ARDLEY ROAD (W) **DAY:** THURSDAY

TIME	C TO D FROM B430 (S) TO ARDLEY ROAD (W)								D TO A FROM ARDLEY ROAD (W) TO B430 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	13	1	0	0	0	0	0	14	3	2	0	0	0	0	0	5
16:15	12	1	0	0	0	0	0	13	2	1	0	0	0	0	0	3
16:30	13	2	0	0	0	0	0	15	3	0	0	0	0	0	0	3
16:45	12	0	0	0	0	1	0	13	0	1	0	0	0	0	0	1
H/TOT	50	4	0	0	0	1	0	55	8	4	0	0	0	0	0	12
17:00	13	0	0	0	0	0	0	13	9	1	0	0	0	0	0	10
17:15	11	0	0	0	0	1	0	12	1	0	0	0	0	0	0	1
17:30	16	2	0	0	0	1	0	19	5	0	0	0	0	0	0	5
17:45	19	2	0	0	0	0	0	21	6	2	0	0	0	0	0	8
H/TOT	59	4	0	0	0	2	0	65	21	3	0	0	0	0	0	24
18:00	13	0	0	0	0	0	0	13	3	0	0	0	0	1	0	4
18:15	18	1	0	0	0	1	0	20	3	0	0	0	0	0	0	3
18:30	11	1	0	0	0	0	0	12	4	1	0	0	0	0	0	5
18:45	8	1	0	0	0	0	1	10	3	0	0	0	0	0	0	3
H/TOT	50	3	0	0	0	1	1	55	13	1	0	0	0	1	0	15
P/TOT	159	11	0	0	0	4	1	175	42	8	0	0	0	1	0	51

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 2 **DATE:** 07/09/2023

LOCATION: B430 (N) / ARDLEY ROAD (E) / B430 (S) / ARDLEY ROAD (W) **DAY:** THURSDAY

TIME	D TO B FROM ARDLEY ROAD (W) TO ARDLEY ROAD (E)								D TO C FROM ARDLEY ROAD (W) TO B430 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	7	0	0	0	0	0	0	7
07:15	4	0	0	0	0	0	0	4	18	1	0	0	0	0	0	19
07:30	2	1	0	0	0	0	0	3	10	3	0	0	0	1	0	14
07:45	7	1	0	0	0	0	0	8	12	1	0	0	1	0	0	14
H/TOT	14	2	0	0	0	0	0	16	47	5	0	0	1	1	0	54
08:00	9	1	0	0	0	0	0	10	13	1	0	0	0	0	0	14
08:15	8	0	0	0	0	0	0	8	10	0	0	0	0	0	0	10
08:30	6	0	0	0	0	0	0	6	13	1	0	0	0	0	0	14
08:45	10	0	0	0	0	0	0	10	18	2	0	0	0	0	0	20
H/TOT	33	1	0	0	0	0	0	34	54	4	0	0	0	0	0	58
09:00	4	2	0	0	0	0	0	6	7	0	1	0	0	0	0	8
09:15	5	0	0	0	0	0	1	6	4	2	0	0	0	0	0	6
09:30	1	0	0	0	0	0	0	1	5	2	0	0	0	0	0	7
09:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
H/TOT	10	2	0	0	0	0	1	13	24	4	1	0	0	0	0	29
P/TOT	57	5	0	0	0	0	1	63	125	13	1	0	1	1	0	141

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 2 **DATE:** 07/09/2023

LOCATION: B430 (N) / ARDLEY ROAD (E) / B430 (S) / ARDLEY ROAD (W) **DAY:** THURSDAY

TIME	D TO B FROM ARDLEY ROAD (W) TO ARDLEY ROAD (E)								D TO C FROM ARDLEY ROAD (W) TO B430 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	6	1	0	0	0	0	0	7	10	1	0	0	0	0	0	11
16:15	5	1	0	0	0	1	0	7	3	1	0	0	0	0	0	4
16:30	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
16:45	6	0	0	0	0	0	0	6	8	0	0	0	0	0	0	8
H/TOT	17	2	0	0	0	1	0	20	31	2	0	0	0	0	0	33
17:00	10	4	0	0	0	0	0	14	7	1	1	0	0	0	0	9
17:15	5	0	0	0	0	0	0	5	10	0	0	0	0	0	0	10
17:30	7	0	0	0	0	0	0	7	4	1	0	0	0	0	0	5
17:45	7	0	0	0	0	0	0	7	10	0	0	0	0	0	0	10
H/TOT	29	4	0	0	0	0	0	33	31	2	1	0	0	0	0	34
18:00	5	0	0	0	0	0	0	5	7	0	0	0	0	0	0	7
18:15	2	0	0	0	0	0	0	2	6	2	0	0	0	0	0	8
18:30	5	1	0	0	0	0	0	6	6	1	0	0	0	0	0	7
18:45	1	1	0	0	0	0	0	2	6	0	0	0	0	0	0	6
H/TOT	13	2	0	0	0	0	0	15	25	3	0	0	0	0	0	28
P/TOT	59	8	0	0	0	1	0	68	87	7	1	0	0	0	0	95

QUEUE LENGTHS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 2 **DATE:** 07/09/2023

LOCATION: B430 (N) / ARDLEY ROAD (E) / B430 (S) / ARDLEY ROAD (W) **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A B430 (N)		ARM B ARDLEY ROAD (E)		ARM C B430 (S)	ARM D ARDLEY ROAD (W)	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2
07:00	1	0	1	1	0	0	0
07:05	0	0	1	6	1	0	0
07:10	0	0	0	2	0	0	0
07:15	0	0	2	1	0	0	2
07:20	0	1	3	3	1	0	2
07:25	0	0	1	3	0	0	2
07:30	0	0	1	4	1	0	2
07:35	0	0	1	4	2	0	2
07:40	0	0	2	3	1	0	0
07:45	0	0	3	3	1	0	5
07:50	0	0	4	5	1	0	2
07:55	0	0	3	4	0	0	2
08:00	0	0	3	5	2	0	2
08:05	0	0	2	3	1	0	4
08:10	0	0	2	3	1	0	2
08:15	0	0	2	5	1	0	0
08:20	0	1	1	2	1	0	2
08:25	0	0	1	3	1	0	3
08:30	0	3	1	2	2	0	1
08:35	0	1	2	3	1	0	3
08:40	0	0	2	4	1	0	0
08:45	0	0	1	1	0	0	3
08:50	0	0	4	2	0	0	3
08:55	0	1	1	2	0	0	1

TIME	ARM A B430 (N)		ARM B ARDLEY ROAD (E)		ARM C B430 (S)	ARM D ARDLEY ROAD (W)	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2
16:00	0	1	1	1	0	0	2
16:05	0	1	1	3	1	0	2
16:10	0	0	2	2	0	0	0
16:15	0	0	0	3	0	0	2
16:20	0	0	0	2	0	0	0
16:25	0	0	1	1	0	0	0
16:30	0	1	1	3	2	0	2
16:35	0	1	0	1	0	0	1
16:40	1	0	1	2	0	0	0
16:45	0	1	3	1	0	0	0
16:50	0	1	1	1	0	0	2
16:55	0	0	1	3	1	0	0
17:00	0	0	1	1	0	0	2
17:05	0	1	3	2	0	1	4
17:10	0	0	2	2	0	1	2
17:15	0	1	1	4	0	1	0
17:20	0	0	0	2	0	0	2
17:25	0	0	1	1	0	0	0
17:30	0	2	0	2	0	0	0
17:35	0	0	2	3	2	0	2
17:40	0	1	1	2	0	0	0
17:45	0	1	0	1	0	0	2
17:50	0	1	3	1	0	0	0
17:55	0	0	1	1	0	0	0

QUEUE LENGTHS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 2 **DATE:** 07/09/2023

LOCATION: B430 (N) / ARDLEY ROAD (E) / B430 (S) / ARDLEY ROAD (W) **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A B430 (N)		ARM B ARDLEY ROAD (E)		ARM C B430 (S)	ARM D ARDLEY ROAD (W)	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2
09:00	0	0	1	2	0	0	1
09:05	0	0	0	1	0	0	1
09:10	0	0	2	2	0	0	0
09:15	0	0	0	1	0	0	2
09:20	0	1	1	1	0	0	1
09:25	0	0	0	2	1	0	1
09:30	0	0	0	3	0	0	1
09:35	0	0	0	4	0	0	1
09:40	0	0	0	2	0	0	1
09:45	0	0	0	1	1	0	1
09:50	0	1	1	1	0	0	1
09:55	0	0	1	1	1	0	0

TIME	ARM A B430 (N)		ARM B ARDLEY ROAD (E)		ARM C B430 (S)	ARM D ARDLEY ROAD (W)	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2
18:00	0	0	0	4	0	0	0
18:05	0	1	1	3	0	0	0
18:10	0	0	0	1	1	0	0
18:15	0	1	1	1	0	0	1
18:20	0	0	2	1	0	0	1
18:25	0	0	1	2	1	0	0
18:30	0	0	0	2	0	0	1
18:35	0	0	0	0	0	0	0
18:40	0	1	1	1	0	0	0
18:45	0	0	2	0	0	0	0
18:50	0	0	0	2	0	0	0
18:55	0	0	0	0	0	0	1

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 3 **DATE:** 07/09/2023

LOCATION: CHILGROVE DRIVE / UN-NAMED ROAD / CAMP ROAD (S) / CAMP ROAD (W) **DAY:** THURSDAY

TIME	A TO B FROM CHILGROVE DRIVE TO UN-NAMED ROAD								A TO C FROM CHILGROVE DRIVE TO CAMP ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 3 **DATE:** 07/09/2023

LOCATION: CHILGROVE DRIVE / UN-NAMED ROAD / CAMP ROAD (S) / CAMP ROAD (W) **DAY:** THURSDAY

TIME	A TO B FROM CHILGROVE DRIVE TO UN-NAMED ROAD								A TO C FROM CHILGROVE DRIVE TO CAMP ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 3 **DATE:** 07/09/2023

LOCATION: CHILGROVE DRIVE / UN-NAMED ROAD / CAMP ROAD (S) / CAMP ROAD (W) **DAY:** THURSDAY

TIME	A TO D FROM CHILGROVE DRIVE TO CAMP ROAD (W)								B TO A FROM UN-NAMED ROAD TO CHILGROVE DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	3	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
P/TOT	5	1	0	1	0	0	0	7	1	0	0	0	0	0	0	1

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 3 **DATE:** 07/09/2023

LOCATION: CHILGROVE DRIVE / UN-NAMED ROAD / CAMP ROAD (S) / CAMP ROAD (W) **DAY:** THURSDAY

TIME	A TO D FROM CHILGROVE DRIVE TO CAMP ROAD (W)								B TO A FROM UN-NAMED ROAD TO CHILGROVE DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
P/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 3 **DATE:** 07/09/2023

LOCATION: CHILGROVE DRIVE / UN-NAMED ROAD / CAMP ROAD (S) / CAMP ROAD (W) **DAY:** THURSDAY

TIME	B TO C FROM UN-NAMED ROAD TO CAMP ROAD (S)								B TO D FROM UN-NAMED ROAD TO CAMP ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	2	0	0	0	0	0	7	25	9	1	0	0	0	1	36
07:15	7	1	0	1	0	0	0	9	36	13	1	2	0	0	0	52
07:30	13	2	0	0	0	0	0	15	32	3	3	4	0	1	0	43
07:45	15	1	1	0	0	0	0	17	51	12	2	0	0	1	0	66
H/TOT	40	6	1	1	0	0	0	48	144	37	7	6	0	2	1	197
08:00	11	5	0	0	0	0	0	16	47	5	0	0	0	2	0	54
08:15	8	0	0	0	0	0	0	8	27	6	2	0	0	0	0	35
08:30	18	3	0	0	0	0	0	21	37	5	0	0	0	0	0	42
08:45	11	3	0	0	0	0	0	14	25	2	6	1	0	0	0	34
H/TOT	48	11	0	0	0	0	0	59	136	18	8	1	0	2	0	165
09:00	8	1	1	1	0	0	0	11	20	4	1	0	0	0	0	25
09:15	4	2	0	0	0	0	0	6	23	4	1	0	0	0	0	28
09:30	6	2	0	0	0	0	0	8	7	6	0	0	0	0	0	13
09:45	2	0	0	0	0	0	0	2	8	6	1	0	0	0	0	15
H/TOT	20	5	1	1	0	0	0	27	58	20	3	0	0	0	0	81
P/TOT	108	22	2	2	0	0	0	134	338	75	18	7	0	4	1	443

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 3 **DATE:** 07/09/2023

LOCATION: CHILGROVE DRIVE / UN-NAMED ROAD / CAMP ROAD (S) / CAMP ROAD (W) **DAY:** THURSDAY

TIME	B TO C FROM UN-NAMED ROAD TO CAMP ROAD (S)								B TO D FROM UN-NAMED ROAD TO CAMP ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	3	0	0	0	0	0	0	3	22	5	0	0	0	0	0	27
16:15	2	2	0	0	0	0	0	4	15	4	2	0	0	0	0	21
16:30	3	3	0	0	0	0	0	6	22	4	0	1	0	0	0	27
16:45	4	1	0	0	0	0	0	5	25	8	2	1	0	0	0	36
H/TOT	12	6	0	0	0	0	0	18	84	21	4	2	0	0	0	111
17:00	5	1	0	0	0	0	0	6	24	2	1	1	0	0	0	28
17:15	3	2	0	0	0	0	0	5	40	2	1	0	0	0	0	43
17:30	7	0	0	0	0	0	0	7	23	4	0	0	0	0	0	27
17:45	12	0	0	0	0	0	0	12	30	4	2	1	0	0	0	37
H/TOT	27	3	0	0	0	0	0	30	117	12	4	2	0	0	0	135
18:00	7	1	0	0	0	0	0	8	30	3	1	0	0	0	0	34
18:15	4	0	0	0	0	0	0	4	26	1	0	1	0	0	0	28
18:30	4	1	0	1	0	0	0	6	22	1	1	1	0	0	0	25
18:45	3	0	0	0	0	0	0	3	14	3	3	0	0	0	0	20
H/TOT	18	2	0	1	0	0	0	21	92	8	5	2	0	0	0	107
P/TOT	57	11	0	1	0	0	0	69	293	41	13	6	0	0	0	353

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 3 **DATE:** 07/09/2023

LOCATION: CHILGROVE DRIVE / UN-NAMED ROAD / CAMP ROAD (S) / CAMP ROAD (W) **DAY:** THURSDAY

TIME	C TO A FROM CAMP ROAD (S) TO CHILGROVE DRIVE								C TO B FROM CAMP ROAD (S) TO UN-NAMED ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
07:15	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
07:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
H/TOT	0	0	0	1	0	0	0	1	14	3	0	0	0	0	0	17
08:00	1	0	0	0	0	0	0	1	10	2	0	0	0	0	0	12
08:15	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
08:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
08:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
H/TOT	1	0	0	0	0	0	0	1	23	4	0	0	0	0	0	27
09:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
09:15	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8
09:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
09:45	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	16	4	2	0	0	0	0	22
P/TOT	1	0	0	1	0	0	0	2	53	11	2	0	0	0	0	66

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 3 **DATE:** 07/09/2023

LOCATION: CHILGROVE DRIVE / UN-NAMED ROAD / CAMP ROAD (S) / CAMP ROAD (W) **DAY:** THURSDAY

TIME	C TO A FROM CAMP ROAD (S) TO CHILGROVE DRIVE								C TO B FROM CAMP ROAD (S) TO UN-NAMED ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	7
16:15	0	0	0	0	0	0	0	0	7	1	1	0	0	0	0	9
16:30	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	4
16:45	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	16	8	2	0	0	0	0	26
17:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
17:15	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6
17:30	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
17:45	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
H/TOT	0	0	0	0	0	0	0	0	23	5	0	0	0	0	0	28
18:00	0	0	0	0	0	0	0	0	6	0	2	0	0	0	0	8
18:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
18:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
18:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	19	0	2	0	0	0	0	21
P/TOT	0	0	0	0	0	0	0	0	58	13	4	0	0	0	0	75

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 3 **DATE:** 07/09/2023

LOCATION: CHILGROVE DRIVE / UN-NAMED ROAD / CAMP ROAD (S) / CAMP ROAD (W) **DAY:** THURSDAY

TIME	C TO D FROM CAMP ROAD (S) TO CAMP ROAD (W)								D TO A FROM CAMP ROAD (W) TO CHILGROVE DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	17	9	1	0	0	0	0	27	0	0	0	0	0	0	0	0
07:15	18	8	1	2	0	0	0	29	0	0	0	0	0	0	0	0
07:30	16	5	0	5	0	0	0	26	2	0	0	0	0	0	0	2
07:45	32	3	0	1	1	0	0	37	0	0	0	0	0	0	0	0
H/TOT	83	25	2	8	1	0	0	119	2	0	0	0	0	0	0	2
08:00	37	6	2	2	0	0	0	47	0	0	0	0	0	0	0	0
08:15	39	4	1	0	1	0	1	46	0	0	0	0	0	0	0	0
08:30	32	1	3	0	0	0	0	36	0	0	0	0	0	0	0	0
08:45	30	1	0	2	1	0	0	34	0	0	0	0	0	0	0	0
H/TOT	138	12	6	4	2	0	1	163	0	0	0	0	0	0	0	0
09:00	28	3	2	0	0	0	0	33	0	0	0	0	0	0	0	0
09:15	23	4	1	1	0	0	0	29	0	0	0	0	0	0	0	0
09:30	16	3	0	0	1	1	0	21	0	0	0	0	0	0	0	0
09:45	17	0	1	1	1	0	0	20	0	0	0	0	0	0	0	0
H/TOT	84	10	4	2	2	1	0	103	0	0	0	0	0	0	0	0
P/TOT	305	47	12	14	5	1	1	385	2	0	0	0	0	0	0	2

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 3 **DATE:** 07/09/2023

LOCATION: CHILGROVE DRIVE / UN-NAMED ROAD / CAMP ROAD (S) / CAMP ROAD (W) **DAY:** THURSDAY

TIME	C TO D FROM CAMP ROAD (S) TO CAMP ROAD (W)								D TO A FROM CAMP ROAD (W) TO CHILGROVE DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	28	4	1	0	1	1	0	35	0	0	0	0	0	0	0	0
16:15	42	4	2	0	0	0	1	49	1	0	0	0	0	0	0	1
16:30	24	2	0	1	0	0	2	29	0	0	0	0	0	0	0	0
16:45	36	4	1	0	1	0	0	42	0	0	0	0	0	0	0	0
H/TOT	130	14	4	1	2	1	3	155	1	0	0	0	0	0	0	1
17:00	39	2	2	0	0	1	0	44	0	0	0	0	0	0	0	0
17:15	48	2	1	0	0	0	0	51	0	0	0	0	0	0	0	0
17:30	43	1	0	0	0	0	0	44	0	0	0	0	0	0	0	0
17:45	30	6	0	0	1	0	0	37	0	1	0	0	0	0	0	1
H/TOT	160	11	3	0	1	1	0	176	0	1	0	0	0	0	0	1
18:00	34	6	0	0	0	0	0	40	0	0	0	0	0	0	0	0
18:15	52	2	0	0	0	0	0	54	0	0	0	0	0	0	0	0
18:30	44	0	0	0	0	0	0	44	0	0	0	0	0	0	0	0
18:45	21	1	0	0	1	0	0	23	0	0	0	0	0	0	0	0
H/TOT	151	9	0	0	1	0	0	161	0	0	0	0	0	0	0	0
P/TOT	441	34	7	1	4	2	3	492	1	1	0	0	0	0	0	2

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 3 **DATE:** 07/09/2023

LOCATION: CHILGROVE DRIVE / UN-NAMED ROAD / CAMP ROAD (S) / CAMP ROAD (W) **DAY:** THURSDAY

TIME	D TO B FROM CAMP ROAD (W) TO UN-NAMED ROAD								D TO C FROM CAMP ROAD (W) TO CAMP ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	11	4	2	0	0	0	0	17	44	7	0	0	0	0	0	51
07:15	19	4	1	0	0	0	1	25	43	5	1	0	1	0	0	50
07:30	30	2	2	1	0	0	0	35	45	6	4	0	1	1	0	57
07:45	38	6	1	1	0	1	0	47	48	8	2	5	1	0	0	64
H/TOT	98	16	6	2	0	1	1	124	180	26	7	5	3	1	0	222
08:00	38	6	3	1	0	0	0	48	58	7	3	2	1	0	0	71
08:15	36	9	0	1	0	0	0	46	48	5	0	0	1	0	0	54
08:30	23	9	2	4	0	0	0	38	40	6	3	1	0	0	0	50
08:45	23	2	0	0	0	0	0	25	36	11	1	2	0	0	0	50
H/TOT	120	26	5	6	0	0	0	157	182	29	7	5	2	0	0	225
09:00	12	5	1	1	0	0	0	19	21	6	1	1	1	0	0	30
09:15	10	7	2	3	0	0	0	22	25	5	2	0	0	0	0	32
09:30	11	4	6	1	0	0	0	22	31	4	2	1	0	1	0	39
09:45	9	4	1	1	0	0	1	16	22	4	0	0	0	0	0	26
H/TOT	42	20	10	6	0	0	1	79	99	19	5	2	1	1	0	127
P/TOT	260	62	21	14	0	1	2	360	461	74	19	12	6	2	0	574

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 3 **DATE:** 07/09/2023

LOCATION: CHILGROVE DRIVE / UN-NAMED ROAD / CAMP ROAD (S) / CAMP ROAD (W) **DAY:** THURSDAY

TIME	D TO B FROM CAMP ROAD (W) TO UN-NAMED ROAD								D TO C FROM CAMP ROAD (W) TO CAMP ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	40	12	1	0	0	0	0	53	46	9	0	0	2	1	0	58
16:15	43	20	0	0	0	1	1	65	36	7	0	0	0	0	0	43
16:30	31	3	1	0	0	0	0	35	34	3	1	0	0	0	0	38
16:45	21	4	1	1	0	0	0	27	25	4	0	1	0	0	0	30
H/TOT	135	39	3	1	0	1	1	180	141	23	1	1	2	1	0	169
17:00	43	2	0	3	0	0	0	48	41	5	0	0	1	2	0	49
17:15	28	3	0	1	0	2	0	34	32	5	0	0	0	0	0	37
17:30	20	5	0	0	0	0	0	25	35	0	0	0	0	2	0	37
17:45	17	2	0	2	0	0	0	21	27	2	0	0	0	0	0	29
H/TOT	108	12	0	6	0	2	0	128	135	12	0	0	1	4	0	152
18:00	19	4	0	1	0	0	0	24	38	1	0	0	0	0	0	39
18:15	17	2	0	0	0	0	0	19	35	1	0	0	0	0	0	36
18:30	10	1	0	2	0	0	0	13	26	3	0	0	0	0	0	29
18:45	10	2	0	1	0	0	1	14	21	1	0	0	0	0	0	22
H/TOT	56	9	0	4	0	0	1	70	120	6	0	0	0	0	0	126
P/TOT	299	60	3	11	0	3	2	378	396	41	1	1	3	5	0	447

QUEUE LENGTHS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 3 **DATE:** 07/09/2023

LOCATION: CHILGROVE DRIVE / UN-NAMED ROAD / CAMP ROAD (S) / CAMP ROAD (W) **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A CHILGROVE DRIVE	ARM B UN-NAMED ROAD		ARM C CAMP ROAD (S)	ARM D CAMP ROAD (W)	TIME	ARM A CHILGROVE DRIVE	ARM B UN-NAMED ROAD		ARM C CAMP ROAD (S)	ARM D CAMP ROAD (W)
	LANE 1	LANE 1	LANE 2	LANE 1	LANE 1		LANE 1	LANE 1	LANE 2	LANE 1	LANE 1
07:00	0	1	1	0	0	16:00	0	1	2	0	0
07:05	0	0	1	0	0	16:05	0	1	1	0	0
07:10	0	0	1	0	0	16:10	0	0	2	0	0
07:15	0	1	0	0	0	16:15	0	0	0	0	0
07:20	0	1	2	0	0	16:20	0	1	2	0	0
07:25	0	0	1	0	0	16:25	0	0	1	0	0
07:30	0	1	1	0	0	16:30	0	0	1	0	0
07:35	0	1	2	0	0	16:35	0	0	1	0	0
07:40	0	1	2	0	0	16:40	0	0	2	0	0
07:45	0	2	2	0	0	16:45	0	0	1	0	0
07:50	0	0	1	0	0	16:50	0	0	1	0	0
07:55	0	1	2	0	0	16:55	0	1	2	0	0
08:00	0	1	3	0	0	17:00	0	1	1	0	0
08:05	0	1	2	0	0	17:05	0	0	1	0	0
08:10	0	1	3	0	0	17:10	0	0	0	0	0
08:15	0	0	1	0	0	17:15	0	0	0	0	0
08:20	0	1	1	0	0	17:20	0	0	1	0	0
08:25	0	1	2	0	0	17:25	0	1	1	0	0
08:30	0	1	1	0	0	17:30	0	0	1	0	0
08:35	0	1	2	0	0	17:35	0	1	1	0	0
08:40	0	0	1	0	0	17:40	0	0	0	0	0
08:45	0	2	1	0	0	17:45	0	0	0	0	0
08:50	0	1	1	0	0	17:50	0	0	1	0	0
08:55	0	1	1	0	0	17:55	0	0	0	0	0

QUEUE LENGTHS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 3 **DATE:** 07/09/2023

LOCATION: CHILGROVE DRIVE / UN-NAMED ROAD / CAMP ROAD (S) / CAMP ROAD (W) **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A CHILGROVE DRIVE	ARM B UN-NAMED ROAD		ARM C CAMP ROAD (S)	ARM D CAMP ROAD (W)
	LANE 1	LANE 1	LANE 2	LANE 1	LANE 1
09:00	0	1	0	0	0
09:05	0	0	1	0	0
09:10	0	0	0	0	0
09:15	0	0	0	0	0
09:20	0	1	1	0	0
09:25	0	1	2	0	0
09:30	0	0	2	0	0
09:35	0	0	1	0	0
09:40	0	0	0	0	0
09:45	0	1	2	0	0
09:50	0	0	1	0	0
09:55	0	1	1	0	0

TIME	ARM A CHILGROVE DRIVE	ARM B UN-NAMED ROAD		ARM C CAMP ROAD (S)	ARM D CAMP ROAD (W)
	LANE 1	LANE 1	LANE 2	LANE 1	LANE 1
18:00	0	1	3	0	0
18:05	0	1	1	0	0
18:10	0	0	0	0	0
18:15	0	1	1	0	0
18:20	0	0	1	0	0
18:25	0	0	0	0	0
18:30	0	0	0	0	0
18:35	0	0	2	0	0
18:40	0	0	0	0	0
18:45	0	1	1	0	0
18:50	0	0	2	0	0
18:55	0	0	1	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 4 **DATE:** 07/09/2023

LOCATION: B430 (S) / UN-NAMED ROAD / B430 (N) **DAY:** THURSDAY

TIME	A TO B FROM B430 (S) TO UN-NAMED ROAD								A TO C FROM B430 (S) TO B430 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	35	3	1	5	0	0	0	44
07:15	0	0	0	2	0	0	0	2	24	10	2	4	0	0	0	40
07:30	0	1	0	1	0	0	0	2	52	6	0	3	0	0	0	61
07:45	1	0	0	0	0	0	0	1	44	7	2	1	1	1	0	56
H/TOT	1	1	0	3	0	0	0	5	155	26	5	13	1	1	0	201
08:00	0	0	0	0	0	0	0	0	54	7	2	5	0	2	0	70
08:15	0	0	0	1	0	0	0	1	54	7	0	1	0	0	0	62
08:30	0	0	0	0	0	0	0	0	40	5	2	3	0	0	0	50
08:45	1	0	0	1	0	0	0	2	23	7	1	1	0	1	0	33
H/TOT	1	0	0	2	0	0	0	3	171	26	5	10	0	3	0	215
09:00	0	1	0	0	0	0	0	1	35	5	3	3	0	0	0	46
09:15	1	0	0	0	0	0	0	1	28	6	2	4	0	0	0	40
09:30	1	0	0	0	0	0	0	1	22	5	0	6	0	0	0	33
09:45	2	0	0	0	0	0	0	2	40	5	4	7	0	1	0	57
H/TOT	4	1	0	0	0	0	0	5	125	21	9	20	0	1	0	176
P/TOT	6	2	0	5	0	0	0	13	451	73	19	43	1	5	0	592

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 4 **DATE:** 07/09/2023

LOCATION: B430 (S) / UN-NAMED ROAD / B430 (N) **DAY:** THURSDAY

TIME	A TO B FROM B430 (S) TO UN-NAMED ROAD								A TO C FROM B430 (S) TO B430 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	1	0	0	0	1	78	23	1	2	0	0	0	104
16:15	2	0	0	1	0	0	0	3	75	18	3	2	0	3	0	101
16:30	0	0	0	0	0	0	0	0	82	19	0	3	0	3	0	107
16:45	2	0	1	0	0	0	0	3	106	17	3	2	0	1	0	129
H/TOT	4	0	1	2	0	0	0	7	341	77	7	9	0	7	0	441
17:00	1	0	0	0	0	0	0	1	68	9	1	3	0	0	0	81
17:15	1	0	1	0	0	0	0	2	60	13	1	2	0	2	0	78
17:30	2	0	0	0	0	0	0	2	87	7	1	1	0	1	0	97
17:45	0	0	0	0	0	0	0	0	89	4	2	2	0	1	0	98
H/TOT	4	0	1	0	0	0	0	5	304	33	5	8	0	4	0	354
18:00	0	0	0	0	0	0	0	0	79	5	1	1	0	0	0	86
18:15	2	0	0	0	0	0	0	2	67	4	1	1	0	1	0	74
18:30	0	0	0	0	0	0	0	0	54	4	0	1	0	0	0	59
18:45	0	0	0	0	0	0	0	0	36	6	1	0	0	0	0	43
H/TOT	2	0	0	0	0	0	0	2	236	19	3	3	0	1	0	262
P/TOT	10	0	2	2	0	0	0	14	881	129	15	20	0	12	0	1057

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 4 **DATE:** 07/09/2023

LOCATION: B430 (S) / UN-NAMED ROAD / B430 (N) **DAY:** THURSDAY

TIME	B TO A FROM UN-NAMED ROAD TO B430 (S)								B TO C FROM UN-NAMED ROAD TO B430 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	16	3	2	0	0	0	0	21
07:15	0	0	0	0	0	0	0	0	17	6	1	1	0	0	1	26
07:30	1	0	1	0	0	0	0	2	31	4	1	0	0	0	0	36
07:45	1	0	0	0	0	0	0	1	40	3	2	1	0	1	0	47
H/TOT	2	0	1	0	0	0	0	3	104	16	6	2	0	1	1	130
08:00	0	0	0	0	0	0	0	0	56	6	2	2	0	0	0	66
08:15	2	0	0	0	0	0	0	2	44	7	0	1	0	0	0	52
08:30	0	0	0	1	0	0	0	1	25	7	0	1	0	0	0	33
08:45	1	0	0	0	0	0	0	1	31	0	4	0	0	0	0	35
H/TOT	3	0	0	1	0	0	0	4	156	20	6	4	0	0	0	186
09:00	0	0	0	0	0	0	0	0	11	4	3	0	0	0	0	18
09:15	0	1	0	1	0	0	0	2	19	3	5	1	0	0	0	28
09:30	0	0	0	0	0	0	0	0	18	2	8	2	0	0	0	30
09:45	1	1	0	0	0	0	0	2	10	3	4	0	0	0	1	18
H/TOT	1	2	0	1	0	0	0	4	58	12	20	3	0	0	1	94
P/TOT	6	2	1	2	0	0	0	11	318	48	32	9	0	1	2	410

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 4 **DATE:** 07/09/2023

LOCATION: B430 (S) / UN-NAMED ROAD / B430 (N) **DAY:** THURSDAY

TIME	B TO A FROM UN-NAMED ROAD TO B430 (S)								B TO C FROM UN-NAMED ROAD TO B430 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	50	8	2	0	0	0	0	60
16:15	0	1	0	0	0	0	0	1	51	16	0	0	0	1	0	68
16:30	1	0	1	0	0	0	0	2	37	4	1	0	0	0	1	43
16:45	1	0	1	0	0	0	0	2	30	4	0	0	0	0	0	34
H/TOT	2	1	2	0	0	0	0	5	168	32	3	0	0	1	1	205
17:00	1	0	0	0	0	0	0	1	45	1	1	4	0	0	1	52
17:15	1	0	0	0	0	0	0	1	38	2	1	1	0	2	0	44
17:30	0	0	0	0	0	0	0	0	25	6	0	0	0	0	0	31
17:45	0	0	0	0	0	0	0	0	25	2	0	2	0	0	0	29
H/TOT	2	0	0	0	0	0	0	2	133	11	2	7	0	2	1	156
18:00	0	0	0	0	0	0	0	0	29	2	2	1	0	0	0	34
18:15	1	0	0	0	0	0	0	1	22	1	0	0	0	0	0	23
18:30	0	0	0	0	0	0	0	0	13	1	0	2	0	0	0	16
18:45	0	0	0	0	0	0	0	0	16	1	0	1	0	0	1	19
H/TOT	1	0	0	0	0	0	0	1	80	5	2	4	0	0	1	92
P/TOT	5	1	2	0	0	0	0	8	381	48	7	11	0	3	3	453

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 4 **DATE:** 07/09/2023

LOCATION: B430 (S) / UN-NAMED ROAD / B430 (N) **DAY:** THURSDAY

TIME	C TO A FROM B430 (N) TO B430 (S)								C TO B FROM B430 (N) TO UN-NAMED ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	129	26	1	2	0	1	0	159	36	4	1	3	0	0	1	45
07:15	111	31	0	2	0	0	0	144	45	16	0	1	0	0	0	62
07:30	106	26	6	2	0	1	0	141	50	6	3	3	0	2	0	64
07:45	111	20	1	3	0	3	0	138	70	8	3	1	0	1	0	83
H/TOT	457	103	8	9	0	5	0	582	201	34	7	8	0	3	1	254
08:00	94	20	8	4	0	3	1	130	61	8	0	1	0	2	0	72
08:15	110	15	6	3	0	0	0	134	35	3	2	0	0	0	0	40
08:30	83	8	0	0	0	0	0	91	56	3	0	0	0	0	0	59
08:45	84	9	0	4	0	0	0	97	41	4	4	4	0	0	0	53
H/TOT	371	52	14	11	0	3	1	452	193	18	6	5	0	2	0	224
09:00	59	6	4	3	1	1	0	74	27	2	2	1	0	0	0	32
09:15	61	11	2	5	0	1	0	80	27	5	0	0	0	0	0	32
09:30	58	3	2	3	0	0	0	66	14	3	0	0	0	0	0	17
09:45	56	5	3	1	0	1	0	66	13	2	0	1	0	0	0	16
H/TOT	234	25	11	12	1	3	0	286	81	12	2	2	0	0	0	97
P/TOT	1062	180	33	32	1	11	1	1320	475	64	15	15	0	5	1	575

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 4 **DATE:** 07/09/2023

LOCATION: B430 (S) / UN-NAMED ROAD / B430 (N) **DAY:** THURSDAY

TIME	C TO A FROM B430 (N) TO B430 (S)								C TO B FROM B430 (N) TO UN-NAMED ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	63	6	1	1	0	0	0	71	25	1	2	0	0	0	0	28
16:15	47	5	1	3	0	0	0	56	20	3	1	1	0	0	0	25
16:30	49	3	0	2	0	0	0	54	32	2	1	0	0	0	0	35
16:45	49	2	0	1	0	4	0	56	32	2	1	1	0	0	0	36
H/TOT	208	16	2	7	0	4	0	237	109	8	5	2	0	0	0	124
17:00	46	6	1	1	0	2	0	56	31	1	2	2	0	0	0	36
17:15	60	3	0	0	0	0	0	63	44	3	0	0	0	0	0	47
17:30	32	6	1	1	0	0	0	40	29	2	0	0	0	0	0	31
17:45	56	1	0	1	0	1	0	59	39	1	1	3	0	0	0	44
H/TOT	194	16	2	3	0	3	0	218	143	7	3	5	0	0	0	158
18:00	44	1	0	1	0	1	0	47	37	5	0	2	0	0	0	44
18:15	35	2	1	0	0	1	0	39	28	1	0	0	0	0	0	29
18:30	27	1	0	0	0	1	0	29	25	2	1	1	0	0	0	29
18:45	23	1	0	0	0	0	0	24	18	1	2	3	0	0	0	24
H/TOT	129	5	1	1	0	3	0	139	108	9	3	6	0	0	0	126
P/TOT	531	37	5	11	0	10	0	594	360	24	11	13	0	0	0	408

QUEUE LENGTHS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 4 **DATE:** 07/09/2023

LOCATION: B430 (S) / UN-NAMED ROAD / B430 (N) **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A B430 (S)		ARM B UN-NAMED ROAD		ARM C B430 (N)		TIME	ARM A B430 (S)		ARM B UN-NAMED ROAD		ARM C B430 (N)	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2		LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
07:00	0	0	2	0	0	2	16:00	0	0	2	0	0	2
07:05	0	0	1	0	0	2	16:05	0	0	3	0	0	1
07:10	0	0	0	0	0	1	16:10	0	0	3	0	0	5
07:15	0	0	1	0	0	3	16:15	0	0	1	1	0	3
07:20	0	0	0	0	0	2	16:20	0	0	5	0	0	1
07:25	0	0	0	0	0	2	16:25	0	0	1	0	0	1
07:30	0	0	2	0	0	2	16:30	0	0	2	1	0	1
07:35	0	0	2	1	0	4	16:35	0	0	3	1	0	1
07:40	0	0	2	0	0	3	16:40	0	0	4	0	0	4
07:45	0	0	1	0	0	2	16:45	0	0	1	0	0	4
07:50	0	0	1	0	0	3	16:50	0	0	2	1	0	1
07:55	0	0	3	0	0	1	16:55	0	0	4	1	0	1
08:00	0	0	1	0	0	1	17:00	0	0	4	0	0	2
08:05	0	0	7	0	0	4	17:05	0	0	1	0	0	1
08:10	0	0	4	0	0	2	17:10	0	0	3	0	0	3
08:15	0	0	3	0	0	1	17:15	0	0	2	0	0	0
08:20	0	0	2	1	0	3	17:20	0	0	2	0	0	2
08:25	0	0	3	1	0	3	17:25	0	0	2	0	0	2
08:30	0	0	1	1	0	1	17:30	0	0	1	0	0	1
08:35	0	0	2	0	0	2	17:35	0	0	1	0	0	2
08:40	0	0	2	0	0	1	17:40	0	0	3	0	0	1
08:45	0	0	1	0	0	2	17:45	0	0	2	0	0	0
08:50	0	0	2	0	0	2	17:50	0	0	1	0	0	1
08:55	0	0	5	1	0	1	17:55	0	0	4	0	0	3

QUEUE LENGTHS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 4 **DATE:** 07/09/2023

LOCATION: B430 (S) / UN-NAMED ROAD / B430 (N) **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A B430 (S)		ARM B UN-NAMED ROAD		ARM C B430 (N)	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
09:00	0	0	1	0	0	1
09:05	0	0	2	0	0	2
09:10	0	0	2	0	0	2
09:15	0	0	2	0	0	0
09:20	0	0	2	1	0	2
09:25	0	0	1	0	0	2
09:30	0	0	1	0	0	1
09:35	0	0	2	0	0	1
09:40	0	0	1	0	0	1
09:45	0	0	2	0	0	2
09:50	0	0	2	1	0	1
09:55	0	0	1	1	0	1

TIME	ARM A B430 (S)		ARM B UN-NAMED ROAD		ARM C B430 (N)	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
18:00	0	0	1	0	0	1
18:05	0	0	3	0	0	1
18:10	0	0	1	0	0	2
18:15	0	0	2	1	0	2
18:20	0	0	0	0	0	0
18:25	0	0	0	0	0	1
18:30	0	0	3	0	0	1
18:35	0	0	0	0	0	2
18:40	0	0	1	0	0	0
18:45	0	0	0	0	0	2
18:50	0	0	0	0	0	0
18:55	0	0	1	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 5 **DATE:** 07/09/2023

LOCATION: B4030 LOWER HEYFORD ROAD (W) / UN-NAMED ROAD / B4030 LOWER HEYFORD ROAD (E) **DAY:** THURSDAY

TIME	A TO B FROM B4030 LOWER HEYFORD ROAD (W) TO UN-NAMED ROAD								A TO C FROM B4030 LOWER HEYFORD ROAD (W) TO B4030 LOWER HEYFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	1	0	0	0	0	0	2	11	2	1	0	0	0	0	14
07:15	0	1	0	0	0	0	0	1	14	1	0	0	0	0	0	15
07:30	6	1	0	0	0	0	0	7	36	9	0	5	0	0	0	50
07:45	10	0	0	0	0	0	0	10	30	2	1	0	0	0	0	33
H/TOT	17	3	0	0	0	0	0	20	91	14	2	5	0	0	0	112
08:00	11	2	1	0	0	0	0	14	31	3	0	0	0	0	0	34
08:15	8	1	0	0	0	0	0	9	28	4	0	0	0	0	0	32
08:30	4	1	0	0	0	0	0	5	27	4	0	0	0	0	0	31
08:45	7	0	0	0	0	0	0	7	26	5	2	3	0	0	0	36
H/TOT	30	4	1	0	0	0	0	35	112	16	2	3	0	0	0	133
09:00	2	1	1	0	0	0	0	4	13	3	2	1	0	0	0	19
09:15	7	3	0	0	0	0	0	10	32	1	1	3	0	0	0	37
09:30	5	0	0	0	0	0	0	5	21	3	1	2	0	0	0	27
09:45	4	1	2	0	0	0	0	7	26	3	0	3	0	0	0	32
H/TOT	18	5	3	0	0	0	0	26	92	10	4	9	0	0	0	115
P/TOT	65	12	4	0	0	0	0	81	295	40	8	17	0	0	0	360

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 5 **DATE:** 07/09/2023

LOCATION: B4030 LOWER HEYFORD ROAD (W) / UN-NAMED ROAD / B4030 LOWER HEYFORD ROAD (E) **DAY:** THURSDAY

TIME	A TO B FROM B4030 LOWER HEYFORD ROAD (W) TO UN-NAMED ROAD								A TO C FROM B4030 LOWER HEYFORD ROAD (W) TO B4030 LOWER HEYFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	4	3	0	0	1	0	0	8	26	9	0	2	1	0	0	38
16:15	7	1	1	0	0	0	1	10	27	6	0	0	0	0	0	33
16:30	2	1	1	0	0	0	1	5	37	14	1	1	0	0	1	54
16:45	5	3	0	0	0	0	0	8	34	7	0	0	0	1	0	42
H/TOT	18	8	2	0	1	0	2	31	124	36	1	3	1	1	1	167
17:00	6	0	0	0	0	0	0	6	44	8	1	0	0	0	2	55
17:15	9	1	0	0	0	0	0	10	23	2	0	0	0	0	0	25
17:30	7	1	0	0	0	0	0	8	27	5	1	0	0	0	0	33
17:45	11	0	0	0	0	0	0	11	40	0	0	0	0	1	0	41
H/TOT	33	2	0	0	0	0	0	35	134	15	2	0	0	1	2	154
18:00	5	0	2	0	0	0	0	7	39	1	0	0	0	1	0	41
18:15	6	0	0	0	0	0	0	6	16	3	0	0	0	1	0	20
18:30	3	1	0	0	0	0	0	4	21	3	0	0	0	1	0	25
18:45	5	0	0	0	0	0	0	5	28	1	0	0	0	1	0	30
H/TOT	19	1	2	0	0	0	0	22	104	8	0	0	0	4	0	116
P/TOT	70	11	4	0	1	0	2	88	362	59	3	3	1	6	3	437

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 5 **DATE:** 07/09/2023

LOCATION: B4030 LOWER HEYFORD ROAD (W) / UN-NAMED ROAD / B4030 LOWER HEYFORD ROAD (E) **DAY:** THURSDAY

TIME	B TO A FROM UN-NAMED ROAD TO B4030 LOWER HEYFORD ROAD (W)								B TO C FROM UN-NAMED ROAD TO B4030 LOWER HEYFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	1	1	0	0	0	0	7	46	6	0	0	0	0	0	52
07:15	4	4	0	0	0	0	0	8	44	4	1	0	1	0	0	50
07:30	13	3	1	0	0	0	0	17	43	6	2	1	1	1	1	55
07:45	11	3	2	1	0	1	0	18	49	5	2	2	1	0	0	59
H/TOT	33	11	4	1	0	1	0	50	182	21	5	3	3	1	1	216
08:00	14	5	1	1	0	0	0	21	60	7	2	3	1	0	0	73
08:15	12	0	0	0	0	0	0	12	47	5	1	0	0	0	0	53
08:30	20	4	0	0	0	0	0	24	39	5	2	2	1	0	0	49
08:45	11	2	0	1	0	0	0	14	38	12	1	0	0	0	0	51
H/TOT	57	11	1	2	0	0	0	71	184	29	6	5	2	0	0	226
09:00	8	1	1	2	0	0	0	12	22	5	2	0	1	0	0	30
09:15	5	2	0	0	0	0	0	7	25	6	1	0	0	0	0	32
09:30	7	2	0	0	0	0	0	9	30	4	2	1	0	0	0	37
09:45	0	0	0	0	0	0	0	0	22	4	0	0	0	1	0	27
H/TOT	20	5	1	2	0	0	0	28	99	19	5	1	1	1	0	126
P/TOT	110	27	6	5	0	1	0	149	465	69	16	9	6	2	1	568

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 5 **DATE:** 07/09/2023

LOCATION: B4030 LOWER HEYFORD ROAD (W) / UN-NAMED ROAD / B4030 LOWER HEYFORD ROAD (E) **DAY:** THURSDAY

TIME	B TO A FROM UN-NAMED ROAD TO B4030 LOWER HEYFORD ROAD (W)								B TO C FROM UN-NAMED ROAD TO B4030 LOWER HEYFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	3	0	0	0	0	0	0	3	48	8	0	0	2	1	0	59
16:15	1	1	0	0	0	0	0	2	37	8	0	0	0	0	0	45
16:30	3	2	1	0	0	0	0	6	31	4	0	0	0	0	0	35
16:45	4	3	0	0	0	0	0	7	27	3	0	1	0	0	0	31
H/TOT	11	6	1	0	0	0	0	18	143	23	0	1	2	1	0	170
17:00	7	1	0	0	0	0	0	8	38	4	0	0	1	2	0	45
17:15	4	2	0	0	0	0	0	6	30	4	0	0	0	0	0	34
17:30	5	0	0	0	0	1	0	6	36	1	0	0	0	1	0	38
17:45	12	1	0	0	0	0	0	13	27	1	0	0	0	0	0	28
H/TOT	28	4	0	0	0	1	0	33	131	10	0	0	1	3	0	145
18:00	10	1	0	0	0	0	0	11	36	1	0	0	0	0	0	37
18:15	3	0	0	0	0	0	0	3	36	1	0	0	0	0	0	37
18:30	6	1	0	1	0	0	0	8	26	3	0	0	0	0	0	29
18:45	3	0	0	0	0	0	0	3	22	1	0	0	0	0	0	23
H/TOT	22	2	0	1	0	0	0	25	120	6	0	0	0	0	0	126
P/TOT	61	12	1	1	0	1	0	76	394	39	0	1	3	4	0	441

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 5 **DATE:** 07/09/2023

LOCATION: B4030 LOWER HEYFORD ROAD (W) / UN-NAMED ROAD / B4030 LOWER HEYFORD ROAD (E) **DAY:** THURSDAY

TIME	C TO A FROM B4030 LOWER HEYFORD ROAD (E) TO B4030 LOWER HEYFORD ROAD (W)								C TO B FROM B4030 LOWER HEYFORD ROAD (E) TO UN-NAMED ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	15	3	0	0	0	0	0	18	17	7	1	0	0	0	0	25
07:15	27	4	1	0	0	0	0	32	18	8	1	3	0	0	0	30
07:30	22	4	2	0	0	0	0	28	17	5	0	5	0	0	0	27
07:45	37	8	3	1	0	0	0	49	32	3	0	1	1	0	0	37
H/TOT	101	19	6	1	0	0	0	127	84	23	2	9	1	0	0	119
08:00	36	4	3	0	0	0	0	43	37	6	1	2	1	0	0	47
08:15	34	6	3	1	0	0	0	44	41	4	1	0	0	0	0	46
08:30	34	5	0	3	0	3	0	45	30	1	3	0	0	0	0	34
08:45	18	3	0	2	0	0	0	23	28	1	0	2	1	0	0	32
H/TOT	122	18	6	6	0	3	0	155	136	12	5	4	2	0	0	159
09:00	18	5	1	3	0	1	1	29	27	3	1	1	0	0	0	32
09:15	16	4	3	0	0	1	0	24	22	3	1	0	0	0	0	26
09:30	21	4	1	4	0	0	0	30	15	3	0	0	1	1	0	20
09:45	17	3	0	1	0	0	0	21	16	1	1	1	1	0	0	20
H/TOT	72	16	5	8	0	2	1	104	80	10	3	2	2	1	0	98
P/TOT	295	53	17	15	0	5	1	386	300	45	10	15	5	1	0	376

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 5 **DATE:** 07/09/2023

LOCATION: B4030 LOWER HEYFORD ROAD (W) / UN-NAMED ROAD / B4030 LOWER HEYFORD ROAD (E) **DAY:** THURSDAY

TIME	C TO A FROM B4030 LOWER HEYFORD ROAD (E) TO B4030 LOWER HEYFORD ROAD (W)								C TO B FROM B4030 LOWER HEYFORD ROAD (E) TO UN-NAMED ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	25	6	0	0	0	1	0	32	28	3	1	0	0	1	0	33
16:15	17	2	1	1	0	1	0	22	41	4	2	1	0	0	1	49
16:30	25	3	0	0	0	0	0	28	26	3	0	0	0	0	0	29
16:45	26	4	1	0	0	2	0	33	34	3	1	0	1	0	0	39
H/TOT	93	15	2	1	0	4	0	115	129	13	4	1	1	1	1	150
17:00	24	4	0	0	0	1	0	29	36	3	2	0	0	0	0	41
17:15	37	3	4	0	0	1	0	45	48	2	1	0	0	0	0	51
17:30	27	2	0	0	0	0	0	29	39	3	0	0	0	0	0	42
17:45	26	4	2	0	0	2	0	34	29	6	0	0	1	0	0	36
H/TOT	114	13	6	0	0	4	0	137	152	14	3	0	1	0	0	170
18:00	27	2	0	0	0	1	0	30	36	5	0	0	0	0	0	41
18:15	29	2	0	0	0	3	0	34	52	3	0	0	0	0	0	55
18:30	23	4	0	0	0	0	0	27	42	0	0	0	0	0	0	42
18:45	32	2	0	0	0	1	0	35	23	1	0	0	1	0	0	25
H/TOT	111	10	0	0	0	5	0	126	153	9	0	0	1	0	0	163
P/TOT	318	38	8	1	0	13	0	378	434	36	7	1	3	1	1	483

QUEUE LENGTHS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 5 **DATE:** 07/09/2023

LOCATION: B4030 LOWER HEYFORD ROAD (W) / UN-NAMED ROAD / B4030 LOWER HEYFORD ROAD (E) **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A B4030 LOWER HEYFORD ROAD (W)	ARM B UN-NAMED ROAD	ARM C B4030 LOWER HEYFORD ROAD (E)		TIME	ARM A B4030 LOWER HEYFORD ROAD (W)	ARM B UN-NAMED ROAD	ARM C B4030 LOWER HEYFORD ROAD (E)	
	LANE 1	LANE 1	LANE 1	LANE 2		LANE 1	LANE 1	LANE 1	LANE 2
07:00	0	3	0	0	16:00	0	0	0	1
07:05	0	1	0	1	16:05	0	3	0	1
07:10	0	3	0	0	16:10	0	4	0	0
07:15	0	0	0	0	16:15	0	2	0	3
07:20	0	1	0	2	16:20	0	1	0	1
07:25	0	2	0	3	16:25	0	1	0	3
07:30	0	3	0	0	16:30	0	3	0	1
07:35	0	2	0	1	16:35	0	1	0	2
07:40	0	1	0	1	16:40	0	2	0	1
07:45	0	2	0	3	16:45	0	2	1	1
07:50	0	4	0	2	16:50	0	0	0	1
07:55	0	2	0	1	16:55	0	1	0	2
08:00	0	1	0	1	17:00	0	3	0	0
08:05	0	3	0	0	17:05	0	3	0	3
08:10	0	3	0	4	17:10	0	2	0	1
08:15	0	2	0	1	17:15	0	2	1	1
08:20	0	1	0	2	17:20	0	3	0	3
08:25	0	1	0	3	17:25	0	2	0	3
08:30	0	4	0	1	17:30	0	3	2	2
08:35	0	3	0	1	17:35	0	1	0	2
08:40	0	3	0	1	17:40	0	1	0	1
08:45	0	2	0	0	17:45	0	2	0	1
08:50	0	2	0	0	17:50	0	0	0	1
08:55	0	2	0	2	17:55	0	1	0	3

QUEUE LENGTHS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 5 **DATE:** 07/09/2023

LOCATION: B4030 LOWER HEYFORD ROAD (W) / UN-NAMED ROAD / B4030 LOWER HEYFORD ROAD (E) **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A B4030 LOWER HEYFORD ROAD (W)	ARM B UN-NAMED ROAD	ARM C B4030 LOWER HEYFORD ROAD (E)	
	LANE 1	LANE 1	LANE 1	LANE 2
09:00	0	2	0	2
09:05	0	1	0	0
09:10	0	1	0	1
09:15	0	2	0	3
09:20	0	2	0	1
09:25	0	2	0	1
09:30	0	1	0	2
09:35	0	3	0	0
09:40	0	1	0	0
09:45	0	0	1	1
09:50	0	0	0	1
09:55	0	3	0	0

TIME	ARM A B4030 LOWER HEYFORD ROAD (W)	ARM B UN-NAMED ROAD	ARM C B4030 LOWER HEYFORD ROAD (E)	
	LANE 1	LANE 1	LANE 1	LANE 2
18:00	0	1	0	0
18:05	0	3	0	1
18:10	0	1	0	2
18:15	0	2	0	1
18:20	0	0	0	1
18:25	0	0	0	0
18:30	0	1	0	0
18:35	0	3	0	3
18:40	0	3	0	0
18:45	0	2	0	0
18:50	0	1	0	1
18:55	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 6 **DATE:** 07/09/2023

LOCATION: ARDLEY ROAD (N) / B4030 (E) / ARDLEY ROAD (S) / B4030 (W) **DAY:** THURSDAY

TIME	A TO B FROM ARDLEY ROAD (N) TO B4030 (E)								A TO C FROM ARDLEY ROAD (N) TO ARDLEY ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	7	3	0	0	0	0	0	10	107	32	0	0	0	1	0	140
07:15	7	4	0	1	0	0	0	12	101	34	1	0	0	0	0	136
07:30	10	5	1	1	0	0	0	17	95	23	3	1	0	1	0	123
07:45	13	2	1	0	0	1	0	17	82	19	1	1	0	2	0	105
H/TOT	37	14	2	2	0	1	0	56	385	108	5	2	0	4	0	504
08:00	15	3	1	0	0	0	0	19	77	17	5	4	0	3	0	106
08:15	10	2	0	0	0	0	0	12	82	13	5	0	0	0	0	100
08:30	11	2	1	2	0	0	0	16	84	14	1	0	0	0	0	99
08:45	15	3	0	0	0	0	0	18	61	10	0	0	0	0	0	71
H/TOT	51	10	2	2	0	0	0	65	304	54	11	4	0	3	0	376
09:00	9	1	1	1	0	0	0	12	51	11	2	1	1	0	0	66
09:15	5	1	1	1	0	0	0	8	43	14	1	0	0	1	0	59
09:30	8	1	1	2	0	0	0	12	39	15	1	0	0	0	0	55
09:45	10	2	0	1	0	0	0	13	37	9	2	1	0	1	0	50
H/TOT	32	5	3	5	0	0	0	45	170	49	6	2	1	2	0	230
P/TOT	120	29	7	9	0	1	0	166	859	211	22	8	1	9	0	1110

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 6 **DATE:** 07/09/2023

LOCATION: ARDLEY ROAD (N) / B4030 (E) / ARDLEY ROAD (S) / B4030 (W) **DAY:** THURSDAY

TIME	A TO B FROM ARDLEY ROAD (N) TO B4030 (E)								A TO C FROM ARDLEY ROAD (N) TO ARDLEY ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	19	0	2	0	0	0	0	21	40	12	1	0	0	0	0	53
16:15	9	6	2	0	0	0	0	17	41	7	3	0	0	0	0	51
16:30	10	1	3	0	0	0	0	14	34	4	0	1	0	0	0	39
16:45	7	2	1	0	0	0	0	10	42	2	0	0	0	3	0	47
H/TOT	45	9	8	0	0	0	0	62	157	25	4	1	0	3	0	190
17:00	16	1	0	0	0	0	0	17	35	7	0	0	0	2	0	44
17:15	14	0	0	0	0	0	0	14	50	8	2	0	0	0	0	60
17:30	9	0	0	0	0	0	0	9	27	5	1	1	0	0	0	34
17:45	12	1	0	1	0	0	0	14	42	2	0	0	0	0	0	44
H/TOT	51	2	0	1	0	0	0	54	154	22	3	1	0	2	0	182
18:00	6	0	0	0	0	1	0	7	29	2	0	0	0	1	0	32
18:15	9	0	0	0	0	0	0	9	32	3	1	0	0	1	0	37
18:30	5	1	0	0	0	0	0	6	14	1	0	0	0	1	0	16
18:45	7	1	0	0	0	0	0	8	16	2	0	0	0	0	0	18
H/TOT	27	2	0	0	0	1	0	30	91	8	1	0	0	3	0	103
P/TOT	123	13	8	1	0	1	0	146	402	55	8	2	0	8	0	475

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 6 **DATE:** 07/09/2023

LOCATION: ARDLEY ROAD (N) / B4030 (E) / ARDLEY ROAD (S) / B4030 (W) **DAY:** THURSDAY

TIME	A TO D FROM ARDLEY ROAD (N) TO B4030 (W)								B TO A FROM B4030 (E) TO ARDLEY ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6
07:15	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	16
07:30	0	1	1	0	0	0	0	2	17	1	0	0	0	0	0	18
07:45	0	0	0	1	0	0	0	1	16	2	0	0	0	1	0	19
H/TOT	1	1	1	1	0	0	0	4	52	5	1	0	0	1	0	59
08:00	1	2	1	0	0	0	0	4	15	2	1	0	0	0	0	18
08:15	2	0	0	0	0	0	1	3	17	2	1	0	0	0	0	20
08:30	1	0	0	0	0	0	0	1	10	6	0	1	0	0	0	17
08:45	2	0	0	0	0	0	0	2	7	1	0	1	0	0	0	9
H/TOT	6	2	1	0	0	0	1	10	49	11	2	2	0	0	0	64
09:00	0	0	0	0	0	1	0	1	12	1	0	0	0	0	0	13
09:15	2	1	1	0	0	0	0	4	3	0	1	1	0	0	0	5
09:30	2	0	0	0	0	0	0	2	6	1	0	2	0	0	0	9
09:45	0	0	1	0	0	0	0	1	8	0	1	1	0	0	0	10
H/TOT	4	1	2	0	0	1	0	8	29	2	2	4	0	0	0	37
P/TOT	11	4	4	1	0	1	1	22	130	18	5	6	0	1	0	160

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 6 **DATE:** 07/09/2023

LOCATION: ARDLEY ROAD (N) / B4030 (E) / ARDLEY ROAD (S) / B4030 (W) **DAY:** THURSDAY

TIME	A TO D FROM ARDLEY ROAD (N) TO B4030 (W)								B TO A FROM B4030 (E) TO ARDLEY ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	17	6	0	0	0	0	0	23
16:15	0	0	0	1	0	0	0	1	8	1	1	0	0	0	0	10
16:30	1	0	0	0	0	0	0	1	12	4	0	0	0	0	0	16
16:45	2	1	0	0	0	1	0	4	12	6	1	0	0	0	0	19
H/TOT	3	1	0	1	0	1	0	6	49	17	2	0	0	0	0	68
17:00	2	1	0	0	0	0	0	3	7	1	0	0	0	0	0	8
17:15	4	0	0	0	0	0	0	4	7	0	0	0	0	0	0	7
17:30	1	0	0	0	0	0	0	1	18	2	0	0	0	1	0	21
17:45	3	0	0	0	0	0	0	3	17	2	0	0	0	0	0	19
H/TOT	10	1	0	0	0	0	0	11	49	5	0	0	0	1	0	55
18:00	5	0	0	0	0	0	0	5	19	2	1	0	0	0	0	22
18:15	3	0	0	0	0	0	0	3	14	0	0	0	0	0	0	14
18:30	3	0	1	0	0	0	0	4	9	2	0	0	0	0	0	11
18:45	2	0	0	0	0	0	0	2	11	0	1	0	0	0	0	12
H/TOT	13	0	1	0	0	0	0	14	53	4	2	0	0	0	0	59
P/TOT	26	2	1	1	0	1	0	31	151	26	4	0	0	1	0	182

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 6 **DATE:** 07/09/2023

LOCATION: ARDLEY ROAD (N) / B4030 (E) / ARDLEY ROAD (S) / B4030 (W) **DAY:** THURSDAY

TIME	B TO C FROM B4030 (E) TO ARDLEY ROAD (S)								B TO D FROM B4030 (E) TO B4030 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	14	3	0	0	0	1	0	18	21	6	1	0	0	0	0	28
07:15	15	5	0	0	0	0	0	20	34	9	1	0	0	0	1	45
07:30	11	4	0	0	0	1	0	16	36	8	2	0	0	0	0	46
07:45	15	2	0	0	0	0	0	17	53	9	2	0	1	0	1	66
H/TOT	55	14	0	0	0	2	0	71	144	32	6	0	1	0	2	185
08:00	14	2	2	0	0	0	0	18	61	10	1	0	1	0	1	74
08:15	20	1	1	1	0	0	0	23	50	8	3	2	0	1	0	64
08:30	13	4	0	0	0	0	0	17	46	6	2	2	0	3	0	59
08:45	17	1	0	0	0	0	0	18	37	4	1	3	1	0	1	47
H/TOT	64	8	3	1	0	0	0	76	194	28	7	7	2	4	2	244
09:00	9	2	1	0	0	0	0	12	29	8	2	2	0	0	0	41
09:15	6	1	2	1	0	1	0	11	29	3	1	0	0	0	0	33
09:30	9	2	1	0	0	0	0	12	25	6	0	3	1	0	0	35
09:45	4	0	0	1	0	1	0	6	24	3	0	2	1	0	0	30
H/TOT	28	5	4	2	0	2	0	41	107	20	3	7	2	0	0	139
P/TOT	147	27	7	3	0	4	0	188	445	80	16	14	5	4	4	568

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 6 **DATE:** 07/09/2023

LOCATION: ARDLEY ROAD (N) / B4030 (E) / ARDLEY ROAD (S) / B4030 (W) **DAY:** THURSDAY

TIME	B TO C FROM B4030 (E) TO ARDLEY ROAD (S)								B TO D FROM B4030 (E) TO B4030 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	7	2	1	0	0	0	0	10	52	7	1	0	0	1	0	61
16:15	5	2	0	0	0	0	0	7	40	4	2	0	0	1	0	47
16:30	7	3	0	0	0	0	0	10	41	6	0	0	0	1	0	48
16:45	8	0	0	0	0	0	0	8	45	1	1	0	1	0	0	48
H/TOT	27	7	1	0	0	0	0	35	178	18	4	0	1	3	0	204
17:00	10	1	0	0	0	0	1	12	54	4	0	0	0	0	0	58
17:15	8	2	0	0	0	0	0	10	49	5	4	0	0	1	0	59
17:30	8	1	0	0	0	0	0	9	59	5	0	0	0	0	0	64
17:45	4	0	0	0	0	0	0	4	59	6	1	0	1	3	0	70
H/TOT	30	4	0	0	0	0	1	35	221	20	5	0	1	4	0	251
18:00	3	1	1	0	0	0	0	5	44	2	0	0	0	1	0	47
18:15	4	2	0	0	0	0	0	6	66	2	0	0	0	3	0	71
18:30	4	0	0	0	0	0	0	4	50	3	0	0	0	0	0	53
18:45	3	0	0	0	0	0	0	3	47	1	0	0	1	1	0	50
H/TOT	14	3	1	0	0	0	0	18	207	8	0	0	1	5	0	221
P/TOT	71	14	2	0	0	0	1	88	606	46	9	0	3	12	0	676

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 6 **DATE:** 07/09/2023

LOCATION: ARDLEY ROAD (N) / B4030 (E) / ARDLEY ROAD (S) / B4030 (W) **DAY:** THURSDAY

TIME	C TO A FROM ARDLEY ROAD (S) TO ARDLEY ROAD (N)								C TO B FROM ARDLEY ROAD (S) TO B4030 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	27	7	1	3	0	0	0	38	3	2	0	0	0	0	0	5
07:15	13	7	0	2	0	0	0	22	2	1	0	0	0	0	0	3
07:30	39	7	0	1	0	0	0	47	6	1	0	0	0	0	0	7
07:45	26	4	1	0	1	1	0	33	7	3	0	0	0	0	1	11
H/TOT	105	25	2	6	1	1	0	140	18	7	0	0	0	0	1	26
08:00	44	6	0	1	0	1	0	52	5	3	0	1	0	0	0	9
08:15	33	6	0	1	0	0	0	40	6	0	1	0	0	0	0	7
08:30	27	1	0	1	0	1	0	30	6	0	0	0	0	0	0	6
08:45	23	6	0	1	0	0	0	30	16	0	1	1	0	0	0	18
H/TOT	127	19	0	4	0	2	0	152	33	3	2	2	0	0	0	40
09:00	26	5	2	1	0	0	0	34	8	0	2	0	0	0	0	10
09:15	19	5	0	0	0	0	0	24	7	3	1	1	0	1	0	13
09:30	15	1	1	4	0	0	0	21	6	4	0	1	0	0	0	11
09:45	28	5	5	2	0	1	0	41	7	2	0	1	0	2	0	12
H/TOT	88	16	8	7	0	1	0	120	28	9	3	3	0	3	0	46
P/TOT	320	60	10	17	1	4	0	412	79	19	5	5	0	3	1	112

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 6 **DATE:** 07/09/2023

LOCATION: ARDLEY ROAD (N) / B4030 (E) / ARDLEY ROAD (S) / B4030 (W) **DAY:** THURSDAY

TIME	C TO A FROM ARDLEY ROAD (S) TO ARDLEY ROAD (N)								C TO B FROM ARDLEY ROAD (S) TO B4030 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	52	22	1	3	0	0	0	78	7	0	2	0	0	1	0	10
16:15	65	16	1	2	0	3	0	87	24	5	0	0	1	0	0	30
16:30	73	16	2	1	0	4	0	96	12	7	0	2	0	0	0	21
16:45	77	14	2	2	0	0	0	95	12	2	0	0	0	0	0	14
H/TOT	267	68	6	8	0	7	0	356	55	14	2	2	1	1	0	75
17:00	54	7	1	2	0	0	0	64	13	5	0	0	0	0	0	18
17:15	66	9	3	1	0	2	0	81	20	0	0	0	0	0	0	20
17:30	60	4	1	0	0	1	0	66	17	1	0	0	0	0	0	18
17:45	62	2	2	1	0	1	0	68	19	1	0	0	0	0	0	20
H/TOT	242	22	7	4	0	4	0	279	69	7	0	0	0	0	0	76
18:00	65	5	2	1	0	0	0	73	6	1	0	0	0	0	0	7
18:15	44	5	0	1	0	0	0	50	9	0	0	2	0	1	0	12
18:30	46	4	0	0	0	0	0	50	10	1	0	0	0	0	0	11
18:45	27	3	1	0	0	0	0	31	10	1	0	0	0	0	0	11
H/TOT	182	17	3	2	0	0	0	204	35	3	0	2	0	1	0	41
P/TOT	691	107	16	14	0	11	0	839	159	24	2	4	1	2	0	192

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 6 **DATE:** 07/09/2023

LOCATION: ARDLEY ROAD (N) / B4030 (E) / ARDLEY ROAD (S) / B4030 (W) **DAY:** THURSDAY

TIME	C TO D FROM ARDLEY ROAD (S) TO B4030 (W)								D TO A FROM B4030 (W) TO ARDLEY ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	7	6	0	0	0	0	0	13	3	0	0	0	0	0	0	3
07:15	6	6	0	4	0	0	0	16	1	0	0	0	0	0	0	1
07:30	6	2	0	5	0	0	0	13	2	0	0	0	0	0	0	2
07:45	12	5	0	0	0	0	0	17	4	2	0	1	0	0	0	7
H/TOT	31	19	0	9	0	0	0	59	10	2	0	1	0	0	0	13
08:00	17	3	1	1	0	0	0	22	3	0	0	0	0	0	0	3
08:15	20	1	1	0	0	0	0	22	3	0	0	0	0	0	0	3
08:30	12	3	1	0	0	0	0	16	1	0	0	0	0	0	0	1
08:45	11	0	0	1	0	0	0	12	0	0	0	0	0	0	0	0
H/TOT	60	7	3	2	0	0	0	72	7	0	0	0	0	0	0	7
09:00	12	3	0	1	0	0	0	16	0	1	1	1	0	0	0	3
09:15	12	3	1	0	0	1	0	17	3	1	0	0	0	0	0	4
09:30	10	4	1	0	0	1	0	16	5	0	1	0	0	0	0	6
09:45	7	0	0	2	0	0	0	9	4	0	0	0	0	0	0	4
H/TOT	41	10	2	3	0	2	0	58	12	2	2	1	0	0	0	17
P/TOT	132	36	5	14	0	2	0	189	29	4	2	2	0	0	0	37

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 6 **DATE:** 07/09/2023

LOCATION: ARDLEY ROAD (N) / B4030 (E) / ARDLEY ROAD (S) / B4030 (W) **DAY:** THURSDAY

TIME	C TO D FROM ARDLEY ROAD (S) TO B4030 (W)								D TO A FROM B4030 (W) TO ARDLEY ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	10	0	0	0	0	1	0	11	1	0	0	0	0	0	0	1
16:15	18	4	1	1	0	0	1	25	3	0	0	0	0	0	0	3
16:30	9	1	1	0	0	0	0	11	1	0	0	0	0	0	0	1
16:45	17	2	0	0	0	0	0	19	3	0	0	0	0	0	0	3
H/TOT	54	7	2	1	0	1	1	66	8	0	0	0	0	0	0	8
17:00	11	3	0	2	0	1	0	17	4	0	0	0	0	0	0	4
17:15	26	0	0	1	0	0	0	27	1	0	0	0	0	0	0	1
17:30	9	1	0	0	0	0	0	10	5	0	0	0	0	0	0	5
17:45	6	0	0	0	0	0	0	6	4	0	0	0	0	0	0	4
H/TOT	52	4	0	3	0	1	0	60	14	0	0	0	0	0	0	14
18:00	14	3	0	0	0	0	0	17	3	0	0	0	0	0	0	3
18:15	15	1	0	0	0	0	0	16	1	0	0	0	0	0	0	1
18:30	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
18:45	10	1	0	0	0	0	0	11	2	1	0	0	0	0	0	3
H/TOT	51	5	0	0	0	0	0	56	6	1	0	0	0	0	0	7
P/TOT	157	16	2	4	0	2	1	182	28	1	0	0	0	0	0	29

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 6 **DATE:** 07/09/2023

LOCATION: ARDLEY ROAD (N) / B4030 (E) / ARDLEY ROAD (S) / B4030 (W) **DAY:** THURSDAY

TIME	D TO B FROM B4030 (W) TO B4030 (E)								D TO C FROM B4030 (W) TO ARDLEY ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	31	3	0	0	0	0	0	34	25	5	0	0	0	0	0	30
07:15	32	5	2	0	1	0	0	40	26	4	0	0	0	0	0	30
07:30	41	4	1	6	0	0	0	52	20	5	1	0	1	0	0	27
07:45	68	7	3	1	0	1	0	80	22	2	0	0	1	0	1	26
H/TOT	172	19	6	7	1	1	0	206	93	16	1	0	2	0	1	113
08:00	53	2	1	0	0	0	0	56	14	1	4	0	0	0	0	19
08:15	80	8	0	0	1	0	0	89	24	5	1	0	0	0	0	30
08:30	63	7	0	3	0	0	0	73	18	0	0	1	1	0	0	20
08:45	53	3	4	1	0	0	0	61	14	2	0	1	0	0	0	17
H/TOT	249	20	5	4	1	0	0	279	70	8	5	2	1	0	0	86
09:00	34	9	2	1	0	0	0	46	12	1	1	0	0	0	0	14
09:15	51	4	2	3	1	0	0	61	8	2	0	0	0	0	0	10
09:30	38	7	2	2	0	0	0	49	10	0	0	0	0	0	0	10
09:45	43	6	1	4	0	1	0	55	5	1	0	0	0	0	0	6
H/TOT	166	26	7	10	1	1	0	211	35	4	1	0	0	0	0	40
P/TOT	587	65	18	21	3	2	0	696	198	28	7	2	3	0	1	239

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 6 **DATE:** 07/09/2023

LOCATION: ARDLEY ROAD (N) / B4030 (E) / ARDLEY ROAD (S) / B4030 (W) **DAY:** THURSDAY

TIME	D TO B FROM B4030 (W) TO B4030 (E)								D TO C FROM B4030 (W) TO ARDLEY ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	47	11	0	2	2	0	0	62	10	8	0	0	1	1	0	20
16:15	60	9	0	0	0	0	0	69	20	5	0	0	0	0	0	25
16:30	41	15	2	1	0	0	1	60	10	3	0	0	0	0	0	13
16:45	60	11	0	0	0	1	0	72	9	2	0	1	0	0	0	12
H/TOT	208	46	2	3	2	1	1	263	49	18	0	1	1	1	0	70
17:00	52	11	0	0	1	0	2	66	18	1	0	0	0	1	0	20
17:15	51	8	0	0	0	0	0	59	11	0	0	0	0	1	0	12
17:30	43	6	0	0	0	0	0	49	13	1	1	0	0	1	0	16
17:45	60	1	1	0	0	1	0	63	10	0	0	0	0	0	0	10
H/TOT	206	26	1	0	1	1	2	237	52	2	1	0	0	3	0	58
18:00	62	2	0	0	0	1	0	65	9	0	0	0	0	0	0	9
18:15	40	3	0	0	1	1	0	45	7	0	0	0	0	0	0	7
18:30	42	5	0	0	0	1	0	48	12	1	0	0	0	0	0	13
18:45	45	1	0	0	0	1	0	47	7	0	0	0	0	0	0	7
H/TOT	189	11	0	0	1	4	0	205	35	1	0	0	0	0	0	36
P/TOT	603	83	3	3	4	6	3	705	136	21	1	1	1	4	0	164

QUEUE LENGTHS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 6 **DATE:**

LOCATION: ARDLEY ROAD (N) / B4030 (E) / ARDLEY ROAD (S) / B4030 (W) **DAY:**

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A ARDLEY ROAD (N) LANE 1	ARM B B4030 (E) LANE 1	ARM C ARDLEY ROAD (S) LANE 1	ARM D B4030 (W) LANE 1	TIME	ARM A ARDLEY ROAD (N) LANE 1	ARM B B4030 (E) LANE 1	ARM C ARDLEY ROAD (S) LANE 1
07:00	3	6	3	4	16:00	1	7	23
07:05	2	7	4	5	16:05	3	8	16
07:10	1	7	6	4	16:10	2	12	10
07:15	2	10	3	5	16:15	2	14	18
07:20	2	19	6	5	16:20	2	10	20
07:25	1	14	7	5	16:25	3	6	17
07:30	2	16	4	4	16:30	1	15	6
07:35	1	14	10	4	16:35	2	10	10
07:40	1	18	6	2	16:40	2	11	15
07:45	3	14	8	6	16:45	2	13	9
07:50	2	16	9	3	16:50	2	18	10
07:55	2	13	7	4	16:55	1	11	15
08:00	2	18	10	3	17:00	1	7	17
08:05	3	20	12	4	17:05	2	8	18
08:10	2	16	11	6	17:10	1	12	19
08:15	1	21	13	5	17:15	3	8	15
08:20	3	18	8	3	17:20	2	8	12
08:25	4	22	9	3	17:25	3	12	10
08:30	1	21	5	6	17:30	2	11	8
08:35	3	17	11	5	17:35	2	10	6
08:40	3	12	6	8	17:40	2	9	7
08:45	2	9	6	4	17:45	1	9	8
08:50	3	7	5	8	17:50	4	16	12
08:55	3	11	9	8	17:55	2	10	3

QUEUE LENGTHS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 6 **DATE:**

LOCATION: ARDLEY ROAD (N) / B4030 (E) / ARDLEY ROAD (S) / B4030 (W) **DAY:**

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A ARDLEY ROAD (N)	ARM B B4030 (E)	ARM C ARDLEY ROAD (S)	ARM D B4030 (W)
	LANE 1	LANE 1	LANE 1	LANE 1
09:00	2	10	8	6
09:05	2	5	9	7
09:10	1	8	5	5
09:15	1	6	6	9
09:20	2	6	5	6
09:25	2	4	6	10
09:30	1	9	7	5
09:35	4	10	8	6
09:40	2	4	2	9
09:45	3	4	8	7
09:50	2	5	3	9
09:55	1	5	3	6

TIME	ARM A ARDLEY ROAD (N)	ARM B B4030 (E)	ARM C ARDLEY ROAD (S)
	LANE 1	LANE 1	LANE 1
18:00	3	8	9
18:05	4	8	5
18:10	2	15	7
18:15	1	12	4
18:20	2	9	8
18:25	3	9	6
18:30	2	7	14
18:35	3	9	8
18:40	2	4	5
18:45	2	5	6
18:50	1	6	5
18:55	0	8	9

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 7 **DATE:** 07/09/2023

LOCATION: A4260 (N) / B4030 (E) / A4260 (S) / B4030 (W) **DAY:** THURSDAY

TIME	A TO B FROM A4260 (N) TO B4030 (E)								A TO C FROM A4260 (N) TO A4260 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	6	2	0	0	0	0	0	8	132	21	2	1	0	4	0	160
07:15	12	2	0	0	0	1	0	15	137	11	0	1	0	1	0	150
07:30	12	0	1	1	0	0	0	14	163	16	4	1	1	0	0	185
07:45	13	3	0	0	0	0	0	16	144	11	6	2	0	1	0	164
H/TOT	43	7	1	1	0	1	0	53	576	59	12	5	1	6	0	659
08:00	23	0	1	0	0	0	0	24	141	7	1	2	1	4	0	156
08:15	15	2	0	0	0	0	0	17	116	18	10	1	0	1	0	146
08:30	12	1	0	0	0	0	0	13	89	18	5	3	0	0	0	115
08:45	6	1	2	0	0	1	0	10	80	9	3	4	0	1	0	97
H/TOT	56	4	3	0	0	1	0	64	426	52	19	10	1	6	0	514
09:00	13	1	0	0	0	0	0	14	73	13	2	2	1	1	0	92
09:15	7	0	0	0	0	0	0	7	74	7	3	2	1	0	0	87
09:30	14	1	0	1	0	0	0	16	77	9	8	2	0	1	0	97
09:45	10	3	0	0	0	0	0	13	58	9	0	2	0	1	0	70
H/TOT	44	5	0	1	0	0	0	50	282	38	13	8	2	3	0	346
P/TOT	143	16	4	2	0	2	0	167	1284	149	44	23	4	15	0	1519

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 7 **DATE:** 07/09/2023

LOCATION: A4260 (N) / B4030 (E) / A4260 (S) / B4030 (W) **DAY:** THURSDAY

TIME	A TO B FROM A4260 (N) TO B4030 (E)								A TO C FROM A4260 (N) TO A4260 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	16	2	0	0	0	0	0	18	48	8	0	2	2	1	0	61
16:15	21	0	0	2	0	0	0	23	71	8	0	1	1	2	0	83
16:30	12	2	1	0	0	1	0	16	72	7	0	0	0	0	0	79
16:45	19	6	0	0	0	0	0	25	74	7	1	2	0	1	0	85
H/TOT	68	10	1	2	0	1	0	82	265	30	1	5	3	4	0	308
17:00	10	1	1	0	0	0	0	12	40	6	2	0	0	2	0	50
17:15	13	1	0	0	0	0	0	14	53	3	0	0	0	1	0	57
17:30	12	1	0	0	0	0	0	13	40	2	1	1	0	1	0	45
17:45	16	0	0	0	0	0	0	16	59	4	1	0	0	1	0	65
H/TOT	51	3	1	0	0	0	0	55	192	15	4	1	0	5	0	217
18:00	13	0	1	0	0	0	0	14	47	5	1	0	0	1	0	54
18:15	8	0	0	0	0	1	0	9	41	2	1	0	0	0	0	44
18:30	7	0	0	0	0	0	0	7	49	5	2	0	0	0	0	56
18:45	13	0	0	0	0	0	0	13	28	5	2	0	0	0	0	35
H/TOT	41	0	1	0	0	1	0	43	165	17	6	0	0	1	0	189
P/TOT	160	13	3	2	0	2	0	180	622	62	11	6	3	10	0	714

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 7 **DATE:** 07/09/2023

LOCATION: A4260 (N) / B4030 (E) / A4260 (S) / B4030 (W) **DAY:** THURSDAY

TIME	A TO D FROM A4260 (N) TO B4030 (W)								B TO A FROM B4030 (E) TO A4260 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	1	0	0	0	0	0	4	8	2	0	0	0	0	0	10
07:15	4	2	1	0	0	0	0	7	11	1	0	0	0	1	0	13
07:30	5	3	0	0	1	0	0	9	11	3	2	0	0	0	0	16
07:45	11	6	0	0	1	0	0	18	14	2	1	1	0	0	0	18
H/TOT	23	12	1	0	2	0	0	38	44	8	3	1	0	1	0	57
08:00	17	1	0	0	0	0	0	18	8	2	4	1	0	0	0	15
08:15	12	2	1	0	0	1	0	16	12	0	1	0	0	0	0	13
08:30	6	0	1	0	0	0	0	7	16	3	1	0	0	0	0	20
08:45	4	1	0	0	0	0	0	5	6	3	0	0	0	0	0	9
H/TOT	39	4	2	0	0	1	0	46	42	8	6	1	0	0	0	57
09:00	3	2	1	0	0	0	0	6	16	1	0	0	0	0	0	17
09:15	5	0	1	0	0	0	0	6	5	0	1	0	0	0	0	6
09:30	5	2	0	0	0	0	0	7	8	1	1	0	0	0	0	10
09:45	3	1	2	0	0	0	0	6	12	3	0	0	0	0	0	15
H/TOT	16	5	4	0	0	0	0	25	41	5	2	0	0	0	0	48
P/TOT	78	21	7	0	2	1	0	109	127	21	11	2	0	1	0	162

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 7 **DATE:** 07/09/2023

LOCATION: A4260 (N) / B4030 (E) / A4260 (S) / B4030 (W) **DAY:** THURSDAY

TIME	A TO D FROM A4260 (N) TO B4030 (W)								B TO A FROM B4030 (E) TO A4260 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	7	1	0	0	0	0	0	8	17	5	0	0	0	0	0	22
16:15	9	0	0	0	0	0	0	9	18	3	2	0	0	0	0	23
16:30	10	2	0	0	0	1	0	13	12	2	1	0	0	0	0	15
16:45	5	0	0	0	0	0	0	5	13	2	0	0	0	0	0	15
H/TOT	31	3	0	0	0	1	0	35	60	12	3	0	0	0	0	75
17:00	6	1	0	0	0	0	0	7	14	3	0	0	0	0	0	17
17:15	11	1	0	0	0	0	0	12	13	1	1	0	0	0	0	15
17:30	5	0	0	0	0	0	0	5	15	0	1	0	0	2	0	18
17:45	16	1	0	0	0	0	0	17	19	1	1	0	0	1	0	22
H/TOT	38	3	0	0	0	0	0	41	61	5	3	0	0	3	0	72
18:00	5	1	0	0	0	0	0	6	15	2	1	0	0	2	0	20
18:15	9	1	0	0	1	0	0	11	12	1	0	0	0	4	0	17
18:30	4	0	0	0	0	0	0	4	14	3	0	0	0	0	0	17
18:45	5	0	0	0	0	0	0	5	19	1	0	0	0	0	0	20
H/TOT	23	2	0	0	1	0	0	26	60	7	1	0	0	6	0	74
P/TOT	92	8	0	0	1	1	0	102	181	24	7	0	0	9	0	221

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 7 **DATE:** 07/09/2023

LOCATION: A4260 (N) / B4030 (E) / A4260 (S) / B4030 (W) **DAY:** THURSDAY

TIME	B TO C FROM B4030 (E) TO A4260 (S)								B TO D FROM B4030 (E) TO B4030 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	7	3	0	0	0	0	0	10	7	1	0	0	0	0	0	8
07:15	8	2	0	0	1	0	0	11	13	7	2	1	1	0	0	24
07:30	11	0	1	1	0	0	0	13	15	1	0	0	0	0	0	16
07:45	22	3	1	0	0	1	0	27	20	9	3	0	0	0	0	32
H/TOT	48	8	2	1	1	1	0	61	55	18	5	1	1	0	0	80
08:00	24	0	2	0	0	0	0	26	26	10	1	1	0	0	0	38
08:15	18	3	0	1	0	0	0	22	42	6	1	1	0	0	0	50
08:30	12	2	1	1	0	0	0	16	20	3	0	0	1	1	0	25
08:45	10	0	1	3	0	0	0	14	23	3	2	1	0	0	0	29
H/TOT	64	5	4	5	0	0	0	78	111	22	4	3	1	1	0	142
09:00	11	1	2	4	0	0	0	18	14	5	1	0	0	0	0	20
09:15	9	0	0	3	0	0	0	12	7	5	0	0	0	1	0	13
09:30	6	1	0	1	0	0	0	8	16	1	1	0	0	0	0	18
09:45	5	0	1	3	0	0	0	9	10	4	0	0	0	0	0	14
H/TOT	31	2	3	11	0	0	0	47	47	15	2	0	0	1	0	65
P/TOT	143	15	9	17	1	1	0	186	213	55	11	4	2	2	0	287

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 7 **DATE:** 07/09/2023

LOCATION: A4260 (N) / B4030 (E) / A4260 (S) / B4030 (W) **DAY:** THURSDAY

TIME	B TO C FROM B4030 (E) TO A4260 (S)								B TO D FROM B4030 (E) TO B4030 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	4	1	0	0	0	0	0	5	12	0	0	0	0	1	0	13
16:15	6	0	0	0	0	1	0	7	21	3	0	0	0	0	0	24
16:30	9	0	0	1	0	0	0	10	12	6	0	0	0	1	0	19
16:45	5	0	0	0	0	0	0	5	16	2	0	0	0	1	0	19
H/TOT	24	1	0	1	0	1	0	27	61	11	0	0	0	3	0	75
17:00	7	0	0	0	0	0	0	7	21	4	1	0	0	0	0	26
17:15	9	1	0	0	0	0	0	10	17	4	0	0	0	1	0	22
17:30	9	0	0	0	0	0	0	9	18	4	1	0	0	0	0	23
17:45	2	1	0	0	0	0	0	3	14	2	0	0	1	0	0	17
H/TOT	27	2	0	0	0	0	0	29	70	14	2	0	1	1	0	88
18:00	8	0	0	0	0	0	0	8	20	3	0	0	0	0	0	23
18:15	3	0	0	0	0	0	0	3	13	3	0	0	0	0	0	16
18:30	4	1	0	0	0	0	0	5	9	1	0	0	0	0	0	10
18:45	2	0	0	1	0	0	0	3	14	2	0	0	0	0	4	20
H/TOT	17	1	0	1	0	0	0	19	56	9	0	0	0	0	4	69
P/TOT	68	4	0	2	0	1	0	75	187	34	2	0	1	4	4	232

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 7 **DATE:** 07/09/2023

LOCATION: A4260 (N) / B4030 (E) / A4260 (S) / B4030 (W) **DAY:** THURSDAY

TIME	C TO A FROM A4260 (S) TO A4260 (N)								C TO B FROM A4260 (S) TO B4030 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	32	12	1	1	0	1	0	47	1	0	0	1	0	0	0	2
07:15	36	20	3	0	0	0	0	59	4	0	0	2	0	1	0	7
07:30	49	12	1	1	1	0	0	64	6	1	1	0	0	0	0	8
07:45	31	14	5	0	0	0	0	50	6	2	0	0	1	0	0	9
H/TOT	148	58	10	2	1	1	0	220	17	3	1	3	1	1	0	26
08:00	50	14	2	0	0	1	0	67	6	1	0	0	0	0	0	7
08:15	56	5	3	1	0	0	0	65	8	1	1	0	0	0	0	10
08:30	56	4	2	0	0	3	0	65	1	1	0	0	0	0	0	2
08:45	36	9	2	2	0	0	0	49	4	0	0	1	0	1	0	6
H/TOT	198	32	9	3	0	4	0	246	19	3	1	1	0	1	0	25
09:00	39	12	3	1	1	3	0	59	4	2	0	2	0	0	0	8
09:15	34	17	3	3	0	1	0	58	3	1	1	2	0	0	0	7
09:30	34	3	3	0	1	0	0	41	3	0	1	4	0	0	0	8
09:45	27	11	1	2	1	1	0	43	4	1	0	0	0	0	0	5
H/TOT	134	43	10	6	3	5	0	201	14	4	2	8	0	0	0	28
P/TOT	480	133	29	11	4	10	0	667	50	10	4	12	1	2	0	79

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 7 **DATE:** 07/09/2023

LOCATION: A4260 (N) / B4030 (E) / A4260 (S) / B4030 (W) **DAY:** THURSDAY

TIME	C TO A FROM A4260 (S) TO A4260 (N)								C TO B FROM A4260 (S) TO B4030 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	98	23	3	1	1	2	0	128	9	1	0	0	0	0	0	10
16:15	112	17	5	3	0	1	0	138	8	3	0	0	0	0	0	11
16:30	118	28	1	3	0	2	0	152	5	4	0	0	0	0	0	9
16:45	126	18	1	1	0	1	0	147	6	3	0	0	0	0	0	9
H/TOT	454	86	10	8	1	6	0	565	28	11	0	0	0	0	0	39
17:00	101	14	4	0	0	3	0	122	13	1	0	0	0	0	0	14
17:15	120	19	3	0	0	1	1	144	11	2	1	0	1	0	0	15
17:30	97	3	3	0	0	2	0	105	11	1	2	0	0	0	0	14
17:45	124	11	2	0	2	1	0	140	17	2	1	0	0	1	0	21
H/TOT	442	47	12	0	2	7	1	511	52	6	4	0	1	1	0	64
18:00	95	11	3	0	1	0	0	110	5	2	0	0	0	0	0	7
18:15	103	2	1	0	0	0	0	106	10	1	0	0	0	0	0	11
18:30	74	9	0	0	0	1	0	84	8	0	0	0	0	0	0	8
18:45	62	3	0	0	0	0	0	65	9	1	0	0	0	0	0	10
H/TOT	334	25	4	0	1	1	0	365	32	4	0	0	0	0	0	36
P/TOT	1230	158	26	8	4	14	1	1441	112	21	4	0	1	1	0	139

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 7 **DATE:** 07/09/2023

LOCATION: A4260 (N) / B4030 (E) / A4260 (S) / B4030 (W) **DAY:** THURSDAY

TIME	C TO D FROM A4260 (S) TO B4030 (W)								D TO A FROM B4030 (W) TO A4260 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	1	0	0	0	0	1	6	3	0	0	0	0	0	9
07:15	2	0	0	0	0	0	0	2	4	1	0	0	1	0	0	6
07:30	1	2	1	0	0	0	0	4	6	1	1	0	0	0	0	8
07:45	1	2	1	0	0	0	0	4	2	3	0	0	1	0	0	6
H/TOT	4	4	3	0	0	0	0	11	18	8	1	0	2	0	0	29
08:00	3	1	2	0	0	0	0	6	3	2	2	0	0	0	0	7
08:15	2	1	0	0	0	0	0	3	6	2	1	0	0	0	0	9
08:30	3	3	0	0	0	1	1	8	5	2	0	0	0	0	0	7
08:45	6	2	1	0	0	0	0	9	3	2	0	0	0	0	0	5
H/TOT	14	7	3	0	0	1	1	26	17	8	3	0	0	0	0	28
09:00	4	1	0	0	0	0	0	5	3	1	0	0	0	0	0	4
09:15	6	1	0	0	0	0	0	7	7	1	1	1	0	0	0	10
09:30	1	1	0	0	0	0	0	2	1	1	0	0	0	0	0	2
09:45	2	3	0	0	0	0	0	5	4	1	1	0	0	0	0	6
H/TOT	13	6	0	0	0	0	0	19	15	4	2	1	0	0	0	22
P/TOT	31	17	6	0	0	1	1	56	50	20	6	1	2	0	0	79

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 7 **DATE:** 07/09/2023

LOCATION: A4260 (N) / B4030 (E) / A4260 (S) / B4030 (W) **DAY:** THURSDAY

TIME	C TO D FROM A4260 (S) TO B4030 (W)								D TO A FROM B4030 (W) TO A4260 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	9	2	0	0	0	0	0	11	2	1	0	0	0	0	0	3
16:15	5	1	1	0	0	0	0	7	8	1	1	0	0	0	0	10
16:30	6	1	0	0	0	0	0	7	6	0	0	0	0	0	0	6
16:45	6	2	0	0	0	0	0	8	6	3	0	0	0	1	0	10
H/TOT	26	6	1	0	0	0	0	33	22	5	1	0	0	1	0	29
17:00	8	3	0	0	0	0	0	11	4	0	1	0	0	0	0	5
17:15	5	4	0	0	0	0	0	9	9	1	1	0	0	0	0	11
17:30	13	1	0	0	0	0	0	14	6	1	0	0	0	0	0	7
17:45	11	3	0	0	0	1	0	15	15	0	0	0	0	0	0	15
H/TOT	37	11	0	0	0	1	0	49	34	2	2	0	0	0	0	38
18:00	7	1	0	0	0	0	0	8	7	1	0	0	0	0	0	8
18:15	5	0	0	0	0	0	0	5	10	0	1	0	0	0	0	11
18:30	9	0	0	0	0	0	0	9	3	0	0	0	0	0	0	3
18:45	6	2	0	0	0	0	2	10	14	0	0	0	0	0	0	14
H/TOT	27	3	0	0	0	0	2	32	34	1	1	0	0	0	0	36
P/TOT	90	20	1	0	0	1	2	114	90	8	4	0	0	1	0	103

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 7 **DATE:** 07/09/2023

LOCATION: A4260 (N) / B4030 (E) / A4260 (S) / B4030 (W) **DAY:** THURSDAY

TIME	D TO B FROM B4030 (W) TO B4030 (E)								D TO C FROM B4030 (W) TO A4260 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	4	1	1	0	0	0	9	16	6	0	1	0	0	0	23
07:15	12	3	0	0	0	0	0	15	19	3	0	0	0	0	0	22
07:30	27	7	0	0	0	1	0	35	18	2	0	0	0	0	0	20
07:45	23	1	1	0	0	0	0	25	21	2	0	0	0	0	0	23
H/TOT	65	15	2	1	0	1	0	84	74	13	0	1	0	0	0	88
08:00	19	3	0	0	0	0	0	22	12	3	0	0	0	0	0	15
08:15	27	2	0	0	0	0	0	29	14	0	1	0	0	0	0	15
08:30	17	4	0	0	0	0	0	21	15	0	1	0	0	0	0	16
08:45	11	8	0	1	0	0	2	22	17	4	1	0	0	0	0	22
H/TOT	74	17	0	1	0	0	2	94	58	7	3	0	0	0	0	68
09:00	8	3	2	1	0	0	0	14	8	1	1	0	0	0	0	10
09:15	13	2	1	0	0	0	0	16	5	0	3	0	0	0	0	8
09:30	9	2	2	0	0	0	0	13	9	0	1	0	0	0	0	10
09:45	16	2	1	0	0	0	0	19	7	1	0	0	0	1	0	9
H/TOT	46	9	6	1	0	0	0	62	29	2	5	0	0	1	0	37
P/TOT	185	41	8	3	0	1	2	240	161	22	8	1	0	1	0	193

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 7 **DATE:** 07/09/2023

LOCATION: A4260 (N) / B4030 (E) / A4260 (S) / B4030 (W) **DAY:** THURSDAY

TIME	D TO B FROM B4030 (W) TO B4030 (E)								D TO C FROM B4030 (W) TO A4260 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	15	9	2	0	0	0	0	26	5	2	0	0	0	0	0	7
16:15	15	7	0	0	0	0	0	22	6	3	0	0	0	0	0	9
16:30	16	11	0	0	0	0	0	27	7	3	0	0	0	0	0	10
16:45	18	6	0	0	0	0	0	24	11	1	0	0	0	0	0	12
H/TOT	64	33	2	0	0	0	0	99	29	9	0	0	0	0	0	38
17:00	17	3	0	0	0	0	0	20	8	1	0	0	0	0	0	9
17:15	22	5	0	0	0	0	0	27	8	0	1	0	0	0	0	9
17:30	26	1	1	0	0	0	0	28	4	0	0	0	0	1	1	6
17:45	43	1	2	0	0	1	0	47	8	0	0	0	0	1	0	9
H/TOT	108	10	3	0	0	1	0	122	28	1	1	0	0	2	1	33
18:00	17	1	1	0	1	0	0	20	10	0	0	0	0	0	0	10
18:15	22	1	0	0	0	0	0	23	7	1	0	0	0	0	0	8
18:30	17	4	0	0	0	1	0	22	8	1	1	0	0	0	0	10
18:45	16	0	0	0	0	0	0	16	7	0	0	0	0	0	0	7
H/TOT	72	6	1	0	1	1	0	81	32	2	1	0	0	0	0	35
P/TOT	244	49	6	0	1	2	0	302	89	12	2	0	0	2	1	106

QUEUE LENGTHS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 7 **DATE:** 07/09/2023

LOCATION: A4260 (N) / B4030 (E) / A4260 (S) / B4030 (W) **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A A4260 (N)		ARM B B4030 (E)		ARM C A4260 (S)		ARM D B4030 (W)
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1
07:00	1	1	1	3	0	1	4
07:05	0	1	0	3	0	0	1
07:10	0	0	2	4	0	0	4
07:15	1	1	2	5	0	1	4
07:20	0	0	1	6	0	0	4
07:25	0	1	1	10	0	2	7
07:30	0	1	2	2	0	2	7
07:35	0	1	3	5	0	1	5
07:40	0	1	2	8	0	1	9
07:45	0	2	0	4	0	1	8
07:50	0	1	4	9	1	2	10
07:55	0	1	2	7	0	1	9
08:00	1	1	2	8	0	2	8
08:05	0	2	2	8	0	1	5
08:10	0	2	2	9	0	1	10
08:15	1	2	0	9	0	0	13
08:20	1	1	3	9	0	2	7
08:25	0	1	3	10	0	0	8
08:30	0	1	0	9	1	0	6
08:35	0	0	1	1	0	0	7
08:40	1	1	0	7	0	0	9
08:45	1	1	0	8	0	0	12
08:50	1	0	1	6	0	1	10
08:55	0	1	0	6	0	0	3

TIME	ARM A A4260 (N)		ARM B B4030 (E)		ARM C A4260 (S)		ARM D B4030 (W)
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1
16:00	0	1	1	2	0	1	4
16:05	0	2	1	10	0	1	3
16:10	1	1	0	6	0	0	4
16:15	1	0	1	4	0	1	3
16:20	0	1	1	5	0	0	7
16:25	1	2	0	11	0	1	10
16:30	1	1	1	5	0	0	6
16:35	1	1	1	4	0	0	8
16:40	0	2	1	4	0	1	6
16:45	0	1	1	7	0	2	4
16:50	0	1	0	7	0	1	8
16:55	1	1	0	11	0	0	6
17:00	1	1	1	8	0	1	6
17:05	1	1	1	3	0	1	9
17:10	0	1	1	3	0	2	6
17:15	0	2	2	8	0	0	6
17:20	0	2	2	4	0	1	7
17:25	0	2	0	4	0	1	7
17:30	1	1	1	3	0	1	3
17:35	1	1	1	4	0	1	5
17:40	0	0	1	3	0	0	9
17:45	0	2	0	6	0	2	6
17:50	0	2	0	5	0	1	3
17:55	0	2	1	2	0	2	7

QUEUE LENGTHS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 7 **DATE:** 07/09/2023

LOCATION: A4260 (N) / B4030 (E) / A4260 (S) / B4030 (W) **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A A4260 (N)		ARM B B4030 (E)		ARM C A4260 (S)		ARM D B4030 (W)
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1
09:00	2	0	3	7	0	1	5
09:05	1	1	3	1	0	1	5
09:10	1	1	2	6	0	1	8
09:15	0	1	2	0	0	1	6
09:20	1	1	1	3	0	1	4
09:25	1	0	1	2	0	0	5
09:30	1	0	0	6	0	1	2
09:35	0	1	0	1	0	2	2
09:40	0	0	4	3	0	1	5
09:45	0	1	1	5	0	1	4
09:50	1	0	0	5	0	0	3
09:55	1	0	1	8	1	0	3

TIME	ARM A A4260 (N)		ARM B B4030 (E)		ARM C A4260 (S)		ARM D B4030 (W)
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1
18:00	1	1	2	6	0	1	3
18:05	1	1	0	7	0	0	2
18:10	1	1	1	9	0	1	4
18:15	0	1	0	2	0	0	1
18:20	0	3	1	7	0	1	4
18:25	1	0	0	6	0	2	2
18:30	0	0	1	4	0	0	4
18:35	0	1	1	4	0	1	3
18:40	0	1	2	2	0	0	4
18:45	1	2	0	5	0	0	2
18:50	0	0	1	3	0	0	4
18:55	0	0	1	1	0	1	2

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 8 **DATE:** 07/09/2023

LOCATION: A4260 (N) / SOMERTON ROAD / A4260 (S) / N ASTON ROAD **DAY:** THURSDAY

TIME	A TO B FROM A4260 (N) TO SOMERTON ROAD								A TO C FROM A4260 (N) TO A4260 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	10	1	0	1	0	0	0	12	134	29	2	2	0	3	0	170
07:15	16	3	0	0	0	1	0	20	165	28	1	0	2	3	0	199
07:30	0	1	0	0	0	0	0	1	134	18	4	2	1	0	0	159
07:45	7	0	0	0	0	0	0	7	148	16	6	2	1	3	0	176
H/TOT	33	5	0	1	0	1	0	40	581	91	13	6	4	9	0	704
08:00	5	0	1	0	0	0	0	6	147	10	2	1	0	3	0	163
08:15	7	0	0	0	0	1	0	8	112	20	12	0	0	0	0	144
08:30	3	0	0	0	0	0	0	3	102	12	7	2	0	0	0	123
08:45	5	1	0	0	0	0	0	6	79	9	10	0	1	3	0	102
H/TOT	20	1	1	0	0	1	0	23	440	51	31	3	1	6	0	532
09:00	11	3	0	0	0	0	0	14	88	12	5	3	2	0	0	110
09:15	7	1	0	0	0	0	0	8	66	10	6	3	2	0	0	87
09:30	3	2	0	0	0	0	0	5	70	7	7	1	0	1	0	86
09:45	2	2	0	0	0	0	0	4	74	8	3	0	0	0	0	85
H/TOT	23	8	0	0	0	0	0	31	298	37	21	7	4	1	0	368
P/TOT	76	14	1	1	0	2	0	94	1319	179	65	16	9	16	0	1604

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 8 **DATE:** 07/09/2023

LOCATION: A4260 (N) / SOMERTON ROAD / A4260 (S) / N ASTON ROAD **DAY:** THURSDAY

TIME	A TO B FROM A4260 (N) TO SOMERTON ROAD								A TO C FROM A4260 (N) TO A4260 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	3	2	0	0	0	0	0	5	45	2	1	4	2	1	0	55
16:15	4	2	1	0	0	1	0	8	91	8	3	0	1	2	0	105
16:30	8	0	0	0	0	0	0	8	70	11	0	0	1	2	0	84
16:45	7	1	1	0	0	0	0	9	66	12	1	4	0	1	0	84
H/TOT	22	5	2	0	0	1	0	30	272	33	5	8	4	6	0	328
17:00	7	0	0	0	0	0	0	7	46	7	1	0	1	2	0	57
17:15	5	0	1	0	0	0	0	6	59	6	1	0	0	1	0	67
17:30	7	0	0	0	0	0	0	7	56	5	0	2	0	1	0	64
17:45	2	0	0	0	0	0	0	2	78	4	1	0	1	1	0	85
H/TOT	21	0	1	0	0	0	0	22	239	22	3	2	2	5	0	273
18:00	4	1	0	0	0	0	0	5	51	1	1	0	0	0	0	53
18:15	2	0	0	0	0	0	0	2	64	2	2	0	0	0	0	68
18:30	4	0	0	0	0	0	0	4	43	4	3	0	0	0	0	50
18:45	3	0	0	0	0	0	0	3	33	2	2	0	1	0	0	38
H/TOT	13	1	0	0	0	0	0	14	191	9	8	0	1	0	0	209
P/TOT	56	6	3	0	0	1	0	66	702	64	16	10	7	11	0	810

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 8 **DATE:** 07/09/2023

LOCATION: A4260 (N) / SOMERTON ROAD / A4260 (S) / N ASTON ROAD **DAY:** THURSDAY

TIME	A TO D FROM A4260 (N) TO N ASTON ROAD								B TO A FROM SOMERTON ROAD TO A4260 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	7	2	1	0	0	0	0	10	2	0	1	1	0	0	0	4
07:15	8	0	0	0	0	0	0	8	3	2	0	0	0	0	0	5
07:30	9	4	0	0	0	0	0	13	5	2	0	1	0	0	0	8
07:45	7	1	0	0	0	0	0	8	5	4	0	0	0	0	0	9
H/TOT	31	7	1	0	0	0	0	39	15	8	1	2	0	0	0	26
08:00	15	0	0	0	0	0	0	15	2	5	1	0	0	0	0	8
08:15	8	0	0	0	0	0	0	8	5	1	0	0	0	0	0	6
08:30	7	1	3	0	0	0	0	11	2	2	1	0	0	0	0	5
08:45	7	1	0	0	0	0	0	8	6	2	3	0	0	0	0	11
H/TOT	37	2	3	0	0	0	0	42	15	10	5	0	0	0	0	30
09:00	4	0	0	0	0	0	0	4	6	1	0	0	0	0	0	7
09:15	5	1	0	0	0	0	0	6	4	3	0	0	0	0	0	7
09:30	1	0	0	0	0	0	0	1	5	1	0	0	0	0	0	6
09:45	2	2	0	0	0	0	0	4	3	1	1	0	0	0	0	5
H/TOT	12	3	0	0	0	0	0	15	18	6	1	0	0	0	0	25
P/TOT	80	12	4	0	0	0	0	96	48	24	7	2	0	0	0	81

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 8 **DATE:** 07/09/2023

LOCATION: A4260 (N) / SOMERTON ROAD / A4260 (S) / N ASTON ROAD **DAY:** THURSDAY

TIME	A TO D FROM A4260 (N) TO N ASTON ROAD								B TO A FROM SOMERTON ROAD TO A4260 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	4	2	0	0	0	0	0	6	13	3	2	0	0	0	0	18
16:15	14	1	0	0	0	0	0	15	10	2	0	0	0	0	0	12
16:30	9	1	1	0	0	0	0	11	16	2	0	0	0	0	0	18
16:45	9	2	0	0	0	0	0	11	9	3	0	0	0	0	0	12
H/TOT	36	6	1	0	0	0	0	43	48	10	2	0	0	0	0	60
17:00	12	1	0	0	0	0	0	13	7	0	0	0	0	0	0	7
17:15	10	1	0	0	0	0	0	11	12	1	0	0	0	0	0	13
17:30	16	2	0	0	0	0	0	18	8	0	0	0	0	0	0	8
17:45	5	1	0	0	0	0	0	6	4	0	0	0	0	0	0	4
H/TOT	43	5	0	0	0	0	0	48	31	1	0	0	0	0	0	32
18:00	9	0	0	0	0	0	0	9	6	0	1	0	0	0	0	7
18:15	4	1	0	0	0	0	0	5	8	1	0	0	0	0	0	9
18:30	3	2	0	0	0	1	0	6	6	2	0	0	0	0	0	8
18:45	7	1	0	0	0	0	0	8	4	0	0	0	0	0	0	4
H/TOT	23	4	0	0	0	1	0	28	24	3	1	0	0	0	0	28
P/TOT	102	15	1	0	0	1	0	119	103	14	3	0	0	0	0	120

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 8 **DATE:** 07/09/2023

LOCATION: A4260 (N) / SOMERTON ROAD / A4260 (S) / N ASTON ROAD **DAY:** THURSDAY

TIME	B TO C FROM SOMERTON ROAD TO A4260 (S)								B TO D FROM SOMERTON ROAD TO N ASTON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	1	0	0	0	0	0	6	3	0	0	0	0	0	0	3
07:15	3	2	0	0	1	0	0	6	4	0	0	0	0	0	1	5
07:30	4	8	0	0	0	0	0	12	4	3	1	0	0	0	0	8
07:45	6	4	0	0	0	0	0	10	4	1	0	0	0	0	1	6
H/TOT	18	15	0	0	1	0	0	34	15	4	1	0	0	0	2	22
08:00	5	0	0	0	0	0	0	5	4	2	0	0	0	0	1	7
08:15	7	3	1	0	0	0	0	11	6	1	0	0	0	1	0	8
08:30	3	2	1	1	0	0	0	7	4	2	1	0	0	0	0	7
08:45	4	2	0	0	0	1	0	7	3	0	0	0	0	0	0	3
H/TOT	19	7	2	1	0	1	0	30	17	5	1	0	0	1	1	25
09:00	5	1	1	0	0	0	0	7	4	0	0	0	0	0	0	4
09:15	8	1	0	0	0	0	0	9	6	2	0	0	0	0	1	9
09:30	1	1	1	0	0	0	0	3	2	1	1	0	0	0	0	4
09:45	1	3	0	0	0	0	0	4	3	0	0	0	0	0	0	3
H/TOT	15	6	2	0	0	0	0	23	15	3	1	0	0	0	1	20
P/TOT	52	28	4	1	1	1	0	87	47	12	3	0	0	1	4	67

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 8 **DATE:** 07/09/2023

LOCATION: A4260 (N) / SOMERTON ROAD / A4260 (S) / N ASTON ROAD **DAY:** THURSDAY

TIME	B TO C FROM SOMERTON ROAD TO A4260 (S)								B TO D FROM SOMERTON ROAD TO N ASTON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	6	1	0	0	0	0	0	7	3	0	0	0	0	0	0	3
16:15	9	1	0	0	0	0	0	10	3	0	0	0	0	0	0	3
16:30	13	1	0	0	0	0	0	14	11	1	0	0	0	0	0	12
16:45	10	0	0	0	0	0	0	10	3	0	0	0	0	0	1	4
H/TOT	38	3	0	0	0	0	0	41	20	1	0	0	0	0	1	22
17:00	4	0	0	0	0	0	0	4	7	1	0	0	0	0	0	8
17:15	5	0	0	0	0	0	0	5	8	0	1	0	0	0	0	9
17:30	9	0	0	0	0	0	0	9	5	0	0	0	0	0	0	5
17:45	4	0	0	0	0	0	0	4	10	1	0	0	0	0	1	12
H/TOT	22	0	0	0	0	0	0	22	30	2	1	0	0	0	1	34
18:00	5	0	0	0	0	0	0	5	4	1	0	0	0	0	1	6
18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
18:45	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5
H/TOT	8	0	0	0	0	0	0	8	12	1	0	0	0	0	1	14
P/TOT	68	3	0	0	0	0	0	71	62	4	1	0	0	0	3	70

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 8 **DATE:** 07/09/2023

LOCATION: A4260 (N) / SOMERTON ROAD / A4260 (S) / N ASTON ROAD **DAY:** THURSDAY

TIME	C TO A FROM A4260 (S) TO A4260 (N)								C TO B FROM A4260 (S) TO SOMERTON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	39	7	1	1	0	0	0	48	7	2	0	0	0	0	0	9
07:15	46	12	3	0	0	0	0	61	11	3	0	0	0	0	0	14
07:30	66	10	1	1	1	0	0	79	3	2	0	0	0	0	0	5
07:45	55	3	5	1	1	0	0	65	6	5	0	0	0	0	0	11
H/TOT	206	32	10	3	2	0	0	253	27	12	0	0	0	0	0	39
08:00	52	10	3	2	1	0	0	68	5	3	0	0	0	0	0	8
08:15	56	6	4	1	0	0	0	67	6	3	3	0	0	0	0	12
08:30	72	8	6	0	0	0	0	86	6	0	0	0	0	0	0	6
08:45	56	10	1	4	0	2	0	73	3	1	0	0	0	0	0	4
H/TOT	236	34	14	7	1	2	0	294	20	7	3	0	0	0	0	30
09:00	51	10	3	1	0	0	0	65	3	1	0	0	0	0	0	4
09:15	59	15	4	1	1	4	0	84	4	1	0	0	0	0	0	5
09:30	36	5	1	3	1	0	0	46	3	0	0	0	0	0	0	3
09:45	42	8	1	2	1	1	0	55	4	0	1	0	0	0	0	5
H/TOT	188	38	9	7	3	5	0	250	14	2	1	0	0	0	0	17
P/TOT	630	104	33	17	6	7	0	797	61	21	4	0	0	0	0	86

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 8 **DATE:** 07/09/2023

LOCATION: A4260 (N) / SOMERTON ROAD / A4260 (S) / N ASTON ROAD **DAY:** THURSDAY

TIME	C TO A FROM A4260 (S) TO A4260 (N)								C TO B FROM A4260 (S) TO SOMERTON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	94	25	3	1	1	3	0	127	4	4	1	0	0	0	0	9
16:15	118	14	7	2	0	1	0	142	5	2	0	0	0	0	0	7
16:30	119	26	1	2	1	0	0	149	5	3	1	0	0	0	0	9
16:45	133	16	0	2	0	1	0	152	2	2	0	0	0	0	0	4
H/TOT	464	81	11	7	2	5	0	570	16	11	2	0	0	0	0	29
17:00	108	19	4	0	0	3	0	134	6	1	0	0	0	0	0	7
17:15	119	14	4	0	0	2	1	140	6	1	0	0	0	0	0	7
17:30	120	8	2	0	1	0	0	131	4	0	1	0	0	0	0	5
17:45	142	5	6	0	2	6	0	161	6	0	0	0	0	0	0	6
H/TOT	489	46	16	0	3	11	1	566	22	2	1	0	0	0	0	25
18:00	109	8	2	0	1	1	0	121	1	0	0	0	0	0	0	1
18:15	106	1	1	0	0	1	0	109	6	2	0	0	0	0	0	8
18:30	90	6	0	0	1	0	0	97	7	0	0	0	0	0	0	7
18:45	70	3	0	0	0	1	1	75	3	0	0	0	0	0	1	4
H/TOT	375	18	3	0	2	3	1	402	17	2	0	0	0	0	1	20
P/TOT	1328	145	30	7	7	19	2	1538	55	15	3	0	0	0	1	74

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 8 **DATE:** 07/09/2023

LOCATION: A4260 (N) / SOMERTON ROAD / A4260 (S) / N ASTON ROAD **DAY:** THURSDAY

TIME	C TO D FROM A4260 (S) TO N ASTON ROAD								D TO A FROM N ASTON ROAD TO A4260 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	1	0	0	0	0	2	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
07:30	1	1	0	0	0	0	0	2	3	0	0	0	0	0	0	3
07:45	1	0	0	0	0	0	0	1	2	1	0	0	1	0	0	4
H/TOT	3	1	1	0	0	0	0	5	9	1	0	0	1	0	0	11
08:00	2	0	1	0	0	0	0	3	7	0	0	0	0	0	0	7
08:15	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5
08:30	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
08:45	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
H/TOT	5	0	1	0	0	0	0	6	19	0	1	0	0	0	0	20
09:00	1	0	0	0	0	0	0	1	6	1	1	0	0	0	0	8
09:15	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4
09:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
09:45	4	0	0	0	0	0	0	4	3	0	0	0	1	0	0	4
H/TOT	6	0	0	0	0	0	0	6	14	1	2	0	1	0	0	18
P/TOT	14	1	2	0	0	0	0	17	42	2	3	0	2	0	0	49

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 8 **DATE:** 07/09/2023

LOCATION: A4260 (N) / SOMERTON ROAD / A4260 (S) / N ASTON ROAD **DAY:** THURSDAY

TIME	C TO D FROM A4260 (S) TO N ASTON ROAD								D TO A FROM N ASTON ROAD TO A4260 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	2	0	0	0	0	0	0	2	6	0	0	0	0	0	0	6
16:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
16:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
16:45	3	1	1	0	0	1	0	6	3	0	0	0	0	0	0	3
H/TOT	7	1	1	0	0	1	0	10	13	0	0	0	0	0	0	13
17:00	0	1	0	0	0	0	0	1	4	1	0	0	0	0	0	5
17:15	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5
17:30	2	0	1	0	0	0	0	3	6	0	0	0	0	0	0	6
17:45	3	0	0	0	0	0	0	3	7	0	0	0	0	0	0	7
H/TOT	8	1	1	0	0	0	0	10	22	1	0	0	0	0	0	23
18:00	2	0	0	0	0	0	0	2	7	0	0	0	0	0	0	7
18:15	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
18:30	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
18:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
H/TOT	10	0	0	0	0	0	0	10	15	0	0	0	0	0	0	15
P/TOT	25	2	2	0	0	1	0	30	50	1	0	0	0	0	0	51

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 8 **DATE:** 07/09/2023

LOCATION: A4260 (N) / SOMERTON ROAD / A4260 (S) / N ASTON ROAD **DAY:** THURSDAY

TIME	D TO B FROM N ASTON ROAD TO SOMERTON ROAD								D TO C FROM N ASTON ROAD TO A4260 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	7	0	0	0	0	0	0	7	7	0	0	0	0	0	0	7
07:15	4	2	0	0	0	0	0	6	6	2	1	0	0	0	0	9
07:30	2	0	1	0	0	0	0	3	8	0	0	0	0	0	0	8
07:45	2	0	0	0	0	0	0	2	9	2	0	0	0	0	0	11
H/TOT	15	2	1	0	0	0	0	18	30	4	1	0	0	0	0	35
08:00	2	0	0	0	1	0	0	3	5	0	0	0	0	0	0	5
08:15	3	0	0	0	0	0	0	3	2	1	0	0	0	0	0	3
08:30	2	1	0	0	0	0	1	4	10	1	0	0	0	0	0	11
08:45	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5
H/TOT	9	1	0	0	1	0	1	12	22	2	0	0	0	0	0	24
09:00	4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	5
09:15	2	0	0	0	0	0	1	3	5	0	0	0	0	0	0	5
09:30	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6
09:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
H/TOT	8	0	0	0	0	0	1	9	16	2	0	0	0	0	0	18
P/TOT	32	3	1	0	1	0	2	39	68	8	1	0	0	0	0	77

MANUAL CLASSIFIED COUNTS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 8 **DATE:** 07/09/2023

LOCATION: A4260 (N) / SOMERTON ROAD / A4260 (S) / N ASTON ROAD **DAY:** THURSDAY

TIME	D TO B FROM N ASTON ROAD TO SOMERTON ROAD								D TO C FROM N ASTON ROAD TO A4260 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	4	0	0	0	0	0	0	4	4	3	0	0	0	0	0	7
16:15	4	1	0	0	0	0	0	5	3	0	1	0	0	0	0	4
16:30	6	0	0	0	0	0	0	6	4	0	0	0	0	0	0	4
16:45	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2
H/TOT	20	1	0	0	0	0	0	21	13	3	1	0	0	0	0	17
17:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
17:15	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
17:30	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
17:45	8	0	1	0	0	1	0	10	1	0	0	0	0	0	0	1
H/TOT	18	0	1	0	0	1	0	20	8	0	0	0	0	0	0	8
18:00	3	0	1	0	0	0	0	4	2	1	0	0	0	0	0	3
18:15	3	0	1	0	0	0	0	4	5	1	0	0	0	0	0	6
18:30	3	0	0	0	0	0	1	4	3	0	1	0	0	0	0	4
18:45	2	0	0	0	0	0	0	2	2	0	1	0	0	0	0	3
H/TOT	11	0	2	0	0	0	1	14	12	2	2	0	0	0	0	16
P/TOT	49	1	3	0	0	1	1	55	33	5	3	0	0	0	0	41

QUEUE LENGTHS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 8 **DATE:** 07/09/2023

LOCATION: A4260 (N) / SOMERTON ROAD / A4260 (S) / N ASTON ROAD **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A A4260 (N)		ARM B SOMERTON ROAD	ARM C A4260 (S)		ARM D N ASTON ROAD
	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2	LANE 1
07:00	0	1	2	0	0	1
07:05	0	0	2	0	1	1
07:10	0	0	2	0	1	2
07:15	0	0	1	0	0	2
07:20	0	0	2	0	1	1
07:25	0	1	1	0	0	2
07:30	0	0	1	0	1	1
07:35	0	0	2	0	0	2
07:40	0	0	3	0	1	1
07:45	0	0	3	0	1	2
07:50	0	0	3	0	1	3
07:55	0	0	2	0	1	1
08:00	0	0	0	0	0	1
08:05	0	1	2	0	1	2
08:10	1	1	2	0	1	1
08:15	0	0	3	0	1	1
08:20	0	0	2	0	1	1
08:25	1	0	2	0	1	1
08:30	0	1	1	0	0	3
08:35	0	0	1	0	1	1
08:40	0	0	2	0	0	1
08:45	0	1	2	0	1	1
08:50	0	0	3	0	0	1
08:55	0	0	2	0	0	0

TIME	ARM A A4260 (N)		ARM B SOMERTON ROAD	ARM C A4260 (S)		ARM D N ASTON ROAD
	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2	LANE 1
16:00	0	0	2	0	0	2
16:05	0	0	1	0	0	2
16:10	0	0	1	0	0	1
16:15	0	1	1	0	0	1
16:20	0	1	2	0	0	1
16:25	0	1	1	0	0	1
16:30	0	1	4	0	0	1
16:35	0	1	3	0	1	1
16:40	0	2	3	0	0	3
16:45	0	0	2	0	0	2
16:50	0	1	2	0	0	1
16:55	0	0	1	0	0	1
17:00	0	0	2	0	0	2
17:05	0	3	1	0	0	0
17:10	0	0	3	0	0	1
17:15	0	0	4	0	0	0
17:20	0	0	2	0	0	1
17:25	0	0	1	0	0	1
17:30	0	1	3	0	0	1
17:35	0	2	1	0	1	2
17:40	0	0	2	0	0	1
17:45	0	0	3	0	0	1
17:50	0	1	2	0	0	2
17:55	0	0	2	0	0	1

QUEUE LENGTHS

JOB REF: 12642

JOB NAME: HEYFORD PARK

SITE: 8 **DATE:** 07/09/2023

LOCATION: A4260 (N) / SOMERTON ROAD / A4260 (S) / N ASTON ROAD **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A A4260 (N)		ARM B SOMERTON ROAD	ARM C A4260 (S)		ARM D N ASTON ROAD
	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2	LANE 1
09:00	0	0	1	0	0	1
09:05	0	0	1	0	0	1
09:10	0	0	1	0	0	1
09:15	0	1	2	0	1	1
09:20	0	0	2	0	0	1
09:25	0	1	1	0	0	1
09:30	0	0	1	0	1	0
09:35	0	0	1	0	0	1
09:40	0	0	1	0	0	0
09:45	0	0	1	0	0	1
09:50	0	0	1	0	0	1
09:55	0	0	2	0	0	1

TIME	ARM A A4260 (N)		ARM B SOMERTON ROAD	ARM C A4260 (S)		ARM D N ASTON ROAD
	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2	LANE 1
18:00	0	0	1	0	0	2
18:05	0	0	1	0	0	1
18:10	0	0	1	0	0	2
18:15	0	0	1	0	1	1
18:20	0	0	0	0	0	1
18:25	0	0	0	0	0	1
18:30	0	0	0	0	0	1
18:35	0	1	1	0	1	1
18:40	0	0	1	0	0	0
18:45	0	0	1	0	0	1
18:50	0	1	0	0	0	0
18:55	0	0	1	0	0	1

APPENDIX H9

HUB TECHNICAL NOTE 2
PROPOSED PARAMETERS FOR STANDALONE MODELLING ASSESSMENT

Technical Note 2

Floor 1B
4 Temple Row
Birmingham
B2 5HG

Project Number: T19562

Project: Land North of Camp Road, Heyford Park

Title: Proposed Parameters for Standalone Modelling Assessment

Date: 13th October 2023

Prepared By: James Parker

Background

1.1 This note sets out the parameters of the proposed standalone modelling assessment for the Land North of Camp Road, Heyford Park (Appeal ref. APP/C3105/W23/3326761), following email correspondence with David Frisby of Mode Transport Planning and a subsequent meeting held at Mode's offices in Birmingham on Thursday 12th October 2023.

1.2 Mr Frisby's email dated Wednesday 4th October included the attached PDF, which sets out the junctions that Mode expected to be assessed for completeness (those shown in red).

1.3 Whilst we have already set out our position on the need to assess all of the junctions initially requested (based on my view of the development traffic impact of the 230 dwellings proposed on the Appeal site), in the interests of seeking common ground with Mr Frisby and the Rule 6 party (Dorchester Living), we have agreed to assess the junctions set out below.

1.4 It should be noted that this includes all of the junctions requested by Mode, along with two additional junctions that we considered should be assessed.

Junctions to be Modelled

1.5 As discussed and subsequently agreed at the meeting on 12th October, the junctions to be modelled, as shown on the attached PDF, are as follows:

- J1 – A43/M40 Slip Road
- J3 – Ardley Roundabout (additional junction)
- J4 – Baynards Green Roundabout
- J7 – B430/Unnamed Road Junction
- J8 – B4030/B430 Middleton Stoney Junction
- J11 – B4030/Unnamed Road Junction
- J16 – A4260/Somerton Road Junction
- J17 – A4260/B4030 (Hopcrofts Holt) Junction
- J24 – Camp Road/Chilgrove Drive Junction
- J25 – B430/Ardley Road Junction

1.6 In respect of traffic count data for the above junction, we have commissioned recent counts at all but two of the above junctions, those being J1 and J4.

1.7 It was discussed at the meeting how we propose to address this issue, which is as follows:

- We have 2031 Reference Case model flows from the Bicester Transport Model (BTM);
- Therefore, as a proxy for background traffic flows (without committed development and mitigation proposals), we will roll back the 2031 Reference Case flows at J1 and J4, to the relevant design/testing years using negative TEMPro growth factors.
- We will then be in a position to test these two junctions for the same scenarios as the remaining eight junctions listed above.

Proposed Assessment Scenarios

1.8 As discussed at the meeting, we propose to assess the scenarios as set out below; it should be noted that where reference is made to “dwellings”, these refer to the Appeal site.

1.9 The scenarios assess only the impact of the traffic associated with the Appeal site, and thus do not include any of the committed development across Heyford Park, nor any of the PV5 mitigation proposals, as requested by Mode and discussed at the meeting.

1.10 The scenarios to be tested are:

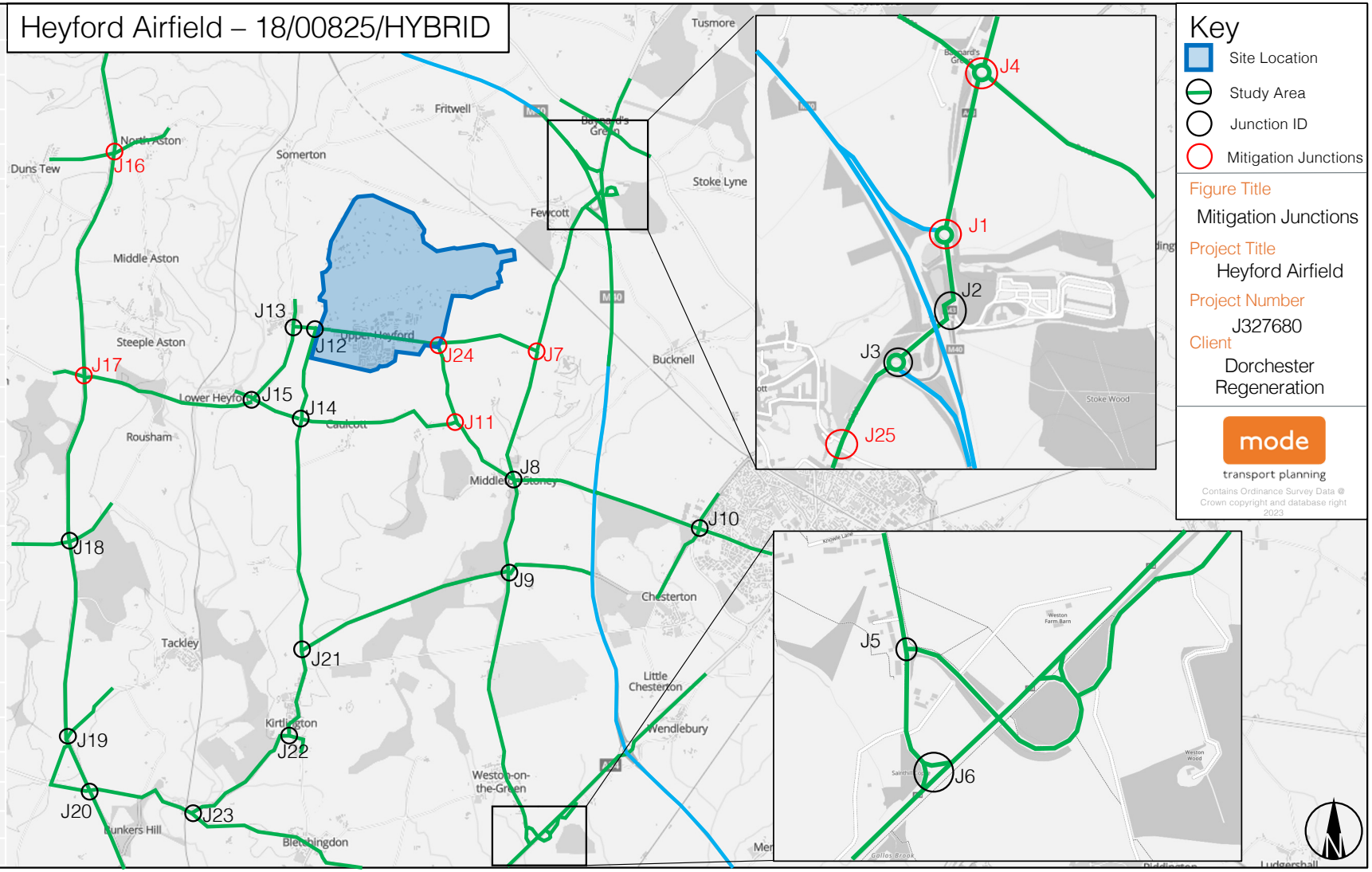
- 2023 Base
- 2026 Base
- 2026 Base + 50 dwellings
- 2027 Base
- 2027 Base + 100 dwellings
- 2028 Base
- 2028 Base + 150 dwellings
- 2031 Base
- 2031 Base + 230 dwellings

1.11 The proposed assessment scenarios will enable us to understand the impacts of the Appeal site as a standalone site and thus the proposed trigger points for any S106 contributions, based on the modelled impacts of the development traffic.

Mode Mitigation Junctions

Heyford Airfield – 18/00825/HYBRID

1	A43 / M40 Slip Road
2	Cherwell Roundabout
3	Ardley Roundabout
4	Baynards Green Roundabout
5	Northampton Road / B430 Roundabout
6	B430 / A34 Junction
7	B430 / Unnamed Road Junction
8	B4030 / B430 Middleton Stoney Junction
9	A4095 / B430 Junction
10	A4095 / B4030 Junction
11	B4030 / Unnamed Road Junction
12	Camp Road / Kirtlington Road Junction
13	Camp Road / Somerton Road Junction
14	B4030 / Port Way Junction
15	Station Road / B4030 Junction
16	A4260 / Somerton Road Junction
17	A4260 / B4030 (Hopcrofts Holt) Junction
18	A4260 / Unnamed Road Junction
19	A4260 / Banbury Road / Unnamed Road Junction
20	A4260 / B4027 Junction
21	A4095 / Port Way Junction
22	A4095 / Bletchington Road Junction
23	A4095 / A4095 Junction
24	Camp Road / Chillgrove Drive Junction
25	B430 / Ardley Road Junction



Key

- Site Location
- Study Area
- Junction ID
- Mitigation Junctions

Figure Title
Mitigation Junctions

Project Title
Heyford Airfield

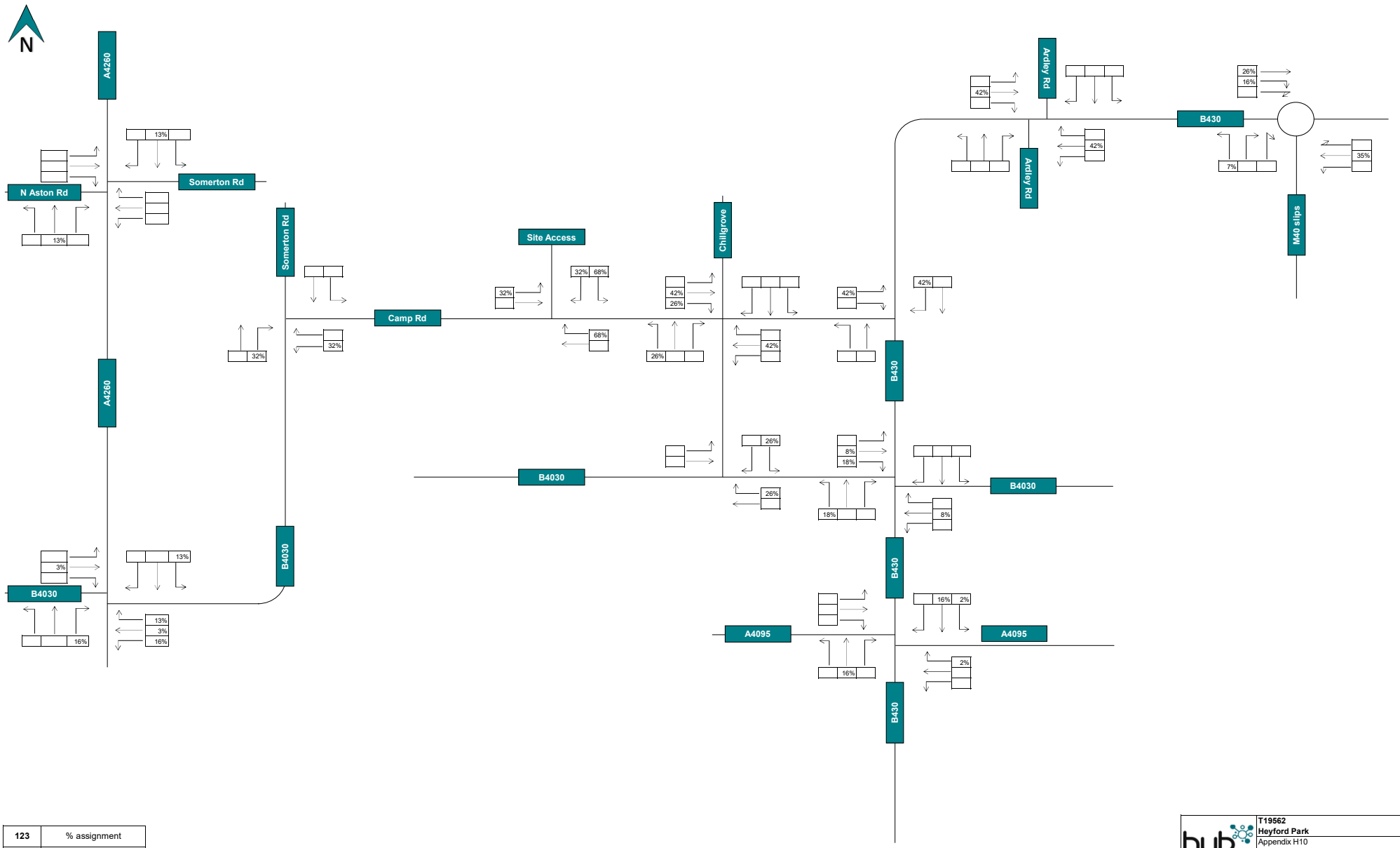
Project Number
J327680

Client
Dorchester Regeneration

mode
transport planning

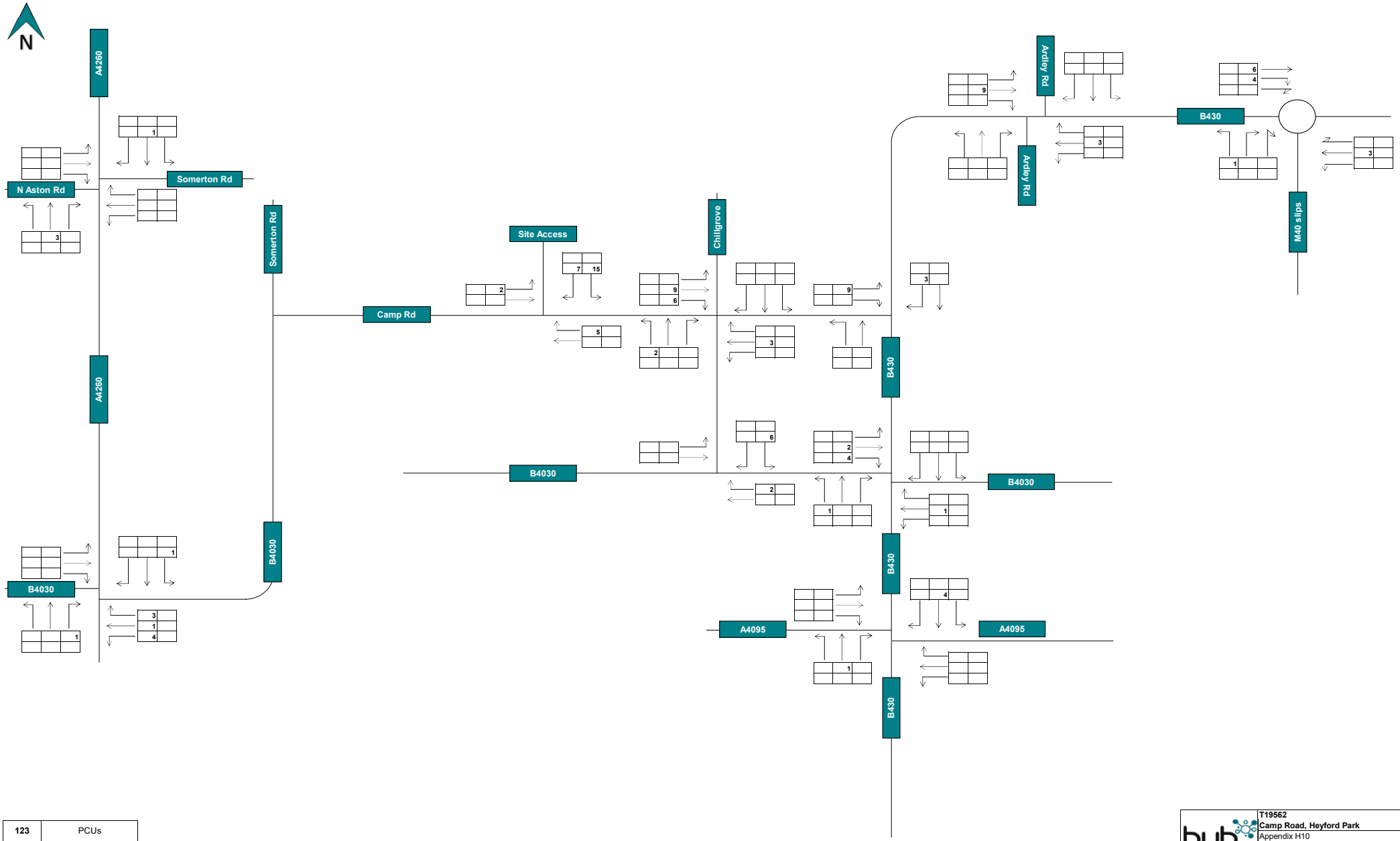
APPENDIX H10

DEVELOPMENT TRAFFIC ASSIGNMENT



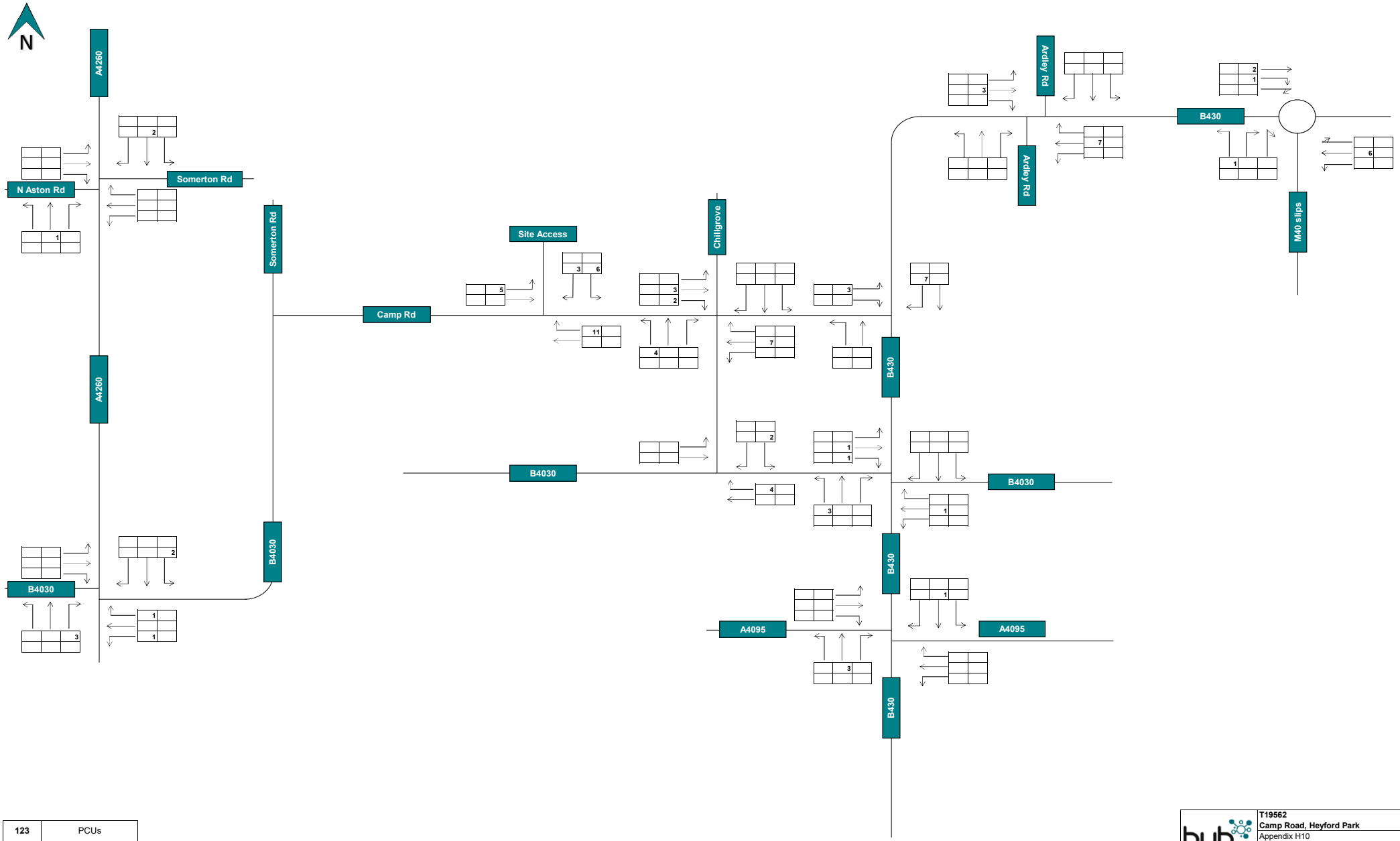
123	% assignment

hub TRANSPORT PLANNING LTD	**T19562** **Heyford Park** Appendix H10 Development Traffic Assignment



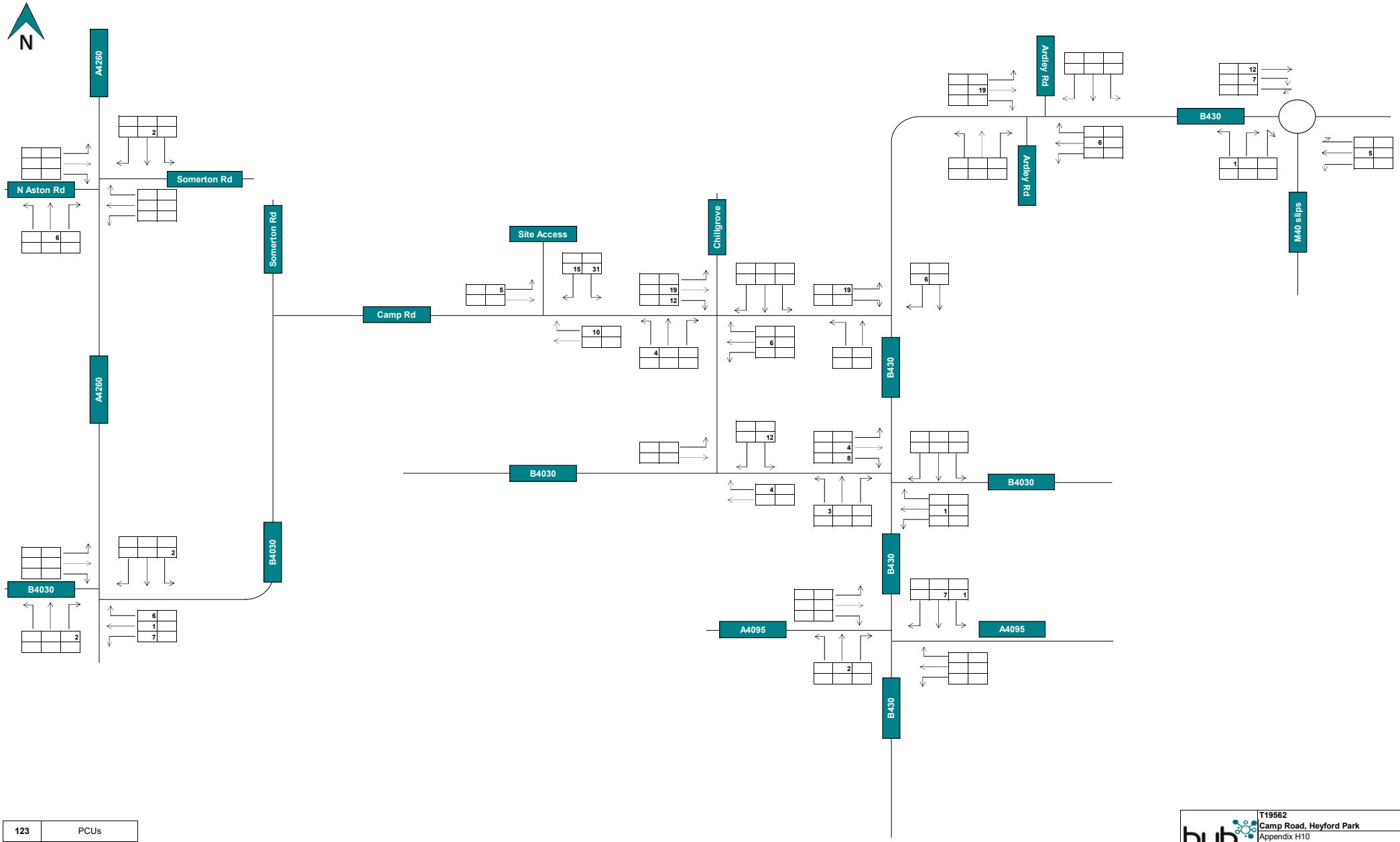
123	PCUs
123	HGV %

hub TRANSPORT PLANNING LTD	T19562 **Camp Road, Heyford Park** Appendix H10 Development Traffic Flows (50 dwellings) AM Peak Hour: 08:00 - 09:00



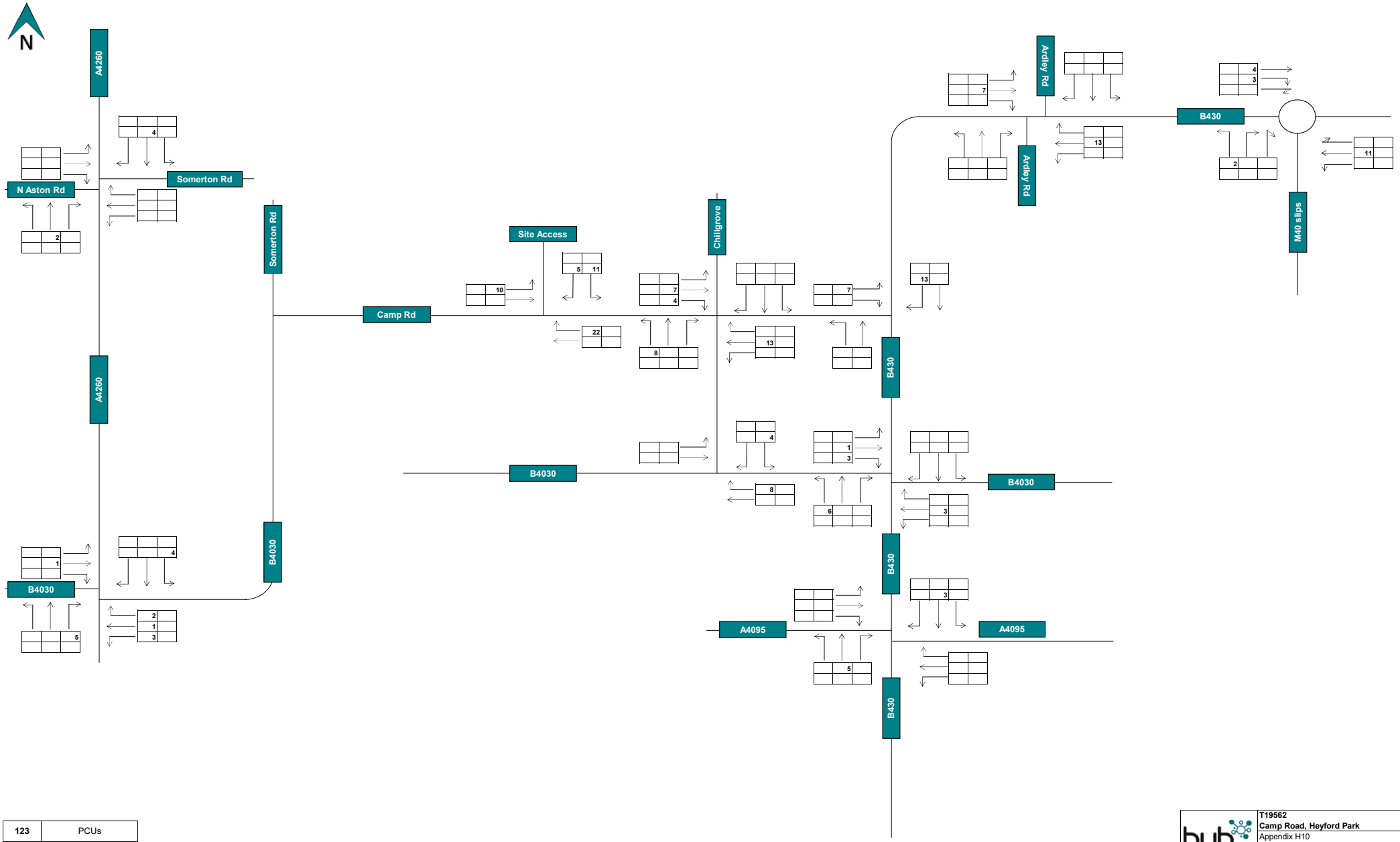
123	PCUs
123	HGV %

hub TRANSPORT PLANNING LTD	**T19562** **Camp Road, Heyford Park** Appendix H10 Development Traffic Flows (50 dwellings) PM Peak Hour: 17:00 - 18:00



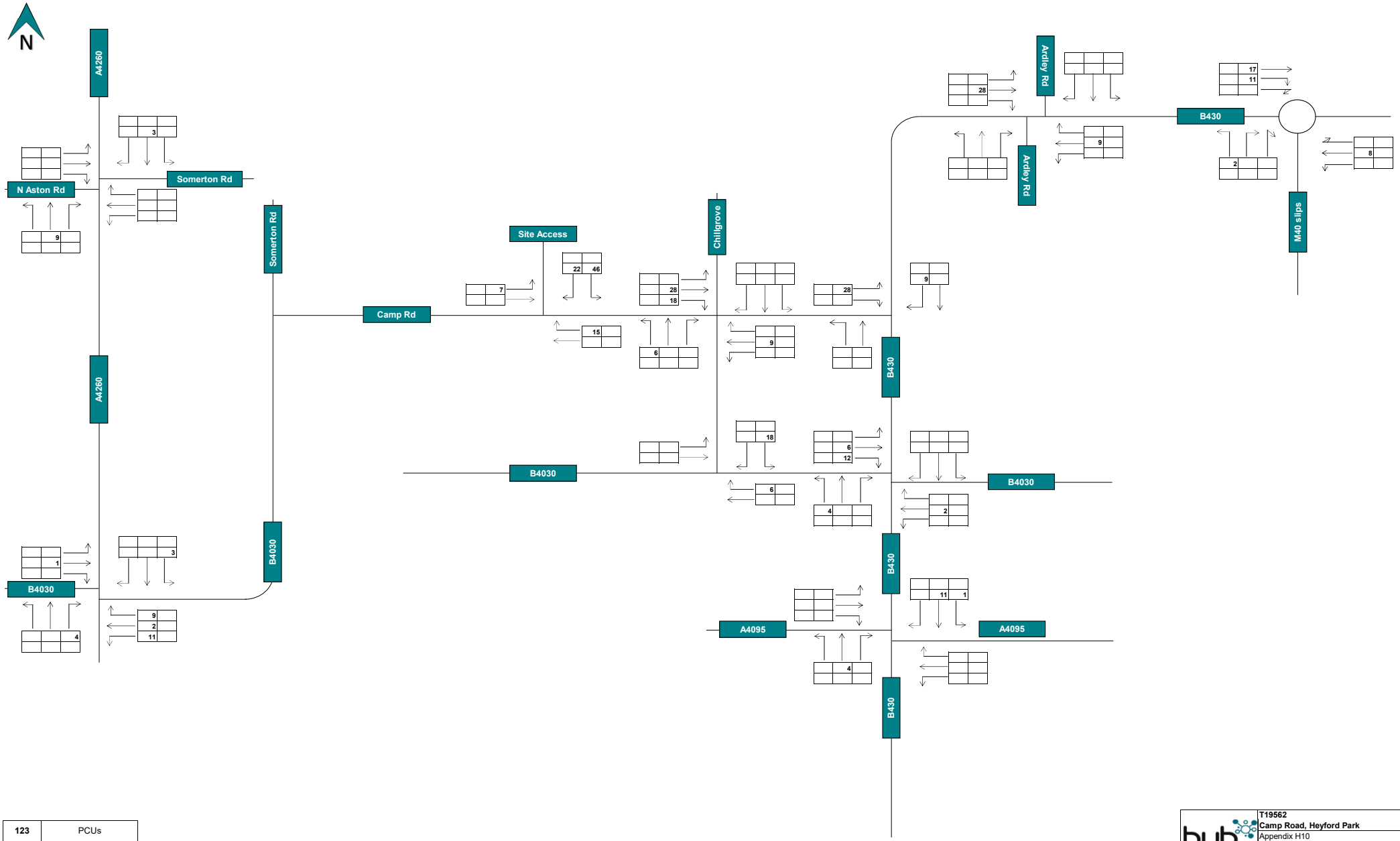
123	PCUs
123	HGV %

hub TRANSPORT PLANNING LTD	T19562 **Camp Road, Heyford Park** Appendix H10 Development Traffic Flows (100 dwellings) AM Peak Hour: 08:00 - 09:00



123	PCUs
123	HGV %

hub TRANSPORT PLANNING LTD	**T19562** **Camp Road, Heyford Park** Appendix H10 Development Traffic Flows (100 dwellings) PM Peak Hour: 17:00 - 18:00



123	PCUs
123	HGV %

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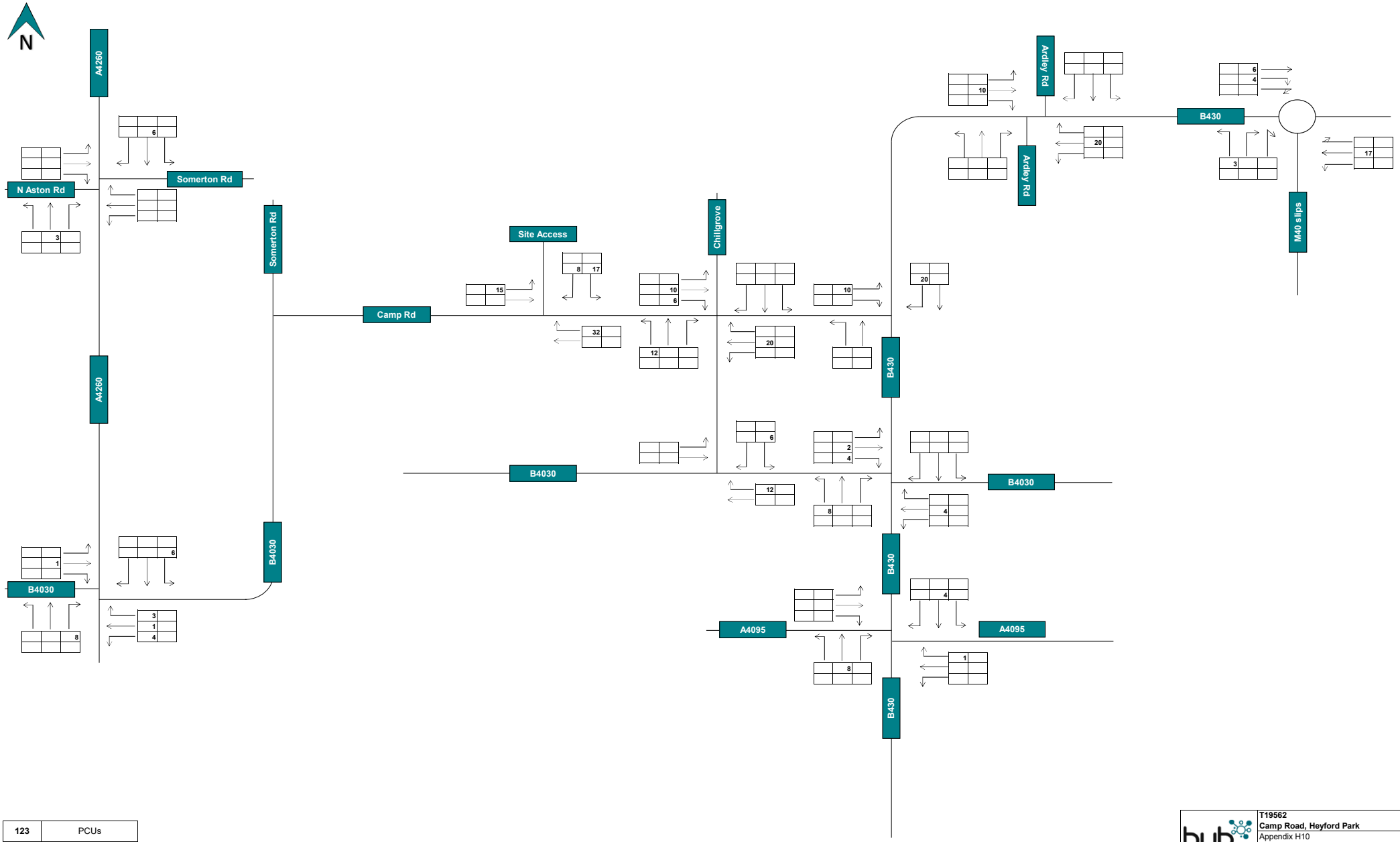

123	PCUs
123	HGV %

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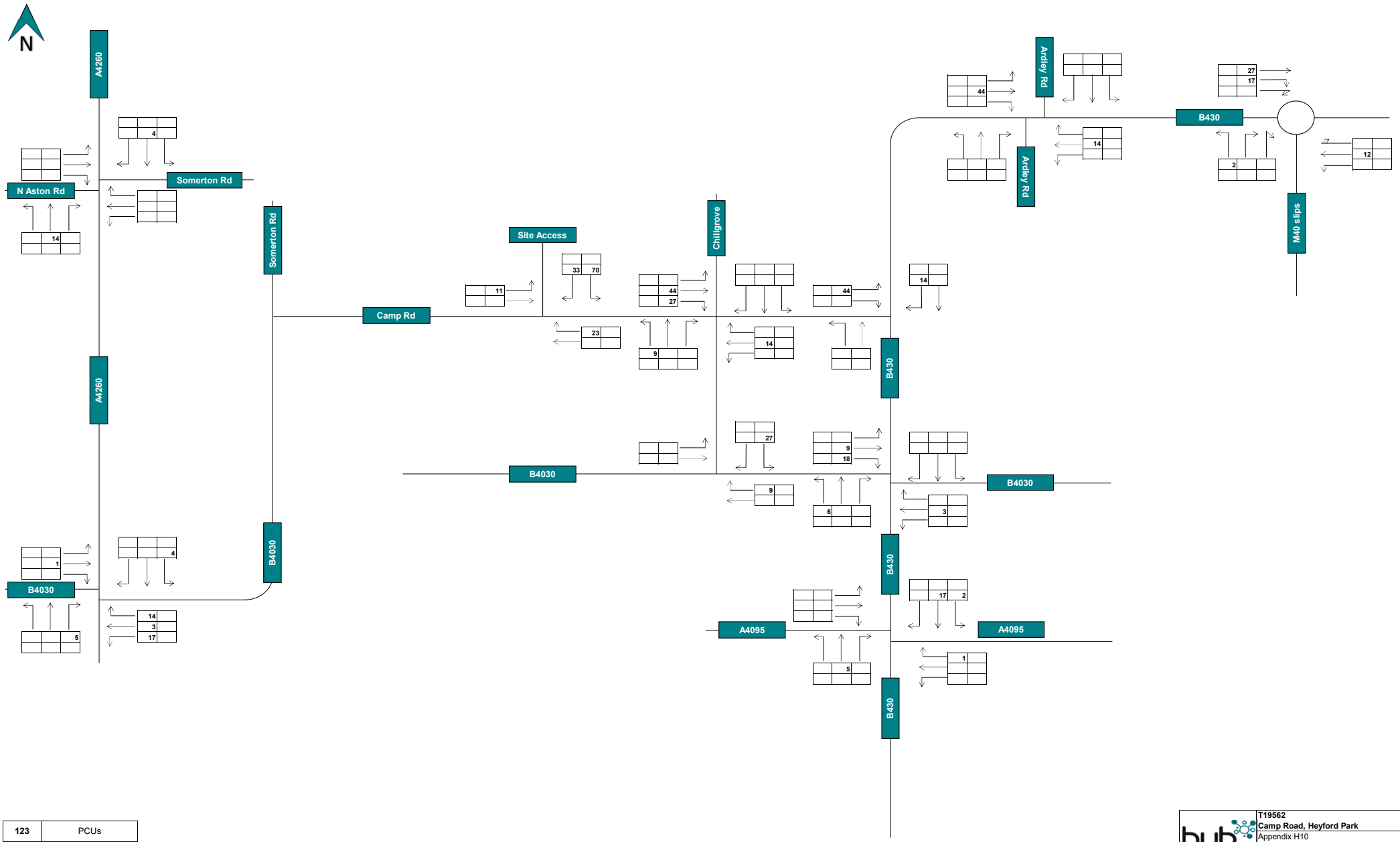

123	PCUs
123	HGV %

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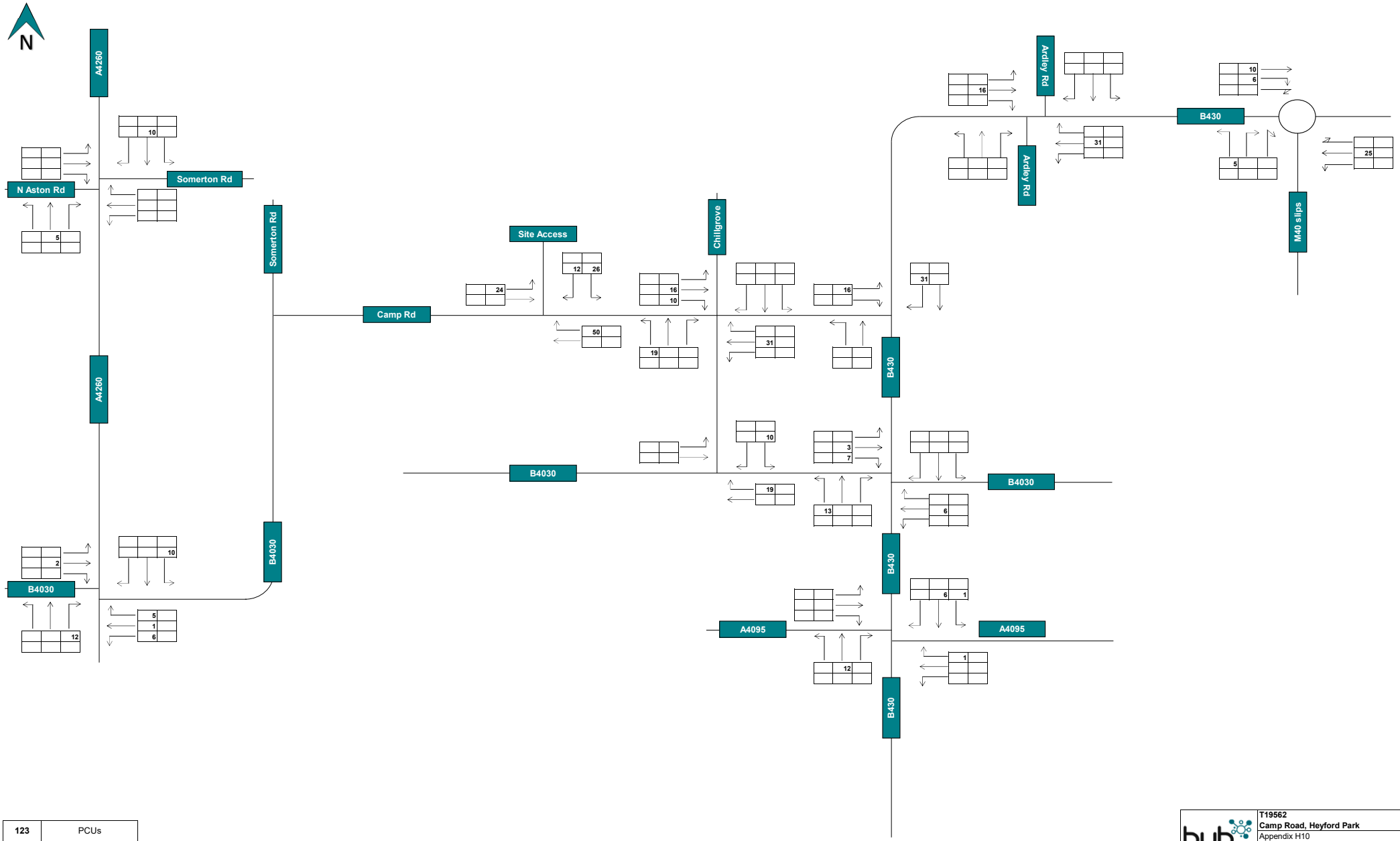
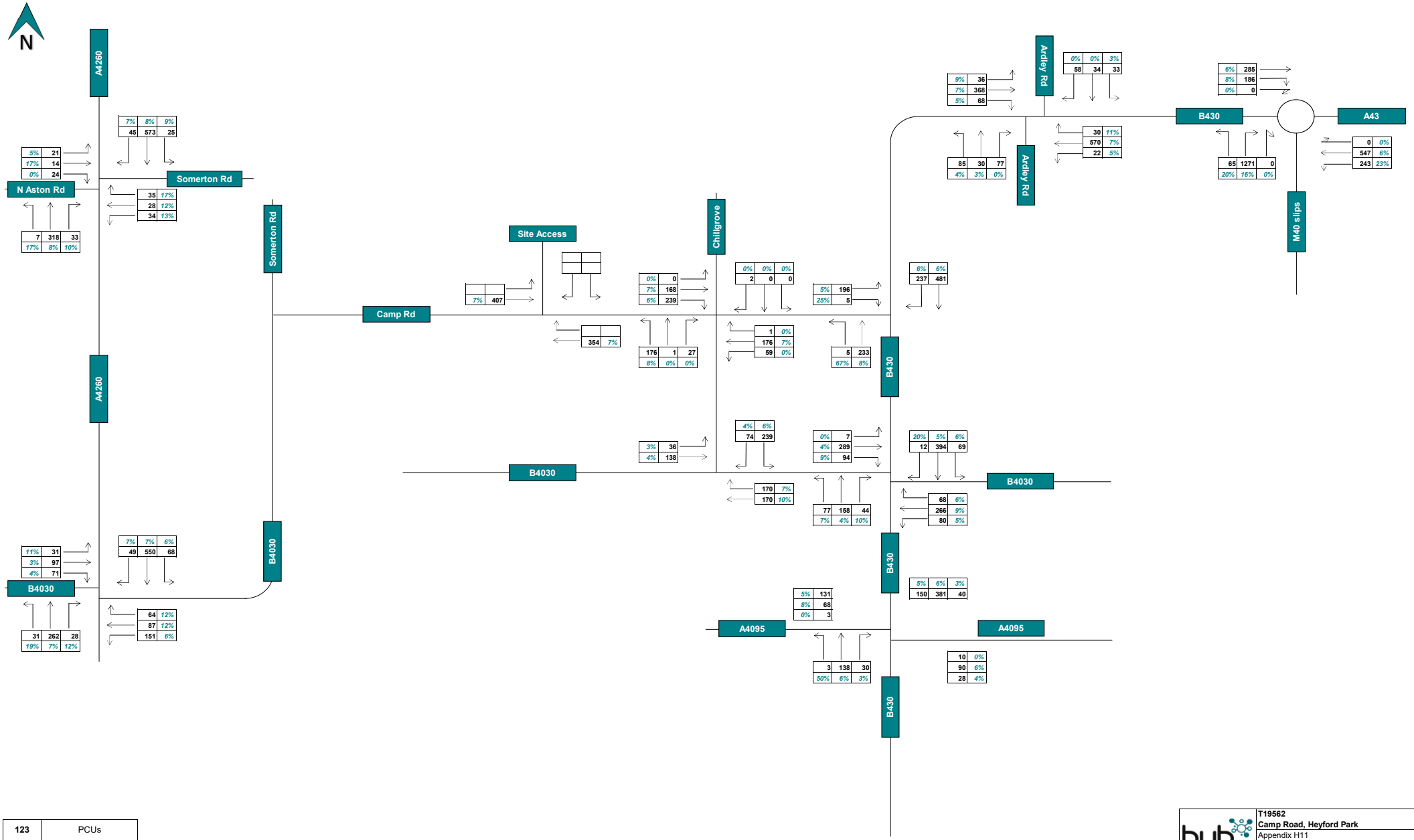


123	PCUs
123	HGV %

hub TRANSPORT PLANNING LTD	**T19562** **Camp Road, Heyford Park** Appendix H10 Development Traffic Flows (230 dwellings) PM Peak Hour: 17:00 - 18:00

APPENDIX H11

DEVELOPMENT TRAFFIC FLOW DIAGRAMS



123	PCUs
123	HGV %

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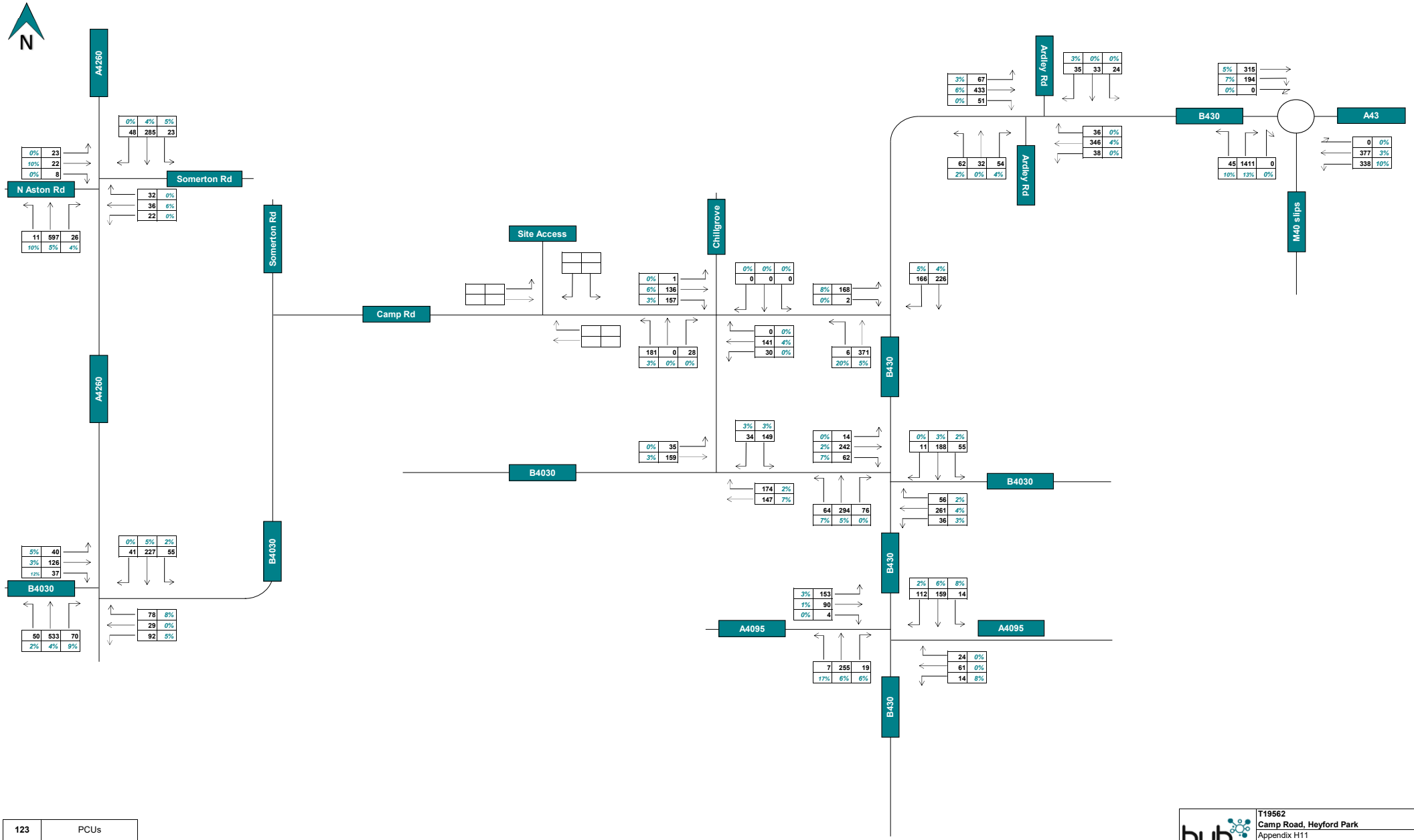
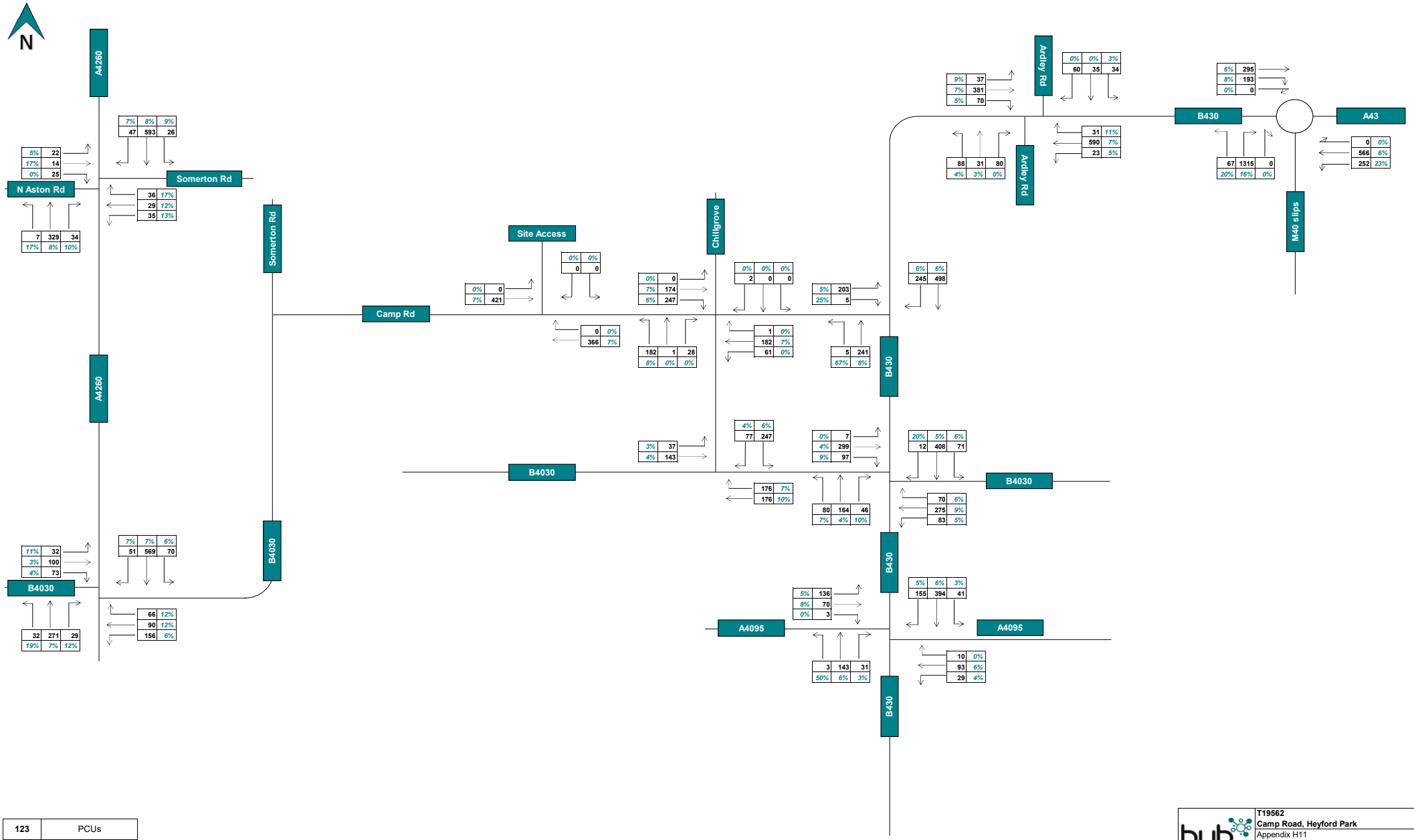


123	PCUs
123	HGV %

hub TRANSPORT PLANNING LTD	**T19562** **Camp Road, Heyford Park** Appendix H11 2023 Surveys PM Peak Hour: 17:00 - 18:00



123	PCUs
123	HGV %

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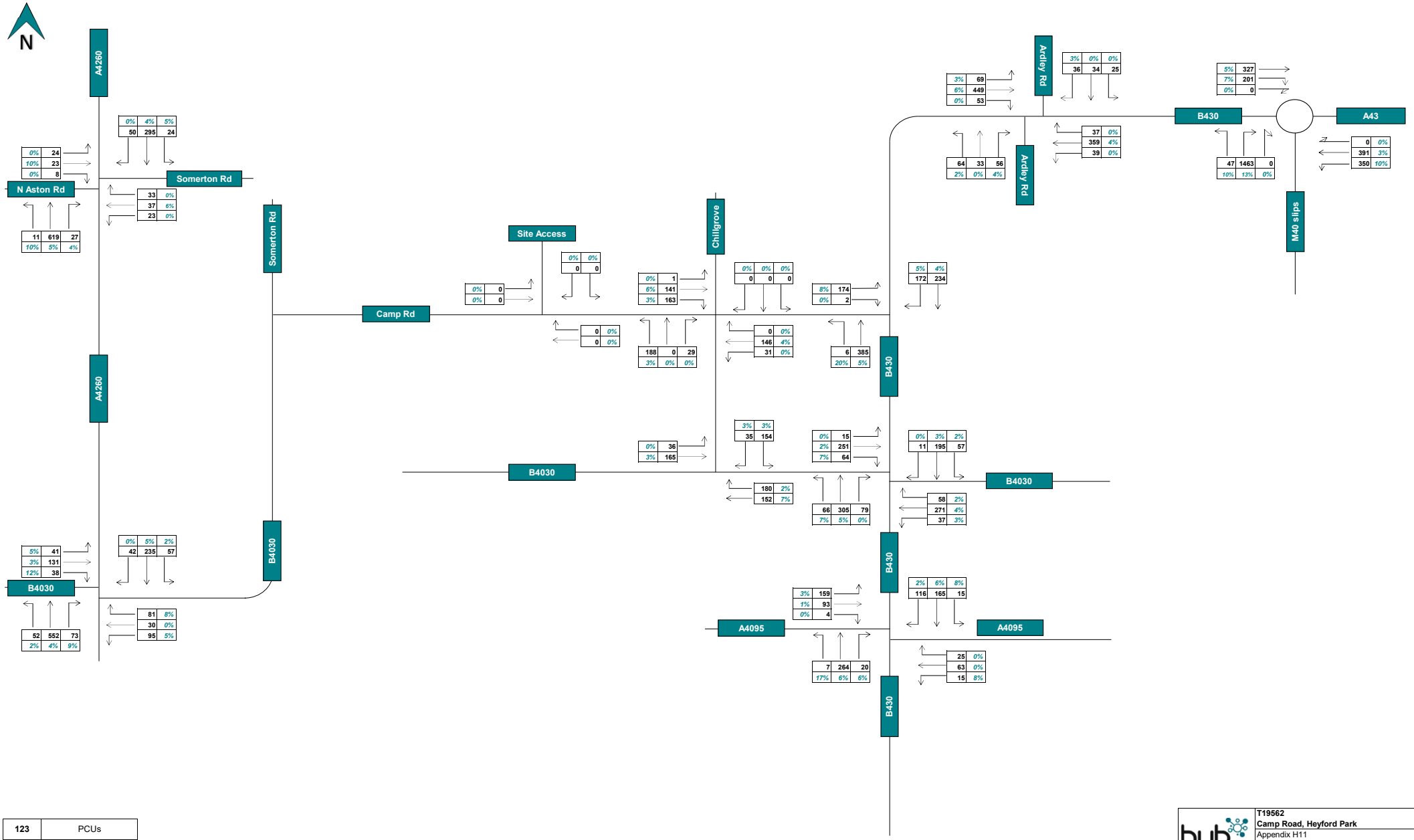
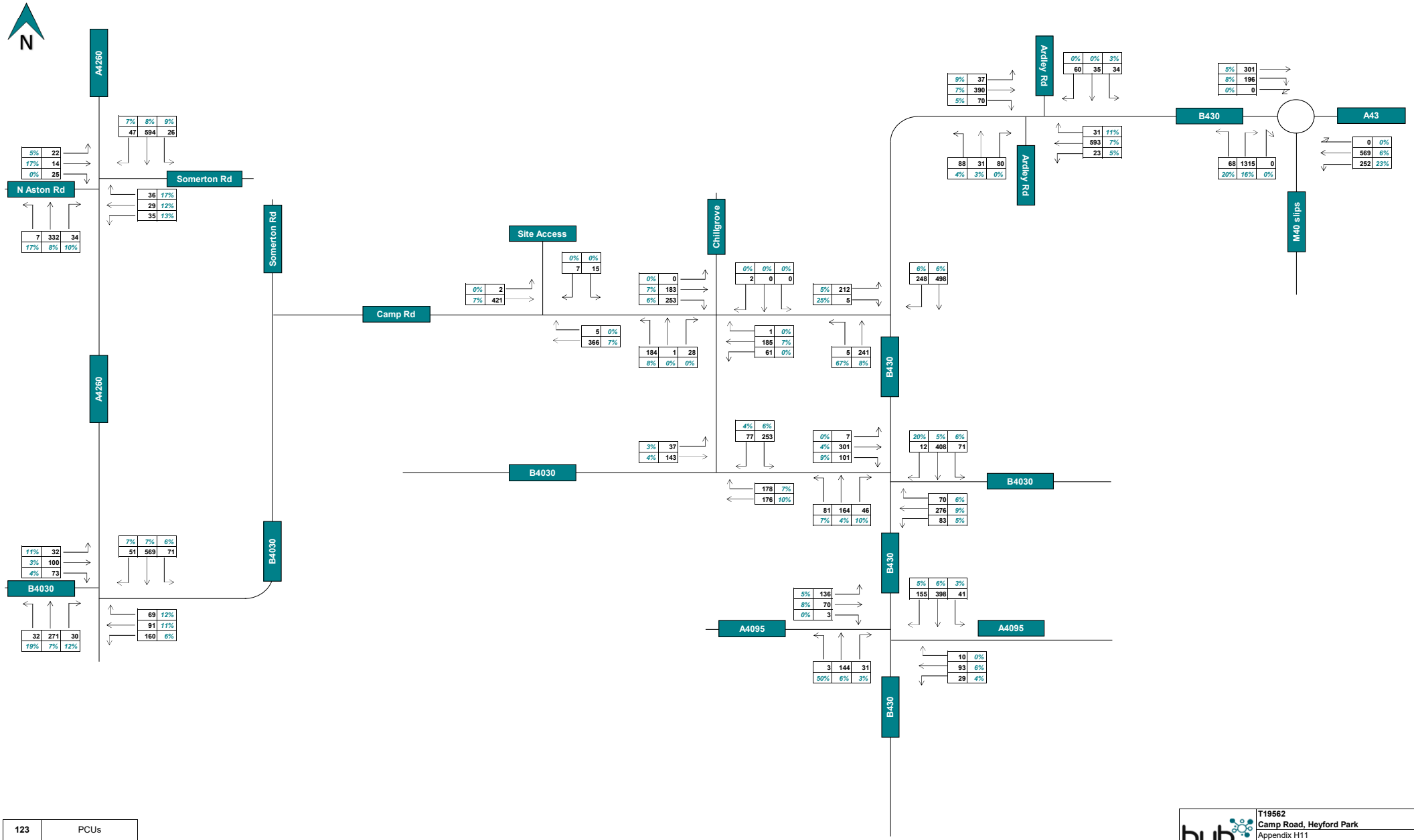


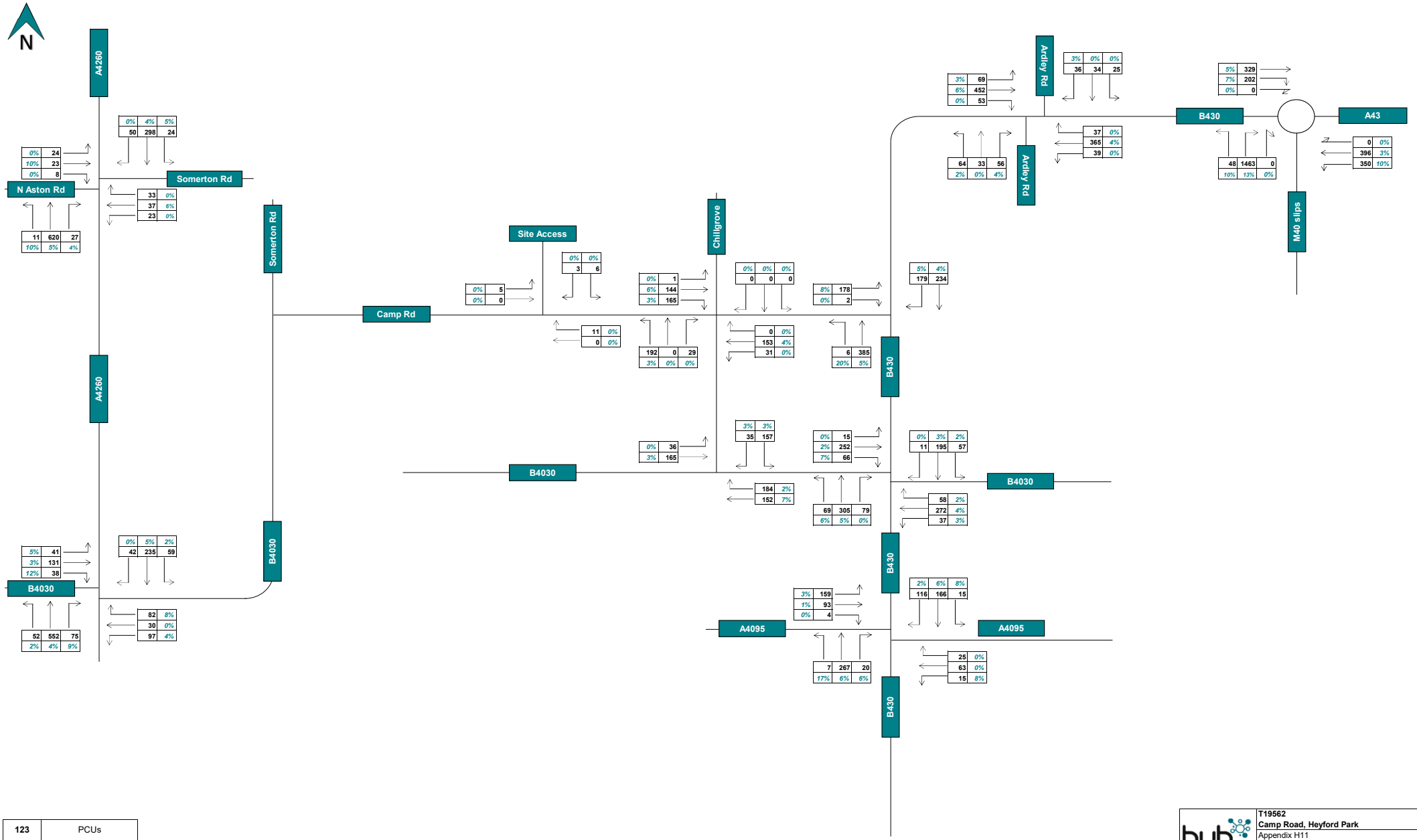
123	PCUs
123	HGV %

hub TRANSPORT PLANNING LTD	**T19562** **Camp Road, Heyford Park** Appendix H11 2026 Base PM Peak Hour: 17:00 - 18:00



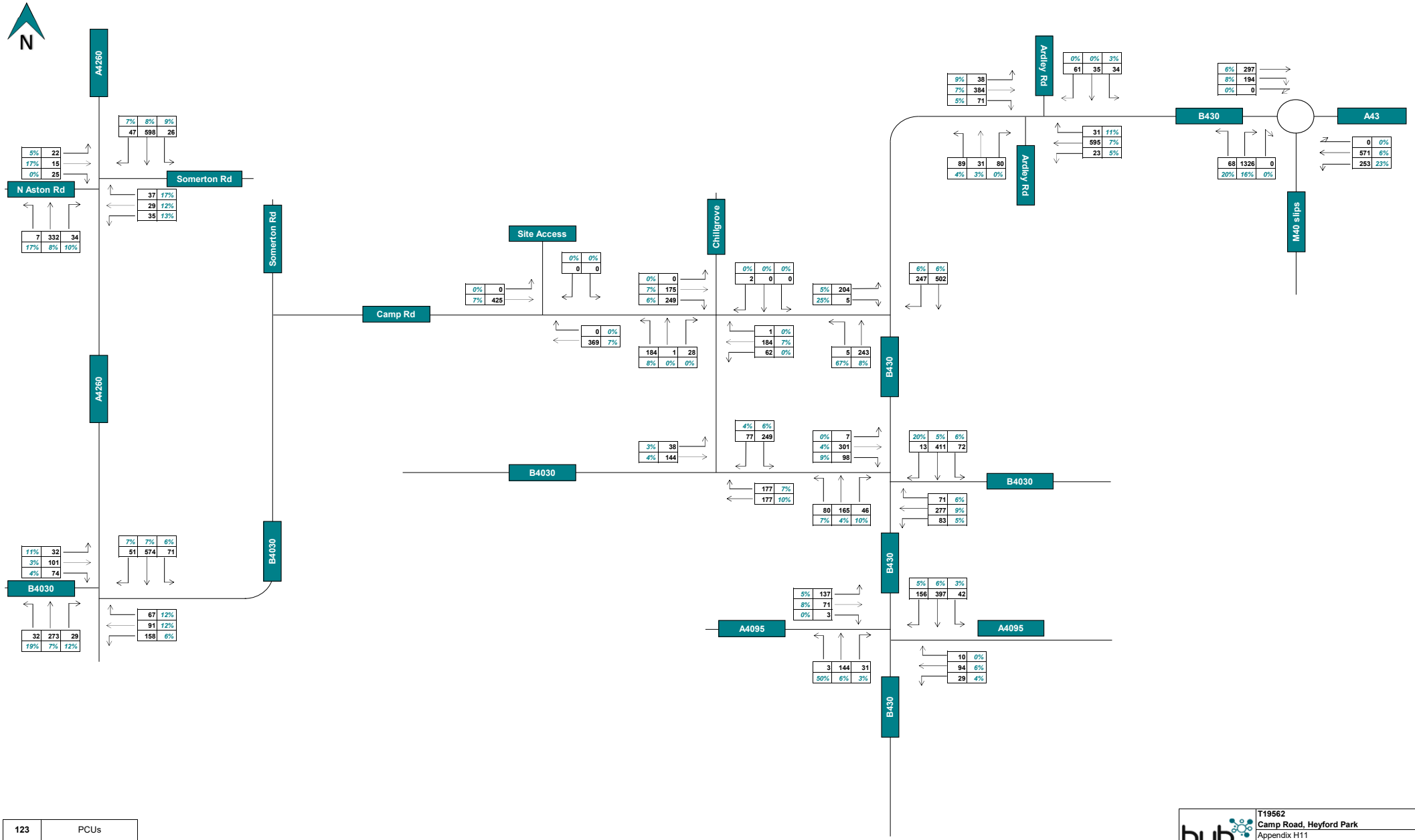
123	PCUs
123	HGV %

hub TRANSPORT PLANNING LTD	**T19562** **Camp Road, Heyford Park** Appendix H11 2026 Base + Development Traffic AM Peak Hour: 08:00 - 09:00



123	PCUs
123	HGV %

hub TRANSPORT PLANNING LTD	**T19562** **Camp Road, Heyford Park** Appendix H11 2026 Base + Development Traffic PM Peak Hour: 17:00 - 18:00



123	PCUs
123	HGV %

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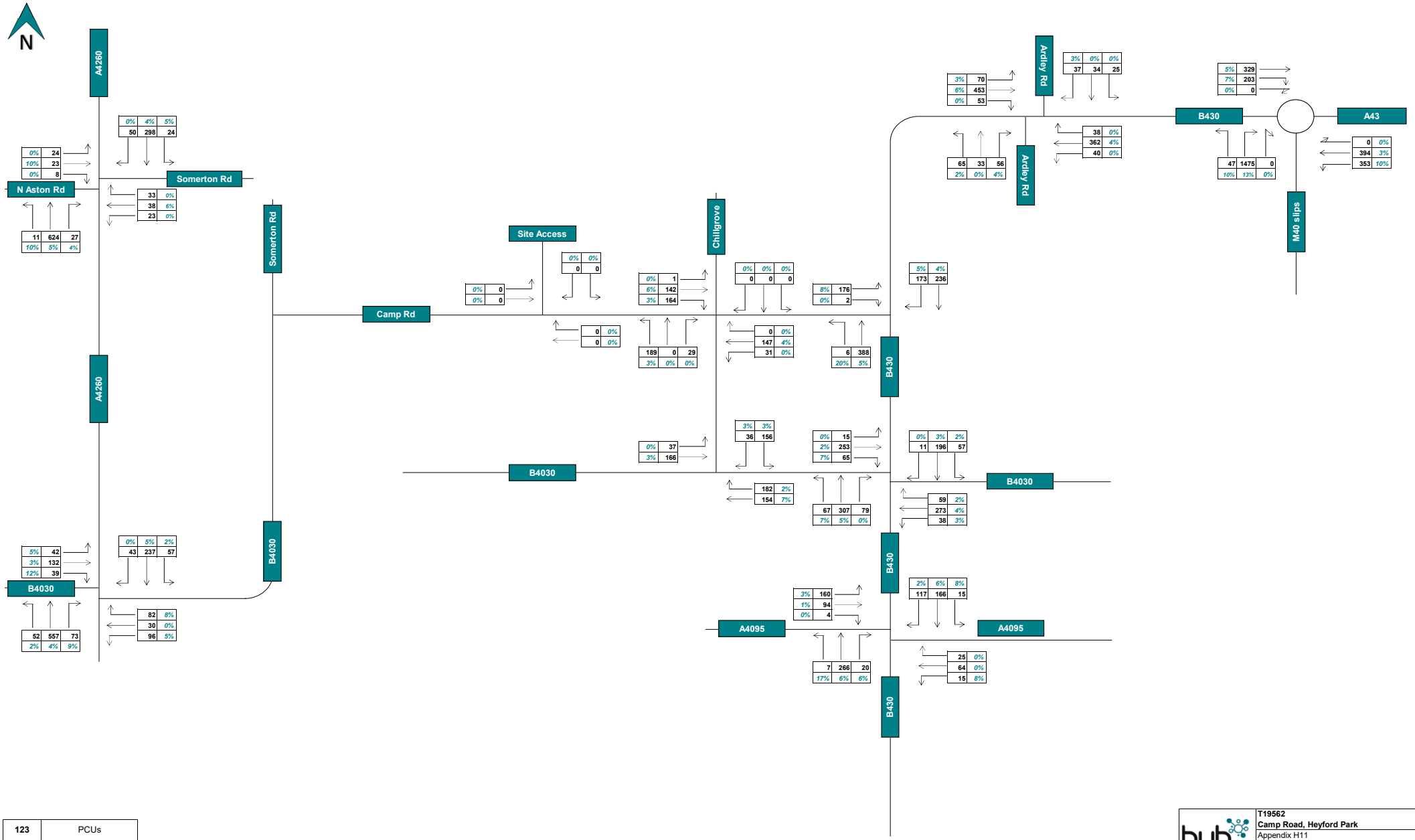
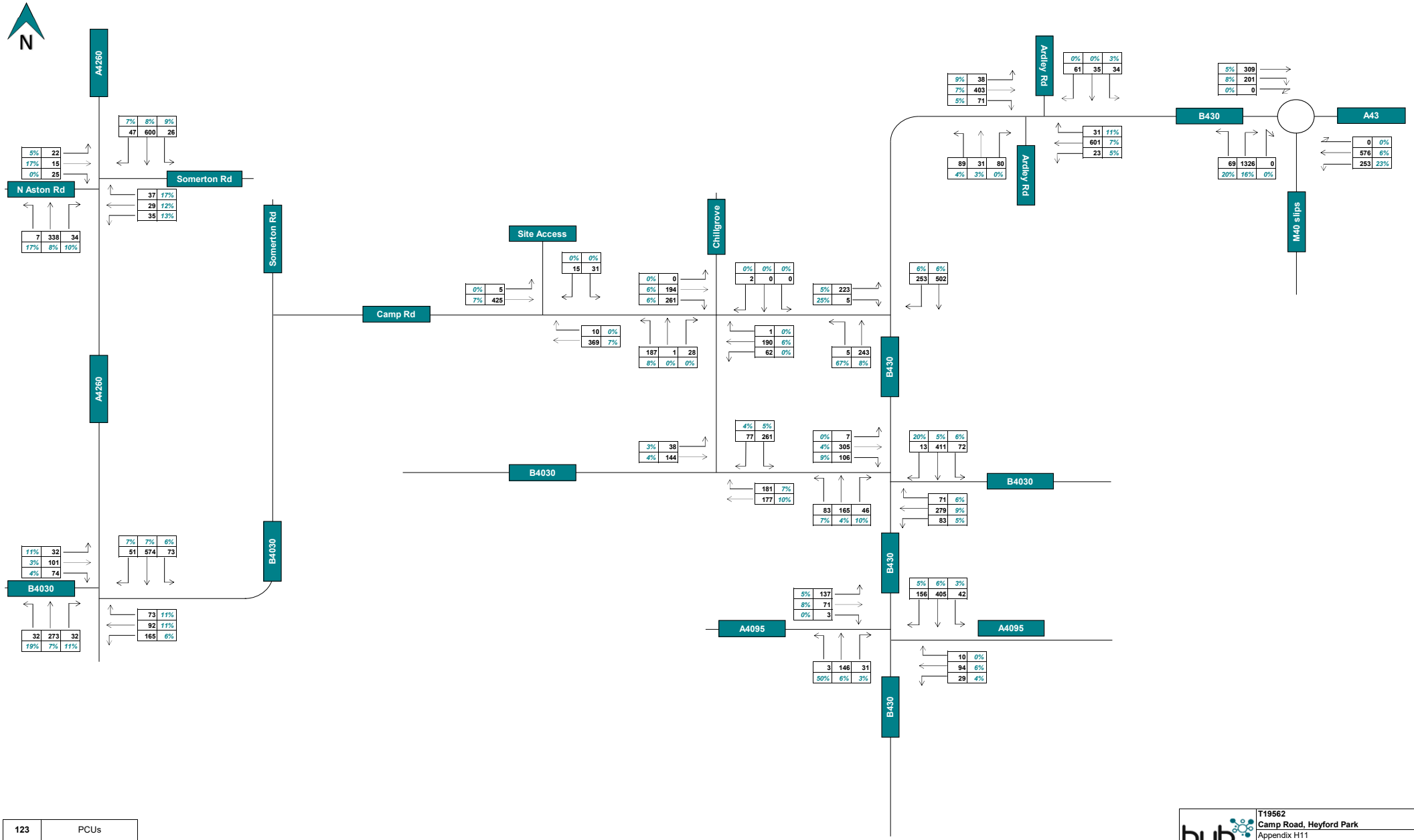


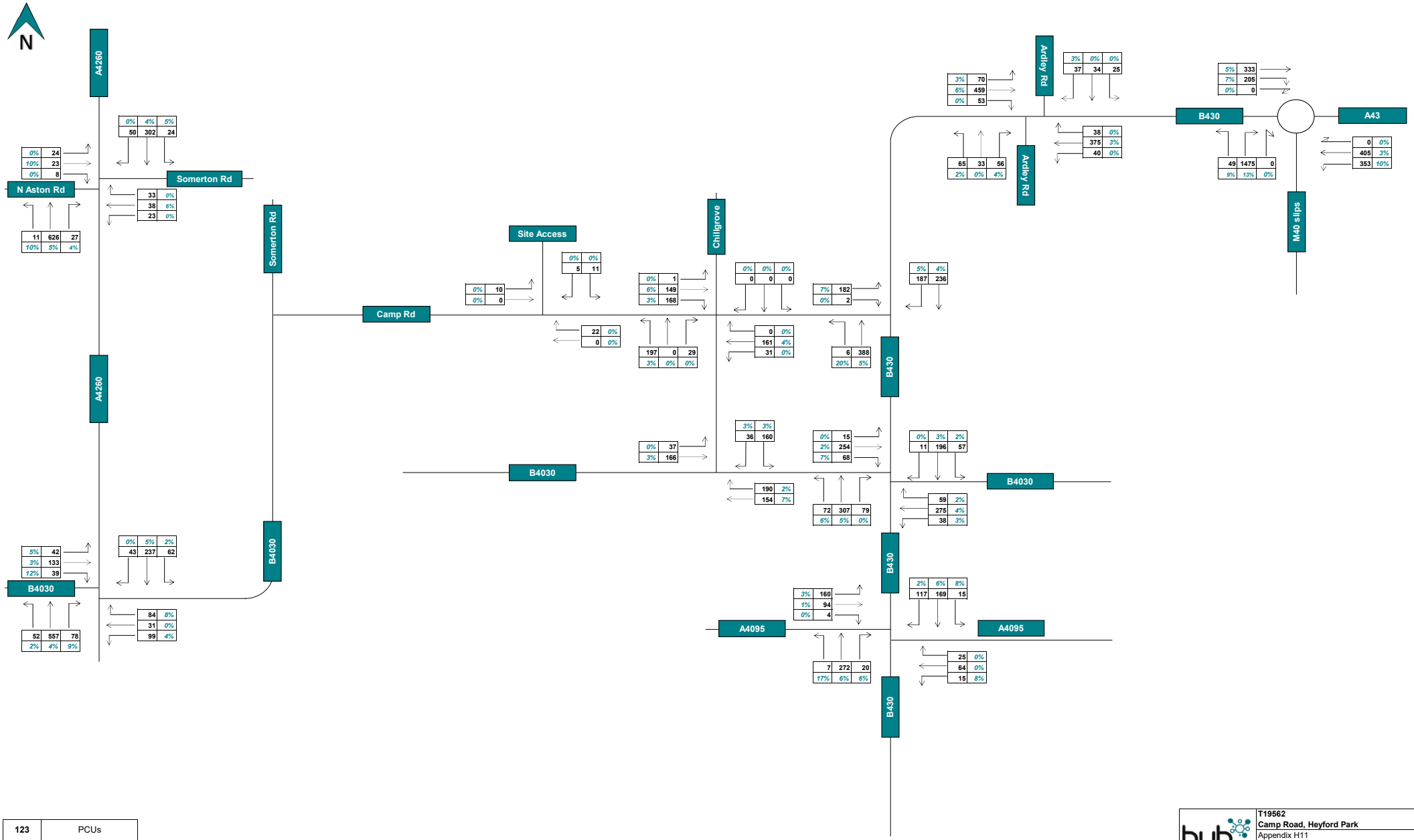
123	PCUs
123	HGV %

hub TRANSPORT PLANNING LTD	**T19562** **Camp Road, Heyford Park** Appendix H11 2027 Base PM Peak Hour: 17:00 - 18:00



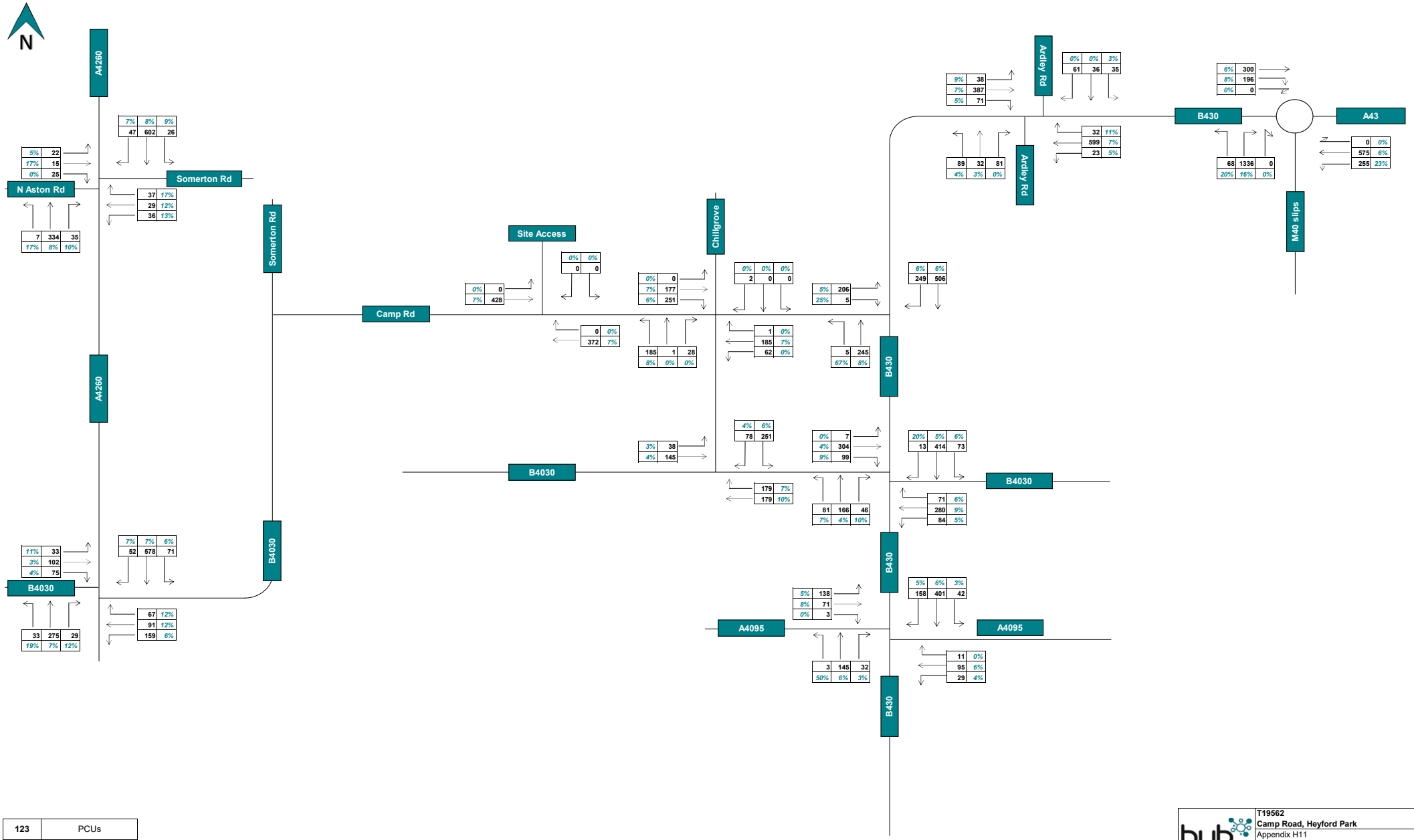
123	PCUs
123	HGV %

hub TRANSPORT PLANNING LTD	**T19562** **Camp Road, Heyford Park** Appendix H11 2027 Base + Development Traffic AM Peak Hour: 08:00 - 09:00



123	PCUs
123	HGV %

hub TRANSPORT PLANNING LTD	**T19562** **Camp Road, Heyford Park** Appendix H11 2027 Base + Development Traffic PM Peak Hour: 17:00 - 18:00



123	PCUs
123	HGV %

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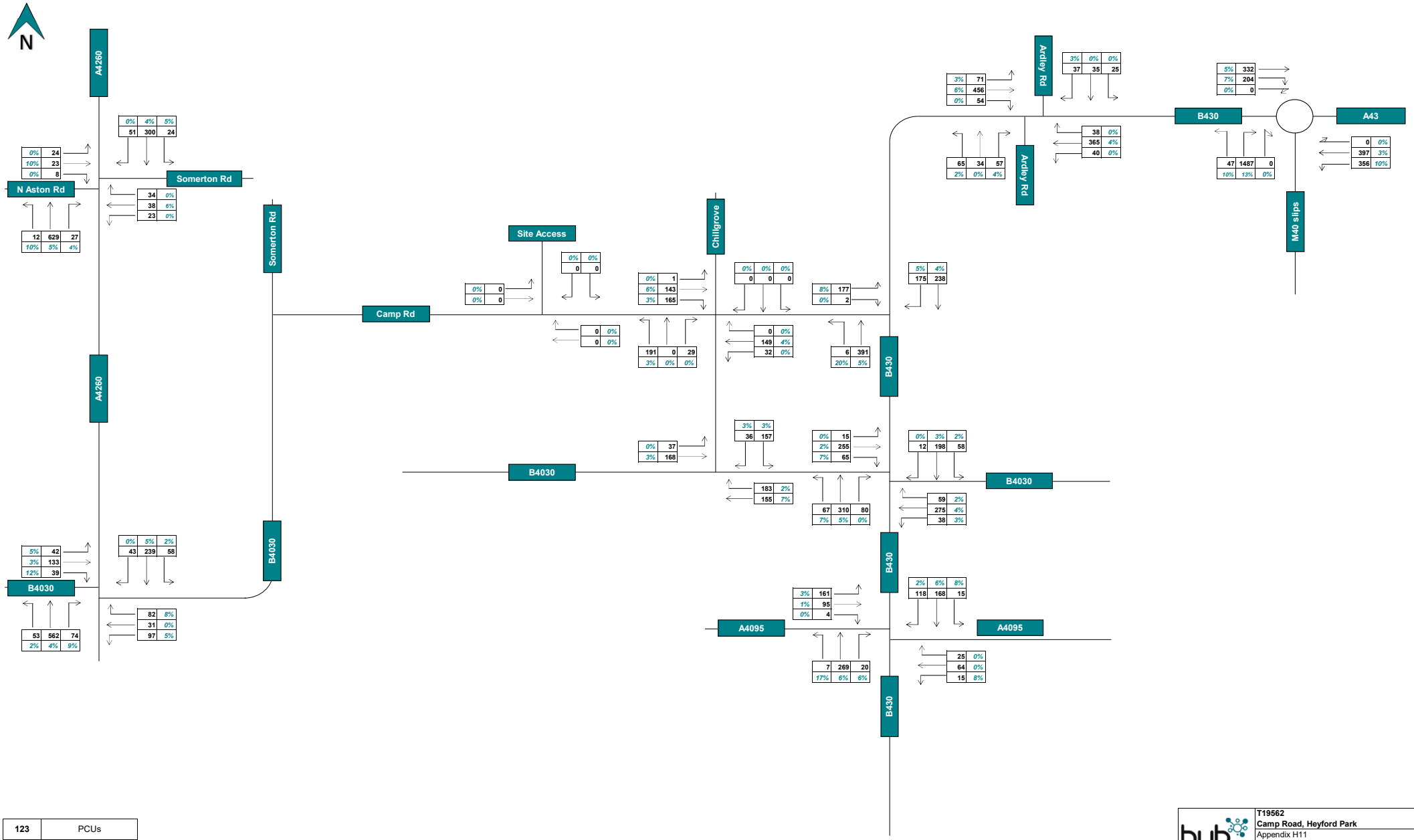

123	PCUs
123	HGV %

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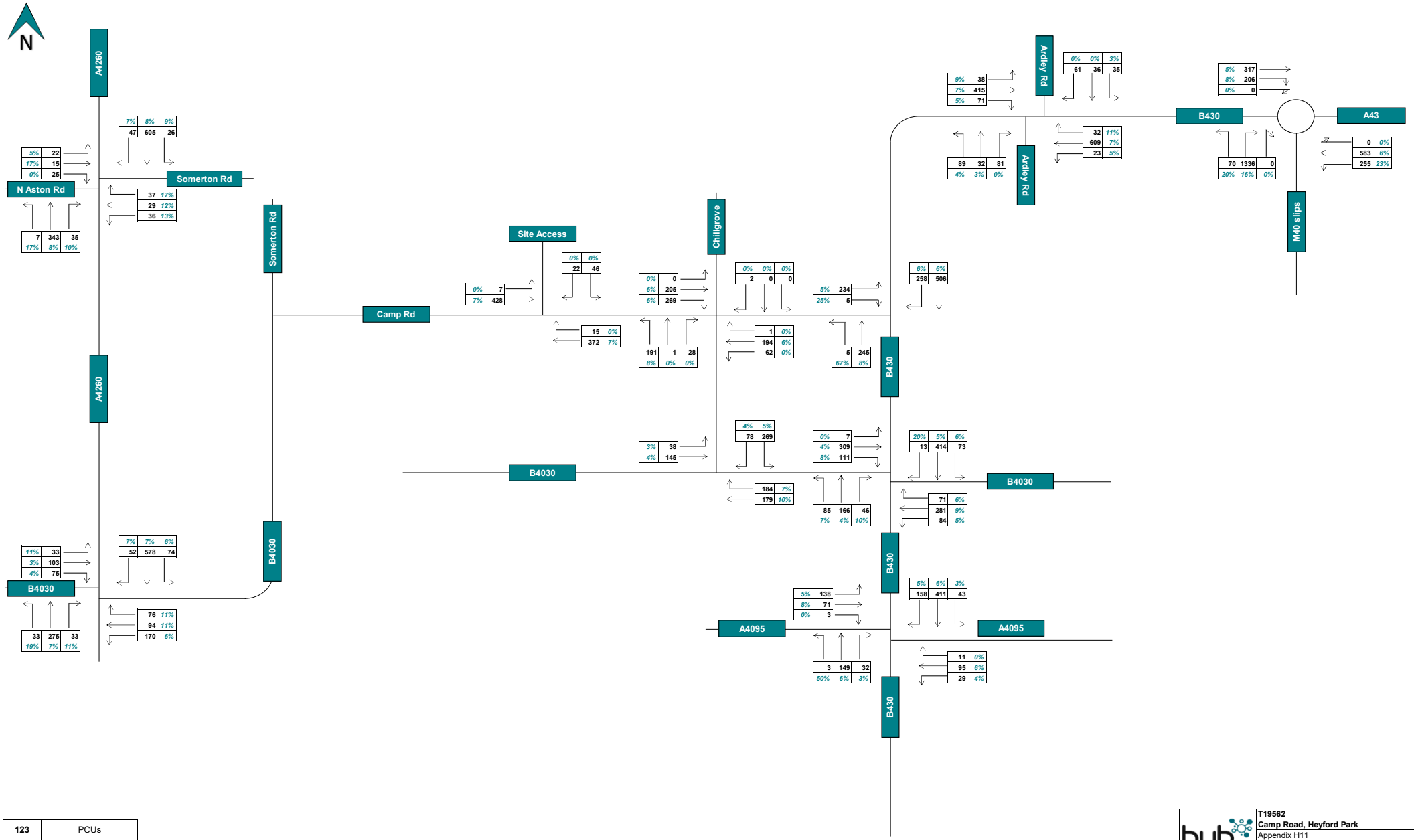

123	PCUs
123	HGV %

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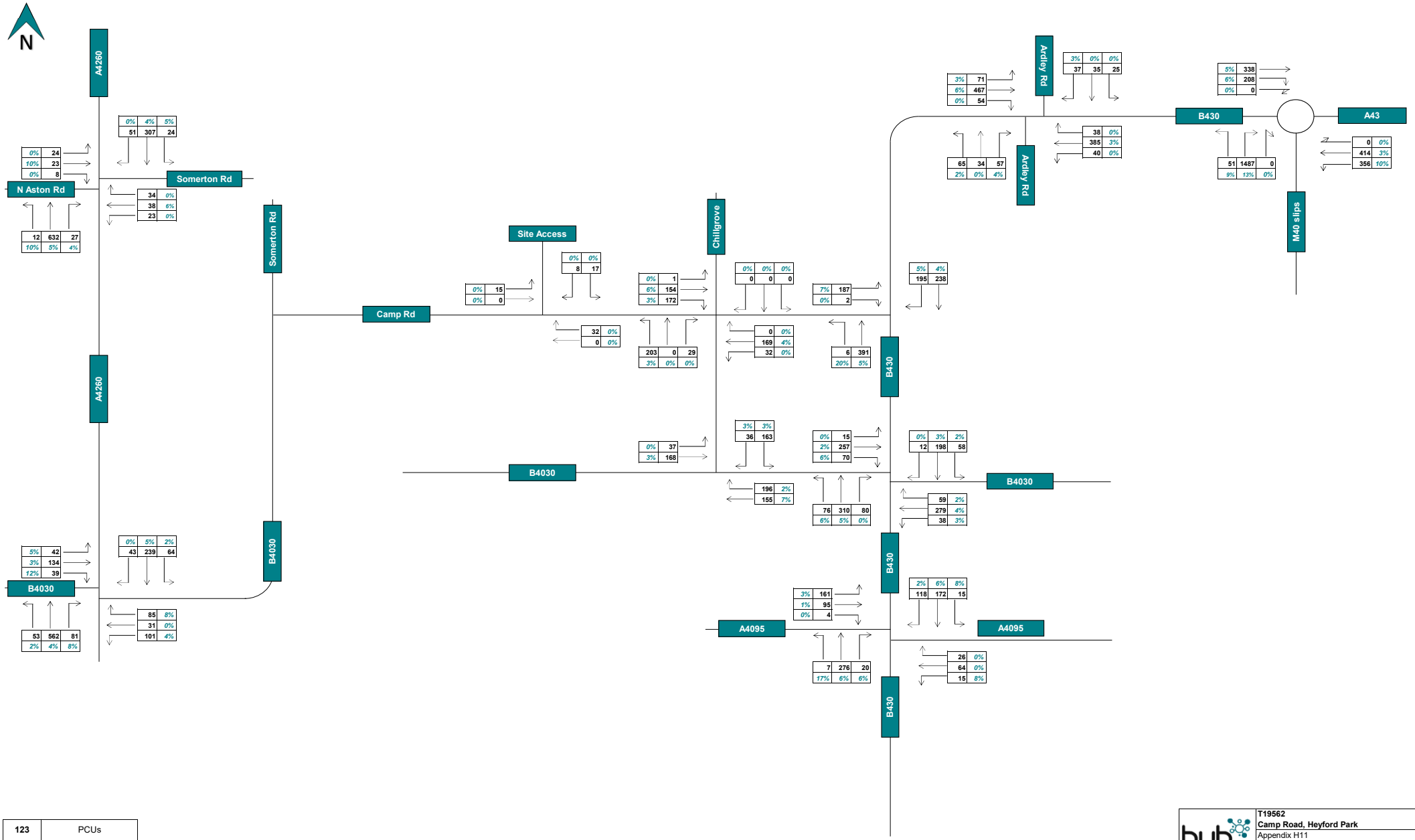
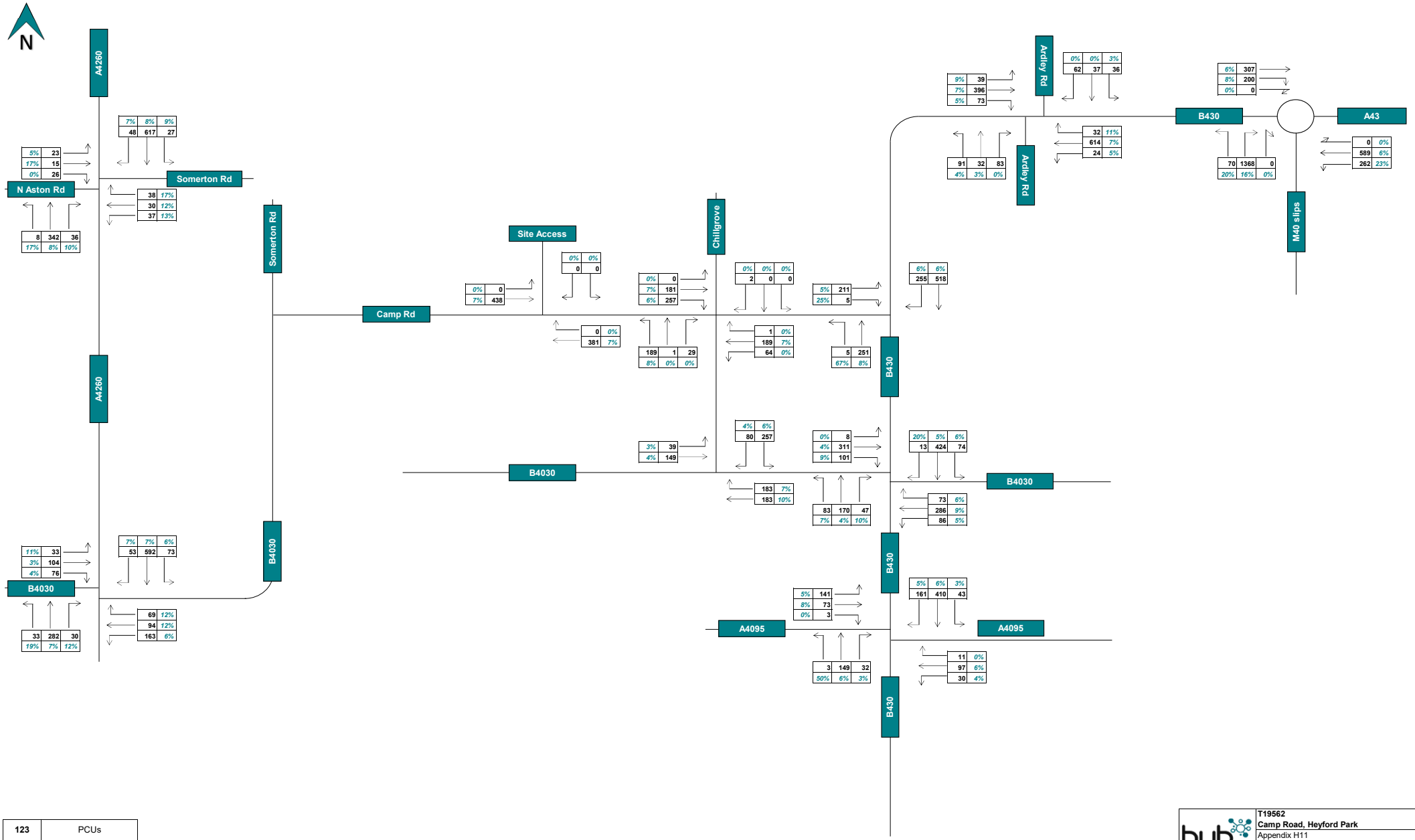


123	PCUs
123	HGV %

hub TRANSPORT PLANNING LTD	**T19562** **Camp Road, Heyford Park** Appendix H11 2028 Base + Development Traffic PM Peak Hour: 17:00 - 18:00



123	PCUs
123	HGV %

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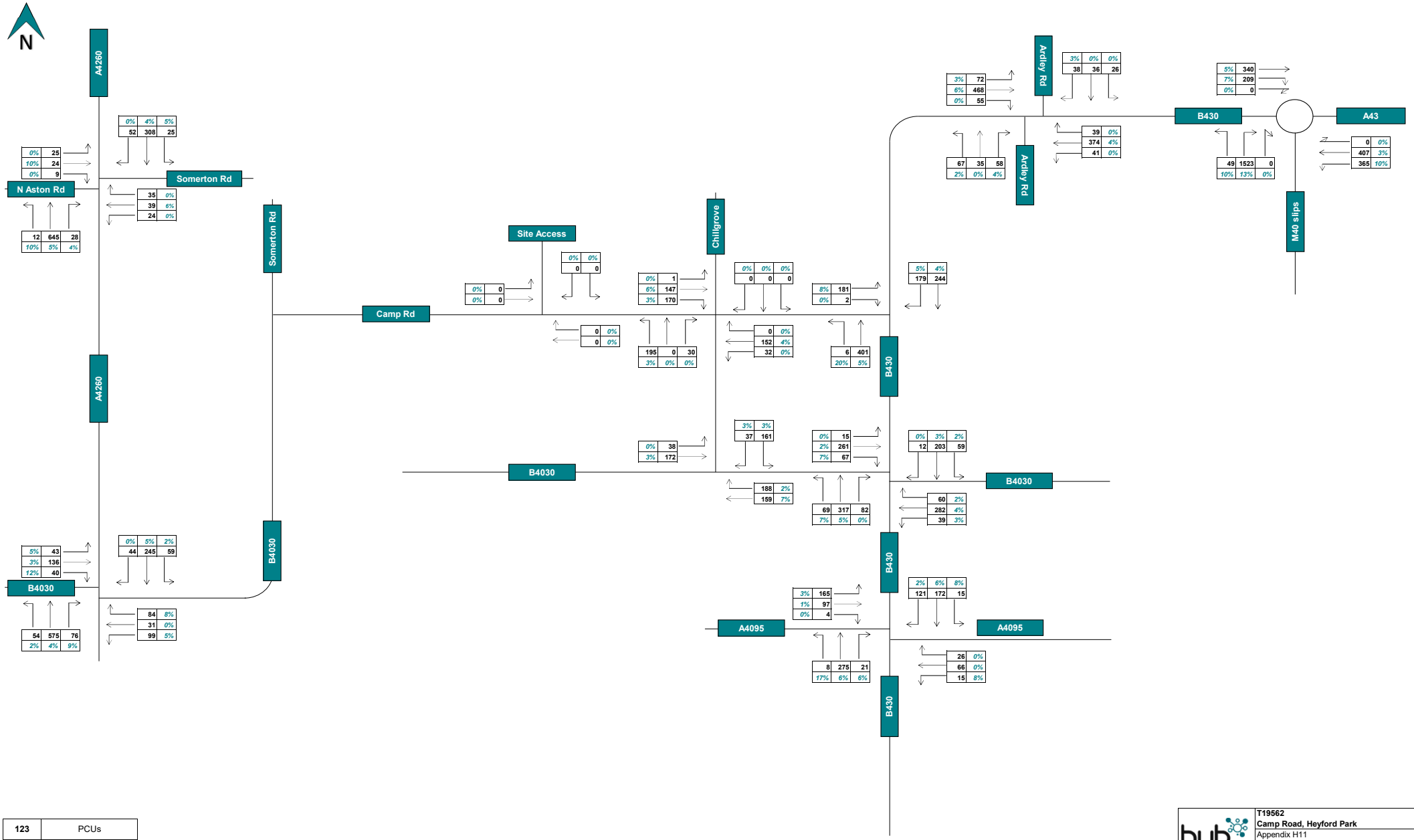
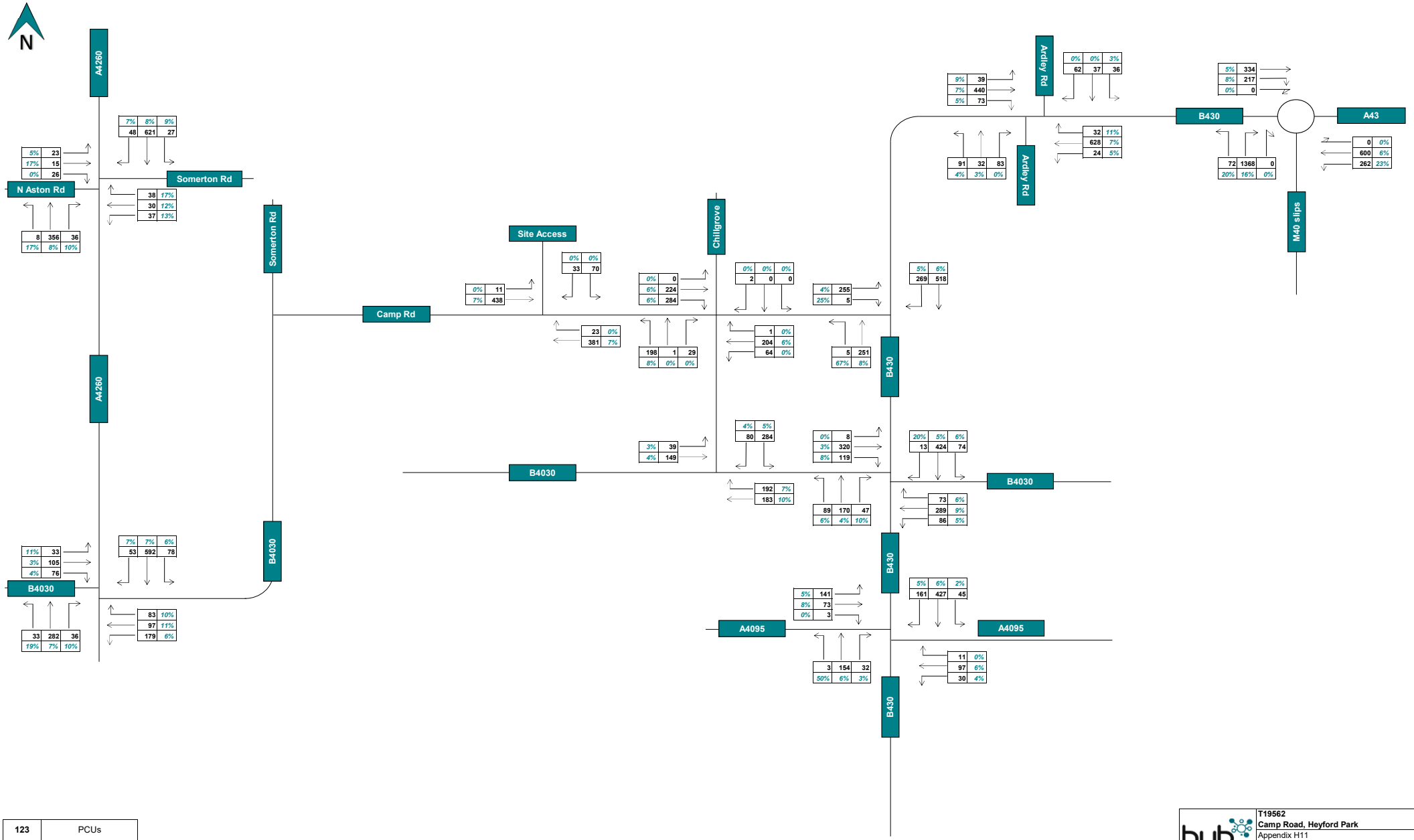


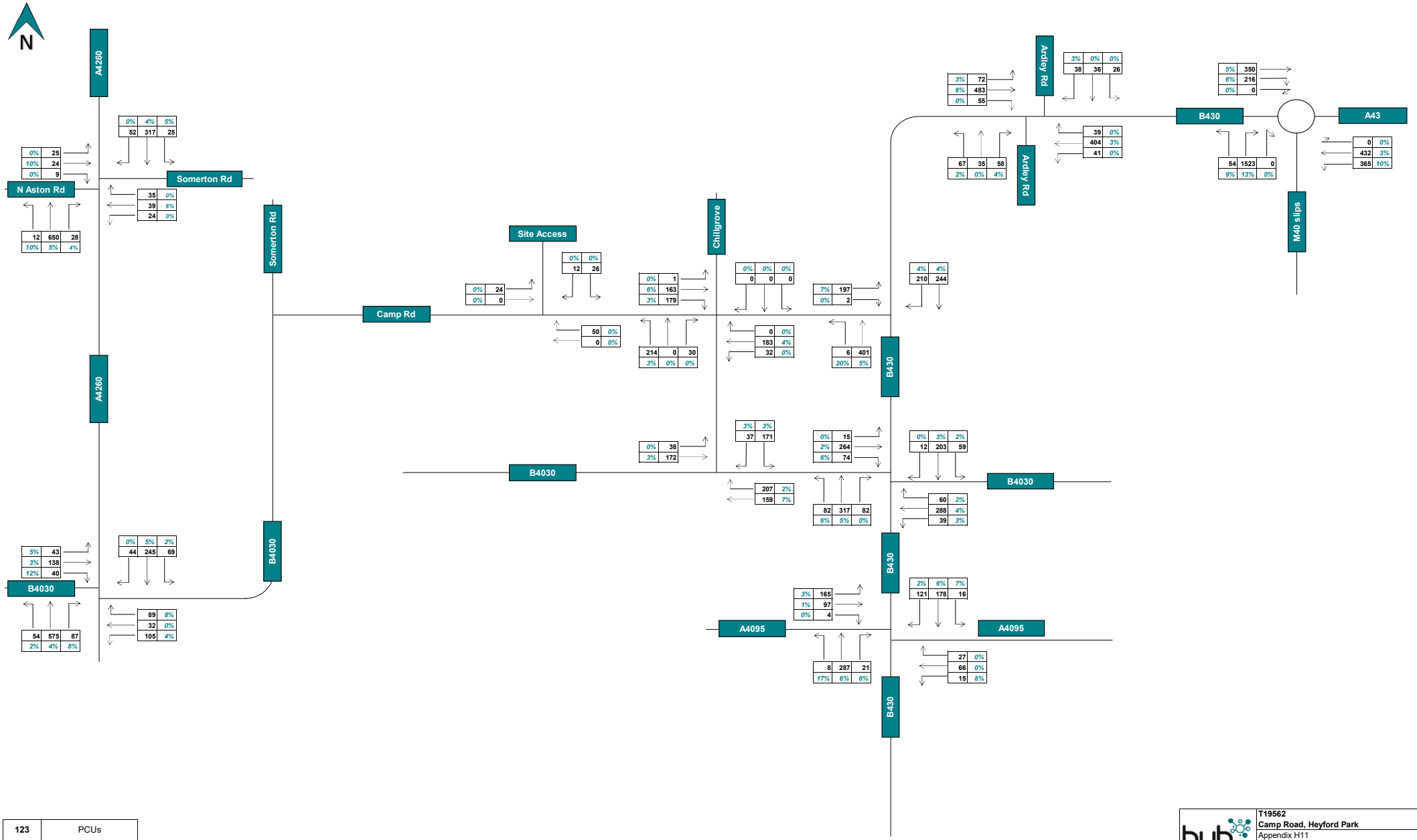
123	PCUs
123	HGV %

hub TRANSPORT PLANNING LTD	**T19562** **Camp Road, Heyford Park** Appendix H11 2031 Base PM Peak Hour: 17:00 - 18:00



123	PCUs
123	HGV %

hub TRANSPORT PLANNING LTD	**T19562** **Camp Road, Heyford Park** Appendix H11 2031 Base + Development Traffic AM Peak Hour: 08:00 - 09:00



123	PCUs
123	HGV %

hub TRANSPORT PLANNING LTD	**T19562** **Camp Road, Heyford Park** Appendix H11 2031 Base + Development Traffic PM Peak Hour: 17:00 - 18:00

APPENDIX H12

DEVELOPMENT TRAFFIC IMPACT ANALYSIS

2026 - 50 dwellings

T19562
Upper Heyford - Junction Impact Assessment

A43/M40 J10 (slips)/B430

Approach	2026 Ref. Case		2026 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
A43 (E)	818	741	3	0.37%	6	0.81%
slips	1383	1509	1	0.07%	1	0.07%
B430	487	528	9	1.85%	3	0.57%
TOTAL	**2688**	**2778**	**13**	**0.48%**	**10**	**0.36%**

B430/unnamed road

Approach	2026 Ref. Case		2026 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
B430 (N)	743	406	3	0.40%	7	1.72%
B430 (S)	749	627	0	0.00%	0	0.00%
unnamed rd	208	176	9	4.33%	3	1.70%
TOTAL	**1700**	**1209**	**12**	**0.71%**	**10**	**0.83%**

B430/B4030

Approach	2026 Ref. Case		2026 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
B430 (N)	492	263	0	0.00%	0	0.00%
B4030 (E)	428	366	1	0.23%	1	0.27%
B430 (S)	289	450	1	0.35%	3	0.67%
B4030 (W)	404	330	6	1.49%	2	0.61%
TOTAL	**1613**	**1409**	**8**	**0.50%**	**6**	**0.43%**

A4095/B430

Approach	2026 Ref. Case		2026 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
B430 (N)	591	295	4	0.68%	1	0.34%
A4095 (E)	132	103	0	0.00%	0	0.00%
B430 (S)	177	291	1	0.56%	3	1.03%
A4095 (W)	209	256	0	0.00%	0	0.00%
TOTAL	**1109**	**945**	**5**	**0.45%**	**4**	**0.42%**

B4030/Unnamed rd

Approach	2026 Ref. Case		2026 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
Unnamed rd	324	190	6	1.85%	2	1.05%
B4030 (SE)	717	333	2	0.28%	4	1.20%
B4030 (W)	180	201	0	0.00%	0	0.00%
TOTAL	**1221**	**724**	**8**	**0.66%**	**6**	**0.83%**

A4260/Somerton Rd/N Aston Rd

Approach	2026 Ref. Case		2026 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
A4260 (N)	666	369	1	0.15%	2	0.54%
Somerton Rd	100	93	0	0.00%	0	0.00%
A4260 (S)	371	657	3	0.81%	1	0.15%
N Aston Rd	61	55	0	0.00%	0	0.00%
TOTAL	**1198**	**1174**	**4**	**0.33%**	**3**	**0.26%**

A4260/B4030

Approach	2026 Ref. Case		2026 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
A4260 (N)	690	335	1	0.14%	2	0.60%
B4030 (E)	313	206	7	2.24%	2	0.97%
A4260 (S)	332	677	1	0.30%	3	0.44%
B4030 (W)	206	210	0	0.00%	0	0.00%
TOTAL	**1541**	**1428**	**9**	**0.58%**	**7**	**0.49%**

Camp Rd/Chilgrove Dr/Unnamed rd

Approach	2026 Ref. Case		2026 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
Chilgrove Dr	2	0	0	0.00%	0	0.00%
unnamed rd (E)	244	177	3	1.23%	7	3.95%
Camp Rd (S)	211	217	2	0.95%	4	1.84%
Camp Rd (W)	421	305	15	3.56%	6	1.97%
TOTAL	**878**	**699**	**20**	**2.28%**	**17**	**2.43%**

B430/Ardley Road

Approach	2026 Ref. Case		2026 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
B430 (N)	644	435	3	0.47%	7	1.61%
Ardley Road (E)	199	153	0	0.00%	0	0.00%
B430 (S)	488	571	9	1.84%	3	0.53%
Ardley Road (W)	129	95	0	0.00%	0	0.00%
TOTAL	**1460**	**1254**	**12**	**0.82%**	**10**	**0.80%**

M40/A43

Approach	2026 Ref. Case		2026 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
A43 (N)	1887	1582	1	0.05%	3	0.19%
A43 (S)	1478	2165	4	0.27%	1	0.05%
M40	1036	951	1	0.10%	3	0.32%
TOTAL	**4401**	**4698**	**6**	**0.14%**	**7**	**0.15%**

B4100/A43 (Baynards Green Roundabout)

Approach	2026 Ref. Case		2026 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
A43 (N)	2478	1771	1	0.04%	3	0.17%
B4100 (E)	658	944	0	0.00%	0	0.00%
A43 (S)	1911	2639	4	0.21%	1	0.04%
B4100 (W)	234	183	0	0.00%	0	0.00%
TOTAL	**5281**	**5537**	**5**	**0.09%**	**4**	**0.07%**

2027 - 100 dwellings

T19562
Upper Heyford - Junction Impact Assessment

A43/M40 J10 (slips)/B430

Approach	2027 Ref. Case		2027 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
A43 (E)	824	747	5	0.61%	11	1.47%
slips	1394	1522	1	0.07%	2	0.13%
B430	491	532	19	3.87%	7	1.32%
TOTAL	**2709**	**2801**	**25**	**0.92%**	**20**	**0.71%**

B430/unnamed road

Approach	2027 Ref. Case		2027 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
B430 (N)	749	410	6	0.80%	13	3.17%
B430 (S)	248	394	0	0.00%	0	0.00%
unnamed rd	210	178	19	9.05%	7	3.93%
TOTAL	**1207**	**982**	**25**	**2.07%**	**20**	**2.04%**

B430/B4030

Approach	2027 Ref. Case		2027 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
B430 (N)	496	265	0	0.00%	0	0.00%
B4030 (E)	432	369	1	0.23%	3	0.81%
B430 (S)	291	454	3	1.03%	6	1.32%
B4030 (W)	407	332	12	2.95%	4	1.20%
TOTAL	**1626**	**1420**	**16**	**0.98%**	**13**	**0.92%**

A4095/B430

Approach	2027 Ref. Case		2027 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
B430 (N)	596	298	8	1.34%	3	1.01%
A4095 (E)	134	103	0	0.00%	0	0.00%
B430 (S)	178	294	2	1.12%	5	1.70%
A4095 (W)	211	258	0	0.00%	0	0.00%
TOTAL	**1119**	**953**	**10**	**0.89%**	**8**	**0.84%**

B4030/Unnamed rd

Approach	2027 Ref. Case		2027 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
Unnamed rd	327	191	12	3.67%	4	2.09%
B4030 (SE)	717	335	4	0.56%	8	2.39%
B4030 (W)	182	203	0	0.00%	0	0.00%
TOTAL	**1226**	**729**	**16**	**1.31%**	**12**	**1.65%**

A4260/Somerton Rd/N Aston Rd

Approach	2027 Ref. Case		2027 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
A4260 (N)	671	372	2	0.30%	4	1.08%
Somerton Rd	101	94	0	0.00%	0	0.00%
A4260 (S)	373	663	6	1.61%	2	0.30%
N Aston Rd	62	55	0	0.00%	0	0.00%
TOTAL	**1207**	**1184**	**8**	**0.66%**	**6**	**0.51%**

A4260/B4030

Approach	2027 Ref. Case		2027 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
A4260 (N)	696	338	2	0.29%	4	1.18%
B4030 (E)	315	208	15	4.76%	5	2.40%
A4260 (S)	335	682	2	0.60%	5	0.73%
B4030 (W)	208	212	0	0.00%	1	0.47%
TOTAL	**1554**	**1440**	**19**	**1.22%**	**15**	**1.04%**

Camp Rd/Chilgrove Dr/Unnamed rd

Approach	2027 Ref. Case		2027 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
Chilgrove Dr	2	0	0	0.00%	0	0.00%
unnamed rd (E)	246	179	6	2.44%	13	7.26%
Camp Rd (S)	213	218	4	1.88%	8	3.67%
Camp Rd (W)	425	307	31	7.29%	11	3.58%
TOTAL	**886**	**704**	**41**	**4.63%**	**32**	**4.55%**

B430/Ardley Road

Approach	2027 Ref. Case		2027 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
B430 (N)	649	439	6	0.92%	13	2.96%
Ardley Road (E)	200	155	0	0.00%	0	0.00%
B430 (S)	492	576	19	3.86%	7	1.22%
Ardley Road (W)	130	96	0	0.00%	0	0.00%
TOTAL	**1471**	**1266**	**25**	**1.70%**	**20**	**1.58%**

M40/A43

Approach	2027 Ref. Case		2027 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
A43 (N)	1899	1593	3	0.16%	6	0.38%
A43 (S)	1488	2180	8	0.54%	3	0.14%
M40	1043	957	2	0.19%	5	0.52%
TOTAL	**4430**	**4730**	**13**	**0.29%**	**14**	**0.30%**

B4100/A43 (Baynards Green Roundabout)

Approach	2027 Ref. Case		2027 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
B430 (N)	2495	1783	3	0.12%	6	0.34%
Ardley Road (E)	663	951	0	0.00%	0	0.00%
B430 (S)	1924	2658	8	0.42%	3	0.11%
Ardley Road (W)	235	185	0	0.00%	0	0.00%
TOTAL	**5317**	**5577**	**11**	**0.21%**	**9**	**0.16%**

2028 - 150 dwellings

T19562
Upper Heyford - Junction Impact Assessment

A43/M40 J10 (slips)/B430

Approach	2028 Ref. Case		2028 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
A43 (E)	831	753	8	0.96%	17	2.26%
slips	1405	1534	2	0.14%	3	0.20%
B430	495	536	28	5.66%	10	1.87%
TOTAL	**2731**	**2823**	**38**	**1.39%**	**30**	**1.06%**

B430/unnamed road

Approach	2028 Ref. Case		2028 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
B430 (N)	755	413	9	1.19%	20	4.84%
B430 (S)	250	397	0	0.00%	0	0.00%
unnamed rd	211	179	28	13.27%	10	5.59%
TOTAL	**1216**	**989**	**37**	**3.04%**	**30**	**3.03%**

B430/B4030

Approach	2028 Ref. Case		2028 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
B430 (N)	499	268	0	0.00%	0	0.00%
B4030 (E)	435	372	2	0.46%	4	1.08%
B430 (S)	293	457	4	1.37%	8	1.75%
B4030 (W)	410	335	18	4.39%	6	1.79%
TOTAL	**1637**	**1432**	**24**	**1.47%**	**18**	**1.26%**

A4095/B430

Approach	2028 Ref. Case		2028 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
B430 (N)	600	300	12	2.00%	4	1.33%
A4095 (E)	135	104	0	0.00%	1	0.96%
B430 (S)	180	296	4	2.22%	8	2.70%
A4095 (W)	212	260	0	0.00%	0	0.00%
TOTAL	**1127**	**960**	**16**	**1.42%**	**13**	**1.35%**

B4030/Unnamed rd

Approach	2028 Ref. Case		2028 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
Unnamed rd	329	193	18	5.47%	6	3.11%
B4030 (SE)	717	338	6	0.84%	12	3.55%
B4030 (W)	183	204	0	0.00%	0	0.00%
TOTAL	**1229**	**735**	**24**	**1.95%**	**18**	**2.45%**

A4260/Somerton Rd/N Aston Rd

Approach	2028 Ref. Case		2028 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
A4260 (N)	676	375	3	0.44%	6	1.60%
Somerton Rd	102	95	0	0.00%	0	0.00%
A4260 (S)	376	668	9	2.39%	3	0.45%
N Aston Rd	62	56	0	0.00%	0	0.00%
TOTAL	**1216**	**1194**	**12**	**0.99%**	**9**	**0.75%**

A4260/B4030

Approach	2028 Ref. Case		2028 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
A4260 (N)	701	340	3	0.43%	6	1.76%
B4030 (E)	318	210	22	6.92%	8	3.81%
A4260 (S)	337	688	4	1.19%	8	1.16%
B4030 (W)	209	214	1	0.48%	1	0.47%
TOTAL	**1565**	**1452**	**30**	**1.92%**	**23**	**1.58%**

Camp Rd/Chilgrove Dr/Unnamed rd

Approach	2028 Ref. Case		2028 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
Chilgrove Dr	2	0	0	0.00%	0	0.00%
unnamed rd (E)	248	180	9	3.63%	20	11.11%
Camp Rd (S)	214	220	6	2.80%	12	5.45%
Camp Rd (W)	428	310	46	10.75%	17	5.48%
TOTAL	**892**	**710**	**61**	**6.84%**	**49**	**6.90%**

B430/Ardley Road

Approach	2028 Ref. Case		2028 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
B430 (N)	654	442	9	1.38%	20	4.52%
Ardley Road (E)	202	156	0	0.00%	0	0.00%
B430 (S)	496	581	28	5.65%	10	1.72%
Ardley Road (W)	131	97	0	0.00%	0	0.00%
TOTAL	**1483**	**1276**	**37**	**2.49%**	**30**	**2.35%**

M40/A43

Approach	2028 Ref. Case		2028 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
A43 (N)	1912	1604	4	0.21%	9	0.56%
A43 (S)	1498	2196	12	0.80%	4	0.18%
M40	1050	964	4	0.38%	8	0.83%
TOTAL	**4460**	**4764**	**20**	**0.45%**	**21**	**0.44%**

B4100/A43 (Baynards Green Roundabout)

Approach	2028 Ref. Case		2028 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
B430 (N)	2512	1796	4	0.16%	9	0.50%
Ardley Road (E)	667	957	0	0.00%	0	0.00%
B430 (S)	1937	2677	12	0.62%	4	0.15%
Ardley Road (W)	237	186	0	0.00%	0	0.00%
TOTAL	**5353**	**5616**	**16**	**0.30%**	**13**	**0.23%**

2031 - 230 dwellings

T19562
Upper Heyford - Junction Impact Assessment

A43/M40 J10 (slips)/B430

Approach	2031 Ref. Case		2031 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
A43 (E)	850	772	12	1.41%	25	3.24%
slips	1438	1572	2	0.14%	5	0.32%
B430	507	550	44	8.68%	16	2.91%
TOTAL	**2795**	**2894**	**58**	**2.08%**	**46**	**1.59%**

B430/unnamed road

Approach	2031 Ref. Case		2031 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
B430 (N)	773	423	14	1.81%	31	7.33%
B430 (S)	256	407	0	0.00%	0	0.00%
unnamed rd	216	184	44	20.37%	16	8.70%
TOTAL	**1245**	**1014**	**58**	**4.66%**	**47**	**4.64%**

B430/B4030

Approach	2031 Ref. Case		2031 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	0	% Impact
B430 (N)	511	274	0	0.00%	0	0.00%
B4030 (E)	446	381	3	0.67%	6	1.57%
B430 (S)	300	469	6	2.00%	13	2.77%
B4030 (W)	420	343	27	6.43%	10	2.92%
TOTAL	**1677**	**1467**	**36**	**2.15%**	**29**	**1.98%**

A4095/B430

Approach	2031 Ref. Case		2031 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
B430 (N)	615	308	18	2.93%	7	2.27%
A4095 (E)	138	107	1	0.72%	1	0.93%
B430 (S)	184	303	5	2.72%	12	3.96%
A4095 (W)	217	267	0	0.00%	0	0.00%
TOTAL	**1154**	**985**	**24**	**2.08%**	**20**	**2.03%**

B4030/Unnamed rd

Approach	2031 Ref. Case		2031 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
Unnamed rd	337	198	27	8.01%	10	5.05%
B4030 (SE)	717	347	9	1.26%	19	5.48%
B4030 (W)	187	209	0	0.00%	0	0.00%
TOTAL	**1241**	**754**	**36**	**2.90%**	**29**	**3.85%**

A4260/Somerton Rd/N Aston Rd

Approach	2031 Ref. Case		2031 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
A4260 (N)	692	384	4	0.58%	10	2.60%
Somerton Rd	104	97	0	0.00%	0	0.00%
A4260 (S)	385	685	14	3.64%	5	0.73%
N Aston Rd	64	57	0	0.00%	0	0.00%
TOTAL	**1245**	**1223**	**18**	**1.45%**	**15**	**1.23%**

A4260/B4030

Approach	2031 Ref. Case		2031 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
A4260 (N)	718	349	4	0.56%	10	2.87%
B4030 (E)	325	215	33	10.15%	12	5.58%
A4260 (S)	346	705	5	1.45%	12	1.70%
B4030 (W)	214	219	1	0.47%	2	0.91%
TOTAL	**1603**	**1488**	**43**	**2.68%**	**36**	**2.42%**

Camp Rd/Chilgrove Dr/Unnamed rd

Approach	2031 Ref. Case		2031 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
Chilgrove Dr	2	0	0	0.00%	0	0.00%
unnamed rd (E)	254	185	14	5.51%	31	16.76%
Camp Rd (S)	220	226	9	4.09%	19	8.41%
Camp Rd (W)	438	317	70	15.98%	26	8.20%
TOTAL	**914**	**728**	**93**	**10.18%**	**76**	**10.44%**

B430/Ardley Road

Approach	2031 Ref. Case		2031 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
B430 (N)	670	453	14	2.09%	31	6.84%
Ardley Road (E)	207	160	0	0.00%	0	0.00%
B430 (S)	508	595	44	8.66%	16	2.69%
Ardley Road (W)	135	99	0	0.00%	0	0.00%
TOTAL	**1520**	**1307**	**58**	**3.82%**	**47**	**3.60%**

M40/A43

Approach	2031 Ref. Case		2031 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
A43 (N)	1952	1639	6	0.31%	13	0.79%
A43 (S)	1529	2243	19	1.24%	7	0.31%
M40	1072	985	5	0.47%	12	1.22%
TOTAL	**4553**	**4867**	**30**	**0.66%**	**32**	**0.66%**

B4100/A43 (Baynards Green Roundabout)

Approach	2031 Ref. Case		2031 With Dev Difference			
	AM	PM	AM		PM	
			Flow	% Impact	Flow	% Impact
B430 (N)	2564	1835	6	0.23%	13	0.71%
Ardley Road (E)	681	978	0	0.00%	0	0.00%
B430 (S)	1977	2735	19	0.96%	7	0.26%
Ardley Road (W)	242	190	0	0.00%	0	0.00%
TOTAL	**5464**	**5738**	**25**	**0.46%**	**20**	**0.35%**

APPENDIX H13

A43/M40 SLIP/B430 (ARDLEY ROUNDABOUT) MODELLING OUTPUT

A43/M40 Slip Road/B430 (Ardley Roundabout) – Junction Assessment Results

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2023 Base						
A43 (E)	0.35	1	2	0.32	1	2
M40 Slips	0.82	5	13	0.84	6	13
B430	0.36	1	4	0.41	1	5
2026 Base						
A43 (E)	0.36	1	3	0.33	1	2
M40 Slips	0.85	6	16	0.88	8	17
B430	0.38	1	4	0.44	1	5
2026 Base + 50 dwellings						
A43 (E)	0.36	1	3	0.33	1	2
M40 Slips	0.86	7	16	0.88	8	17
B430	0.38	1	4	0.44	1	5
2027 Base						
A43 (E)	0.37	1	3	0.33	1	2
M40 Slips	0.86	7	17	0.89	8	18
B430	0.38	1	4	0.44	1	5
2027 Base + 100 dwellings						
A43 (E)	0.37	1	3	0.34	1	2
M40 Slips	0.87	7	17	0.89	8	19
B430	0.40	1	4	0.45	1	5
2028 Base						
A43 (E)	0.37	1	3	0.34	1	2
M40 Slips	0.87	7	18	0.89	9	19
B430	0.39	1	4	0.45	1	5
2028 Base + 150 dwellings						
A43 (E)	0.37	1	3	0.34	1	2
M40 Slips	0.87	8	18	0.90	9	21
B430	0.41	1	5	0.46	1	5
2031 Base						
A43 (E)	0.38	1	3	0.34	1	2
M40 Slips	0.90	9	22	0.92	11	24
B430	0.40	1	5	0.47	1	6
2031 Base + 230 dwellings						
A43 (E)	0.39	1	3	0.36	1	2
M40 Slips	0.90	10	23	0.93	12	27
B430	0.44	1	5	0.48	1	6

RFC is Ratio of Flow to Capacity, Queue is mean max in PCUs, Delay is seconds per PCU.

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.0.1820

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: T19562 - A43_M40_J10_slips_B430 v2.j10
Path: C:\Users\NeilBateman\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\2019\T19562 Heyford Park\Junction Assessments\Arcady
Report generation date: 19/10/2023 11:19:29

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2023									
Arm 1	D1	0.6	2.46	0.35	A	D2	0.5	2.26	0.32	A
Arm 2		5.1	12.87	0.82	B		5.8	13.40	0.84	B
Arm 3		0.6	4.11	0.36	A		0.7	4.74	0.41	A
	2026									
Arm 1	D3	0.6	2.52	0.36	A	D4	0.5	2.30	0.33	A
Arm 2		6.4	15.84	0.85	C		7.5	17.10	0.88	C
Arm 3		0.6	4.33	0.38	A		0.8	5.08	0.44	A
	2026 + 50 dw									
Arm 1	D5	0.6	2.53	0.36	A	D6	0.5	2.31	0.33	A
Arm 2		6.5	16.02	0.86	C		7.7	17.40	0.88	C
Arm 3		0.7	4.35	0.38	A		0.8	5.10	0.44	A
	2027									
Arm 1	D7	0.6	2.53	0.37	A	D8	0.5	2.31	0.33	A
Arm 2		6.9	16.84	0.86	C		8.1	18.19	0.89	C
Arm 3		0.7	4.38	0.38	A		0.8	5.16	0.44	A
	2027 + 100 dw									
Arm 1	D9	0.6	2.55	0.37	A	D10	0.5	2.33	0.34	A
Arm 2		7.0	17.13	0.87	C		8.4	18.91	0.89	C
Arm 3		0.7	4.46	0.40	A		0.9	5.21	0.45	A
	2028									
Arm 1	D11	0.6	2.54	0.37	A	D12	0.5	2.32	0.34	A
Arm 2		7.3	17.77	0.87	C		8.6	19.40	0.89	C
Arm 3		0.7	4.44	0.39	A		0.9	5.25	0.45	A
	2028 + 150 dw									
Arm 1	D13	0.7	2.57	0.37	A	D14	0.6	2.35	0.34	A
Arm 2		7.5	18.31	0.87	C		9.3	20.79	0.90	C
Arm 3		0.7	4.57	0.41	A		0.9	5.31	0.46	A
	2031									
Arm 1	D15	0.7	2.59	0.38	A	D16	0.6	2.36	0.34	A
Arm 2		9.0	21.74	0.90	C		11.0	24.41	0.92	C
Arm 3		0.7	4.61	0.40	A		0.9	5.53	0.47	A
	2031 + 230 dw									
Arm 1	D17	0.7	2.63	0.39	A	D18	0.6	2.40	0.36	A
Arm 2		9.5	22.73	0.90	C		12.4	27.40	0.93	D
Arm 3		0.8	4.86	0.44	A		1.0	5.65	0.48	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

File summary

File Description

Title	A43-M40 J10 Slips-B430
Location	Heyford Park
Site number	
Date	07/09/2023
Version	
Status	(new file)
Identifier	
Client	Richborough
Jobnumber	T19562
Enumerator	AzureAD\NeilBateman
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023	AM	ONE HOUR	07:45	09:15	15
D2	2023	PM	ONE HOUR	16:45	18:15	15
D3	2026	AM	ONE HOUR	07:45	09:15	15
D4	2026	PM	ONE HOUR	16:45	18:15	15
D5	2026 + 50 dw	AM	ONE HOUR	07:45	09:15	15
D6	2026 + 50 dw	PM	ONE HOUR	16:45	18:15	15
D7	2027	AM	ONE HOUR	07:45	09:15	15
D8	2027	PM	ONE HOUR	16:45	18:15	15
D9	2027 + 100 dw	AM	ONE HOUR	07:45	09:15	15
D10	2027 + 100 dw	PM	ONE HOUR	16:45	18:15	15
D11	2028	AM	ONE HOUR	07:45	09:15	15
D12	2028	PM	ONE HOUR	16:45	18:15	15
D13	2028 + 150 dw	AM	ONE HOUR	07:45	09:15	15
D14	2028 + 150 dw	PM	ONE HOUR	16:45	18:15	15
D15	2031	AM	ONE HOUR	07:45	09:15	15
D16	2031	PM	ONE HOUR	16:45	18:15	15
D17	2031 + 230 dw	AM	ONE HOUR	07:45	09:15	15
D18	2031 + 230 dw	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/M40 J10 (slips)/B430	Standard Roundabout		1, 2, 3	8.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.11	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A43 (E)		
2	M40 slips		
3	B430		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	7.70	8.56	6.4	19.3	71.0	17.4		
2	6.00	6.80	12.0	28.0	71.0	15.7		
3	3.40	9.39	47.3	10.9	71.0	24.3		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.655	2621
2	0.586	2146
3	0.586	2273

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	790	100.000
2		✓	1336	100.000
3		✓	471	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	243	547
	2	1271	0	65
	3	285	186	0

Vehicle Mix

Heavy Vehicle %

		To		
		1	2	3
From	1	0	23	6
	2	16	0	20
	3	6	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.35	2.46	0.6	A
2	0.82	12.87	5.1	B
3	0.36	4.11	0.6	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	595	140	2530	0.235	593	0.3	2.057	A
2	1006	411	1906	0.528	1001	1.3	4.596	A
3	355	952	1715	0.207	353	0.3	2.819	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	710	167	2512	0.283	710	0.4	2.212	A
2	1201	491	1858	0.646	1198	2.1	6.302	A
3	423	1140	1606	0.264	423	0.4	3.251	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	870	204	2487	0.350	869	0.6	2.461	A
2	1471	602	1794	0.820	1460	4.9	12.117	B
3	519	1389	1460	0.355	518	0.6	4.077	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	870	205	2487	0.350	870	0.6	2.464	A
2	1471	602	1794	0.820	1470	5.1	12.866	B
3	519	1399	1454	0.357	519	0.6	4.110	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	710	168	2511	0.283	711	0.4	2.214	A
2	1201	492	1858	0.646	1213	2.2	6.595	A
3	423	1154	1597	0.265	424	0.4	3.281	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	595	140	2529	0.235	595	0.3	2.062	A
2	1006	412	1905	0.528	1009	1.3	4.686	A
3	355	960	1711	0.207	355	0.3	2.836	A

2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/M40 J10 (slips)/B430	Standard Roundabout		1, 2, 3	8.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.78	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	715	100.000
2		✓	1456	100.000
3		✓	509	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	338	377
	2	1411	0	45
	3	315	194	0

Vehicle Mix

Heavy Vehicle %

		To		
		1	2	3
From	1	0	10	3
	2	13	0	10
	3	5	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.32	2.26	0.5	A
2	0.84	13.40	5.8	B
3	0.41	4.74	0.7	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	538	146	2526	0.213	537	0.3	1.921	A
2	1096	283	1980	0.553	1091	1.4	4.540	A
3	383	1057	1654	0.232	382	0.3	2.990	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	643	174	2507	0.256	642	0.4	2.050	A
2	1309	339	1948	0.672	1305	2.3	6.290	A
3	458	1265	1532	0.299	457	0.4	3.539	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	787	213	2481	0.317	787	0.5	2.256	A
2	1603	415	1903	0.842	1590	5.5	12.471	B
3	560	1541	1371	0.409	559	0.7	4.686	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	787	214	2481	0.317	787	0.5	2.256	A
2	1603	415	1903	0.842	1602	5.8	13.398	B
3	560	1553	1364	0.411	560	0.7	4.739	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	643	175	2506	0.256	643	0.4	2.053	A
2	1309	339	1948	0.672	1323	2.4	6.636	A
3	458	1282	1522	0.301	459	0.5	3.582	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	538	146	2525	0.213	539	0.3	1.926	A
2	1096	284	1980	0.554	1100	1.4	4.639	A
3	383	1066	1649	0.232	384	0.3	3.010	A

2026, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/M40 J10 (slips)/B430	Standard Roundabout		1, 2, 3	9.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.70	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	818	100.000
2		✓	1382	100.000
3		✓	488	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	252	566
	2	1315	0	67
	3	295	193	0

Vehicle Mix

Heavy Vehicle %

		To		
		1	2	3
From	1	0	23	6
	2	16	0	20
	3	6	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.36	2.52	0.6	A
2	0.85	15.84	6.4	C
3	0.38	4.33	0.6	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	616	145	2526	0.244	614	0.4	2.084	A
2	1040	425	1897	0.548	1035	1.4	4.819	A
3	367	985	1696	0.217	366	0.3	2.887	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	735	173	2507	0.293	735	0.5	2.248	A
2	1242	509	1848	0.672	1239	2.3	6.817	A
3	439	1179	1583	0.277	438	0.4	3.356	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	901	212	2482	0.363	900	0.6	2.517	A
2	1522	623	1782	0.854	1506	6.1	14.460	B
3	537	1433	1433	0.375	536	0.6	4.280	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	901	212	2482	0.363	901	0.6	2.520	A
2	1522	623	1781	0.854	1520	6.4	15.841	C
3	537	1447	1426	0.377	537	0.6	4.326	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	735	174	2507	0.293	736	0.5	2.252	A
2	1242	509	1848	0.672	1258	2.4	7.276	A
3	439	1197	1572	0.279	440	0.4	3.400	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	616	145	2526	0.244	616	0.4	2.089	A
2	1040	426	1897	0.549	1044	1.4	4.933	A
3	367	994	1691	0.217	368	0.3	2.906	A

2026, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/M40 J10 (slips)/B430	Standard Roundabout		1, 2, 3	10.87	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.87	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	741	100.000
2		✓	1510	100.000
3		✓	528	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	350	391
	2	1463	0	47
	3	327	201	0

Vehicle Mix

Heavy Vehicle %

		To		
		1	2	3
From	1	0	10	3
	2	13	0	10
	3	5	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.33	2.30	0.5	A
2	0.88	17.10	7.5	C
3	0.44	5.08	0.8	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	558	151	2522	0.221	557	0.3	1.944	A
2	1137	294	1974	0.576	1131	1.5	4.784	A
3	398	1096	1631	0.244	396	0.3	3.080	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	666	180	2503	0.266	666	0.4	2.081	A
2	1357	351	1941	0.700	1353	2.6	6.871	A
3	475	1311	1505	0.315	474	0.5	3.691	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	816	221	2476	0.329	815	0.5	2.301	A
2	1663	430	1894	0.878	1644	7.1	15.254	C
3	581	1593	1340	0.434	580	0.8	5.002	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	816	221	2476	0.330	816	0.5	2.302	A
2	1663	430	1894	0.878	1661	7.5	17.104	C
3	581	1609	1331	0.437	581	0.8	5.081	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	666	181	2502	0.266	667	0.4	2.082	A
2	1357	352	1940	0.700	1377	2.7	7.451	A
3	475	1334	1492	0.318	476	0.5	3.754	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	558	152	2522	0.221	558	0.3	1.947	A
2	1137	295	1974	0.576	1141	1.6	4.910	A
3	398	1106	1625	0.245	398	0.3	3.105	A

2026 + 50 dw, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/M40 J10 (slips)/B430	Standard Roundabout		1, 2, 3	9.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.77	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2026 + 50 dw	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	821	100.000
2		✓	1383	100.000
3		✓	497	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	252	569
	2	1315	0	68
	3	301	196	0

Vehicle Mix

Heavy Vehicle %

		To		
		1	2	3
From	1	0	23	6
	2	16	0	20
	3	5	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.36	2.53	0.6	A
2	0.86	16.02	6.5	C
3	0.38	4.35	0.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	618	147	2525	0.245	617	0.4	2.088	A
2	1041	427	1896	0.549	1036	1.4	4.831	A
3	374	985	1696	0.221	373	0.3	2.885	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	738	176	2506	0.295	738	0.5	2.254	A
2	1243	511	1847	0.673	1240	2.3	6.845	A
3	447	1179	1583	0.282	446	0.4	3.361	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	904	215	2480	0.365	903	0.6	2.526	A
2	1523	626	1780	0.856	1507	6.2	14.593	B
3	547	1433	1434	0.382	546	0.7	4.303	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	904	216	2480	0.365	904	0.6	2.528	A
2	1523	626	1779	0.856	1521	6.5	16.019	C
3	547	1447	1426	0.384	547	0.7	4.350	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	738	177	2505	0.295	739	0.5	2.258	A
2	1243	512	1846	0.673	1260	2.5	7.314	A
3	447	1198	1572	0.284	448	0.4	3.402	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	618	148	2524	0.245	619	0.4	2.092	A
2	1041	429	1895	0.549	1045	1.4	4.943	A
3	374	994	1691	0.221	375	0.3	2.906	A

2026 + 50 dw, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/M40 J10 (slips)/B430	Standard Roundabout		1, 2, 3	11.02	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.02	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2026 + 50 dw	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	746	100.000
2		✓	1511	100.000
3		✓	531	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	350	396
	2	1463	0	48
	3	329	202	0

Vehicle Mix

Heavy Vehicle %

		To		
		1	2	3
From	1	0	10	3
	2	13	0	10
	3	5	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.33	2.31	0.5	A
2	0.88	17.40	7.7	C
3	0.44	5.10	0.8	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	562	152	2522	0.223	560	0.3	1.948	A
2	1138	297	1972	0.577	1131	1.5	4.801	A
3	400	1096	1631	0.245	398	0.3	3.085	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	671	181	2502	0.268	670	0.4	2.086	A
2	1358	356	1938	0.701	1354	2.6	6.910	A
3	477	1311	1505	0.317	477	0.5	3.700	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	821	222	2476	0.332	821	0.5	2.310	A
2	1664	436	1891	0.880	1645	7.2	15.466	C
3	585	1593	1340	0.436	583	0.8	5.023	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	821	222	2475	0.332	821	0.5	2.310	A
2	1664	436	1891	0.880	1662	7.7	17.399	C
3	585	1609	1331	0.439	585	0.8	5.103	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	671	182	2502	0.268	671	0.4	2.088	A
2	1358	356	1938	0.701	1378	2.7	7.508	A
3	477	1334	1491	0.320	479	0.5	3.762	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	562	152	2521	0.223	562	0.3	1.950	A
2	1138	298	1972	0.577	1142	1.6	4.928	A
3	400	1106	1625	0.246	400	0.3	3.111	A

2027, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/M40 J10 (slips)/B430	Standard Roundabout		1, 2, 3	10.23	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.23	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2027	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	824	100.000
2		✓	1394	100.000
3		✓	491	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	253	571
	2	1326	0	68
	3	297	194	0

Vehicle Mix

Heavy Vehicle %

		To		
		1	2	3
From	1	0	23	6
	2	16	0	20
	3	6	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.37	2.53	0.6	A
2	0.86	16.84	6.9	C
3	0.38	4.38	0.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	620	146	2526	0.246	619	0.4	2.089	A
2	1049	429	1895	0.554	1044	1.4	4.881	A
3	370	993	1691	0.219	368	0.3	2.903	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	741	174	2507	0.295	740	0.5	2.256	A
2	1253	513	1846	0.679	1249	2.4	6.965	A
3	441	1188	1577	0.280	441	0.4	3.381	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	907	213	2481	0.366	907	0.6	2.529	A
2	1535	628	1778	0.863	1518	6.5	15.205	C
3	541	1444	1427	0.379	540	0.6	4.327	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	907	214	2481	0.366	907	0.6	2.531	A
2	1535	629	1778	0.863	1533	6.9	16.844	C
3	541	1459	1419	0.381	541	0.7	4.377	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	741	175	2506	0.296	741	0.5	2.260	A
2	1253	514	1845	0.679	1271	2.5	7.487	A
3	441	1209	1565	0.282	442	0.4	3.425	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	620	146	2525	0.246	621	0.4	2.094	A
2	1049	430	1894	0.554	1054	1.5	5.001	A
3	370	1002	1686	0.219	370	0.3	2.924	A

2027, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/M40 J10 (slips)/B430	Standard Roundabout		1, 2, 3	11.48	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.48	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2027	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	747	100.000
2		✓	1522	100.000
3		✓	532	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	353	394
	2	1475	0	47
	3	329	203	0

Vehicle Mix

Heavy Vehicle %

		To		
		1	2	3
From	1	0	10	3
	2	13	0	10
	3	5	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.33	2.31	0.5	A
2	0.89	18.19	8.1	C
3	0.44	5.16	0.8	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	562	152	2521	0.223	561	0.3	1.949	A
2	1146	296	1973	0.581	1140	1.5	4.842	A
3	401	1104	1626	0.246	399	0.3	3.100	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	672	182	2502	0.268	671	0.4	2.088	A
2	1368	354	1939	0.706	1364	2.6	7.011	A
3	478	1322	1499	0.319	478	0.5	3.726	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	822	223	2475	0.332	822	0.5	2.313	A
2	1676	434	1892	0.886	1656	7.6	16.010	C
3	586	1605	1333	0.439	584	0.8	5.076	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	822	223	2475	0.332	822	0.5	2.313	A
2	1676	434	1892	0.886	1674	8.1	18.186	C
3	586	1622	1323	0.443	586	0.8	5.163	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	672	183	2501	0.269	672	0.4	2.092	A
2	1368	354	1939	0.706	1389	2.8	7.668	A
3	478	1346	1484	0.322	480	0.5	3.795	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	562	153	2521	0.223	563	0.3	1.952	A
2	1146	297	1973	0.581	1151	1.6	4.973	A
3	401	1115	1620	0.247	401	0.3	3.127	A

2027 + 100 dw, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/M40 J10 (slips)/B430	Standard Roundabout		1, 2, 3	10.34	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.34	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2027 + 100 dw	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	829	100.000
2		✓	1395	100.000
3		✓	510	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	253	576
	2	1326	0	69
	3	309	201	0

Vehicle Mix

Heavy Vehicle %

		To		
		1	2	3
From	1	0	23	6
	2	16	0	20
	3	5	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.37	2.55	0.6	A
2	0.87	17.13	7.0	C
3	0.40	4.46	0.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	624	151	2522	0.247	623	0.4	2.097	A
2	1050	433	1893	0.555	1045	1.4	4.899	A
3	384	993	1691	0.227	383	0.3	2.917	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	745	181	2503	0.298	745	0.5	2.266	A
2	1254	518	1843	0.680	1250	2.4	7.005	A
3	458	1188	1577	0.291	458	0.4	3.413	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	913	221	2476	0.369	912	0.6	2.545	A
2	1536	634	1775	0.865	1519	6.6	15.413	C
3	562	1444	1427	0.393	561	0.7	4.405	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	913	221	2476	0.369	913	0.6	2.548	A
2	1536	634	1775	0.865	1534	7.0	17.129	C
3	562	1459	1419	0.396	561	0.7	4.458	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	745	181	2502	0.298	746	0.5	2.268	A
2	1254	518	1843	0.681	1272	2.5	7.548	A
3	458	1209	1565	0.293	459	0.4	3.462	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	624	152	2522	0.248	625	0.4	2.100	A
2	1050	434	1892	0.555	1055	1.5	5.020	A
3	384	1002	1686	0.228	384	0.3	2.937	A

2027 + 100 dw, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/M40 J10 (slips)/B430	Standard Roundabout		1, 2, 3	11.84	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.84	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2027 + 100 dw	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	758	100.000
2		✓	1524	100.000
3		✓	538	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	353	405
	2	1475	0	49
	3	333	205	0

Vehicle Mix

Heavy Vehicle %

		To		
		1	2	3
From	1	0	10	3
	2	13	0	9
	3	5	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.34	2.33	0.5	A
2	0.89	18.91	8.4	C
3	0.45	5.21	0.9	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	571	154	2520	0.226	569	0.3	1.958	A
2	1147	304	1968	0.583	1141	1.6	4.878	A
3	405	1104	1626	0.249	404	0.3	3.112	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	681	184	2500	0.273	681	0.4	2.100	A
2	1370	364	1933	0.709	1366	2.7	7.101	A
3	484	1322	1499	0.323	483	0.5	3.746	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	835	225	2473	0.337	834	0.5	2.331	A
2	1678	446	1885	0.890	1657	7.8	16.510	C
3	592	1604	1333	0.444	591	0.8	5.118	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	835	226	2473	0.337	835	0.5	2.331	A
2	1678	446	1885	0.890	1676	8.4	18.914	C
3	592	1622	1323	0.448	592	0.9	5.209	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	681	185	2500	0.273	682	0.4	2.102	A
2	1370	364	1933	0.709	1392	2.8	7.808	A
3	484	1348	1484	0.326	485	0.5	3.819	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	571	155	2520	0.226	571	0.3	1.961	A
2	1147	305	1968	0.583	1152	1.6	5.013	A
3	405	1115	1620	0.250	406	0.4	3.139	A

2028, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/M40 J10 (slips)/B430	Standard Roundabout		1, 2, 3	10.72	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.72	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2028	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	830	100.000
2		✓	1404	100.000
3		✓	496	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	255	575
	2	1336	0	68
	3	300	196	0

Vehicle Mix

Heavy Vehicle %

		To		
		1	2	3
From	1	0	23	6
	2	16	0	20
	3	6	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.37	2.54	0.6	A
2	0.87	17.77	7.3	C
3	0.39	4.44	0.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	625	147	2525	0.248	623	0.4	2.095	A
2	1057	432	1893	0.558	1051	1.5	4.934	A
3	373	1000	1687	0.221	372	0.3	2.921	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	746	176	2506	0.298	746	0.5	2.264	A
2	1262	517	1844	0.685	1258	2.5	7.093	A
3	446	1197	1572	0.284	445	0.4	3.410	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	914	215	2480	0.369	913	0.6	2.542	A
2	1546	633	1776	0.871	1528	6.9	15.870	C
3	546	1454	1421	0.384	545	0.7	4.383	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	914	216	2480	0.369	914	0.6	2.544	A
2	1546	633	1775	0.871	1544	7.3	17.766	C
3	546	1469	1412	0.387	546	0.7	4.437	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	746	177	2505	0.298	747	0.5	2.268	A
2	1262	517	1843	0.685	1281	2.6	7.677	A
3	446	1219	1559	0.286	447	0.4	3.458	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	625	148	2524	0.248	625	0.4	2.100	A
2	1057	433	1893	0.558	1061	1.5	5.059	A
3	373	1010	1681	0.222	374	0.3	2.942	A

2028, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/M40 J10 (slips)/B430	Standard Roundabout		1, 2, 3	12.16	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.16	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2028	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	753	100.000
2		✓	1534	100.000
3		✓	536	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	356	397
	2	1487	0	47
	3	332	204	0

Vehicle Mix

Heavy Vehicle %

		To		
		1	2	3
From	1	0	10	3
	2	13	0	10
	3	5	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.34	2.32	0.5	A
2	0.89	19.40	8.6	C
3	0.45	5.25	0.9	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	567	153	2521	0.225	566	0.3	1.954	A
2	1155	298	1972	0.586	1149	1.6	4.901	A
3	404	1113	1621	0.249	402	0.3	3.121	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	677	183	2501	0.271	677	0.4	2.095	A
2	1379	357	1937	0.712	1374	2.7	7.161	A
3	482	1332	1493	0.323	481	0.5	3.762	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	829	224	2474	0.335	829	0.5	2.323	A
2	1689	437	1890	0.893	1668	8.0	16.831	C
3	590	1617	1326	0.445	589	0.8	5.153	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	829	225	2474	0.335	829	0.5	2.323	A
2	1689	437	1890	0.893	1687	8.6	19.403	C
3	590	1635	1315	0.449	590	0.9	5.248	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	677	184	2501	0.271	677	0.4	2.099	A
2	1379	357	1937	0.712	1402	2.9	7.907	A
3	482	1359	1477	0.326	483	0.5	3.838	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	567	154	2520	0.225	567	0.3	1.957	A
2	1155	299	1971	0.586	1160	1.6	5.039	A
3	404	1124	1614	0.250	404	0.4	3.146	A

2028 + 150 dw, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/M40 J10 (slips)/B430	Standard Roundabout		1, 2, 3	10.94	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.94	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2028 + 150 dw	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	838	100.000
2		✓	1406	100.000
3		✓	523	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	255	583
	2	1336	0	70
	3	317	206	0

Vehicle Mix

Heavy Vehicle %

		To		
		1	2	3
From	1	0	23	6
	2	16	0	20
	3	5	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.37	2.57	0.7	A
2	0.87	18.31	7.5	C
3	0.41	4.57	0.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	631	155	2520	0.250	629	0.4	2.107	A
2	1059	438	1890	0.560	1053	1.5	4.962	A
3	394	1000	1687	0.233	392	0.3	2.949	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	753	185	2500	0.301	753	0.5	2.280	A
2	1264	524	1840	0.687	1260	2.5	7.164	A
3	470	1197	1572	0.299	470	0.5	3.465	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	923	226	2473	0.373	922	0.7	2.567	A
2	1548	641	1771	0.874	1530	7.1	16.256	C
3	576	1454	1422	0.405	575	0.7	4.507	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	923	227	2472	0.373	923	0.7	2.569	A
2	1548	642	1770	0.874	1546	7.5	18.308	C
3	576	1469	1412	0.408	576	0.7	4.567	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	753	186	2499	0.301	754	0.5	2.282	A
2	1264	525	1839	0.687	1284	2.6	7.781	A
3	470	1220	1559	0.302	471	0.5	3.519	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	631	155	2519	0.250	631	0.4	2.111	A
2	1059	439	1889	0.560	1063	1.5	5.090	A
3	394	1010	1681	0.234	394	0.3	2.972	A

2028 + 150 dw, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/M40 J10 (slips)/B430	Standard Roundabout		1, 2, 3	12.85	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.85	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2028 + 150 dw	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	770	100.000
2		✓	1538	100.000
3		✓	546	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	356	414
	2	1487	0	51
	3	338	208	0

Vehicle Mix

Heavy Vehicle %

		To		
		1	2	3
From	1	0	10	3
	2	13	0	9
	3	5	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.34	2.35	0.6	A
2	0.90	20.79	9.3	C
3	0.46	5.31	0.9	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	580	156	2519	0.230	578	0.3	1.968	A
2	1158	311	1964	0.589	1151	1.6	4.961	A
3	411	1113	1621	0.254	410	0.4	3.130	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	692	187	2499	0.277	692	0.4	2.114	A
2	1383	372	1928	0.717	1378	2.8	7.317	A
3	491	1332	1493	0.329	490	0.5	3.782	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	848	228	2471	0.343	847	0.6	2.352	A
2	1693	456	1880	0.901	1670	8.5	17.742	C
3	601	1615	1327	0.453	600	0.9	5.206	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	848	229	2471	0.343	848	0.6	2.353	A
2	1693	456	1879	0.901	1691	9.3	20.791	C
3	601	1634	1316	0.457	601	0.9	5.308	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	692	188	2498	0.277	693	0.4	2.118	A
2	1383	372	1928	0.717	1408	2.9	8.167	A
3	491	1361	1476	0.333	492	0.5	3.864	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	580	157	2518	0.230	580	0.3	1.972	A
2	1158	312	1964	0.590	1163	1.6	5.108	A
3	411	1125	1614	0.255	412	0.4	3.155	A

2031, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/M40 J10 (slips)/B430	Standard Roundabout		1, 2, 3	12.80	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.80	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D15	2031	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	851	100.000
2		✓	1438	100.000
3		✓	507	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	262	589
	2	1368	0	70
	3	307	200	0

Vehicle Mix

Heavy Vehicle %

		To		
		1	2	3
From	1	0	23	6
	2	16	0	20
	3	6	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.38	2.59	0.7	A
2	0.90	21.74	9.0	C
3	0.40	4.61	0.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	641	150	2523	0.254	639	0.4	2.114	A
2	1083	442	1887	0.574	1076	1.5	5.120	A
3	382	1024	1673	0.228	380	0.3	2.971	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	765	180	2503	0.306	765	0.5	2.292	A
2	1293	529	1836	0.704	1288	2.7	7.566	A
3	456	1225	1555	0.293	455	0.4	3.492	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	937	220	2477	0.378	936	0.7	2.585	A
2	1583	648	1767	0.896	1561	8.3	18.548	C
3	558	1485	1403	0.398	557	0.7	4.537	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	937	220	2477	0.378	937	0.7	2.587	A
2	1583	648	1766	0.896	1580	9.0	21.735	C
3	558	1504	1392	0.401	558	0.7	4.608	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	765	180	2503	0.306	766	0.5	2.294	A
2	1293	530	1836	0.704	1318	2.8	8.434	A
3	456	1253	1539	0.296	457	0.5	3.555	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	641	151	2522	0.254	641	0.4	2.118	A
2	1083	444	1886	0.574	1088	1.6	5.270	A
3	382	1035	1667	0.229	382	0.3	2.992	A

2031, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/M40 J10 (slips)/B430	Standard Roundabout		1, 2, 3	14.94	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.94	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D16	2031	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	772	100.000
2		✓	1572	100.000
3		✓	549	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	365	407
	2	1523	0	49
	3	340	209	0

Vehicle Mix

Heavy Vehicle %

		To		
		1	2	3
From	1	0	10	3
	2	13	0	10
	3	5	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.34	2.36	0.6	A
2	0.92	24.41	11.0	C
3	0.47	5.53	0.9	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	581	157	2518	0.231	580	0.3	1.971	A
2	1183	306	1967	0.602	1177	1.7	5.100	A
3	413	1140	1605	0.257	412	0.4	3.185	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	694	188	2498	0.278	694	0.4	2.118	A
2	1413	366	1932	0.731	1408	3.0	7.677	A
3	494	1364	1474	0.335	493	0.5	3.878	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	850	230	2471	0.344	849	0.6	2.358	A
2	1731	448	1884	0.919	1703	10.0	19.940	C
3	604	1650	1307	0.463	603	0.9	5.399	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	850	230	2470	0.344	850	0.6	2.359	A
2	1731	448	1884	0.919	1726	11.0	24.408	C
3	604	1673	1293	0.467	604	0.9	5.526	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	694	188	2498	0.278	695	0.4	2.120	A
2	1413	366	1932	0.732	1445	3.2	8.848	A
3	494	1400	1453	0.340	495	0.5	3.979	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	581	158	2518	0.231	582	0.3	1.974	A
2	1183	307	1967	0.602	1189	1.7	5.265	A
3	413	1152	1598	0.259	414	0.4	3.216	A

2031 + 230 dw, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/M40 J10 (slips)/B430	Standard Roundabout		1, 2, 3	13.20	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.20	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D17	2031 + 230 dw	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	862	100.000
2		✓	1440	100.000
3		✓	551	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	262	600
	2	1368	0	72
	3	334	217	0

Vehicle Mix

Heavy Vehicle %

		To		
		1	2	3
From	1	0	23	6
	2	16	0	20
	3	5	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.39	2.63	0.7	A
2	0.90	22.73	9.5	C
3	0.44	4.86	0.8	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	649	163	2514	0.258	647	0.4	2.131	A
2	1084	451	1882	0.576	1078	1.6	5.161	A
3	415	1024	1673	0.248	413	0.3	3.031	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	775	195	2493	0.311	774	0.5	2.317	A
2	1295	539	1831	0.707	1290	2.7	7.669	A
3	495	1225	1555	0.318	495	0.5	3.601	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	949	238	2465	0.385	948	0.7	2.625	A
2	1585	660	1760	0.901	1562	8.7	19.181	C
3	607	1484	1404	0.432	605	0.8	4.779	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	949	239	2464	0.385	949	0.7	2.628	A
2	1585	661	1759	0.901	1582	9.5	22.727	C
3	607	1503	1393	0.436	607	0.8	4.862	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	775	196	2493	0.311	776	0.5	2.322	A
2	1295	540	1830	0.707	1321	2.9	8.614	A
3	495	1255	1538	0.322	497	0.5	3.675	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	649	164	2514	0.258	649	0.4	2.136	A
2	1084	452	1882	0.576	1089	1.6	5.314	A
3	415	1035	1667	0.249	415	0.4	3.054	A

2031 + 230 dw, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A43/M40 J10 (slips)/B430	Standard Roundabout		1, 2, 3	16.44	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	16.44	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D18	2031 + 230 dw	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	797	100.000
2		✓	1577	100.000
3		✓	566	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	365	432
	2	1523	0	54
	3	350	216	0

Vehicle Mix

Heavy Vehicle %

		To		
		1	2	3
From	1	0	10	3
	2	13	0	9
	3	5	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.36	2.40	0.6	A
2	0.93	27.40	12.4	D
3	0.48	5.65	1.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	600	162	2515	0.239	599	0.3	1.992	A
2	1187	325	1956	0.607	1180	1.7	5.191	A
3	426	1140	1605	0.265	425	0.4	3.208	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	716	194	2494	0.287	716	0.4	2.148	A
2	1418	388	1919	0.739	1412	3.1	7.930	A
3	509	1364	1474	0.345	508	0.6	3.924	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	878	237	2466	0.356	877	0.6	2.402	A
2	1736	475	1868	0.930	1705	11.0	21.643	C
3	623	1646	1309	0.476	622	0.9	5.509	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	878	238	2465	0.356	878	0.6	2.405	A
2	1736	476	1868	0.930	1731	12.4	27.398	D
3	623	1671	1294	0.482	623	1.0	5.654	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	716	195	2493	0.287	717	0.4	2.150	A
2	1418	389	1919	0.739	1454	3.3	9.386	A
3	509	1404	1451	0.351	510	0.6	4.043	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	600	163	2514	0.239	600	0.3	1.995	A
2	1187	325	1956	0.607	1193	1.8	5.370	A
3	426	1153	1598	0.267	427	0.4	3.240	A