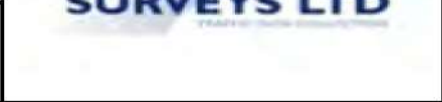


SITE: 1

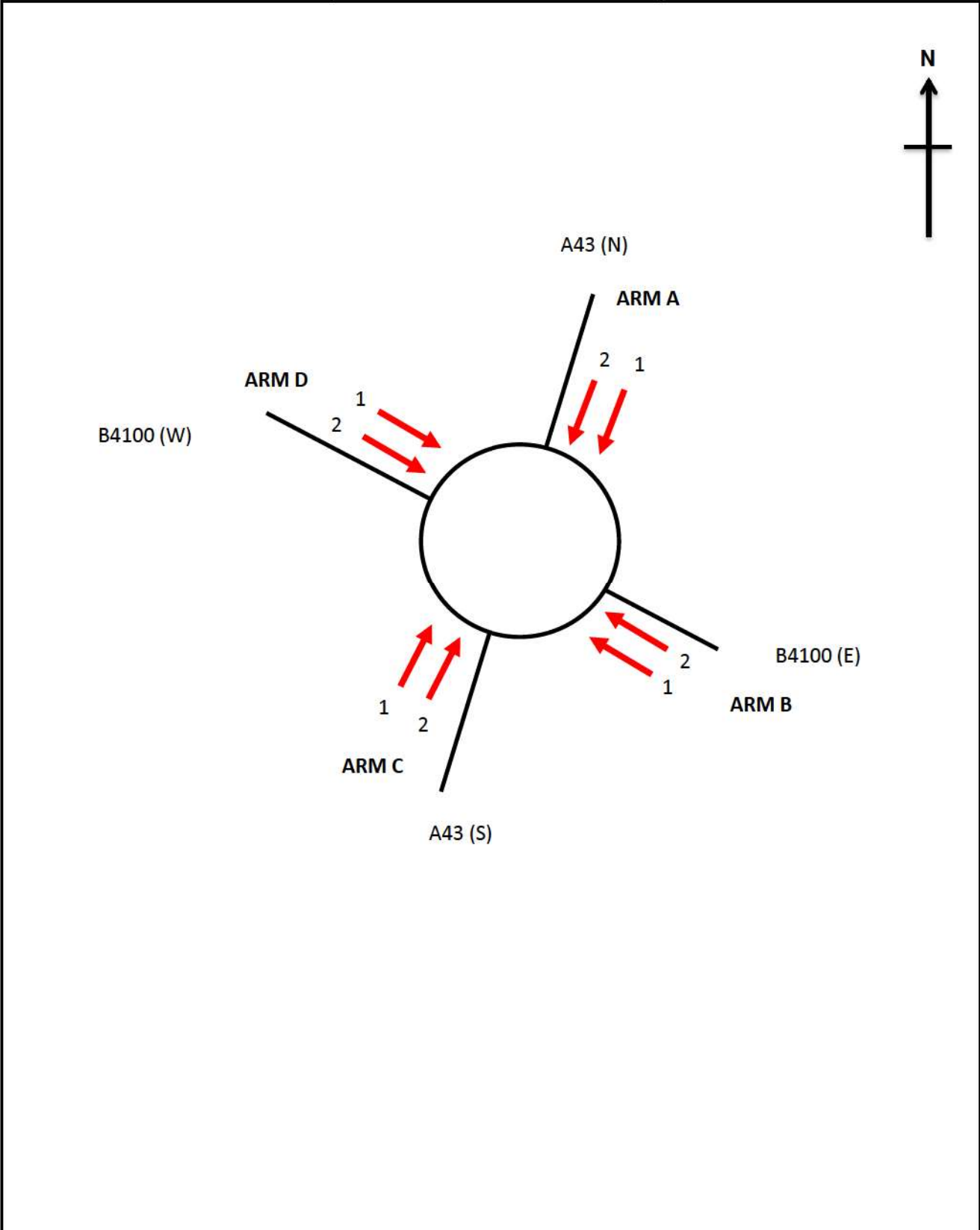


DATE: 23/06/2021

LOCATION: A43 / B4100



DAY: WEDNESDAY



JOB TITLE: BAYNARDS GREEN



JOB NUMBER: 10520

**QUEUE LENGTHS**

JOB REF: 10520

JOB NAME: BAYNARDS GREEN

SITE: 1

LOCATION: A43 (N) / B4100 (E) / A43 (S) / B4100 (W)

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



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	ARM A A43 (N)		ARM B B4100 (E)		ARM C A43 (S)		ARM D B4100 (W)	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
07:00	7	13	4	7	5	5	5	2
07:05	11	12	3	4	5	4	7	5
07:10	13	12	12	6	3	7	3	4
07:15	15	15	16	12	5	6	8	5
07:20	18+	20+	5	7	5	7	9	5
07:25	13	15	15	3	6	5	8	4
07:30	16	15	17	14	3	4	8	2
07:35	18	25	8	7	2	1	8	6
07:40	14	12	11	10	4	4	6	3
07:45	17	12	11	15	5	3	8	5
07:50	16	18	18+	18+	8	7	10	7
07:55	18	15	20+	18+	7	8	8	7
08:00	15	19	21+	16+	9	8	9	5
08:05	19	11	20+	22+	7	7	7	5
08:10	9	10	17+	22+	13	8	9	6
08:15	13	15	22+	22+	9	8	8	3
08:20	12	12	23+	23+	8	12	9	6
08:25	15	17	20+	20+	8	6	8	6
08:30	16	16	14	15	7	5	9	6
08:35	25+	22	24+	7	14	9	7	3
08:40	11	7	16	4	3	4	4	2
08:45	11	6	12	4	4	4	4	2
08:50	4	2	4	3	7	5	5	2
08:55	8	6	4	3	5	3	8	2
09:00	15	7	3	1	4	1	3	3
09:05	9	14	6	6	3	4	3	1
09:10	6	4	9	11	5	2	7	3
09:15	17	20	4	3	9	3	6	2
09:20	12	10	7	3	2	3	6	2
09:25	5	1	16	9	4	4	6	2
09:30	5	4	5	2	4	6	7	2
09:35	7	7	7	4	5	5	5	4
09:40	4	4	6	7	9	7	1	6
09:45	5	1	2	2	4	3	3	3
09:50	4	3	2	8	4	2	7	3
09:55	5	1	4	3	2	4	4	2

TIME	ARM A A43 (N)		ARM B B4100 (E)		ARM C A43 (S)		ARM D B4100 (W)	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
16:00	4	4	5	8	10	12	9	4
16:05	6	3	5	17	12	6	11	5
16:10	7	3	6	4	10	10	10	4
16:15	8	7	10	11	11	12	9	4
16:20	8	7	14	13	20+	20+	8	7
16:25	5	2	18	13	18+	15+	8	4
16:30	12	8	4	11	23+	18+	8	3
16:35	4	5	11	15	21+	19+	9	3
16:40	7	5	23+	22+	22+	17+	11	3
16:45	8	2	4	20	20+	20+	4	1
16:50	1	0	23	4	22+	18+	7	2
16:55	9	2	16	24+	25+	22+	9	7
17:00	8	8	24+	22	18+	16+	9	3
17:05	7	4	25+	11	24+	23+	10	5
17:10	12	9	25+	18	18+	17+	12	8
17:15	12	8	20	23+	20+	22+	11	8
17:20	8	3	23+	4	24+	21+	9	4
17:25	2	6	7	10	18+	18+	9	3
17:30	3	3	5	23+	25+	22+	10	2
17:35	4	2	13	20	20+	22+	4	4
17:40	4	5	16	22	22+	22+	2	2
17:45	9	4	16	2	20+	18+	8	2
17:50	8	6	4	3	20+	20+	9	5
17:55	4	2	3	16	23+	21+	3	3
18:00	4	2	4	6	15	12	7	3
18:05	9	1	2	10	7	9	5	3
18:10	3	5	16	17	14	18	6	3
18:15	1	3	19	5	4	4	8	1
18:20	4	1	15	3	8	7	5	1
18:25	3	1	4	18	7	10	3	2
18:30	3	1	1	1	4	6	5	2
18:35	6	1	7	2	14	13	4	1
18:40	2	1	4	4	5	8	2	1
18:45	3	1	6	1	3	2	5	1
18:50	1	1	4	1	4	7	6	1
18:55	2	1	11	12	5	6	4	2

MANUAL CLASSIFIED COUNTS

JOB REF: 10520

JOB NAME: BAYNARDS GREEN

SITE: 1

LOCATION: A43 (N) / B4100(E) / A43 (S)

DATE: 23/06/2021

DAY: WEDNESDAY



TIME	A TO A						A TO B									
	CAR	LEV	OVV1	OVV2	PSV	MCL	PCL	TOT	CAR	LEV	OVV1	OVV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	59	18	3	3	1	0	0	84
07:15	0	0	0	0	0	0	0	0	65	24	1	2	0	0	0	72
07:30	0	0	0	0	0	0	0	0	61	24	1	2	0	0	0	68
07:45	1	0	0	0	0	0	0	1	67	15	2	3	0	0	0	87
N/TOT	1	0	0	0	0	0	0	1	232	81	7	11	1	0	0	333
08:00	0	0	0	0	0	0	0	0	50	10	3	1	1	0	0	65
08:15	0	0	0	0	0	0	0	0	53	15	3	3	0	1	0	75
08:30	0	0	0	0	0	0	0	0	56	10	4	0	0	0	0	70
08:45	0	0	0	0	0	0	0	0	61	7	3	5	0	0	0	76
N/TOT	0	0	0	0	0	0	0	0	220	42	13	9	1	1	0	286
09:00	0	0	0	0	0	0	0	0	37	7	2	1	0	0	0	47
09:15	0	0	0	0	0	0	0	0	46	2	3	0	1	0	0	52
09:30	0	0	0	0	0	0	0	0	37	8	0	1	0	1	0	47
09:45	0	0	0	0	0	0	0	0	38	10	0	0	0	0	0	48
N/TOT	0	0	0	0	0	0	0	0	158	27	5	2	1	1	0	184
10:00	0	0	0	0	0	0	0	0	25	7	1	0	0	2	0	35
10:15	0	0	0	0	0	0	0	0	34	4	3	1	0	0	0	42
10:30	0	0	0	0	0	0	0	0	37	1	2	2	0	1	0	43
10:45	0	0	0	0	0	0	0	0	35	3	8	0	0	0	0	46
N/TOT	0	0	0	0	0	0	0	0	122	23	8	0	0	0	0	154
11:00	0	0	0	0	0	0	0	0	38	14	2	1	0	0	0	55
11:15	0	0	0	0	0	0	0	0	25	3	2	0	1	0	0	31
11:30	0	0	0	0	0	0	0	0	33	4	3	1	0	0	0	41
11:45	0	0	0	0	0	0	0	0	14	7	2	0	0	0	0	23
N/TOT	0	0	0	0	0	0	0	0	110	18	9	2	1	0	0	140
12:00	0	0	0	0	0	0	0	0	35	6	4	0	0	1	0	46
12:15	0	0	0	0	0	0	0	0	22	7	0	2	1	0	0	32
12:30	0	0	0	0	0	0	0	0	24	4	1	3	0	1	0	33
12:45	0	0	0	0	0	0	0	0	23	5	5	3	0	1	0	37
N/TOT	0	0	0	0	0	0	0	0	104	22	10	8	1	3	0	148
13:00	0	0	0	0	0	0	0	0	27	6	2	3	0	0	0	38
13:15	0	0	0	0	0	0	0	0	24	4	1	1	0	0	0	30
13:30	0	0	0	0	0	0	0	0	26	5	5	2	0	0	0	38
13:45	0	0	0	0	0	0	0	0	24	7	2	1	1	0	0	34
N/TOT	0	0	0	0	0	0	0	0	101	22	8	7	2	0	0	138
14:00	0	0	0	0	0	0	0	0	31	6	2	1	1	0	0	42
14:15	0	0	0	0	0	0	0	0	32	6	2	1	1	0	0	42
14:30	0	0	0	0	0	0	0	0	26	4	0	0	0	2	0	32
14:45	0	0	0	0	0	0	0	0	31	13	1	1	0	0	1	47
N/TOT	0	0	0	0	0	0	0	0	120	29	6	5	1	2	1	164
15:00	0	0	0	0	0	0	0	0	23	9	4	1	0	2	0	39
15:15	0	0	0	0	0	0	0	0	43	5	0	0	0	0	0	48
15:30	0	0	0	0	0	0	0	0	33	4	1	2	0	0	0	40
15:45	0	0	0	0	0	0	0	0	27	7	1	0	0	0	0	35
N/TOT	0	0	0	0	0	0	0	0	126	25	6	3	0	2	0	162
16:00	0	0	0	0	0	0	0	0	39	4	0	1	0	0	0	44
16:15	0	0	0	0	0	0	0	0	34	10	3	2	0	0	0	49
16:30	0	0	0	0	0	0	0	0	48	8	4	0	0	1	0	61
16:45	0	0	0	0	0	0	0	0	56	4	0	0	0	1	0	61
N/TOT	0	0	0	0	0	0	0	0	177	26	7	3	1	1	0	215
17:00	0	0	0	0	0	0	0	0	48	7	1	1	0	0	0	57
17:15	0	0	0	0	0	0	0	0	50	2	0	1	0	0	0	53
17:30	0	0	0	0	0	0	0	0	52	2	2	2	1	0	0	59
17:45	0	0	0	0	0	0	0	0	51	2	2	2	1	0	0	58
N/TOT	0	0	0	0	0	0	0	0	211	17	4	4	2	1	0	239
18:00	0	0	0	0	0	0	0	0	44	3	2	0	2	1	0	52
18:15	0	0	0	0	0	0	0	0	36	6	1	2	0	1	0	46
18:30	0	0	0	0	0	0	0	0	33	3	1	0	0	0	0	37
18:45	0	0	0	0	0	0	0	0	22	1	1	0	0	0	0	24
N/TOT	1	0	0	0	0	0	0	0	1816	113	5	2	2	2	0	2159
P/TOT	1	0	0	0	0	0	0	0	1816	113	5	2	2	2	0	2159

MANUAL CLASSIFIED COUNTS

JOB REF: 10520

JOB NAME: BAYNARD'S GREEN

SITE: 1

LOCATION: A43 (N) / B4100 (E) / A43 (S)

DATE: 23/06/2021

DAY: WEDNESDAY



TIME	A10C						A10D									
	CAR	LEV	OVV1	OVV2	PSV	MCL	PCL	TOT	CAR	LEV	OVV1	OVV2	PSV	MCL	PCL	TOT
07:00	183	92	31	27	0	0	0	333	10	18	1	1	0	0	0	30
07:15	168	75	20	19	0	2	0	332	9	11	2	0	0	0	0	18
07:30	168	58	18	18	0	4	0	332	9	11	2	0	0	0	0	18
07:45	178	68	30	38	0	4	0	339	15	13	0	0	0	0	0	28
N/TOT	553	284	113	133	0	11	0	1502	42	51	4	1	0	0	0	103
08:00	151	48	28	45	0	1	0	333	14	13	0	0	0	0	0	27
08:15	184	35	32	35	0	1	0	287	24	11	5	0	0	0	0	40
08:30	193	58	30	26	1	0	0	308	26	9	4	1	0	0	0	40
08:45	168	58	24	34	1	1	0	286	14	4	2	0	1	1	0	22
N/TOT	738	199	114	140	2	3	0	1154	78	37	11	1	1	1	0	129
09:00	171	46	16	54	0	1	0	288	15	11	0	1	0	1	0	28
09:15	152	40	22	42	1	0	0	257	22	7	2	1	0	0	0	32
09:30	135	38	20	41	2	1	0	237	22	7	3	2	0	0	0	34
09:45	139	31	17	30	1	1	0	219	10	6	2	2	0	0	0	20
N/TOT	597	155	75	157	4	3	0	1001	69	31	7	6	0	1	0	114
10:00	144	37	16	35	0	0	0	232	6	4	0	1	0	0	0	11
10:15	183	34	22	25	0	0	0	244	9	2	1	1	0	0	0	13
10:30	181	33	17	48	0	2	0	281	11	5	3	3	0	0	0	22
10:45	179	31	15	33	1	2	0	260	7	7	2	2	1	0	0	23
N/TOT	679	135	71	121	3	4	0	920	31	17	7	7	1	0	0	53
11:00	127	38	10	45	0	0	0	216	12	8	2	2	0	0	0	26
11:15	148	33	20	35	0	0	0	236	19	6	0	0	0	0	0	25
11:30	152	29	15	34	1	2	0	233	9	4	0	1	0	0	0	14
11:45	153	30	16	41	1	1	0	242	6	4	1	3	0	0	0	14
N/TOT	575	151	61	155	2	3	0	927	51	19	3	6	0	0	0	79
12:00	135	31	17	32	0	0	0	215	14	5	1	1	0	0	0	21
12:15	129	30	22	34	1	3	0	219	15	3	1	0	0	0	0	19
12:30	161	30	14	38	0	1	0	244	20	3	0	1	0	0	0	24
12:45	146	37	15	41	1	1	0	242	14	4	0	0	0	0	0	19
N/TOT	573	128	69	145	2	5	0	920	63	16	2	2	0	0	0	83
13:00	132	28	11	39	1	0	0	211	7	3	0	1	0	0	0	11
13:15	111	40	19	34	1	0	0	205	8	4	0	1	0	0	0	14
13:30	126	44	16	31	0	1	0	218	14	4	1	2	0	0	0	18
13:45	104	31	15	45	0	1	0	197	21	2	0	1	0	0	0	23
N/TOT	573	128	69	145	2	5	0	920	63	16	2	2	0	0	0	83
14:00	173	35	14	49	2	0	0	261	10	10	4	3	0	0	0	18
14:15	177	31	14	36	0	0	0	202	8	5	1	2	0	0	0	16
14:30	153	37	10	48	0	2	0	250	14	5	3	4	0	0	0	26
14:45	151	37	21	28	0	1	0	238	12	6	0	1	1	0	0	20
N/TOT	549	140	59	138	0	3	0	889	36	16	8	8	1	0	0	71
15:00	139	36	10	33	0	2	0	220	15	3	3	0	0	0	0	21
15:15	146	32	12	33	1	0	0	224	18	6	2	1	0	0	0	27
15:30	129	37	14	34	0	6	0	220	9	4	1	2	0	0	0	16
15:45	163	43	13	35	0	2	0	256	16	2	0	2	0	0	0	21
N/TOT	577	148	49	135	1	10	0	920	58	15	6	5	0	1	0	85
16:00	173	29	5	24	0	4	0	235	17	2	2	1	0	0	0	22
16:15	186	38	10	29	1	0	0	264	14	5	2	0	0	0	0	21
16:30	206	48	21	31	1	0	0	307	15	5	3	0	0	0	0	23
16:45	199	32	11	28	4	0	0	274	13	2	3	0	0	0	0	18
N/TOT	764	147	47	112	6	4	0	1080	59	14	10	1	0	0	0	84
17:00	148	41	8	25	0	2	0	224	26	2	1	2	0	0	0	31
17:15	121	35	6	28	0	0	0	233	16	0	0	0	0	0	0	18
17:30	146	32	6	26	0	0	0	257	16	6	0	0	0	0	0	25
17:45	189	36	6	26	0	0	0	257	19	6	0	0	0	0	0	25
N/TOT	811	337	36	97	1	3	0	1065	77	9	1	2	0	1	0	96
18:00	184	15	8	26	0	0	0	236	15	4	0	1	0	0	0	20
18:15	177	22	3	24	0	2	0	238	12	5	0	0	0	0	0	17
18:30	139	25	5	22	1	2	0	194	12	6	0	0	0	0	0	18
18:45	117	13	5	23	0	0	0	158	16	4	0	0	0	0	0	20
N/TOT	617	75	21	98	1	4	0	816	55	19	0	1	0	0	0	75
P/TOT	7660	1832	764	1601	22	53	0	11832	666	255	60	44	3	6	0	1034





MANUAL CLASSIFIED COUNTS

JOB REF: 10520

JOB NAME: BAYNARDS GREEN

SITE: 1

LOCATION: A43 (N) / B4100 (E) / A43 (S)

DATE: 23/06/2021

DAY: WEDNESDAY



TIME	B10C						B10D									
	CAR	LEV	OVV1	OVV2	PSV	MCL	PCL	TOT	CAR	LEV	OVV1	OVV2	PSV	MCL	PCL	TOT
07:00	6	3	0	0	0	0	0	11	13	9	2	1	2	0	0	27
07:15	17	5	0	1	0	0	0	23	29	17	0	0	3	0	0	49
07:30	11	4	1	2	0	0	0	18	25	17	1	0	1	0	0	44
07:45	8	4	1	2	0	0	0	15	26	9	1	0	1	0	0	38
N/TOT	52	18	1	6	0	0	0	77	98	44	4	0	5	3	0	155
08:00	6	2	1	1	0	0	0	10	33	5	3	1	1	0	0	42
08:15	16	4	2	0	0	0	0	22	32	8	0	0	1	0	0	41
08:30	12	4	1	3	0	0	0	20	44	3	0	0	0	0	0	47
08:45	8	5	1	3	0	0	0	17	36	7	1	1	0	0	0	45
N/TOT	42	15	5	7	0	0	0	69	145	23	4	2	1	0	0	175
09:00	11	3	1	2	0	0	0	17	23	8	0	1	1	0	0	32
09:15	12	6	1	1	0	0	0	20	24	2	1	1	1	0	0	29
09:30	13	5	4	0	0	0	0	22	23	13	5	1	0	0	0	42
09:45	3	2	1	2	0	0	0	8	21	7	1	3	0	0	0	32
N/TOT	39	16	7	5	0	0	0	67	91	30	7	6	1	0	0	115
10:00	12	1	1	1	0	0	0	15	19	7	0	1	1	0	0	27
10:15	13	4	0	0	0	0	0	19	24	5	3	0	0	0	0	32
10:30	5	7	1	1	0	0	0	14	28	5	1	3	0	1	0	38
10:45	13	7	0	2	0	0	0	22	30	3	2	0	0	0	0	35
N/TOT	43	17	2	3	0	0	0	67	87	25	5	0	0	0	0	112
11:00	13	1	2	1	0	0	0	17	13	2	1	0	0	1	0	22
11:15	10	3	4	2	0	0	0	19	24	5	2	1	1	0	0	33
11:30	11	7	0	1	0	0	0	19	16	7	4	1	0	1	0	29
11:45	14	3	1	0	0	0	0	18	20	3	4	1	0	0	0	28
N/TOT	48	14	7	4	0	0	0	73	71	22	11	3	0	3	0	112
12:00	7	6	3	2	0	0	0	18	27	5	1	2	0	0	0	35
12:15	9	3	1	1	0	0	0	14	21	3	0	1	0	0	0	25
12:30	11	3	0	0	0	1	0	15	22	6	2	0	0	0	0	30
12:45	7	2	2	1	0	0	0	12	18	7	1	0	0	0	0	26
N/TOT	34	14	6	4	0	1	0	59	68	21	4	3	0	0	0	116
13:00	13	4	2	0	0	0	0	19	30	10	0	0	0	1	0	41
13:15	12	3	3	2	0	0	0	20	35	8	2	0	2	0	0	47
13:30	12	3	0	0	0	0	0	15	38	5	2	0	2	0	0	47
13:45	10	3	1	1	0	0	0	15	29	7	0	2	0	0	0	37
N/TOT	51	13	6	3	0	0	0	72	81	30	4	2	2	3	0	112
14:00	4	4	1	0	0	0	0	9	15	9	4	0	1	0	0	24
14:15	12	1	0	0	0	0	0	13	34	9	2	0	1	0	0	46
14:30	8	5	1	1	0	0	0	15	34	6	1	0	1	1	0	43
14:45	14	5	2	2	0	0	0	23	26	6	1	0	0	0	0	33
N/TOT	39	17	5	7	0	0	0	68	129	26	8	1	5	2	0	171
15:00	15	9	3	0	0	0	0	27	24	11	1	0	1	0	0	37
15:15	15	4	0	0	0	0	0	19	41	13	1	1	2	1	0	59
15:30	12	7	2	0	0	0	0	21	37	13	2	2	1	1	0	56
15:45	10	3	1	0	0	0	0	14	33	4	4	0	0	1	0	42
N/TOT	52	23	6	0	0	0	0	81	135	41	8	3	4	3	0	184
16:00	20	6	1	2	0	0	0	29	38	13	0	0	0	0	0	51
16:15	21	5	1	0	0	0	0	27	53	5	1	0	0	1	0	60
16:30	21	4	2	1	1	0	0	29	28	7	1	0	0	1	0	37
16:45	31	2	0	1	0	0	0	34	54	8	3	0	0	0	0	65
N/TOT	93	17	4	4	1	0	0	119	173	33	3	0	0	2	0	213
17:00	23	8	0	1	0	0	0	32	40	5	1	0	0	0	1	47
17:15	36	7	1	4	0	0	0	48	36	7	0	1	0	2	1	61
17:30	17	6	0	0	0	0	0	23	30	0	0	0	0	0	0	36
17:45	27	6	0	0	0	0	0	33	56	3	0	0	0	2	0	61
N/TOT	113	23	3	6	0	0	0	147	224	19	1	1	0	4	3	251
18:00	23	5	1	1	0	0	0	30	36	4	2	0	0	0	0	45
18:15	26	7	2	1	0	0	0	36	51	7	0	0	1	0	0	59
18:30	16	2	0	1	0	0	0	19	37	7	0	1	0	2	0	47
18:45	16	3	1	1	0	0	0	21	37	3	0	0	0	0	0	40
N/TOT	81	17	4	3	0	0	0	105	164	21	2	1	1	2	0	191
P/TOT	683	204	56	54	1	3	0	1001	1543	330	63	26	19	23	2	2006

MANUAL CLASSIFIED COUNTS

JOB REF: 10520

JOB NAME: BAYNARD'S GREEN

SITE: 1

LOCATION: A43 (N) / B4100 (E) / A43 (S)

DATE: 23/06/2021

DAY: WEDNESDAY



TIME	C/T O A						C/T O B									
	CAR	LEV	OVV1	OVV2	PSV	MCL	PCL	TOT	CAR	LEV	OVV1	OVV2	PSV	MCL	PCL	TOT
07:00	128	45	8	40	0	0	0	219	20	2	0	0	0	0	0	22
07:15	143	41	14	25	1	2	0	225	14	11	4	3	0	1	0	34
07:30	142	36	14	23	0	1	0	215	29	12	4	3	0	1	0	44
07:45	177	36	14	31	0	1	0	251	9	9	2	1	0	0	0	63
N/TOT	564	156	45	122	1	4	0	912	145	54	6	7	0	1	0	216
08:00	206	37	17	30	1	2	0	293	36	11	2	3	0	0	0	52
08:15	179	30	18	50	1	0	0	278	38	14	2	3	0	1	0	58
08:30	143	30	16	29	1	0	0	219	43	8	1	2	0	0	0	54
08:45	142	36	10	36	0	0	0	224	21	5	1	4	0	0	0	31
N/TOT	670	133	61	145	3	2	0	1014	138	38	6	12	0	1	0	195
09:00	129	28	12	32	1	1	0	203	26	4	3	3	0	0	0	36
09:15	97	37	17	33	0	1	0	184	25	10	2	2	0	0	0	39
09:30	129	29	21	52	1	4	0	236	19	9	2	3	0	0	0	33
09:45	132	46	25	41	0	0	0	244	16	6	1	1	0	0	0	24
N/TOT	467	140	75	158	2	5	0	867	86	29	8	9	0	0	0	132
10:00	126	33	20	36	0	0	0	215	16	2	0	1	0	0	0	19
10:15	150	39	19	37	0	2	0	247	16	3	3	1	0	0	0	23
10:30	142	48	14	46	0	0	0	249	24	6	1	3	0	0	0	34
10:45	119	48	21	37	1	2	0	227	8	10	2	4	0	1	0	26
N/TOT	506	158	71	157	3	4	0	671	64	20	6	8	0	1	0	104
11:00	104	31	24	39	0	0	0	178	11	12	8	2	0	0	0	30
11:15	163	36	16	35	0	1	0	249	14	8	4	3	0	0	0	29
11:30	162	40	29	39	1	0	0	271	8	10	4	1	0	0	0	23
11:45	153	41	22	33	0	1	0	248	16	13	3	2	0	0	0	34
N/TOT	600	148	93	144	1	2	0	968	51	43	14	8	0	0	0	116
12:00	113	32	16	28	1	0	0	188	13	7	0	2	0	0	0	24
12:15	148	33	16	37	1	1	0	236	13	5	2	0	0	0	0	20
12:30	143	42	23	37	2	2	0	249	18	9	4	1	0	0	0	32
12:45	147	37	23	45	1	1	0	254	15	6	2	2	0	0	0	25
N/TOT	549	144	78	147	5	4	0	927	61	27	8	5	0	0	0	101
13:00	158	57	30	27	1	1	0	274	11	4	4	2	0	0	0	21
13:15	157	63	21	39	1	0	0	281	14	4	1	0	0	0	0	19
13:30	155	56	29	38	1	1	0	280	14	4	2	0	0	0	0	22
13:45	144	44	20	36	2	0	0	246	23	4	2	0	0	0	0	29
N/TOT	620	200	100	140	5	2	0	861	53	18	6	2	0	0	0	70
14:00	154	45	31	31	0	0	0	261	15	8	0	1	0	0	0	26
14:15	160	48	17	38	0	1	0	266	16	8	0	1	0	0	0	24
14:30	148	44	14	32	0	1	0	239	15	8	1	0	0	0	0	24
14:45	139	69	18	28	0	0	0	254	15	4	0	0	0	0	0	19
N/TOT	583	204	92	129	2	3	0	1013	61	23	1	4	0	0	0	89
15:00	142	57	12	34	1	1	0	247	29	6	3	1	0	0	0	39
15:15	179	58	15	29	0	0	0	281	17	3	3	0	0	0	0	23
15:30	145	57	20	25	0	3	0	250	17	9	3	0	0	0	0	29
15:45	185	59	13	30	0	2	0	289	23	4	0	1	0	0	0	28
N/TOT	651	231	60	118	1	6	0	1067	86	22	9	2	0	0	0	118
16:00	217	82	22	28	2	3	0	354	21	3	3	1	2	1	0	28
16:15	198	67	15	27	0	2	0	309	30	8	2	1	0	0	0	41
16:30	206	70	17	40	0	0	0	333	21	3	4	0	0	0	0	28
16:45	215	89	21	35	0	0	0	360	31	6	0	1	0	0	0	38
N/TOT	838	308	75	130	2	3	0	1326	103	20	7	4	1	0	0	133
17:00	242	74	14	28	2	1	0	361	30	5	0	0	0	0	0	35
17:15	268	29	18	34	0	1	0	361	13	5	1	1	0	0	0	30
17:30	218	26	17	35	2	3	0	346	20	3	2	0	0	0	0	26
17:45	246	59	13	31	2	0	0	376	16	3	0	0	0	0	0	26
N/TOT	1000	256	62	122	4	8	0	1462	96	16	3	1	0	1	0	117
18:00	271	52	14	45	0	2	0	383	24	1	1	1	0	0	0	28
18:15	218	34	11	21	1	3	0	288	24	3	0	5	0	0	0	32
18:30	217	36	7	21	0	1	0	282	14	5	0	2	0	0	0	22
18:45	183	29	15	40	0	0	0	265	19	4	1	1	0	0	0	25
N/TOT	889	150	45	177	1	6	0	1248	81	13	2	9	0	2	0	107
P/TOT	8040	2258	860	1639	28	52	0	13877	1036	324	84	72	1	6	0	1313

MANUAL CLASSIFIED COUNTS

JOB REF: 10520

JOB NAME: BAYNARDS GREEN

SITE: 1

LOCATION: A43 (N) / B4100 (E) / A43 (S)

DATE: 23/06/2021

DAY: WEDNESDAY



TIME	CTOC						CTOD									
	GM	LEV	OVV1	OVV2	PSV	MCL	PCL	TOT	GM	LEV	OVV1	OVV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	24	9	2	3	0	0	0	38
07:15	0	0	0	0	0	0	0	0	15	11	2	1	0	0	0	30
07:30	0	0	0	0	0	0	0	0	11	11	2	0	0	0	0	26
07:45	0	0	0	0	0	0	0	0	19	8	2	0	0	1	0	30
N/TOT	0	0	0	0	0	0	0	0	70	38	6	6	0	2	0	124
08:00	0	0	0	0	0	0	0	0	20	8	3	0	0	0	0	31
08:15	0	0	0	0	0	0	0	0	34	6	0	1	0	0	0	41
08:30	0	0	0	0	0	0	0	0	16	3	3	1	0	0	0	23
08:45	0	0	0	0	0	0	0	0	23	8	4	1	0	0	0	36
N/TOT	0	0	0	0	0	0	0	0	93	25	10	3	0	0	0	131
09:00	0	0	0	0	0	0	0	0	16	9	1	3	0	0	0	29
09:15	0	0	0	0	0	0	0	0	13	12	1	0	0	0	0	26
09:30	0	0	0	0	0	0	0	0	19	3	1	1	0	0	0	24
09:45	0	0	0	0	0	0	0	0	21	2	2	0	0	0	0	25
N/TOT	0	0	0	0	0	0	0	0	69	26	5	4	0	0	0	104
10:00	0	0	0	0	0	0	0	0	6	2	1	3	0	0	0	12
10:15	0	0	0	0	0	0	0	0	19	6	1	1	0	0	0	27
10:30	0	0	0	0	0	0	0	0	18	8	6	0	0	0	0	32
10:45	0	0	0	0	0	0	0	0	42	13	10	0	0	0	0	65
N/TOT	0	0	0	0	0	0	0	0	108	42	13	10	0	0	0	173
11:00	0	0	0	0	0	0	0	0	24	12	1	1	0	0	0	38
11:15	0	0	0	0	0	0	0	0	23	5	1	3	0	0	0	32
11:30	0	0	0	0	0	0	0	0	16	3	2	0	0	0	0	21
11:45	0	0	0	0	0	0	0	0	13	5	1	2	0	0	0	21
N/TOT	0	0	0	0	0	0	0	0	76	19	5	8	0	0	0	108
12:00	0	0	0	0	0	0	0	0	22	8	3	0	0	0	0	33
12:15	0	0	0	0	0	0	0	0	16	7	2	2	0	0	0	27
12:30	0	0	0	0	0	0	0	0	24	5	4	1	0	1	0	35
12:45	0	0	0	0	0	0	0	0	24	13	4	1	0	0	0	42
N/TOT	0	0	0	0	0	0	0	0	86	33	13	4	0	1	0	137
13:00	0	0	0	0	0	0	0	0	15	8	2	0	0	0	0	25
13:15	0	0	0	0	0	0	0	0	15	4	0	1	0	0	0	20
13:30	0	0	0	0	0	0	0	0	8	4	4	4	0	0	0	20
13:45	0	0	0	0	0	0	0	0	23	9	3	0	0	0	0	35
N/TOT	0	0	0	0	0	0	0	0	61	24	9	5	0	0	0	99
14:00	0	0	0	0	0	0	0	0	14	7	3	1	0	0	0	25
14:15	0	0	0	0	0	0	0	0	11	7	3	1	0	0	0	22
14:30	0	0	0	0	0	0	0	0	19	12	2	1	0	0	0	34
14:45	0	0	0	0	0	0	0	0	32	6	4	2	0	0	0	44
N/TOT	0	0	0	0	0	0	0	0	76	30	11	6	0	0	0	123
15:00	0	0	0	0	0	0	0	0	24	4	3	0	0	1	0	32
15:15	0	0	0	0	0	0	0	0	11	5	1	3	0	0	0	20
15:30	0	0	0	0	0	0	0	0	22	12	1	1	0	2	0	38
15:45	0	0	0	0	0	0	0	0	19	10	3	0	0	0	0	32
N/TOT	0	0	0	0	0	0	0	0	76	31	8	4	0	3	0	122
16:00	0	0	0	0	0	0	0	0	27	7	3	0	0	0	0	37
16:15	0	0	0	0	0	0	0	0	23	10	1	0	0	0	0	34
16:30	0	0	0	0	0	0	0	0	29	11	1	2	0	1	0	44
16:45	0	0	0	0	0	0	0	0	27	6	4	0	0	0	0	37
N/TOT	0	0	0	0	0	0	0	0	106	24	9	2	0	1	0	152
17:00	0	0	0	0	0	0	0	0	26	10	1	0	0	0	0	37
17:15	0	0	0	0	0	0	0	0	19	8	1	0	0	0	0	28
17:30	0	0	0	0	0	0	0	0	16	3	3	2	0	0	0	24
17:45	0	0	0	0	0	0	0	0	21	3	3	2	0	0	0	29
N/TOT	0	0	0	0	0	0	0	0	82	15	6	2	0	1	0	106
18:00	0	0	0	0	0	0	0	0	24	8	3	0	0	0	0	35
18:15	0	0	0	0	0	0	0	0	22	3	2	1	0	0	0	30
18:30	0	0	0	0	0	0	0	0	21	8	5	3	0	0	0	37
18:45	0	0	0	0	0	0	0	0	19	5	1	0	0	0	0	25
N/TOT	0	0	0	0	0	0	0	0	86	24	11	4	0	2	0	137
P/TOT	0	0	0	0	0	0	0	0	849	329	105	52	0	10	0	1445

MANUAL CLASSIFIED COUNTS

JOB REF: 10520

JOB NAME: BAYNARDS GREEN

SITE: 1

LOCATION: A43 (N) / B4100 (E) / A43 (S)

DATE: 23/06/2021

DAY: WEDNESDAY



TIME	D TO A						D TO B									
	CAR	LEV	OVV1	OVV2	PSV	MCL	PCL	TOT	CAR	LEV	OVV1	OVV2	PSV	MCL	PCL	TOT
07:00	14	8	0	0	0	0	1	0	28	8	0	0	0	0	0	37
07:15	12	6	2	0	0	0	0	0	29	4	0	0	0	0	0	30
07:30	11	7	1	0	0	0	0	0	35	7	1	0	0	0	0	40
07:45	7	1	0	0	0	0	0	0	67	9	1	0	0	0	0	77
<b>N/TOT</b>	<b>48</b>	<b>26</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>209</b>	<b>46</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>264</b>
08:00	19	11	0	0	0	0	0	0	40	10	3	0	0	0	0	54
08:15	22	4	3	0	0	0	0	0	56	23	1	2	0	1	0	83
08:30	14	1	1	0	0	0	0	0	38	6	5	2	1	1	0	53
08:45	19	5	0	2	0	0	0	0	53	4	3	0	0	0	0	60
<b>N/TOT</b>	<b>74</b>	<b>21</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>197</b>	<b>43</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>259</b>
09:00	16	5	2	1	0	0	0	0	37	4	1	0	0	0	0	43
09:15	6	8	1	2	0	0	0	0	31	2	2	1	2	0	0	38
09:30	11	5	3	2	0	0	0	0	22	7	1	1	0	0	0	31
09:45	6	6	0	0	0	0	0	0	18	5	1	3	0	0	0	27
<b>N/TOT</b>	<b>39</b>	<b>24</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>108</b>	<b>18</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>138</b>
10:00	11	6	0	0	0	0	0	0	20	4	3	3	0	0	0	31
10:15	9	8	1	1	0	0	0	0	21	6	1	1	0	0	0	29
10:30	10	3	1	1	0	0	0	0	22	5	1	0	0	0	0	28
10:45	28	2	2	0	0	0	0	0	45	12	6	0	0	0	0	63
<b>N/TOT</b>	<b>58</b>	<b>19</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>112</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>138</b>
11:00	13	4	1	0	0	0	0	0	32	5	0	0	0	0	0	37
11:15	9	3	1	4	0	0	0	0	35	7	0	2	0	0	0	44
11:30	11	4	0	1	0	0	0	0	34	6	3	1	0	0	0	44
11:45	16	2	2	1	0	0	0	0	21	7	1	1	0	0	0	31
<b>N/TOT</b>	<b>47</b>	<b>13</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>124</b>	<b>25</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>163</b>
12:00	13	3	1	0	0	0	0	0	18	4	2	2	0	0	0	28
12:15	12	3	1	1	0	0	0	0	25	1	1	0	0	3	0	30
12:30	13	4	0	0	0	0	0	0	17	6	0	0	0	0	0	31
12:45	11	7	3	2	0	0	1	0	24	10	0	1	0	0	0	38
<b>N/TOT</b>	<b>49</b>	<b>17</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>21</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>117</b>
13:00	11	4	1	1	0	0	0	0	21	8	2	0	0	0	0	31
13:15	9	7	2	1	0	0	0	0	38	7	0	1	0	1	0	47
13:30	13	6	3	2	0	0	0	0	24	11	1	2	0	0	0	35
13:45	7	1	1	3	0	0	0	0	39	6	4	0	0	0	0	49
<b>N/TOT</b>	<b>40</b>	<b>24</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>128</b>	<b>32</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>154</b>
14:00	10	5	1	2	0	0	0	0	35	6	2	0	0	0	0	43
14:15	13	6	0	2	0	0	0	0	20	5	1	1	0	0	0	37
14:30	13	6	0	2	0	0	0	0	32	4	2	1	1	0	0	40
14:45	16	10	2	1	0	0	0	0	29	4	2	1	1	0	0	40
<b>N/TOT</b>	<b>50</b>	<b>23</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>105</b>	<b>20</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>137</b>
15:00	21	4	3	3	0	0	0	0	25	3	1	0	0	2	0	31
15:15	15	6	1	1	0	0	1	0	30	6	1	0	0	0	0	37
15:30	20	6	4	2	0	0	0	0	28	8	1	0	3	0	0	40
15:45	16	5	1	1	0	0	0	0	34	4	1	2	2	0	0	43
<b>N/TOT</b>	<b>72</b>	<b>21</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>117</b>	<b>21</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>151</b>
16:00	21	10	1	1	0	0	0	0	36	10	1	1	1	2	0	51
16:15	18	10	3	0	0	0	0	0	34	8	0	0	3	1	0	46
16:30	21	7	3	1	0	0	0	0	39	11	0	0	0	1	0	51
16:45	14	7	1	3	0	0	1	0	30	4	0	0	0	0	0	34
<b>N/TOT</b>	<b>74</b>	<b>34</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>139</b>	<b>33</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>182</b>
17:00	30	5	2	0	0	0	0	0	43	1	0	0	0	1	0	48
17:15	24	7	2	0	0	0	0	0	35	4	0	0	0	1	0	42
17:30	16	4	0	0	0	0	0	0	24	4	0	1	0	0	0	33
17:45	14	1	0	0	0	0	0	0	34	4	0	0	0	0	0	38
<b>N/TOT</b>	<b>84</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>145</b>	<b>17</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>172</b>
18:00	10	5	1	1	0	0	0	0	35	5	0	0	0	2	0	42
18:15	19	3	1	1	0	0	0	0	27	2	0	0	0	0	0	29
18:30	14	6	0	1	0	0	0	0	30	3	1	0	0	0	0	34
18:45	20	2	1	2	0	0	0	0	15	0	0	0	0	0	0	15
<b>N/TOT</b>	<b>63</b>	<b>16</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>107</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>130</b>
<b>P/TOT</b>	<b>688</b>	<b>257</b>	<b>66</b>	<b>52</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1514</b>	<b>313</b>	<b>61</b>	<b>30</b>	<b>14</b>	<b>33</b>	<b>1</b>	<b>1864</b>



MANUAL CLASSIFIED COUNTS

JOB REF: 10520

JOB NAME: BAYNARDS GREEN

SITE: 1

LOCATION: A43 (N) / B4100 (E) / A43 (S)

DATE: 23/06/2021

DAY: WEDNESDAY



TIME	B TO C						D TO E									
	CAR	LEV	OVV1	OVV2	PSV	MCL	PCL	TOT	CAR	LEV	OVV1	OVV2	PSV	MCL	PCL	TOT
07:00	22	14	2	2	0	0	0	40	1	0	1	0	0	0	0	2
07:15	24	11	0	0	0	0	0	35	2	0	1	0	0	0	0	3
07:30	27	8	0	0	0	0	0	35	2	0	1	0	0	0	0	3
07:45	27	16	2	0	0	0	0	45	3	1	1	0	0	0	0	5
N/TOT	100	50	6	2	0	0	0	168	6	3	2	1	0	0	0	12
08:00	35	13	2	3	0	0	0	53	0	0	1	0	0	0	0	1
08:15	26	2	3	0	0	0	0	31	4	2	0	0	0	0	0	6
08:30	32	13	1	0	0	0	0	46	2	1	0	0	0	0	0	3
08:45	23	9	0	1	0	0	0	33	0	2	0	0	0	0	0	2
N/TOT	119	37	6	4	0	0	0	163	6	5	1	0	0	0	0	12
09:00	25	7	6	2	0	0	0	40	2	2	0	0	0	0	0	4
09:15	21	9	1	1	0	0	0	33	1	3	1	0	0	0	0	5
09:30	19	4	1	2	0	0	0	26	4	2	0	0	0	0	0	6
09:45	23	6	3	0	0	0	0	32	1	1	0	0	0	0	0	2
N/TOT	88	26	11	5	0	0	0	133	8	8	1	0	0	0	0	17
10:00	23	5	4	3	0	0	0	35	3	3	0	0	0	0	0	6
10:15	18	6	2	2	0	0	0	28	3	1	0	0	0	0	0	4
10:30	16	2	1	1	0	0	0	20	4	2	1	0	0	0	0	7
10:45	19	4	1	2	0	0	0	26	2	0	0	0	0	0	0	4
N/TOT	75	17	8	7	0	0	0	109	12	6	1	0	0	0	0	19
11:00	16	8	3	1	0	0	0	28	2	0	0	0	0	0	0	2
11:15	16	9	2	1	0	0	0	29	1	1	0	0	0	0	0	2
11:30	19	6	3	1	0	0	0	29	3	0	0	0	0	0	0	3
11:45	18	5	4	2	0	0	0	30	3	0	1	0	0	0	0	4
N/TOT	69	23	11	5	0	0	0	109	9	1	1	0	0	0	0	11
12:00	9	3	1	1	0	0	0	14	3	1	1	0	0	0	0	5
12:15	14	5	2	0	0	0	0	21	4	1	1	0	0	0	0	6
12:30	24	8	4	0	0	0	0	36	3	3	1	0	0	0	0	7
12:45	25	6	0	0	0	0	0	31	4	3	0	0	0	0	0	7
N/TOT	72	22	7	1	0	0	0	102	14	8	3	0	0	0	0	25
13:00	20	9	3	0	0	0	0	32	9	2	0	0	0	0	0	11
13:15	13	2	0	1	0	0	0	16	3	0	0	0	0	0	0	3
13:30	19	0	2	0	0	0	0	21	6	2	0	0	0	0	0	8
13:45	27	3	2	4	0	0	0	36	2	1	0	0	0	0	0	5
N/TOT	89	15	7	7	0	0	0	127	20	3	0	0	0	0	0	32
14:00	18	5	1	0	0	0	0	24	2	1	0	0	0	0	0	3
14:15	17	11	0	1	0	0	0	32	4	1	0	0	0	0	0	6
14:30	21	10	1	0	0	0	0	32	1	0	0	0	0	0	0	1
14:45	12	9	2	1	0	0	0	24	6	1	0	0	0	0	0	7
N/TOT	68	35	5	3	0	0	0	115	16	4	0	0	0	0	0	20
15:00	17	13	3	0	0	0	0	33	3	0	0	1	0	0	0	4
15:15	11	4	4	1	0	0	0	20	1	3	1	0	0	0	0	5
15:30	25	10	4	1	0	0	0	41	5	1	0	0	0	0	0	6
15:45	23	3	2	0	0	0	0	29	1	1	0	0	0	0	0	2
N/TOT	76	30	13	2	0	0	0	123	10	5	1	1	0	0	0	17
16:00	21	13	2	2	0	0	0	38	5	0	0	0	0	0	0	5
16:15	27	11	1	1	0	0	0	40	4	2	0	0	0	0	0	6
16:30	19	8	2	0	0	0	0	29	3	1	0	0	0	0	0	4
16:45	24	3	1	0	0	0	0	29	6	0	0	0	0	0	0	6
N/TOT	91	35	6	3	0	0	0	136	18	3	0	0	0	0	0	21
17:00	24	5	2	0	0	0	0	31	6	1	0	0	0	0	0	7
17:15	26	2	1	1	0	0	0	30	2	0	0	0	0	0	0	2
17:30	21	1	0	0	0	0	0	22	3	0	0	0	0	0	0	3
17:45	20	4	0	0	0	0	0	24	3	0	0	0	0	0	0	4
N/TOT	91	13	3	1	0	0	0	109	15	1	0	0	0	0	0	17
18:00	16	4	1	0	0	0	0	23	5	0	0	0	0	0	0	5
18:15	14	4	1	1	0	0	0	20	3	0	0	0	0	0	0	3
18:30	13	2	0	0	0	0	0	15	2	1	0	0	0	0	0	3
18:45	9	4	3	1	0	0	0	17	1	1	0	0	1	0	0	3
N/TOT	52	16	5	2	0	0	0	75	11	2	0	0	1	0	0	14
P/TOT	903	329	88	40	0	0	0	1436	145	51	10	3	0	0	0	210



MANUAL CLASSIFIED COUNTS

JOB REF: 10520

JOB NAME: BAYNARDS GREEN

SITE: 1

LOCATION: A43 (N) / B4100 (E) / A43 (S)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO JAMM 6 B4100 (E)						FROM JAMM 6 B4100 (E)						TOT			
	CAR	LEV	OVV1	OVV2	PSV	MCL	PCL	TOT	CAR	LEV	OVV1	OVV2		PSV	MCL	PCL
07:00	118	46	5	1	1	0	176	58	16	0	0	0	2	2	0	80
07:15	148	45	9	0	1	0	196	20	4	2	3	0	0	0	0	112
07:30	148	59	5	4	0	0	212	86	4	2	1	1	0	0	0	112
07:45	185	33	5	4	0	0	227	74	27	4	2	1	1	0	0	104
N/TOT	566	181	23	15	1	3	832	312	86	15	7	6	6	0	0	433
08:00	126	51	8	4	1	1	171	88	14	6	5	0	0	0	0	114
08:15	147	52	6	8	0	0	216	109	20	4	2	1	0	0	0	136
08:30	137	24	10	4	1	1	177	100	10	3	4	0	0	0	0	117
08:45	135	16	7	9	0	0	167	78	15	4	5	1	0	0	0	103
N/TOT	545	123	31	25	2	5	731	376	59	17	16	2	0	0	0	470
09:00	100	15	6	4	1	0	126	55	18	2	4	0	1	0	0	80
09:15	102	14	7	3	3	0	129	57	12	3	4	2	0	0	0	78
09:30	78	24	3	5	0	1	111	55	24	10	3	0	1	0	0	93
09:45	72	21	2	4	0	0	99	44	15	3	6	1	0	0	0	70
N/TOT	352	74	18	16	4	1	465	211	70	18	17	3	2	0	0	322
10:00	61	13	4	4	0	2	85	43	13	4	2	0	1	0	0	63
10:15	71	13	7	3	0	0	94	60	17	5	3	0	1	0	0	86
10:30	83	12	4	5	0	1	105	54	17	3	6	0	1	0	0	81
10:45	57	17	9	0	1	0	73	35	13	2	2	0	0	0	0	52
N/TOT	352	62	27	15	0	4	528	259	59	15	13	0	1	0	0	328
11:00	86	21	5	3	0	0	115	43	19	6	4	0	1	0	0	66
11:15	76	18	6	5	1	0	106	63	14	6	4	0	1	0	0	88
11:30	72	20	10	3	0	0	105	51	18	4	4	0	1	0	0	78
11:45	51	27	6	3	0	1	88	56	12	8	3	1	0	0	0	80
N/TOT	285	86	27	14	1	6	419	213	57	24	14	1	3	0	0	312
12:00	68	17	6	4	0	0	98	50	20	5	9	0	0	0	0	84
12:15	60	13	3	2	1	3	82	61	11	1	3	0	0	0	0	76
12:30	67	19	5	4	0	1	96	66	16	5	2	0	1	0	0	90
12:45	64	21	7	6	0	2	100	45	16	5	2	1	1	0	0	70
N/TOT	259	70	21	15	1	9	376	222	63	15	15	1	2	0	0	320
13:00	59	18	8	5	0	0	90	61	18	10	2	0	2	0	0	93
13:15	76	15	2	2	0	1	96	76	20	8	7	0	3	0	0	114
13:30	61	22	8	4	0	0	95	87	18	4	2	2	0	0	0	113
13:45	57	17	5	1	1	1	83	65	13	3	1	6	0	0	0	85
N/TOT	353	12	24	2	1	2	474	259	59	23	17	2	3	0	0	319
14:00	75	14	4	5	1	1	104	55	17	5	3	1	0	0	0	119
14:15	75	20	3	1	0	2	101	71	19	4	3	1	1	0	0	99
14:30	61	17	2	1	0	2	83	80	19	3	4	0	2	0	0	108
14:45	78	21	3	2	1	0	106	80	19	3	4	0	2	0	0	108
N/TOT	286	72	15	11	2	3	390	319	76	21	19	5	5	0	0	445
15:00	77	18	8	2	0	4	109	74	33	4	1	2	0	0	0	114
15:15	90	14	4	0	0	0	108	93	26	2	4	2	1	0	0	128
15:30	78	21	5	2	3	0	109	98	34	4	2	1	1	0	0	140
15:45	84	15	2	3	2	0	106	80	24	6	2	0	2	0	0	114
N/TOT	329	68	19	7	5	4	432	345	117	15	9	5	4	0	0	496
16:00	96	17	2	4	2	2	123	96	37	2	2	0	0	0	0	137
16:15	98	26	5	3	3	1	136	125	26	5	1	0	1	0	0	158
16:30	108	22	8	0	0	2	140	111	31	5	1	1	1	0	0	150
16:45	117	14	0	1	1	0	133	144	22	4	1	1	0	0	0	171
N/TOT	419	79	15	8	6	3	532	476	115	15	5	1	2	0	0	615
17:00	121	13	1	1	0	1	137	130	19	3	3	0	4	1	0	160
17:15	119	11	4	2	0	1	137	155	22	2	2	1	2	0	0	185
17:30	114	17	2	1	1	0	135	106	13	1	0	0	2	0	0	138
17:45	108	8	2	3	1	0	122	143	13	1	0	0	2	0	0	159
N/TOT	462	50	10	2	2	0	528	564	75	9	11	2	9	3	0	702
18:00	103	8	3	1	2	4	122	119	17	4	0	0	1	0	0	141
18:15	87	11	1	7	0	1	107	128	24	2	2	1	0	0	0	157
18:30	77	11	2	2	0	1	93	93	12	0	2	1	2	0	0	110
18:45	56	5	2	1	0	0	64	88	9	1	2	0	0	0	0	100
N/TOT	436	97	215	161	27	55	5812	3954	510	198	155	30	44	2	0	5333

MANUAL CLASSIFIED COUNTS

JOB REF: 10520

JOB NAME: BAYNARD'S GREEN

SITE: 1

LOCATION: A43 (N) / B4100(E) / A43 (S)

DATE: 23/06/2021

DAY: WEDNESDAY



TIME	TO JAMB C						FROM JAMB C									
	CAR	LOW	OVW1	OVW2	PSV	MCL	PCL	TOT	CAR	LOW	OVW1	OVW2	PSV	MCL	PCL	TOT
07:00	211	111	33	29	0	0	0	384	181	74	12	45	0	0	0	312
07:15	214	101	21	40	0	6	0	382	185	64	10	32	1	3	0	309
07:30	207	70	11	42	0	5	0	362	185	64	10	32	0	2	0	309
07:45	213	80	33	46	0	4	0	376	187	51	18	32	0	7	0	350
N/TOT	805	371	118	141	0	12	0	1547	799	248	62	135	1	7	0	1352
08:00	232	63	31	49	0	1	0	376	262	56	22	33	1	2	0	376
08:15	206	41	37	35	0	1	0	340	251	50	20	54	1	1	0	377
08:30	237	75	32	29	1	0	0	374	202	41	20	32	1	0	0	296
08:45	199	72	25	38	1	1	0	336	186	49	15	41	0	0	0	291
N/TOT	804	251	125	151	2	3	0	1426	901	198	77	160	3	3	0	1340
09:00	207	56	23	58	0	1	0	345	171	41	16	38	1	1	0	268
09:15	185	55	24	44	1	1	0	310	135	59	20	35	0	0	0	248
09:30	187	47	25	43	2	3	0	287	167	41	24	56	1	4	0	293
09:45	165	39	21	32	1	1	0	259	169	54	28	42	0	0	0	293
N/TOT	724	197	93	177	4	6	0	1201	640	195	88	171	2	5	0	1103
10:00	179	43	21	39	0	0	0	282	148	37	21	40	0	0	0	246
10:15	196	44	24	27	0	0	0	291	185	48	23	39	0	2	0	297
10:30	202	42	19	50	0	2	0	315	184	62	21	48	0	0	0	315
10:45	158	60	16	28	1	1	0	263	182	58	25	35	1	4	0	291
N/TOT	1028	409	108	144	1	3	0	1316	829	258	65	159	1	4	0	1177
11:00	151	42	14	42	0	0	0	250	146	48	30	44	0	0	0	264
11:15	174	45	26	36	0	0	0	283	200	49	21	39	0	1	0	310
11:30	182	42	18	36	1	2	0	281	186	53	35	40	1	0	0	315
11:45	185	38	21	43	1	2	0	290	180	59	26	37	0	1	0	303
N/TOT	692	168	79	164	2	4	0	1109	727	210	112	160	1	2	0	1232
12:00	153	40	21	35	0	0	0	247	148	47	19	30	1	1	0	245
12:15	152	38	25	35	1	3	0	254	177	45	20	39	1	1	0	283
12:30	156	41	18	38	0	2	0	295	185	56	31	39	2	3	0	316
12:45	178	45	18	42	1	1	0	285	186	56	29	48	1	1	0	321
N/TOT	677	164	82	150	2	6	0	1081	696	204	99	155	5	5	0	1165
13:00	165	41	16	39	1	0	0	262	184	69	36	29	1	1	0	320
13:15	186	45	22	37	1	0	0	241	186	71	22	40	1	0	0	320
13:30	157	47	18	31	0	1	0	254	177	66	35	42	1	1	0	322
13:45	111	39	19	30	0	1	0	240	172	57	24	36	2	0	0	291
N/TOT	544	172	79	157	2	2	0	670	459	203	117	119	5	2	0	598
14:00	144	44	17	37	0	0	0	240	145	63	35	42	0	1	0	292
14:15	166	45	15	31	0	3	0	250	187	63	46	41	0	1	0	333
14:30	182	52	12	46	0	2	0	297	182	64	17	33	0	1	0	297
14:45	177	51	25	31	0	1	0	285	186	78	22	30	0	0	0	317
N/TOT	656	192	69	148	0	7	0	1072	720	257	104	139	2	3	0	1225
15:00	171	58	16	33	0	2	0	280	195	67	18	35	1	2	0	318
15:15	172	40	16	34	1	0	0	263	207	66	19	32	0	0	0	324
15:30	166	54	20	35	0	7	0	282	184	78	24	26	0	5	0	317
15:45	196	49	16	35	0	3	0	299	227	71	15	31	0	2	0	348
N/TOT	705	201	68	127	1	12	0	1124	813	284	77	124	1	9	0	1308
16:00	214	48	8	28	0	4	0	302	265	92	26	30	3	3	0	419
16:15	214	54	12	30	1	0	0	331	251	85	18	28	0	2	0	384
16:30	246	60	25	32	2	0	0	365	256	84	22	42	0	1	0	405
16:45	214	37	12	29	4	1	0	337	273	101	25	36	0	0	0	435
N/TOT	948	399	57	119	7	3	0	1335	1005	362	91	116	3	6	0	1643
17:00	205	54	10	26	0	4	0	389	298	89	15	28	2	1	0	433
17:15	183	47	8	30	0	0	0	368	311	72	20	35	0	1	0	409
17:30	171	40	6	22	0	2	0	300	275	65	10	23	0	3	0	408
17:45	210	32	6	26	0	0	0	300	210	45	16	33	2	3	0	409
N/TOT	1005	373	62	104	1	6	0	1351	1158	397	71	125	4	10	0	1505
18:00	223	26	10	26	0	0	0	288	319	60	18	46	0	3	0	446
18:15	217	33	6	26	0	2	0	284	264	40	13	27	1	5	0	350
18:30	168	29	5	23	1	2	0	228	252	49	12	26	0	2	0	341
18:45	142	20	9	25	0	0	0	196	221	38	15	41	0	0	0	315
N/TOT	750	108	30	103	1	4	0	996	1056	187	58	140	1	10	0	1452
P/TOT	9008	2385	808	1665	23	70	0	14369	10013	2911	1049	1763	29	68	0	14833



MANUAL CLASSIFIED COUNTS

JOB REF: 10520

JOB NAME: BAYNARDS GREEN

SITE: 1

LOCATION: A43 (N) / B4100 (E) / A43 (S)



DATE: 23/06/2021

DAY: WEDNESDAY

TIME	TO / FROM D						TO / FROM D									
	GM	LEV	OVV1	OVV2	PSV	MCL	PCL	TOT	GM	LEV	OVV1	OVV2	PSV	MCL	PCL	TOT
07:00	48	36	6	4	1	2	0	0	65	30	3	2	0	2	0	102
07:15	38	35	4	2	3	0	0	0	55	39	7	3	0	1	0	142
07:30	31	36	4	1	2	0	0	0	66	39	6	3	0	1	0	142
07:45	65	35	4	0	1	0	0	102	104	31	5	1	0	1	0	144
<b>N/TOT</b>	<b>222</b>	<b>1326</b>	<b>18</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>102</b>	<b>363</b>	<b>136</b>	<b>20</b>	<b>6</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>530</b>
08:00	67	26	7	1	0	0	0	101	84	34	6	3	0	1	0	118
08:15	84	27	5	1	1	0	0	128	108	31	7	2	0	1	1	149
08:30	88	16	7	2	0	0	0	113	86	21	7	2	1	1	1	119
08:45	73	21	7	2	1	1	0	105	95	20	3	3	0	0	0	121
<b>N/TOT</b>	<b>322</b>	<b>90</b>	<b>26</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>447</b>	<b>383</b>	<b>108</b>	<b>23</b>	<b>10</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>537</b>
09:00	56	30	1	5	0	1	0	93	80	18	9	3	1	0	0	111
09:15	60	24	5	2	1	0	0	92	59	22	5	4	2	1	0	93
09:30	68	25	9	4	0	0	0	106	56	18	5	5	0	2	0	86
09:45	53	16	5	5	0	0	0	79	48	18	4	3	0	0	0	73
<b>N/TOT</b>	<b>237</b>	<b>95</b>	<b>20</b>	<b>16</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>370</b>	<b>243</b>	<b>76</b>	<b>23</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>363</b>
10:00	34	16	1	5	0	0	0	56	57	18	7	6	0	0	1	89
10:15	55	14	5	2	0	0	0	76	51	21	4	4	0	0	0	80
10:30	61	20	11	6	0	1	0	99	52	12	4	2	0	0	0	70
10:45	63	13	5	1	1	0	0	82	52	12	4	2	0	0	0	70
<b>N/TOT</b>	<b>325</b>	<b>43</b>	<b>18</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>319</b>	<b>374</b>	<b>18</b>	<b>16</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>319</b>
11:00	56	15	2	4	0	1	0	84	64	12	3	3	0	0	0	85
11:15	67	17	3	4	0	1	0	92	63	20	3	7	0	0	0	93
11:30	44	14	6	2	0	1	0	67	64	16	6	3	0	0	0	89
11:45	42	12	7	6	0	0	0	67	58	14	8	4	0	2	0	86
<b>N/TOT</b>	<b>209</b>	<b>61</b>	<b>20</b>	<b>17</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>310</b>	<b>249</b>	<b>62</b>	<b>20</b>	<b>15</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>353</b>
12:00	66	19	6	3	0	0	0	94	43	11	5	3	0	2	0	64
12:15	56	14	4	3	0	0	0	77	55	10	5	1	0	3	0	74
12:30	69	17	7	2	0	1	0	96	65	21	5	0	0	0	0	91
12:45	60	28	5	1	0	0	0	94	66	26	3	3	0	2	0	100
<b>N/TOT</b>	<b>251</b>	<b>78</b>	<b>22</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>361</b>	<b>279</b>	<b>68</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>329</b>
13:00	61	23	2	1	0	1	0	88	61	23	6	1	0	0	0	91
13:15	61	16	2	2	0	3	0	84	63	16	2	3	0	1	0	85
13:30	66	12	7	6	2	0	0	93	59	19	6	4	0	0	0	88
13:45	24	19	3	3	0	1	0	60	44	19	7	7	0	0	0	78
<b>N/TOT</b>	<b>238</b>	<b>70</b>	<b>18</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>325</b>	<b>277</b>	<b>72</b>	<b>21</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>328</b>
14:00	57	11	4	4	1	0	0	76	50	14	9	3	0	0	0	81
14:15	87	21	6	5	1	0	0	96	58	24	3	3	0	0	0	81
14:30	68	23	6	5	1	1	0	104	55	21	2	3	0	0	0	81
14:45	76	19	5	3	1	0	0	104	66	24	6	3	1	0	0	100
<b>N/TOT</b>	<b>259</b>	<b>76</b>	<b>27</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>385</b>	<b>329</b>	<b>82</b>	<b>20</b>	<b>11</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>358</b>
15:00	66	18	7	1	1	1	0	94	66	20	7	4	0	2	0	99
15:15	71	27	5	5	2	1	0	111	57	19	7	2	0	1	0	86
15:30	73	30	4	5	1	3	0	116	78	25	9	3	3	1	0	119
15:45	69	17	7	2	0	2	0	97	74	13	4	3	2	1	0	97
<b>N/TOT</b>	<b>279</b>	<b>92</b>	<b>23</b>	<b>13</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>418</b>	<b>375</b>	<b>77</b>	<b>27</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>401</b>
16:00	87	22	5	1	0	0	0	115	83	33	4	4	1	2	0	137
16:15	94	22	4	0	0	1	0	121	83	31	4	1	3	1	0	123
16:30	75	24	5	2	0	2	0	108	82	27	5	1	0	1	0	116
16:45	100	16	10	0	0	0	0	126	74	14	2	3	0	2	0	95
<b>N/TOT</b>	<b>356</b>	<b>84</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>470</b>	<b>322</b>	<b>105</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>461</b>
17:00	98	18	3	2	0	0	1	122	103	12	4	0	0	1	0	120
17:15	97	15	1	0	0	2	1	117	97	13	6	1	0	1	0	108
17:30	114	9	2	0	0	2	0	126	75	9	0	1	0	1	0	81
17:45	508	12	3	0	0	3	0	116	76	9	0	1	0	3	0	81
<b>N/TOT</b>	<b>604</b>	<b>54</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>464</b>	<b>335</b>	<b>48</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>404</b>
18:00	83	16	5	1	0	0	0	105	66	16	2	0	0	2	0	86
18:15	88	15	2	1	1	2	0	109	63	9	2	2	0	0	0	76
18:30	72	22	5	4	0	2	0	105	59	12	1	1	0	0	0	73
18:45	73	13	1	1	0	0	0	88	45	7	4	4	0	0	0	60
<b>N/TOT</b>	<b>316</b>	<b>66</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>407</b>	<b>312</b>	<b>44</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>395</b>
<b>P/TOT</b>	<b>3003</b>	<b>963</b>	<b>238</b>	<b>125</b>	<b>22</b>	<b>40</b>	<b>2</b>	<b>4695</b>	<b>3312</b>	<b>950</b>	<b>225</b>	<b>125</b>	<b>14</b>	<b>54</b>	<b>2</b>	<b>4682</b>



## **Appendix D**

Growth Fund Scheme Preliminary Design

1. THIS DRAWING IS TO BE USED ONLY FOR INFORMATION. ALL OTHER RELEVANT DOCUMENTATION AND DISCREPANCIES SHOULD BE REFERRED TO THE ATTENTION OF THE CONSULTING ORGANISATION.
2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
3. ALL DIMENSIONS TO FACE UNLESS OTHERWISE INDICATED.
4. SOME EXTENTS ARE INDICATIVE ONLY.
5. THIS IS A CONCEPT DESIGN FOR INFORMATION ONLY. IT HAS NOT BEEN ROAD MARKED NOR ADDED A PRINCIPAL DESIGNER HAS NOT YET BEEN POSTED.

- PROPOSED FORMER
- PROPOSED FORMER (HAWK)
- PROPOSED SIGNAL (HAWK) (SECONDARY)

**IN DESIGN  
DEVELOPMENT**

ISSUE/REVISION

NO	DATE	DESCRIPTION
1	JAN 2018	OPTION DEVELOP. & TESTING

PROJECT NUMBER

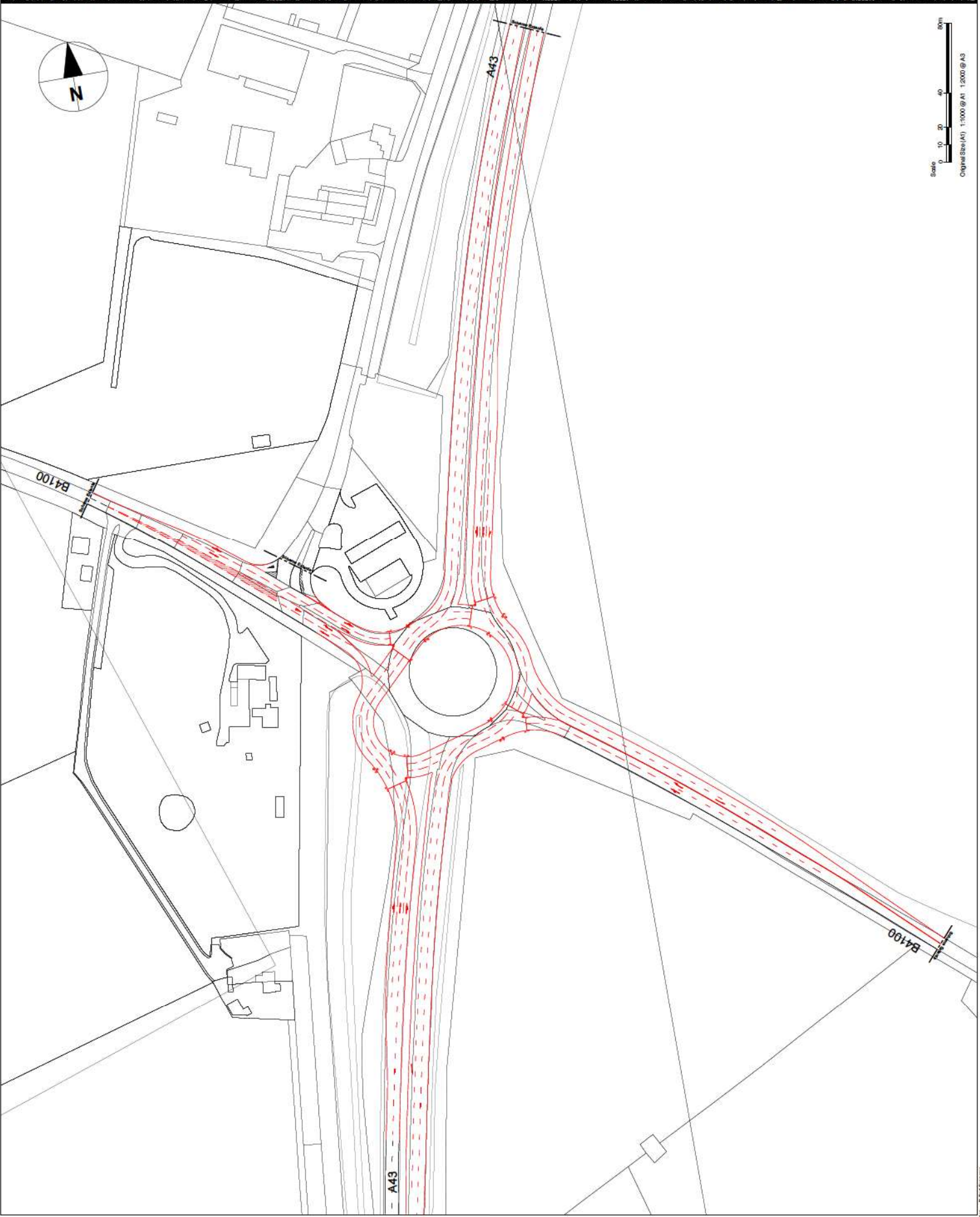
60540307

SHEET TITLE

M40 JUNCTION 10  
OPTION DEVELOPMENT & TESTING  
SHEET 4 OF 5  
BAYNARDS GREEN JUNCTION

SHEET NUMBER

60540307-SHT-1-C-0005



**Appendix M**  
Road Safety Audit

# **Land Adjacent to M40 J10, Western Access**

Road Safety Audit  
Stage 1

12 August 2021





Mott MacDonald  
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United Kingdom

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mottmac.com

David Tucker Associates  
Forester House  
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# **Land Adjacent to M40 J10, Western Access**

**Road Safety Audit  
Stage 1**

12 August 2021



# Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
A	12/08/2021	T J Blaney	R J Collins	J T Pearson	First Issue

**Document reference:** 100414124 | TPN | ITD | 044 | 001 | A

**Information class:** Standard

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# 1 Introduction

This report describes a Stage 1 Road Safety Audit carried out on the proposed access arrangements for a new 280,000m<sup>2</sup> employment development on land adjacent to the M40 J10. Two access points (eastern and western) will be provided either side of the A43 / B4100 Baynards Green roundabout junction. This audit report considers the western access.

The audit was carried out at the request of David Tucker Associates.

The audit took place at the Bristol office of Mott MacDonald and consisted of a detailed examination of the submitted documentation and drawings listed in **Appendix A**.

It is confirmed that this is a Stage 1 Road Safety Audit and that the audit was undertaken upon completion of the preliminary design work.

The Road Safety Audit Team, as approved by the David Tucker Associates' Project Sponsor, Simon Parfitt, consisted of:

Tim Blaney                      BSc (Hons), CMILT, MCIHT, MSoRSA  
  (Certificate of Competency in Road Safety Audit, July 2012)  
  Audit Team Leader, Mott MacDonald

Rachael Collins                BA (Hons), MSc, MCIHT  
  (Certificate of Competency in Road Safety Audit, July 2016)  
  Audit Team Member, Mott MacDonald

A visit to the site was completed on Wednesday 4<sup>th</sup> August at 1100 hrs. During this visit the weather was overcast, with sunny spells and the road surface was dry. Traffic conditions were moderate and free flowing. No pedestrian or cycle activity was observed.

This Road Safety Audit was carried out in accordance with Highways England's Departmental Standard GG119 and the Road Safety Audit Brief (*Doc. Ref: 17213-05*). The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

The comments and suggestions for road safety improvements made in this report seek to address matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme. Consequently, the auditors accept no responsibility for the design or construction of the scheme.

All the issues raised in this report are considered to be required for action. The comments contained in the report are based on safety related concerns and as such the design engineer will need to consider carefully how to respond to each of the issues. The Audit Response Report should be completed by the Design Team and kept on file for future reference.

A Key Plan indicating the location of any identified safety related issues is provided in **Appendix B**.



## **Scheme Description**

Taken from the Audit Brief:

*The western site access will serve up to 180,000m<sup>2</sup> GFA B8 use. A three-arm roundabout junction is proposed in line with the requirements of DMRB CD116. Access to plots will be taken from an internal roundabout junction within the site. A bus layby will be provided on the link between the two site roundabouts.*

*A pedestrian and cycle route will be provided between the B4100 accesses and will provide a safe route to and from the roadside services. The route has yet to be determined as this is likely to be incorporated into a wider HE improvement scheme at the Baynards Green roundabout. This is not therefore within the scope of this RSA.*

This audit therefore considers the proposed provision of a new roundabout junction on the B4100 as well as the internal site roundabout and link road.

## 2 Items Raised at this Stage 1 Audit

This section describes road safety related issues identified by the Audit Team during the Stage 1 Road Safety Audit.

### 2.1 Problem 1.01

*Location:* Throughout Scheme.

*Summary:* Unclear impact of additional traffic on surrounding highway network.

The proposed development and its western access are in close proximity to the A43 Baynards Green roundabout. At present, no junction appraisals have been undertaken therefore it is not possible to consider the impact that this development will have on the local highway network and particularly the A43 junction. Should the junction fail to accommodate the increase in traffic, and particularly HGVs, there is an increased risk of rear end shunt or side impact type collisions associated with inappropriate turning manoeuvres resulting from driver frustration / impatience.

#### **Recommendation**

It is recommended that traffic modelling is undertaken to assess the impact that the proposed development will have on the surrounding highway network, and particularly the A43 Baynards Green roundabout.

## 2.2 Problem 1.02

*Location:* B4100 Roundabout junction.

*Summary:* Unclear lighting provision may lead to loss of control collisions.

The B4100 at the location of the proposed roundabout junction is a relatively straight section of single carriageway unlit rural highway. It is not clear from the information submitted if it is intended to light the roundabout. Failure to light this roundabout may result in motorists misjudging the position or geometry of the roundabout during the hours of darkness, increasing the risk of loss of control type collisions.

**Figure 1: Existing B4100 on northbound approach to proposed roundabout.**



Source: Mott MacDonald

### **Recommendation**

Given the proximity of the illuminated A43 Baynards Green roundabout, it is considered appropriate for the proposed access roundabout to also be lit. Furthermore, the internal site roundabout is likely to also require lighting due to its close proximity. It is recommended that through the design process, a lighting assessment is carried out to confirm the need for lighting.



### 3 Audit Team Statement

We certify that this audit has been carried out in accordance with Highways England's Departmental Standard GG119.

**Road Safety Audit Team Leader**

**T J Blaney** BSc (Hons), CMILT, MCIHT, MSoRSA  
(Certificate of Competency in Road Safety Audit, July 2012)

Signed:



Date: 12<sup>th</sup> August 2021

Principal Road Safety Engineer  
Mott MacDonald  
10 Temple Back  
Bristol  
BS1 6FL

**Road Safety Audit Team Member**

**R J Collins** BA (Hons), MSc, MCIHT  
(Certificate of Competency in Road Safety Audit, July 2016)

Signed:

A handwritten signature in black ink that reads "R Collins".

Date: 12<sup>th</sup> August 2021

Senior Road Safety Engineer  
Mott MacDonald  
9 Portland Street  
Manchester  
M1 3BE

# Appendices

A.	List of Drawings & Documents Examined	7
B.	Location Plan – Western Access	8

## A. List of Drawings & Documents Examined

**Table 3.1: Drawings**

Drawing Number	Revision	Drawing Title
20005-SK-029	B	Proposed Masterplan Option 8
17213-09-GA	B	West Site Access – General Arrangement
17213-09-TRACK	B	West Site Access – Vehicle Tracking

Source: David Tucker Associates

**Table 3.2: Documents**

Document Number	Revision	Document Title
17213-05	-	Road Safety Audit Brief
17213-02b	-	TA Scoping Report

Source: David Tucker Associates









# **Land Adjacent to M40 J10, Eastern Access**

Road Safety Audit  
Stage 1

12 August 2021



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# **Land Adjacent to M40 J10, Eastern Access**

Road Safety Audit  
Stage 1

12 August 2021



# Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
A	12/08/2021	T J Blaney	R J Collins	J T Pearson	First Issue

**Document reference:** 100414124 | TPN | ITD | 044 | 002 | A

**Information class:** Standard

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A visit to the site was completed on Wednesday 4<sup>th</sup> August at 1100 hrs. During this visit the weather was overcast, with sunny spells and the road surface was dry. Traffic conditions were moderate and free flowing. No pedestrian or cycle activity was observed.

This Road Safety Audit was carried out in accordance with Highways England's Departmental Standard GG119 and the Road Safety Audit Brief (*Doc. Ref: 17213-05*). The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

The comments and suggestions for road safety improvements made in this report seek to address matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme. Consequently, the auditors accept no responsibility for the design or construction of the scheme.

All the issues raised in this report are considered to be required for action. The comments contained in the report are based on safety related concerns and as such the design engineer will need to consider carefully how to respond to each of the issues. The Audit Response Report should be completed by the Design Team and kept on file for future reference.

A Key Plan indicating the location of any identified safety related issues is provided in **Appendix B**.

## **Scheme Description**

Taken from the Audit Brief:

*The eastern site access will serve up to 100,000m<sup>2</sup> GFA B8 use. A four-arm roundabout junction is proposed in line with the requirements of DMRB CD116. Access to plots will be taken from separate arms. A bus loop will be provided on the easternmost development access road.*

*A pedestrian and cycle route will be provided between the B4100 accesses and will provide a safe route to and from the roadside services. The route has yet to be determined as this is likely to be incorporated into a wider HE improvement scheme at the Baynards Green roundabout. This is not therefore within the scope of this RSA.*

*A further pedestrian and cycle route is proposed between the eastern roundabout and the NW Bicester development. The route has yet to be determined and is not within the scope of this RSA.*

It is understood that the A43 / B4100 is currently subject to option testing for a Growth Fund Scheme. As such, two designs for the eastern access have been developed, one tying into the existing highway arrangement, and another tying into the (current) Growth Fund proposal.

This audit considers the proposed provision of a new roundabout junction on the B4100 east of the A43 tying into the pre-Growth Fund (existing) highway arrangement.

## 2 Items Raised at this Stage 1 Audit

This section describes road safety related issues identified by the Audit Team during the Stage 1 Road Safety Audit.

### 2.1 Problem 1.01

*Location:* Throughout Scheme.

*Summary:* Unclear impact of additional traffic on surrounding highway network.

The proposed development and its eastern access are in close proximity to the A43 Baynards Green roundabout. At present, no junction appraisals have been undertaken therefore it is not possible to consider the impact that this development will have on the local highway network and particularly the A43 junction. Should the junction fail to accommodate the increase in traffic, and particularly HGVs, there is an increased risk of rear end shunt or side impact type collisions associated with inappropriate turning manoeuvres resulting from driver frustration / impatience.

#### **Recommendation**

It is recommended that traffic modelling is undertaken to assess the impact that the proposed development will have on the surrounding highway network, and particularly the A43 Baynards Green roundabout.



## 2.2 Problem 1.02

*Location:* B4100 Roundabout junction.

*Summary:* Unclear lighting provision may lead to loss of control collisions.

The proposed roundabout junction is in close proximity to the existing A43 Baynards Green junction where street lighting is present. It is not clear from the information submitted if it is intended to light the proposed roundabout. The existing street lighting extends to the tie-in between the new and existing highway. Failure to light the new roundabout will result in south-eastbound motorists transitioning from lit to unlit on the immediate approach to the junction. This may result in motorists misjudging the position or geometry of the roundabout during the hours of darkness, increasing the risk of loss of control type collisions.

**Figure 1: Existing lighting on northbound B4100 approach to Baynards Green roundabout.**



Source: Mott MacDonald

### **Recommendation**

It is recommended that the proposed roundabout is lit and that the lighting appropriately ties-in with the existing street lighting.

### 3 Audit Team Statement

We certify that this audit has been carried out in accordance with Highways England's Departmental Standard GG119.

**Road Safety Audit Team Leader**

**T J Blaney** BSc (Hons), CMILT, MCIHT, MSoRSA  
(Certificate of Competency in Road Safety Audit, July 2012)

Signed:



Date: 12<sup>th</sup> August 2021

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Signed:



Date: 12<sup>th</sup> August 2021

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# Appendices

A.	List of Drawings & Documents Examined	7
B.	Location Plan – Eastern Access (pre-Growth Fund)	8

## A. List of Drawings & Documents Examined

**Table 3.1: Drawings**

Drawing Number	Revision	Drawing Title
20005-SK-029	B	Proposed Masterplan Option 8
17213-16-GA	-	Easter Access Pre-Growth Fund
17213-16-TRACK	-	Easter Access Pre-Growth Fund – Vehicle Tracking

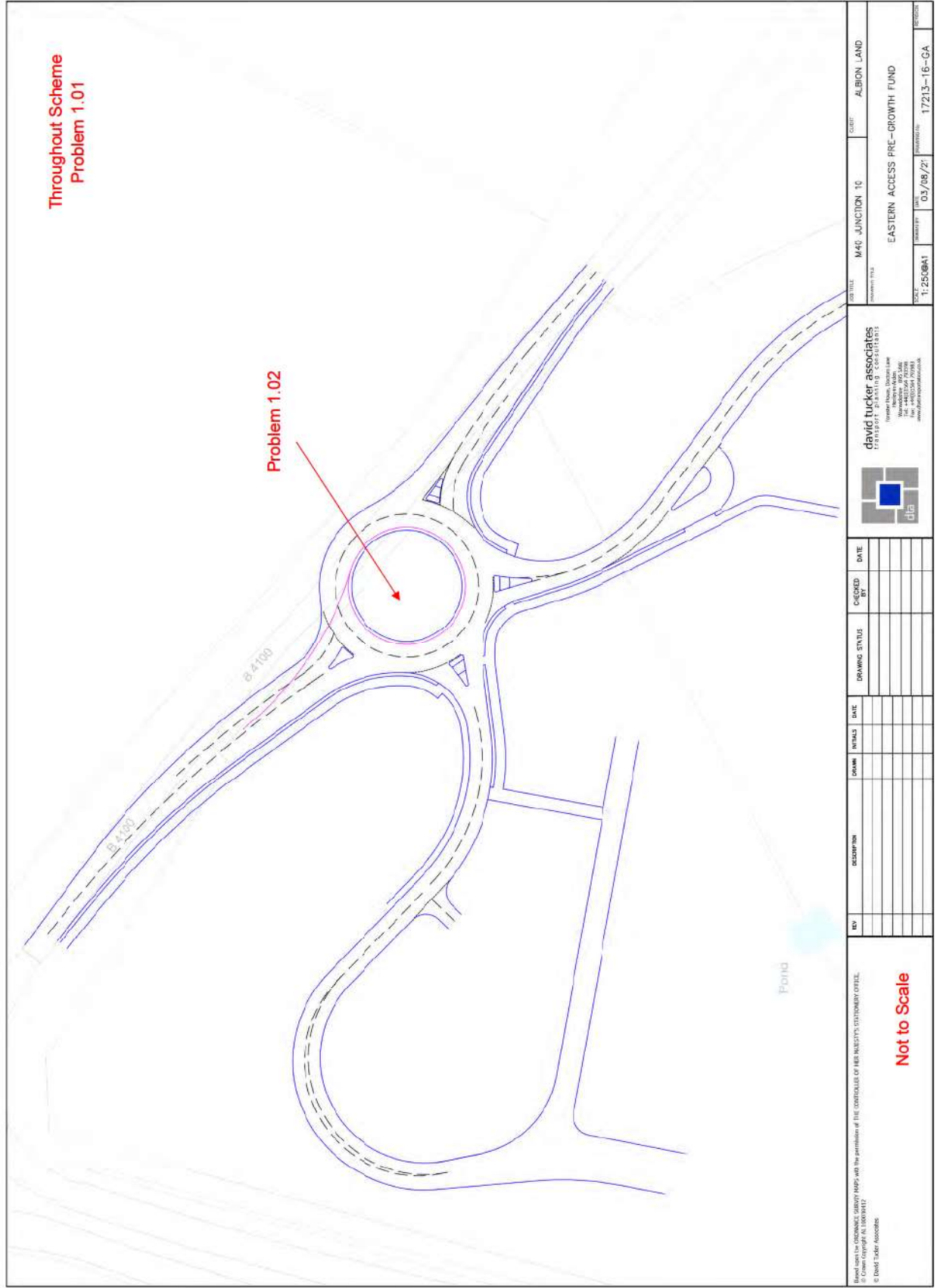
Source: David Tucker Associates

**Table 3.2: Documents**

Document Number	Revision	Document Title
17213-05	-	Road Safety Audit Brief
17213-02b	-	TA Scoping Report

Source: David Tucker Associates

## B. Location Plan – Eastern Access (pre-Growth Fund)





**Appendix N**  
Junction Modelling Reports

<h1>Junctions 10</h1>
<h2>ARCADY 10 - Roundabout Module</h2>
Version: 10.0.1.1519 © Copyright TRL Software Limited, 2021
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
<b>The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution</b>

**Filename:** Western Site Roundabout RevB.j10  
**Path:** P:\17000's\17213\Junction Assessments  
**Report generation date:** 07/09/2021 11:32:31

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- »2019 Baseline, AM
- »2019 Baseline, PM
- »2019 Baseline + Committed, AM
- »2019 Baseline + Committed, PM
- »2019 Baseline + Committed + Western Development, AM
- »2019 Baseline + Committed + Western Development, PM
- »2019 Baseline + Committed + Both Developments, AM
- »2019 Baseline + Committed + Both Developments, PM
- »2025 Baseline , AM
- »2025 Baseline, PM
- »2025 Baseline + Committed, AM
- »2025 Baseline + Committed, PM
- »2025 Baseline + Committed + Western Development, AM
- »2025 Baseline + Committed + Western Development, PM
- »2025 Baseline + Committed + Both Developments, AM
- »2025 Baseline + Committed + Both Developments, PM
- »2031 Baseline, AM
- »2031 Baseline, PM
- »2031 Baseline + Committed, AM
- »2031 Baseline + Committed, PM
- »2031 Baseline + Committed + Western Development, AM
- »2031 Baseline + Committed + Western Development, PM
- »2031 Baseline + Committed + Both Developments, AM
- »2031 Baseline + Committed + Both Developments, PM



**Summary of junction performance**

	AM				PM			
	Q (PCU)	Delay (s)	RFC	Res Cap	Q (PCU)	Delay (s)	RFC	Res Cap
<b>2019 Baseline</b>								
1 - B4100 (W)	0.4	4.11	0.29	225 %	0.3	3.66	0.21	204 %
2 - B4100 (E)	0.3	3.69	0.21		0.4	4.12	0.31	
3 - Site Arm 3	0.0	0.00	0.00	[1 - B4100 (W)]	0.0	0.00	0.00	[2 - B4100 (E)]
<b>2019 Baseline + Committed</b>								
1 - B4100 (W)	0.4	4.11	0.29	225 %	0.3	3.66	0.21	204 %
2 - B4100 (E)	0.3	3.69	0.21		0.4	4.12	0.31	
3 - Site Arm 3	0.0	0.00	0.00	[1 - B4100 (W)]	0.0	0.00	0.00	[2 - B4100 (E)]
<b>2019 Baseline + Committed + Western Development</b>								
1 - B4100 (W)	0.5	4.39	0.31	180 %	0.3	4.00	0.23	163 %
2 - B4100 (E)	0.5	4.45	0.31		0.6	4.56	0.35	
3 - Site Arm 3	0.1	4.37	0.08	[1 - B4100 (W)]	0.2	4.28	0.14	[2 - B4100 (E)]
<b>2019 Baseline + Committed + Both Developments</b>								
1 - B4100 (W)	0.5	4.42	0.31	176 %	0.3	4.01	0.23	159 %
2 - B4100 (E)	0.5	4.49	0.32		0.6	4.60	0.36	
3 - Site Arm 3	0.1	4.38	0.08	[1 - B4100 (W)]	0.2	4.30	0.14	[2 - B4100 (E)]
<b>2025 Baseline</b>								
1 - B4100 (W)	0.5	4.23	0.31	204 %	0.3	3.74	0.23	182 %
2 - B4100 (E)	0.3	3.76	0.23		0.5	4.26	0.33	
3 - Site Arm 3	0.0	0.00	0.00	[1 - B4100 (W)]	0.0	0.00	0.00	[2 - B4100 (E)]
<b>2025 Baseline + Committed</b>								
1 - B4100 (W)	0.5	4.23	0.31	204 %	0.3	3.74	0.23	182 %
2 - B4100 (E)	0.3	3.76	0.23		0.5	4.26	0.33	
3 - Site Arm 3	0.0	0.00	0.00	[1 - B4100 (W)]	0.0	0.00	0.00	[2 - B4100 (E)]
<b>2025 Baseline + Committed + Western Development</b>								
1 - B4100 (W)	0.5	4.52	0.33	164 %	0.3	4.09	0.25	146 %
2 - B4100 (E)	0.5	4.56	0.33		0.6	4.72	0.38	
3 - Site Arm 3	0.1	4.41	0.08	[1 - B4100 (W)]	0.2	4.36	0.14	[2 - B4100 (E)]
<b>2025 Baseline + Committed + Both Developments</b>								
1 - B4100 (W)	0.5	4.56	0.33	161 %	0.3	4.10	0.25	144 %
2 - B4100 (E)	0.5	4.58	0.33		0.6	4.75	0.38	
3 - Site Arm 3	0.1	4.42	0.08	[1 - B4100 (W)]	0.2	4.38	0.14	[2 - B4100 (E)]
<b>2031 Baseline</b>								
1 - B4100 (W)	0.5	4.31	0.32	192 %	0.3	3.79	0.24	172 %
2 - B4100 (E)	0.3	3.80	0.23		0.5	4.34	0.34	
3 - Site Arm 3	0.0	0.00	0.00	[1 - B4100 (W)]	0.0	0.00	0.00	[2 - B4100 (E)]
<b>2031 Baseline + Committed</b>								
1 - B4100 (W)	0.5	4.31	0.32	192 %	0.3	3.79	0.24	172 %
2 - B4100 (E)	0.3	3.80	0.23		0.5	4.34	0.34	
3 - Site Arm 3	0.0	0.00	0.00	[1 - B4100 (W)]	0.0	0.00	0.00	[2 - B4100 (E)]
<b>2031 Baseline + Committed + Western Development</b>								
1 - B4100 (W)	0.5	4.61	0.34	155 %	0.4	4.15	0.26	138 %
2 - B4100 (E)	0.5	4.62	0.34		0.7	4.82	0.39	
3 - Site Arm 3	0.1	4.44	0.08	[1 - B4100 (W)]	0.2	4.41	0.15	[2 - B4100 (E)]
<b>2031 Baseline + Committed + Both Developments</b>								
1 - B4100 (W)	0.5	4.64	0.34	152 %	0.4	4.15	0.26	135 %
2 - B4100 (E)	0.6	4.63	0.34		0.7	4.86	0.39	
3 - Site Arm 3	0.1	4.45	0.08	[1 - B4100 (W)]	0.2	4.43	0.15	[2 - B4100 (E)]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

## File summary

### File Description

Title	
Location	
Site number	
Date	22/07/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

### Units

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

### Analysis Options

Calculate Q Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
	✓	Delay	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	2019 Baseline	AM	ONE HOUR	07:45	09:15	15
D2	2019 Baseline	PM	ONE HOUR	16:45	18:15	15
D3	2019 Baseline + Committed	AM	ONE HOUR	07:45	09:15	15
D4	2019 Baseline + Committed	PM	ONE HOUR	16:45	18:15	15
D5	2019 Baseline + Committed + Western Development	AM	ONE HOUR	07:45	09:15	15
D6	2019 Baseline + Committed + Western Development	PM	ONE HOUR	16:45	18:15	15
D7	2019 Baseline + Committed + Both Developments	AM	ONE HOUR	07:45	09:15	15
D8	2019 Baseline + Committed + Both Developments	PM	ONE HOUR	16:45	18:15	15
D9	2025 Baseline	AM	ONE HOUR	07:45	09:15	15
D10	2025 Baseline	PM	ONE HOUR	16:45	18:15	15
D11	2025 Baseline + Committed	AM	ONE HOUR	07:45	09:15	15
D12	2025 Baseline + Committed	PM	ONE HOUR	16:45	18:15	15
D13	2025 Baseline + Committed + Western Development	AM	ONE HOUR	07:45	09:15	15
D14	2025 Baseline + Committed + Western Development	PM	ONE HOUR	16:45	18:15	15
D15	2025 Baseline + Committed + Both Developments	AM	ONE HOUR	07:45	09:15	15
D16	2025 Baseline + Committed + Both Developments	PM	ONE HOUR	16:45	18:15	15
D17	2031 Baseline	AM	ONE HOUR	07:45	09:15	15
D18	2031 Baseline	PM	ONE HOUR	16:45	18:15	15
D19	2031 Baseline + Committed	AM	ONE HOUR	07:45	09:15	15
D20	2031 Baseline + Committed	PM	ONE HOUR	16:45	18:15	15
D21	2031 Baseline + Committed + Western Development	AM	ONE HOUR	07:45	09:15	15
D22	2031 Baseline + Committed + Western Development	PM	ONE HOUR	16:45	18:15	15
D23	2031 Baseline + Committed + Both Developments	AM	ONE HOUR	07:45	09:15	15
D24	2031 Baseline + Committed + Both Developments	PM	ONE HOUR	16:45	18:15	15

### Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

# 2019 Baseline, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Eastern Site Roundabout	Standard Roundabout		1, 2, 3	3.93	A

### Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	225	1 - B4100 (W)	3.93	A

## Arms

### Arms

Arm	Name	Description	No give-way line
1	B4100 (W)		
2	B4100 (E)		
3	Site Arm 3		

### Roundabout Geometry

Arm	V (m)	E (m)	Γ (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
1 - B4100 (W)	3.60	4.50	9.7	20.2	40.0	36.0		
2 - B4100 (E)	3.65	4.50	6.0	20.0	40.0	32.0		
3 - Site Arm 3	3.65	4.50	6.3	25.8	40.0	23.0		

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B4100 (W)	0.551	1275
2 - B4100 (E)	0.555	1274
3 - Site Arm 3	0.579	1331

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	2019 Baseline	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00



### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - B4100 (W)		✓	331	100.000
2 - B4100 (E)		✓	244	100.000
3 - Site Arm 3		✓	0	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		1 - B4100 (W)	2 - B4100 (E)	3 - Site Arm 3
From	1 - B4100 (W)	0	331	0
	2 - B4100 (E)	244	0	0
	3 - Site Arm 3	0	0	0

## Vehicle Mix

### HV %s

		To		
		1 - B4100 (W)	2 - B4100 (E)	3 - Site Arm 3
From	1 - B4100 (W)	0	4	0
	2 - B4100 (E)	3	0	0
	3 - Site Arm 3	0	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - B4100 (W)	0.29	4.11	0.4	A
2 - B4100 (E)	0.21	3.69	0.3	A
3 - Site Arm 3	0.00	0.00	0.0	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 - B4100 (W)	249	0	1275	0.196	248	0.3	3.644	A
2 - B4100 (E)	184	0	1274	0.144	183	0.2	3.396	A
3 - Site Arm 3	0	183	1225	0.000	0	0.0	0.000	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 - B4100 (W)	298	0	1275	0.233	297	0.3	3.830	A
2 - B4100 (E)	219	0	1274	0.172	219	0.2	3.514	A
3 - Site Arm 3	0	219	1204	0.000	0	0.0	0.000	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 - B4100 (W)	364	0	1275	0.286	364	0.4	4.109	A
2 - B4100 (E)	269	0	1274	0.211	268	0.3	3.686	A
3 - Site Arm 3	0	268	1176	0.000	0	0.0	0.000	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 - B4100 (W)	364	0	1275	0.286	364	0.4	4.113	A
2 - B4100 (E)	269	0	1274	0.211	269	0.3	3.686	A
3 - Site Arm 3	0	269	1176	0.000	0	0.0	0.000	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 - B4100 (W)	298	0	1275	0.233	298	0.3	3.837	A
2 - B4100 (E)	219	0	1274	0.172	220	0.2	3.515	A
3 - Site Arm 3	0	220	1204	0.000	0	0.0	0.000	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 - B4100 (W)	249	0	1275	0.196	249	0.3	3.652	A
2 - B4100 (E)	184	0	1274	0.144	184	0.2	3.402	A
3 - Site Arm 3	0	184	1225	0.000	0	0.0	0.000	A

# 2019 Baseline, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Eastern Site Roundabout	Standard Roundabout		1, 2, 3	3.93	A

### Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	204	2 - B4100 (E)	3.93	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	2019 Baseline	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - B4100 (W)		✓	248	100.000
2 - B4100 (E)		✓	355	100.000
3 - Site Arm 3		✓	0	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		1 - B4100 (W)	2 - B4100 (E)	3 - Site Arm 3
From	1 - B4100 (W)	0	248	0
	2 - B4100 (E)	355	0	0
	3 - Site Arm 3	0	0	0

## Vehicle Mix

### HV %s

		To		
		1 - B4100 (W)	2 - B4100 (E)	3 - Site Arm 3
From	1 - B4100 (W)	0	2	0
	2 - B4100 (E)	1	0	0
	3 - Site Arm 3	0	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - B4100 (W)	0.21	3.66	0.3	A
2 - B4100 (E)	0.31	4.12	0.4	A
3 - Site Arm 3	0.00	0.00	0.0	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 - B4100 (W)	187	0	1275	0.146	186	0.2	3.371	A
2 - B4100 (E)	267	0	1274	0.210	266	0.3	3.604	A
3 - Site Arm 3	0	266	1177	0.000	0	0.0	0.000	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 - B4100 (W)	223	0	1275	0.175	223	0.2	3.490	A
2 - B4100 (E)	319	0	1274	0.250	319	0.3	3.805	A
3 - Site Arm 3	0	319	1147	0.000	0	0.0	0.000	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 - B4100 (W)	273	0	1275	0.214	273	0.3	3.665	A
2 - B4100 (E)	391	0	1274	0.307	390	0.4	4.112	A
3 - Site Arm 3	0	390	1105	0.000	0	0.0	0.000	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 - B4100 (W)	273	0	1275	0.214	273	0.3	3.665	A
2 - B4100 (E)	391	0	1274	0.307	391	0.4	4.115	A
3 - Site Arm 3	0	391	1105	0.000	0	0.0	0.000	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 - B4100 (W)	223	0	1275	0.175	223	0.2	3.492	A
2 - B4100 (E)	319	0	1274	0.250	320	0.3	3.809	A
3 - Site Arm 3	0	320	1146	0.000	0	0.0	0.000	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 - B4100 (W)	187	0	1275	0.146	187	0.2	3.375	A
2 - B4100 (E)	267	0	1274	0.210	268	0.3	3.611	A
3 - Site Arm 3	0	268	1176	0.000	0	0.0	0.000	A



# 2019 Baseline + Committed, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Eastern Site Roundabout	Standard Roundabout		1, 2, 3	3.93	A

### Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	225	1 - B4100 (W)	3.93	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	2019 Baseline + Committed	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - B4100 (W)		✓	331	100.000
2 - B4100 (E)		✓	244	100.000
3 - Site Arm 3		✓	0	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		1 - B4100 (W)	2 - B4100 (E)	3 - Site Arm 3
From	1 - B4100 (W)	0	331	0
	2 - B4100 (E)	244	0	0
	3 - Site Arm 3	0	0	0

## Vehicle Mix

### HV %s

		To		
		1 - B4100 (W)	2 - B4100 (E)	3 - Site Arm 3
From	1 - B4100 (W)	0	4	0
	2 - B4100 (E)	3	0	0
	3 - Site Arm 3	0	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - B4100 (W)	0.29	4.11	0.4	A
2 - B4100 (E)	0.21	3.69	0.3	A
3 - Site Arm 3	0.00	0.00	0.0	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 - B4100 (W)	249	0	1275	0.196	248	0.3	3.644	A
2 - B4100 (E)	184	0	1274	0.144	183	0.2	3.396	A
3 - Site Arm 3	0	183	1225	0.000	0	0.0	0.000	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 - B4100 (W)	298	0	1275	0.233	297	0.3	3.830	A
2 - B4100 (E)	219	0	1274	0.172	219	0.2	3.514	A
3 - Site Arm 3	0	219	1204	0.000	0	0.0	0.000	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 - B4100 (W)	364	0	1275	0.286	364	0.4	4.109	A
2 - B4100 (E)	269	0	1274	0.211	268	0.3	3.686	A
3 - Site Arm 3	0	268	1176	0.000	0	0.0	0.000	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 - B4100 (W)	364	0	1275	0.286	364	0.4	4.113	A
2 - B4100 (E)	269	0	1274	0.211	269	0.3	3.686	A
3 - Site Arm 3	0	269	1176	0.000	0	0.0	0.000	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 - B4100 (W)	298	0	1275	0.233	298	0.3	3.837	A
2 - B4100 (E)	219	0	1274	0.172	220	0.2	3.515	A
3 - Site Arm 3	0	220	1204	0.000	0	0.0	0.000	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 - B4100 (W)	249	0	1275	0.196	249	0.3	3.652	A
2 - B4100 (E)	184	0	1274	0.144	184	0.2	3.402	A
3 - Site Arm 3	0	184	1225	0.000	0	0.0	0.000	A

# 2019 Baseline + Committed, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Eastern Site Roundabout	Standard Roundabout		1, 2, 3	3.93	A

### Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	204	2 - B4100 (E)	3.93	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)
D4	2019 Baseline + Committed	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - B4100 (W)		✓	248	100.000
2 - B4100 (E)		✓	355	100.000
3 - Site Arm 3		✓	0	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		1 - B4100 (W)	2 - B4100 (E)	3 - Site Arm 3
From	1 - B4100 (W)	0	248	0
	2 - B4100 (E)	355	0	0
	3 - Site Arm 3	0	0	0

## Vehicle Mix

### HV %s

		To		
		1 - B4100 (W)	2 - B4100 (E)	3 - Site Arm 3
From	1 - B4100 (W)	0	2	0
	2 - B4100 (E)	1	0	0
	3 - Site Arm 3	0	0	0



## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - B4100 (W)	0.21	3.66	0.3	A
2 - B4100 (E)	0.31	4.12	0.4	A
3 - Site Arm 3	0.00	0.00	0.0	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 - B4100 (W)	187	0	1275	0.146	186	0.2	3.371	A
2 - B4100 (E)	267	0	1274	0.210	266	0.3	3.604	A
3 - Site Arm 3	0	266	1177	0.000	0	0.0	0.000	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 - B4100 (W)	223	0	1275	0.175	223	0.2	3.490	A
2 - B4100 (E)	319	0	1274	0.250	319	0.3	3.805	A
3 - Site Arm 3	0	319	1147	0.000	0	0.0	0.000	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 - B4100 (W)	273	0	1275	0.214	273	0.3	3.665	A
2 - B4100 (E)	391	0	1274	0.307	390	0.4	4.112	A
3 - Site Arm 3	0	390	1105	0.000	0	0.0	0.000	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 - B4100 (W)	273	0	1275	0.214	273	0.3	3.665	A
2 - B4100 (E)	391	0	1274	0.307	391	0.4	4.115	A
3 - Site Arm 3	0	391	1105	0.000	0	0.0	0.000	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 - B4100 (W)	223	0	1275	0.175	223	0.2	3.492	A
2 - B4100 (E)	319	0	1274	0.250	320	0.3	3.809	A
3 - Site Arm 3	0	320	1146	0.000	0	0.0	0.000	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 - B4100 (W)	187	0	1275	0.146	187	0.2	3.375	A
2 - B4100 (E)	267	0	1274	0.210	268	0.3	3.611	A
3 - Site Arm 3	0	268	1176	0.000	0	0.0	0.000	A

# 2019 Baseline + Committed + Western Development, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Eastern Site Roundabout	Standard Roundabout		1, 2, 3	4.42	A

### Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	180	1 - B4100 (W)	4.42	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	2019 Baseline + Committed + Western Development	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCIJ Factor for a HV (PCIJ)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - B4100 (W)		✓	340	100.000
2 - B4100 (E)		✓	360	100.000
3 - Site Arm 3		✓	85	100.000

## Origin-Destination Data

### Demand (PCU/hr)

From	To		
	1 - B4100 (W)	2 - B4100 (E)	3 - Site Arm 3
1 - B4100 (W)	0	331	9
2 - B4100 (E)	244	0	116
3 - Site Arm 3	5	80	0

## Vehicle Mix

### HV %s

From	To		
	1 - B4100 (W)	2 - B4100 (E)	3 - Site Arm 3
1 - B4100 (W)	0	4	0
2 - B4100 (E)	3	0	20
3 - Site Arm 3	0	34	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - B4100 (W)	0.31	4.39	0.5	A
2 - B4100 (E)	0.31	4.45	0.5	A
3 - Site Arm 3	0.08	4.37	0.1	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 - B4100 (W)	256	60	1242	0.206	255	0.3	3.787	A
2 - B4100 (E)	271	7	1271	0.213	270	0.3	3.879	A
3 - Site Arm 3	64	183	1225	0.052	64	0.1	4.070	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 - B4100 (W)	306	72	1235	0.247	305	0.3	4.022	A
2 - B4100 (E)	324	8	1270	0.255	323	0.4	4.104	A
3 - Site Arm 3	76	219	1204	0.063	76	0.1	4.192	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 - B4100 (W)	374	88	1226	0.305	374	0.5	4.386	A
2 - B4100 (E)	396	10	1269	0.312	396	0.5	4.449	A
3 - Site Arm 3	94	268	1176	0.080	93	0.1	4.369	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 - B4100 (W)	374	88	1226	0.305	374	0.5	4.390	A
2 - B4100 (E)	396	10	1269	0.312	396	0.5	4.453	A
3 - Site Arm 3	94	269	1176	0.080	94	0.1	4.370	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 - B4100 (W)	306	72	1235	0.248	306	0.3	4.028	A
2 - B4100 (E)	324	8	1270	0.255	324	0.4	4.110	A
3 - Site Arm 3	76	220	1204	0.063	77	0.1	4.196	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 - B4100 (W)	256	60	1241	0.206	256	0.3	3.799	A
2 - B4100 (E)	271	7	1270	0.213	271	0.3	3.891	A
3 - Site Arm 3	64	184	1225	0.052	64	0.1	4.076	A



# 2019 Baseline + Committed + Western Development, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Eastern Site Roundabout	Standard Roundabout		1, 2, 3	4.34	A

### Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	163	2 - B4100 (E)	4.34	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)
D6	2019 Baseline + Committed + Western Development	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCIJ Factor for a HV (PCIJ)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - B4100 (W)		✓	251	100.000
2 - B4100 (E)		✓	408	100.000
3 - Site Arm 3		✓	142	100.000

## Origin-Destination Data

### Demand (PCU/hr)

From	To		
	1 - B4100 (W)	2 - B4100 (E)	3 - Site Arm 3
1 - B4100 (W)	0	248	3
2 - B4100 (E)	355	0	53
3 - Site Arm 3	10	132	0

## Vehicle Mix

### HV %s

From	To		
	1 - B4100 (W)	2 - B4100 (E)	3 - Site Arm 3
1 - B4100 (W)	0	2	0
2 - B4100 (E)	1	0	34
3 - Site Arm 3	0	14	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - B4100 (W)	0.23	4.00	0.3	A
2 - B4100 (E)	0.35	4.56	0.6	A
3 - Site Arm 3	0.14	4.28	0.2	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 - B4100 (W)	189	99	1220	0.155	188	0.2	3.556	A
2 - B4100 (E)	307	2	1273	0.241	306	0.3	3.879	A
3 - Site Arm 3	107	266	1177	0.091	106	0.1	3.793	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 - B4100 (W)	226	119	1209	0.187	225	0.2	3.731	A
2 - B4100 (E)	367	3	1273	0.288	366	0.4	4.142	A
3 - Site Arm 3	128	319	1147	0.111	128	0.1	3.988	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 - B4100 (W)	276	145	1195	0.231	276	0.3	3.995	A
2 - B4100 (E)	449	3	1272	0.353	449	0.6	4.557	A
3 - Site Arm 3	156	390	1105	0.141	156	0.2	4.282	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 - B4100 (W)	276	145	1195	0.231	276	0.3	3.997	A
2 - B4100 (E)	449	3	1272	0.353	449	0.6	4.562	A
3 - Site Arm 3	156	391	1105	0.142	156	0.2	4.283	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 - B4100 (W)	226	119	1209	0.187	226	0.2	3.733	A
2 - B4100 (E)	367	3	1273	0.288	367	0.4	4.150	A
3 - Site Arm 3	128	320	1146	0.111	128	0.1	3.991	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 - B4100 (W)	189	99	1220	0.155	189	0.2	3.564	A
2 - B4100 (E)	307	2	1273	0.241	308	0.3	3.893	A
3 - Site Arm 3	107	268	1176	0.091	107	0.1	3.800	A

# 2019 Baseline + Committed + Both Developments, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Eastern Site Roundabout	Standard Roundabout		1, 2, 3	4.45	A

### Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	176	1 - B4100 (W)	4.45	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)
D7	2019 Baseline + Committed + Both Developments	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCI Factor for a HV (PCI)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - B4100 (W)		✓	345	100.000
2 - B4100 (E)		✓	366	100.000
3 - Site Arm 3		✓	85	100.000

## Origin-Destination Data

### Demand (PCU/hr)

	To			
	1 - B4100 (W)	2 - B4100 (E)	3 - Site Arm 3	
From	1 - B4100 (W)	0	336	9
	2 - B4100 (E)	247	0	119
	3 - Site Arm 3	5	80	0

## Vehicle Mix

### HV %s

	To			
	1 - B4100 (W)	2 - B4100 (E)	3 - Site Arm 3	
From	1 - B4100 (W)	0	4	0
	2 - B4100 (E)	3	0	20
	3 - Site Arm 3	0	34	0



## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - B4100 (W)	0.31	4.42	0.5	A
2 - B4100 (E)	0.32	4.49	0.5	A
3 - Site Arm 3	0.08	4.38	0.1	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 - B4100 (W)	260	60	1242	0.209	259	0.3	3.802	A
2 - B4100 (E)	276	7	1271	0.217	274	0.3	3.897	A
3 - Site Arm 3	64	185	1224	0.052	64	0.1	4.075	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 - B4100 (W)	310	72	1235	0.251	310	0.3	4.041	A
2 - B4100 (E)	329	8	1270	0.259	329	0.4	4.129	A
3 - Site Arm 3	76	222	1203	0.064	76	0.1	4.198	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 - B4100 (W)	380	88	1226	0.310	379	0.5	4.415	A
2 - B4100 (E)	403	10	1269	0.318	402	0.5	4.485	A
3 - Site Arm 3	94	272	1174	0.080	93	0.1	4.377	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 - B4100 (W)	380	88	1226	0.310	380	0.5	4.419	A
2 - B4100 (E)	403	10	1269	0.318	403	0.5	4.489	A
3 - Site Arm 3	94	272	1174	0.080	94	0.1	4.378	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 - B4100 (W)	310	72	1235	0.251	311	0.4	4.049	A
2 - B4100 (E)	329	8	1270	0.259	330	0.4	4.135	A
3 - Site Arm 3	76	222	1202	0.064	77	0.1	4.200	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 - B4100 (W)	260	60	1241	0.209	260	0.3	3.811	A
2 - B4100 (E)	276	7	1270	0.217	276	0.3	3.910	A
3 - Site Arm 3	64	186	1223	0.052	64	0.1	4.079	A

# 2019 Baseline + Committed + Both Developments, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Eastern Site Roundabout	Standard Roundabout		1, 2, 3	4.36	A

### Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	159	2 - B4100 (E)	4.36	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)
D8	2019 Baseline + Committed + Both Developments	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCI Factor for a HV (PCI)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - B4100 (W)		✓	253	100.000
2 - B4100 (E)		✓	414	100.000
3 - Site Arm 3		✓	142	100.000

## Origin-Destination Data

### Demand (PCU/hr)

From	To		
	1 - B4100 (W)	2 - B4100 (E)	3 - Site Arm 3
1 - B4100 (W)	0	250	3
2 - B4100 (E)	361	0	53
3 - Site Arm 3	10	132	0

## Vehicle Mix

### HV %s

From	To		
	1 - B4100 (W)	2 - B4100 (E)	3 - Site Arm 3
1 - B4100 (W)	0	2	0
2 - B4100 (E)	1	0	34
3 - Site Arm 3	0	14	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - B4100 (W)	0.23	4.01	0.3	A
2 - B4100 (E)	0.36	4.60	0.6	A
3 - Site Arm 3	0.14	4.30	0.2	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 - B4100 (W)	190	99	1220	0.156	190	0.2	3.561	A
2 - B4100 (E)	312	2	1273	0.245	310	0.3	3.894	A
3 - Site Arm 3	107	271	1175	0.091	106	0.1	3.802	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 - B4100 (W)	227	119	1209	0.188	227	0.2	3.737	A
2 - B4100 (E)	372	3	1273	0.292	372	0.4	4.165	A
3 - Site Arm 3	128	324	1144	0.112	128	0.1	4.000	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 - B4100 (W)	279	145	1195	0.233	278	0.3	4.005	A
2 - B4100 (E)	456	3	1272	0.358	455	0.6	4.591	A
3 - Site Arm 3	156	397	1101	0.142	156	0.2	4.299	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 - B4100 (W)	279	145	1195	0.233	279	0.3	4.007	A
2 - B4100 (E)	456	3	1272	0.358	456	0.6	4.597	A
3 - Site Arm 3	156	397	1101	0.142	156	0.2	4.301	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 - B4100 (W)	227	119	1209	0.188	228	0.2	3.743	A
2 - B4100 (E)	372	3	1273	0.292	373	0.4	4.175	A
3 - Site Arm 3	128	325	1143	0.112	128	0.1	4.005	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 - B4100 (W)	190	99	1220	0.156	191	0.2	3.569	A
2 - B4100 (E)	312	2	1273	0.245	312	0.3	3.908	A
3 - Site Arm 3	107	272	1174	0.091	107	0.1	3.812	A



# 2025 Baseline , AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Eastern Site Roundabout	Standard Roundabout		1, 2, 3	4.03	A

### Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	204	1 - B4100 (W)	4.03	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)
D9	2025 Baseline	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - B4100 (W)		✓	354	100.000
2 - B4100 (E)		✓	261	100.000
3 - Site Arm 3		✓	0	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		1 - B4100 (W)	2 - B4100 (E)	3 - Site Arm 3
From	1 - B4100 (W)	0	354	0
	2 - B4100 (E)	261	0	0
	3 - Site Arm 3	0	0	0

## Vehicle Mix

### HV %s

		To		
		1 - B4100 (W)	2 - B4100 (E)	3 - Site Arm 3
From	1 - B4100 (W)	0	4	0
	2 - B4100 (E)	3	0	0
	3 - Site Arm 3	0	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - B4100 (W)	0.31	4.23	0.5	A
2 - B4100 (E)	0.23	3.76	0.3	A
3 - Site Arm 3	0.00	0.00	0.0	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 - B4100 (W)	267	0	1275	0.209	265	0.3	3.707	A
2 - B4100 (E)	196	0	1274	0.154	196	0.2	3.436	A
3 - Site Arm 3	0	196	1218	0.000	0	0.0	0.000	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 - B4100 (W)	318	0	1275	0.250	318	0.3	3.913	A
2 - B4100 (E)	235	0	1274	0.184	234	0.2	3.565	A
3 - Site Arm 3	0	234	1195	0.000	0	0.0	0.000	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 - B4100 (W)	390	0	1275	0.306	389	0.5	4.227	A
2 - B4100 (E)	287	0	1274	0.226	287	0.3	3.756	A
3 - Site Arm 3	0	287	1165	0.000	0	0.0	0.000	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 - B4100 (W)	390	0	1275	0.306	390	0.5	4.230	A
2 - B4100 (E)	287	0	1274	0.226	287	0.3	3.756	A
3 - Site Arm 3	0	287	1165	0.000	0	0.0	0.000	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 - B4100 (W)	318	0	1275	0.250	319	0.3	3.918	A
2 - B4100 (E)	235	0	1274	0.184	235	0.2	3.570	A
3 - Site Arm 3	0	235	1195	0.000	0	0.0	0.000	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 - B4100 (W)	267	0	1275	0.209	267	0.3	3.715	A
2 - B4100 (E)	196	0	1274	0.154	197	0.2	3.440	A
3 - Site Arm 3	0	197	1217	0.000	0	0.0	0.000	A

# 2025 Baseline, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Eastern Site Roundabout	Standard Roundabout		1, 2, 3	4.05	A

### Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	182	2 - B4100 (E)	4.05	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)
D10	2025 Baseline	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - B4100 (W)		✓	267	100.000
2 - B4100 (E)		✓	382	100.000
3 - Site Arm 3		✓	0	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		1 - B4100 (W)	2 - B4100 (E)	3 - Site Arm 3
From	1 - B4100 (W)	0	267	0
	2 - B4100 (E)	382	0	0
	3 - Site Arm 3	0	0	0

## Vehicle Mix

### HV %s

		To		
		1 - B4100 (W)	2 - B4100 (E)	3 - Site Arm 3
From	1 - B4100 (W)	0	2	0
	2 - B4100 (E)	1	0	0
	3 - Site Arm 3	0	0	0



## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - B4100 (W)	0.23	3.74	0.3	A
2 - B4100 (E)	0.33	4.26	0.5	A
3 - Site Arm 3	0.00	0.00	0.0	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 - B4100 (W)	201	0	1275	0.158	200	0.2	3.416	A
2 - B4100 (E)	288	0	1274	0.226	286	0.3	3.675	A
3 - Site Arm 3	0	286	1165	0.000	0	0.0	0.000	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 - B4100 (W)	240	0	1275	0.188	240	0.2	3.548	A
2 - B4100 (E)	343	0	1274	0.270	343	0.4	3.904	A
3 - Site Arm 3	0	343	1133	0.000	0	0.0	0.000	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 - B4100 (W)	294	0	1275	0.231	294	0.3	3.743	A
2 - B4100 (E)	421	0	1274	0.330	420	0.5	4.253	A
3 - Site Arm 3	0	420	1088	0.000	0	0.0	0.000	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 - B4100 (W)	294	0	1275	0.231	294	0.3	3.743	A
2 - B4100 (E)	421	0	1274	0.330	421	0.5	4.258	A
3 - Site Arm 3	0	421	1088	0.000	0	0.0	0.000	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 - B4100 (W)	240	0	1275	0.188	240	0.2	3.550	A
2 - B4100 (E)	343	0	1274	0.270	344	0.4	3.909	A
3 - Site Arm 3	0	344	1132	0.000	0	0.0	0.000	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 - B4100 (W)	201	0	1275	0.158	201	0.2	3.423	A
2 - B4100 (E)	288	0	1274	0.226	288	0.3	3.686	A
3 - Site Arm 3	0	288	1165	0.000	0	0.0	0.000	A

# 2025 Baseline + Committed, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Eastern Site Roundabout	Standard Roundabout		1, 2, 3	4.03	A

### Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	204	1 - B4100 (W)	4.03	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)
D11	2025 Baseline + Committed	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - B4100 (W)		✓	354	100.000
2 - B4100 (E)		✓	261	100.000
3 - Site Arm 3		✓	0	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		1 - B4100 (W)	2 - B4100 (E)	3 - Site Arm 3
From	1 - B4100 (W)	0	354	0
	2 - B4100 (E)	261	0	0
	3 - Site Arm 3	0	0	0

## Vehicle Mix

### HV %s

		To		
		1 - B4100 (W)	2 - B4100 (E)	3 - Site Arm 3
From	1 - B4100 (W)	0	4	0
	2 - B4100 (E)	3	0	0
	3 - Site Arm 3	0	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - B4100 (W)	0.31	4.23	0.5	A
2 - B4100 (E)	0.23	3.76	0.3	A
3 - Site Arm 3	0.00	0.00	0.0	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 - B4100 (W)	267	0	1275	0.209	265	0.3	3.707	A
2 - B4100 (E)	196	0	1274	0.154	196	0.2	3.436	A
3 - Site Arm 3	0	196	1218	0.000	0	0.0	0.000	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 - B4100 (W)	318	0	1275	0.250	318	0.3	3.913	A
2 - B4100 (E)	235	0	1274	0.184	234	0.2	3.565	A
3 - Site Arm 3	0	234	1195	0.000	0	0.0	0.000	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 - B4100 (W)	390	0	1275	0.306	389	0.5	4.227	A
2 - B4100 (E)	287	0	1274	0.226	287	0.3	3.756	A
3 - Site Arm 3	0	287	1165	0.000	0	0.0	0.000	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 - B4100 (W)	390	0	1275	0.306	390	0.5	4.230	A
2 - B4100 (E)	287	0	1274	0.226	287	0.3	3.756	A
3 - Site Arm 3	0	287	1165	0.000	0	0.0	0.000	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 - B4100 (W)	318	0	1275	0.250	319	0.3	3.918	A
2 - B4100 (E)	235	0	1274	0.184	235	0.2	3.570	A
3 - Site Arm 3	0	235	1195	0.000	0	0.0	0.000	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 - B4100 (W)	267	0	1275	0.209	267	0.3	3.715	A
2 - B4100 (E)	196	0	1274	0.154	197	0.2	3.440	A
3 - Site Arm 3	0	197	1217	0.000	0	0.0	0.000	A



# 2025 Baseline + Committed, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Eastern Site Roundabout	Standard Roundabout		1, 2, 3	4.05	A

### Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	182	2 - B4100 (E)	4.05	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)
D12	2025 Baseline + Committed	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - B4100 (W)		✓	267	100.000
2 - B4100 (E)		✓	382	100.000
3 - Site Arm 3		✓	0	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		1 - B4100 (W)	2 - B4100 (E)	3 - Site Arm 3
From	1 - B4100 (W)	0	267	0
	2 - B4100 (E)	382	0	0
	3 - Site Arm 3	0	0	0

## Vehicle Mix

### HV %s

		To		
		1 - B4100 (W)	2 - B4100 (E)	3 - Site Arm 3
From	1 - B4100 (W)	0	2	0
	2 - B4100 (E)	1	0	0
	3 - Site Arm 3	0	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - B4100 (W)	0.23	3.74	0.3	A
2 - B4100 (E)	0.33	4.26	0.5	A
3 - Site Arm 3	0.00	0.00	0.0	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 - B4100 (W)	201	0	1275	0.158	200	0.2	3.416	A
2 - B4100 (E)	288	0	1274	0.226	286	0.3	3.675	A
3 - Site Arm 3	0	286	1165	0.000	0	0.0	0.000	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 - B4100 (W)	240	0	1275	0.188	240	0.2	3.548	A
2 - B4100 (E)	343	0	1274	0.270	343	0.4	3.904	A
3 - Site Arm 3	0	343	1133	0.000	0	0.0	0.000	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 - B4100 (W)	294	0	1275	0.231	294	0.3	3.743	A
2 - B4100 (E)	421	0	1274	0.330	420	0.5	4.253	A
3 - Site Arm 3	0	420	1088	0.000	0	0.0	0.000	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 - B4100 (W)	294	0	1275	0.231	294	0.3	3.743	A
2 - B4100 (E)	421	0	1274	0.330	421	0.5	4.258	A
3 - Site Arm 3	0	421	1088	0.000	0	0.0	0.000	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 - B4100 (W)	240	0	1275	0.188	240	0.2	3.550	A
2 - B4100 (E)	343	0	1274	0.270	344	0.4	3.909	A
3 - Site Arm 3	0	344	1132	0.000	0	0.0	0.000	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 - B4100 (W)	201	0	1275	0.158	201	0.2	3.423	A
2 - B4100 (E)	288	0	1274	0.226	288	0.3	3.686	A
3 - Site Arm 3	0	288	1165	0.000	0	0.0	0.000	A

# 2025 Baseline + Committed + Western Development, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Eastern Site Roundabout	Standard Roundabout		1, 2, 3	4.53	A

### Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	164	1 - B4100 (W)	4.53	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)
D13	2025 Baseline + Committed + Western Development	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCI Factor for a HV (PCI)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - B4100 (W)		✓	363	100.000
2 - B4100 (E)		✓	380	100.000
3 - Site Arm 3		✓	85	100.000

## Origin-Destination Data

### Demand (PCU/hr)

From	To		
	1 - B4100 (W)	2 - B4100 (E)	3 - Site Arm 3
1 - B4100 (W)	0	354	9
2 - B4100 (E)	261	0	119
3 - Site Arm 3	5	80	0

## Vehicle Mix

### HV %s

From	To		
	1 - B4100 (W)	2 - B4100 (E)	3 - Site Arm 3
1 - B4100 (W)	0	4	0
2 - B4100 (E)	3	0	20
3 - Site Arm 3	0	34	0



## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS
1 - B4100 (W)	0.33	4.52	0.5	A
2 - B4100 (E)	0.33	4.56	0.5	A
3 - Site Arm 3	0.08	4.41	0.1	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 - B4100 (W)	273	60	1242	0.220	272	0.3	3.853	A
2 - B4100 (E)	286	7	1271	0.225	285	0.3	3.932	A
3 - Site Arm 3	64	196	1218	0.053	64	0.1	4.096	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 - B4100 (W)	326	72	1235	0.264	326	0.4	4.114	A
2 - B4100 (E)	342	8	1270	0.269	341	0.4	4.178	A
3 - Site Arm 3	76	234	1195	0.064	76	0.1	4.225	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 - B4100 (W)	400	88	1226	0.326	399	0.5	4.519	A
2 - B4100 (E)	418	10	1269	0.330	418	0.5	4.557	A
3 - Site Arm 3	94	287	1165	0.080	93	0.1	4.413	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 - B4100 (W)	400	88	1226	0.326	400	0.5	4.525	A
2 - B4100 (E)	418	10	1269	0.330	418	0.5	4.562	A
3 - Site Arm 3	94	287	1165	0.080	94	0.1	4.414	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 - B4100 (W)	326	72	1235	0.264	327	0.4	4.122	A
2 - B4100 (E)	342	8	1270	0.269	342	0.4	4.184	A
3 - Site Arm 3	76	235	1195	0.064	77	0.1	4.229	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 - B4100 (W)	273	60	1241	0.220	274	0.3	3.867	A
2 - B4100 (E)	286	7	1270	0.225	286	0.3	3.944	A
3 - Site Arm 3	64	197	1217	0.053	64	0.1	4.102	A

# 2025 Baseline + Committed + Western Development, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Eastern Site Roundabout	Standard Roundabout		1, 2, 3	4.46	A

### Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	146	2 - B4100 (E)	4.46	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)
D14	2025 Baseline + Committed + Western Development	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - B4100 (W)		✓	270	100.000
2 - B4100 (E)		✓	435	100.000
3 - Site Arm 3		✓	142	100.000

## Origin-Destination Data

### Demand (PCU/hr)

From	To		
	1 - B4100 (W)	2 - B4100 (E)	3 - Site Arm 3
1 - B4100 (W)	0	267	3
2 - B4100 (E)	382	0	53
3 - Site Arm 3	10	132	0

## Vehicle Mix

### HV %s

From	To		
	1 - B4100 (W)	2 - B4100 (E)	3 - Site Arm 3
1 - B4100 (W)	0	2	0
2 - B4100 (E)	1	0	34
3 - Site Arm 3	0	14	0