Appendix I

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Oxford North – Parking Strategy

Introduction

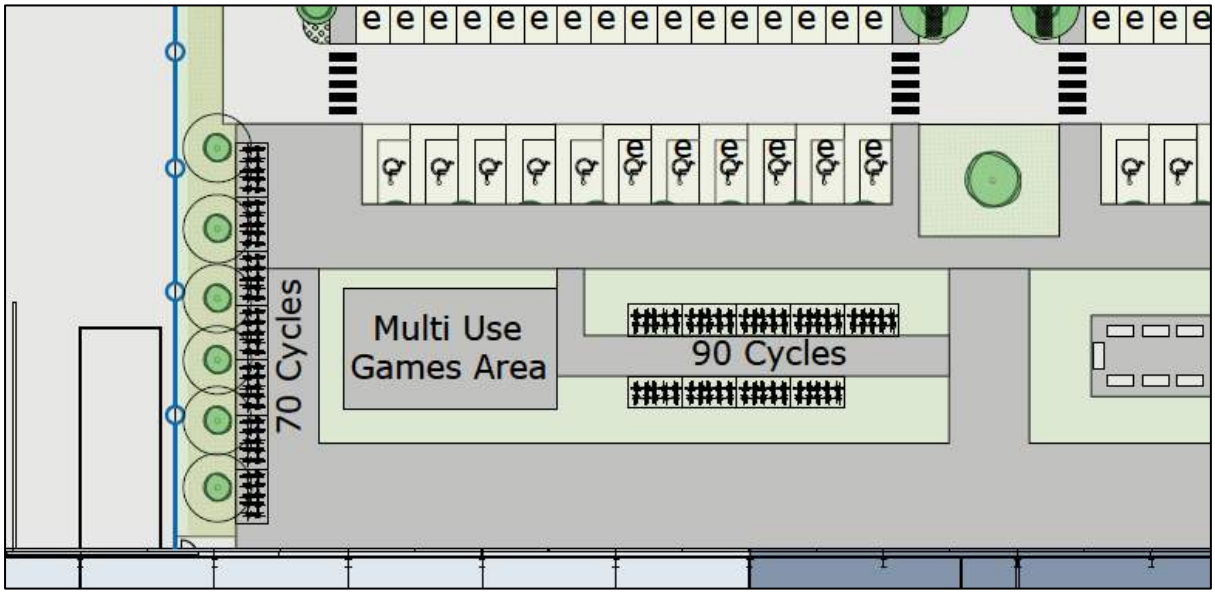
This Parking Strategy note has been prepared by Vectos further to emails exchanged with OCC regarding parking provision at the proposed Siemens facility on the Oxford North site.

The intention of this note is to agree that the level of car parking and cycle parking shown on the emerging masterplan is suitable when considered in the context of expected demands and existing (i.e. EV provision) and emerging (i.e. car and cycle parking standards) policy positions.

For reference, relevant extracts of the emerging masterplan are provided below:

Car Parking Area

Cycle Parking



Car Parking

- The emerging car parking standards provided by OCC indicate that the proposed Siemens building (i.e. GFA - 53,830 sqm of B2 floorspace) would be permitted to provide up to a maximum of 1,076 car parking spaces.

- The County's current EV parking strategy requires all commercial schemes to provide 25% of spaces with EV charging points. parking standards for B2 uses would suggest a maximum of

- The emerging layout makes provision for the layout should be predicated on the following:
    - Car Parking Spaces - 474
        I. Standard Spaces – 450
        II. Blue Badge Spaces - 24
    - EV parking to be provided at 25% of all spaces irrespective of type (i.e. staff, visitors, standard, Blue Badge)

- The enclosed car parking accumulation spreadsheet shows that there is likely to be demand for 462 car parking spaces. This is comfortably within:
    - The number of spaces provided (i.e. 474)
    - The maximum parking spaces outlined in the emerging OCC car parking standards (i.e. 1,099 spaces).

- The level of parking provided therefore accords with expected demands and is consistent with existing and emerging parking policy.

Cycle Parking

- 2011 JTW data shows that 5% of all trips originating from within Bicester are completed by cycling:

Method of Travel to Work	E02005932 : Cherwell 012	E02005933 : Cherwell 013	E02005934 : Cherwell 014	E02005935 : Cherwell 015	Total	
Underground, metro, light rail, tram	3	3	4	3	13	0%
Train	166	109	96	159	530	3%
Bus, minibus or coach	156	179	230	153	718	4%
Taxi	6	10	19	4	39	0%
Motorcycle, scooter or moped	23	29	45	27	124	1%
Driving a car or van	2,770	2,502	3,027	2,648	10,947	68%
Passenger in a car or van	235	263	376	186	1,060	7%
Bicycle	128	224	244	171	767	5%
On foot	332	567	467	475	1,841	11%
Other method of travel to work	13	10	13	13	49	0%
Total	**3,832**	**3,896**	**4,521**	**3,839**	**16,088**	**100%**

- On the basis that there is a target to increase cycling by 200%, this could increase to 10% in the future.

- Of the 550 employees that currently work in the Siemens Eynsham Site, 5% live in Bicester.

- Assuming 5% of all 1,300 employees associated with the proposed Siemens facility live within Bicester, this would give c. 70 people living within an acceptable cycling distance of Oxford North.

- Assuming 10% of all trips are competed by cycling, this would equate to less than 10 daily trips.

- For robustness, a further test has been undertaken assuming all 750 new employees would live within an acceptable cycling distance of Oxford North.

- Assuming 10% of the 750 employees cycled to Oxford North would give a daily demand for c. 75 daily trips.

- The emerging layout shows that there is space to provide 70 cycle stands (i.e. 140 spaces).

- Whilst this is lower than the 267 stands (i.e. 534 spaces) that would be required based on the emerging cycle parking standards shared by OCC, it is significantly more than the upper end of trips by cycle that could be reasonably be attributed to the proposed development.

- For robustness, it is therefore proposed to provide cycle parking at a rate that meets the upper limits of the demands outlined above in the first instance (i.e. 40 stands or 80 spaces), but with a Travel Plan commitment to monitor this and provide up to 40 more stands if required.

Agreements Sought

- The following car parking provision is appropriate for the proposed development:

    - Car Parking Spaces - 474
        III. Standard Spaces - 450
        IV. Blue Badge Spaces - 24
    - EV parking to be provided at 25% of all spaces irrespective of type (i.e. staff, visitors, standard, Blue Badge)

- The layout should show 40 stands to be provided from day one of the scheme, but with space reserved for use by up to 40 further stands.

James Bancroft
24th November 2021

vectos.

Enclosure 1

Parking Provision Review

Emerging B2 standards	Siemens Provision (54,925 sqm)
1 car parking space per 50 sqm (maxima)	1099
1 cycle stand per 350 sqm for employees (minima)	157
1 cycle stand per 500 sqm for visitors (minima)	110

First Principles Demand Profile

Total Sum of Links				Total Sum of Links				Total Sum of Links			
	22nd				23rd				24th		
Time	IN	OUT	TOTAL	Time	IN	OUT	TOTAL	Time	IN	OUT	TOTAL
00:00	0	19	19	00:00	0	17	17	00:00	0	10	10
01:00	0	2	2	01:00	1	2	3	01:00	0	0	0
02:00	1	0	1	02:00	0	1	1	02:00	0	0	0
03:00	1	0	1	03:00	2	0	2	03:00	1	1	2
04:00	20	0	20	04:00	19	0	19	04:00	18	0	18
05:00	65	1	66	05:00	72	3	75	05:00	69	0	69
06:00	14	14	28	06:00	11	15	26	06:00	12	13	25
07:00	59	4	63	07:00	38	2	40	07:00	50	3	53
08:00	44	6	50	08:00	37	10	47	08:00	33	10	43
09:00	23	13	36	09:00	31	10	41	09:00	18	12	30
10:00	14	13	27	10:00	9	8	17	10:00	15	10	25
11:00	10	20	30	11:00	7	10	17	11:00	15	14	29
12:00	19	16	35	12:00	20	14	34	12:00	24	20	44
13:00	79	51	130	13:00	75	80	155	13:00	76	61	137
14:00	15	57	72	14:00	14	75	89	14:00	11	56	67
15:00	2	13	15	15:00	3	13	16	15:00	10	15	25
16:00	7	51	58	16:00	6	33	39	16:00	5	43	48
17:00	3	45	48	17:00	3	35	38	17:00	4	35	39
18:00	2	11	13	18:00	6	19	25	18:00	6	10	16
19:00	1	5	6	19:00	3	7	10	19:00	3	8	11
20:00	0	2	2	20:00	1	5	6	20:00	1	3	4
21:00	13	2	15	21:00	14	5	19	21:00	11	5	16
22:00	1	22	23	22:00	0	37	37	22:00	0	52	52
23:00	2	8	10	23:00	0	19	19	23:00	1	19	20

EXISTING CAR PARK

IN	OUT		
0	15	28	*8%*
0	1	27	*7%*
0	0	27	*7%*
1	0	28	*8%*
19	0	47	*13%*
69	1	114	*32%*
12	14	113	*31%*
49	3	159	*44%*
38	9	188	*52%*
24	12	200	*55%*
13	10	203	*56%*
11	15	199	*55%*
21	17	203	*56%*
77	64	216	*60%*
13	63	166	*46%*
5	14	158	*44%*
6	42	121	*34%*
3	38	86	*24%*
5	13	78	*21%*
2	7	73	*20%*
1	3	71	*20%*
13	4	79	*22%*
0	37	43	*12%*
1	15	28	*8%*

PROPOSED CAR PARK

IN	OUT		
		58	*12%*
0	49	9	*2%*
1	4	6	*1%*
1	1	6	*1%*
4	1	9	*2%*
60	0	70	*14%*
218	4	283	*58%*
19	22	280	*58%*
77	5	352	*73%*
60	14	398	*82%*
38	18	418	*86%*
19	16	421	*87%*
16	22	415	*86%*
32	25	422	*87%*
243	203	462	*95%*
42	199	306	*63%*
16	43	278	*57%*
9	66	221	*46%*
5	60	166	*34%*
7	21	153	*32%*
4	10	146	*30%*
2	11	138	*28%*
40	13	165	*34%*
1	117	49	*10%*
3	49	3	*1%*

Based on the average mid-night occupancy rate of the existing site on each day of the surveys. See Cell BD2 and BD3

Outside of office hours all survey movements robustly increased by 3 to reflect increases in production staff.

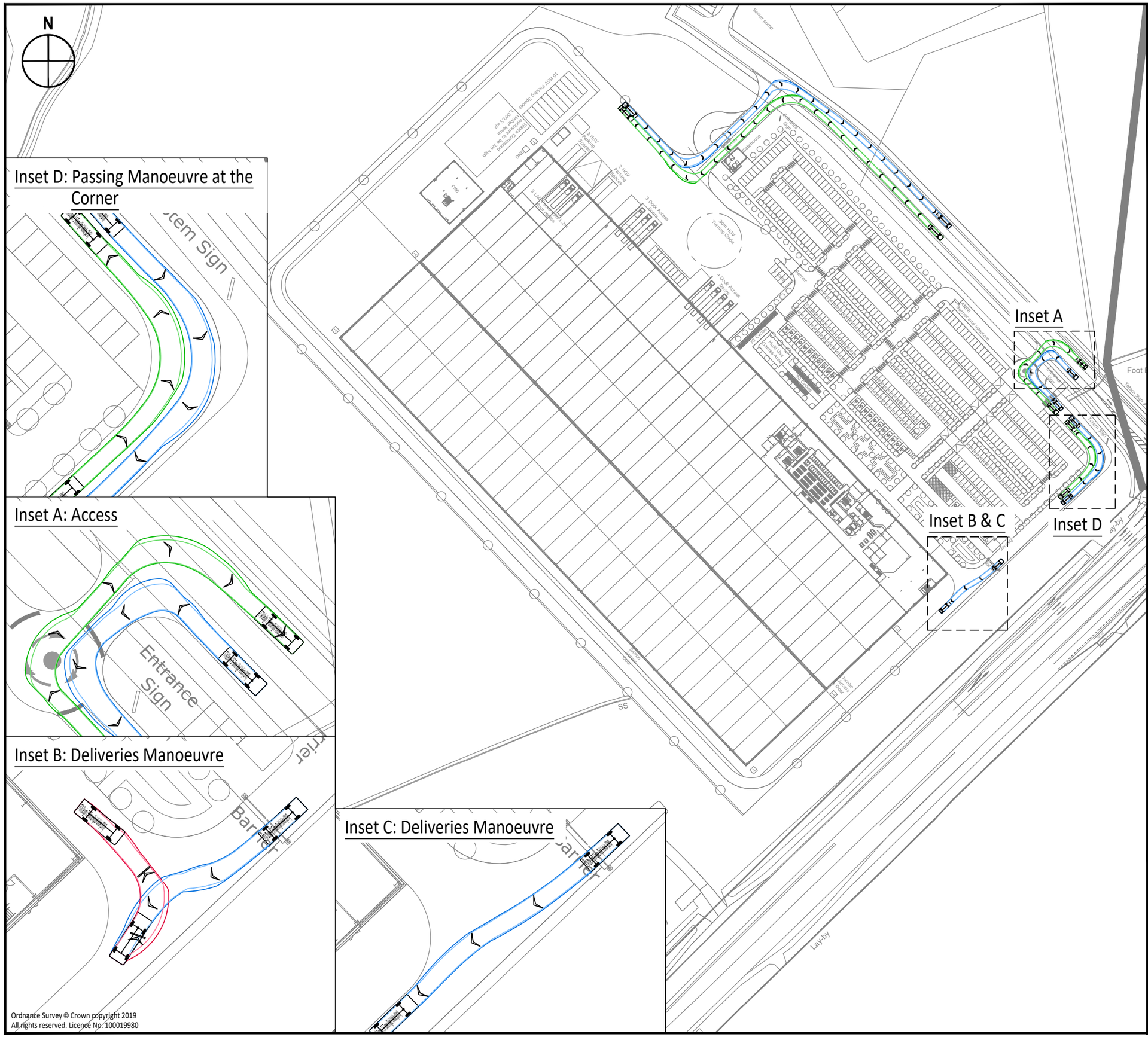
Assumes office staff activity at these times. Survey results increased by 4.4% to reflect the occupancy rate of the Eynsham site being lower than the 70% that will occur in the future. Further 50% then added to relfect increase in employee numbers in 2040.

Outside of office hours all survey movements robustly increased by 3 to reflect increases in production staff.

Assumes office staff activity at these times. Survey results increased by 4.4% to reflect the occupancy rate of the Eynsham site being lower than the 70% that will occur in the future. Further 50% then added to relfect increase in employee numbers in 2040.

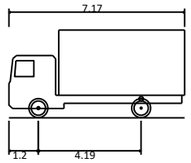
Outside of office hours all survey movements robustly increased by 3 to reflect increases in production staff.

Appendix J



Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Based on SGP : 13-222-SGP-ZZ-ZZ-DR-A-131001-Q-Site Plan DWGs
4. The Standard Design Vehicle (SDV) is a composite of the smallest 95% of private vehicles registered to drive on UK Highways & has been devised by the I.C.E (Institute of Civil Engineers).



FTA Design 7.5 Tonne Rigid Vehicle (2016)

Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.120m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	7.000m

REV.	DETAILS	DRAWN	CHECKED	DATE
F	Updated layout, amendments to suit	CJM	JB	25.11.2021
E	Updated layout, amendments to suit	CP	JB	04.11.2021
D	Updated layout, amendments to suit	CP	JB	02.11.2021
C	Updated layout, amendments to suit	CP	JB	28.10.2021
B	Updated layout, amendments to suit	PP	JB	12.10.2021
A	Updated layout, amendments to suit	PP	JB	02.08.2021

CLIENT:
Tritrax Symmetry

PROJECT:
Symmetry Park, Oxford North and Ardley

DRAWING TITLE:
Swept Path Analysis
Food Deliveries
7.5t Rigid Vehicle

SCALES:
1:2000 / 1:500 at A3

DRAWN:	CHECKED:	DATE:
PP	JB	09.07.2021

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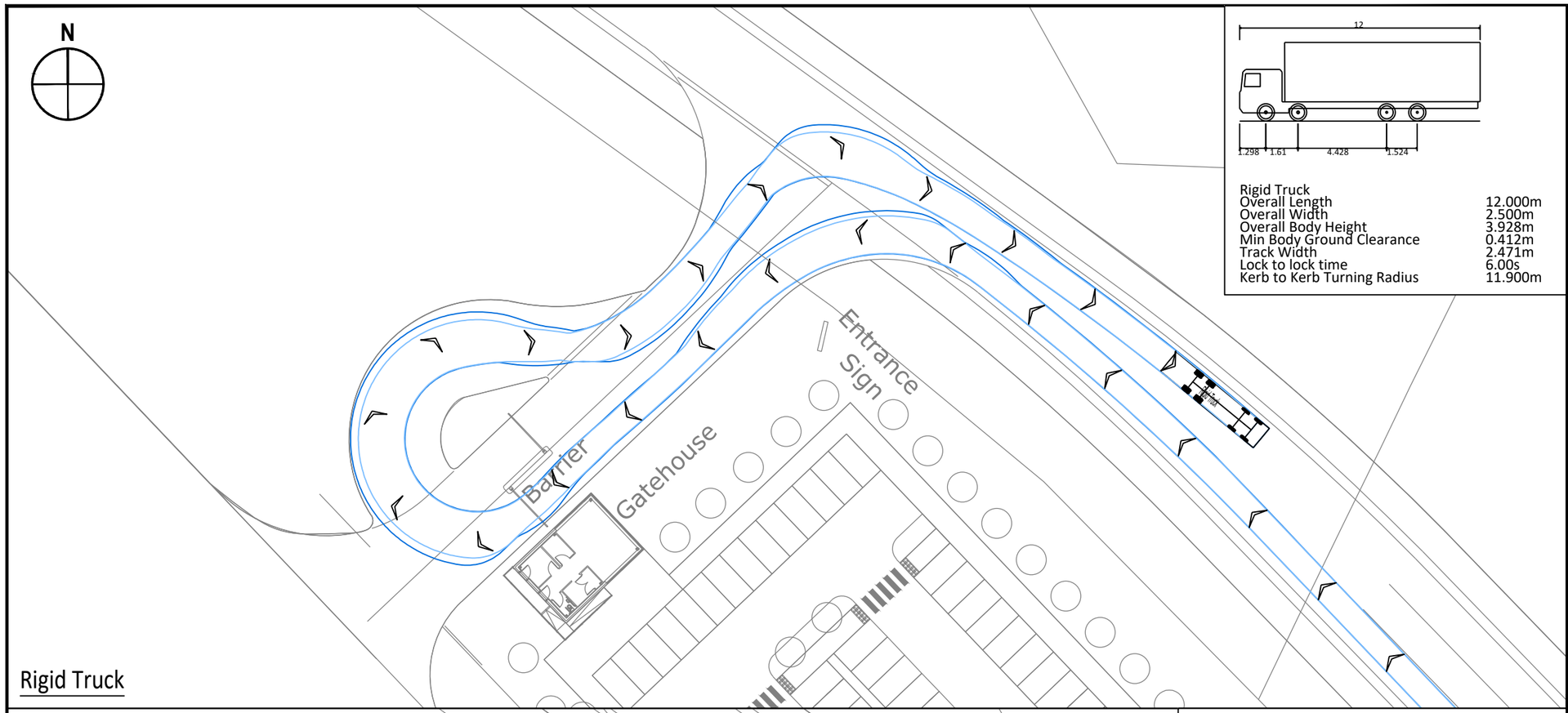
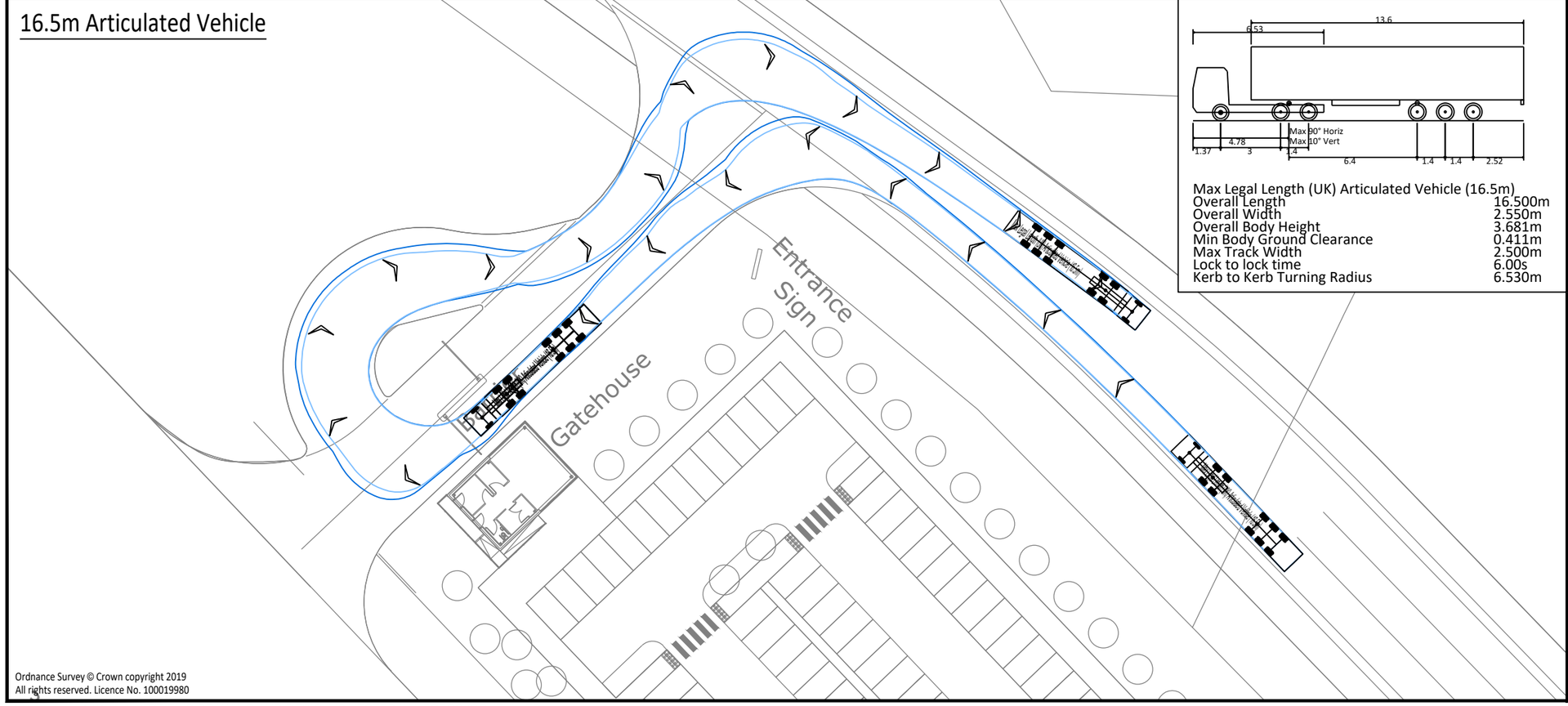


Rigid Truck

Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

16.5m Articulated Vehicle



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Based on SGP : 13-222-SGP-ZZ-ZZ-DR-A-131001-Q-Site Plan DWGs

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B	Updated layout, amendments to suit	PP	JB	12.10.2021
A	Updated layout, amendments to suit	PP	JB	02.08.2021

CLIENT:

Tritrax Symmetry

PROJECT:

Symmetry Park, Oxford North and Ardley

DRAWING TITLE:

Swept Path Analysis
Rejection Loop

SCALES:

1:500 at A3

DRAWN:	CHECKED:	DATE:
PP	JB	09.07.2021

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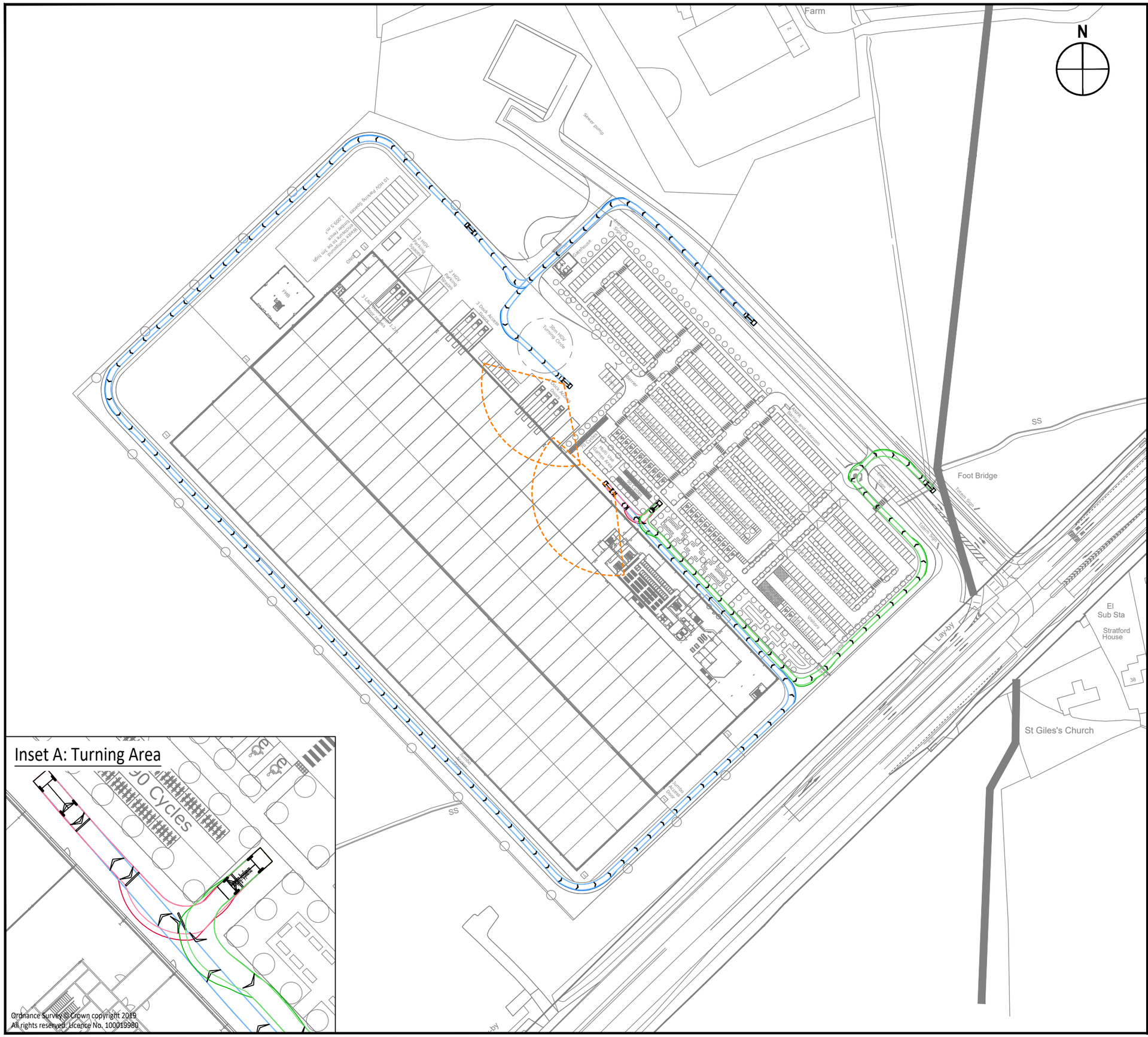

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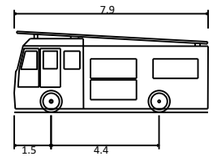
3. Based on SGP : 13-222-SGP-ZZ-ZZ-DR-A-131001-Q-Site Plan DWGs



Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

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F	Updated layout, amendments to suit	CJM	JB	25.11.2021
E	Updated layout, amendments to suit	CP	JB	04.11.2021
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C	Updated layout, amendments to suit	CP	JB	28.10.2021
B	Updated layout, amendments to suit	PP	JB	12.10.2021
A	Updated layout, amendments to suit	PP	JB	02.08.2021

CLIENT:

Tritrax Symmetry

PROJECT:

Symmetry Park, Oxford North and Ardley

DRAWING TITLE:

Swept Path Analysis
Emergency Fire Access
Fire Tender

SCALES:

1:2000 / 1:500 at A3

DRAWN:	CHECKED:	DATE:
PP	JB	09.07.2021

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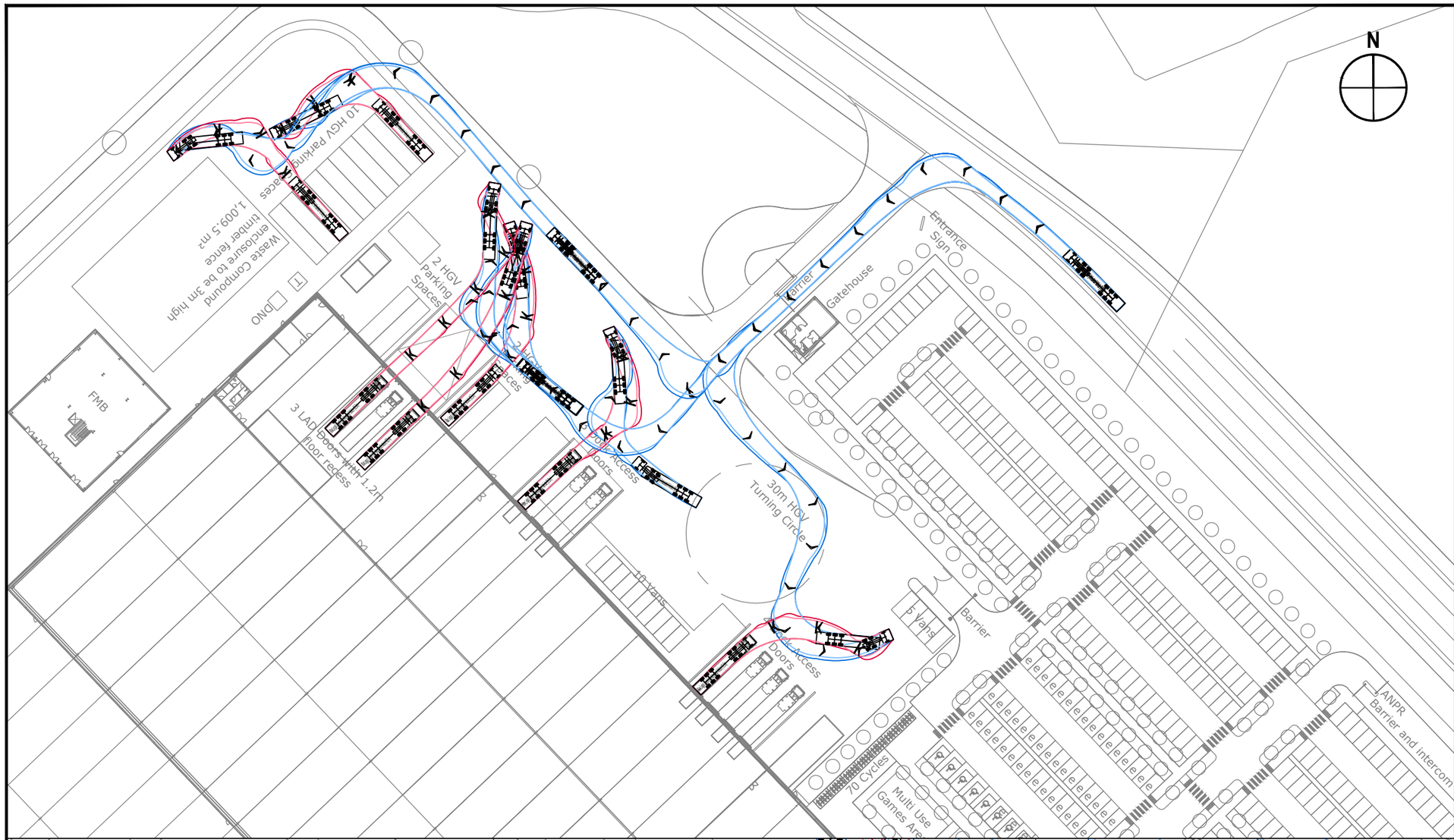
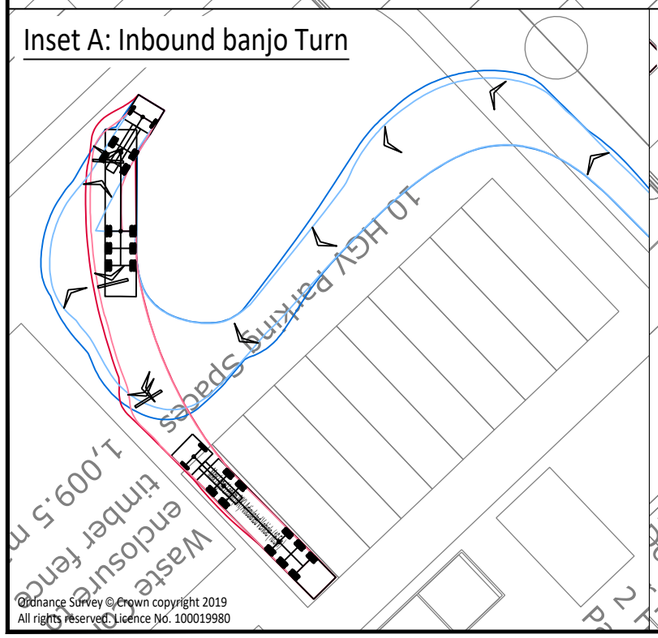
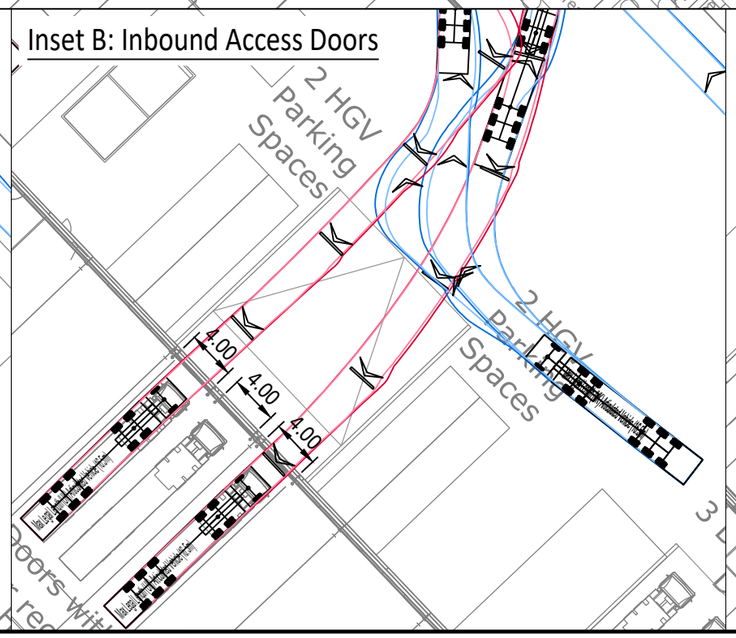


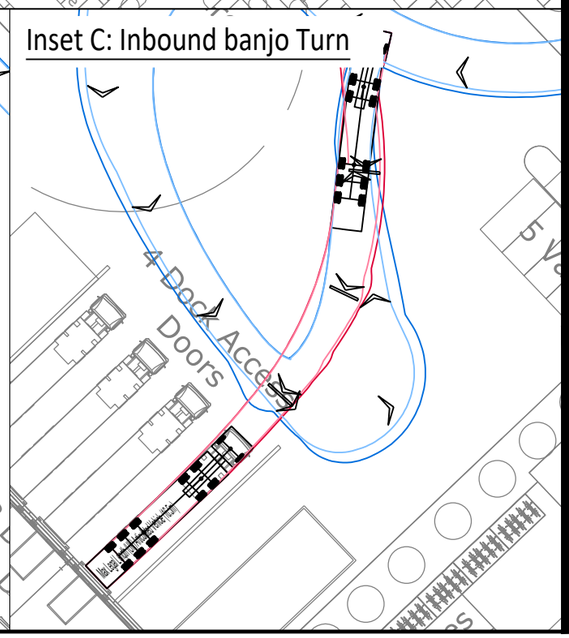
Inset A: Inbound banjo Turn



Inset B: Inbound Access Doors



Inset C: Inbound banjo Turn



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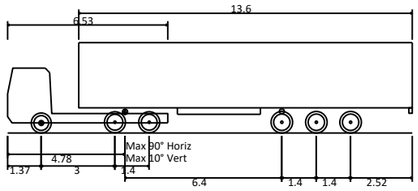

Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV.	DETAILS	DRAWN	CHECKED	DATE
F	Updated layout, amendments to suit	CJM	JB	25.11.2021
E	Updated layout, amendments to suit	CP	JB	04.11.2021
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C	Updated layout, amendments to suit	CP	JB	28.10.2021
B	Updated layout, amendments to suit	PP	JB	12.10.2021
A	Updated layout, amendments to suit	PP	JB	02.08.2021

CLIENT:
Tritrax Symmetry

PROJECT:
Symmetry Park, Oxford North and Ardley

DRAWING TITLE:
Swept Path Analysis
Service Yard
16.5m Articulated Vehicle

SCALES:
1:2000 / 1:500 at A3

DRAWN:	CHECKED:	DATE:
PP	JB	09.07.2021

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Appendix K

Land North of Junction 9, M40
Traffic Generation and Distribution Note

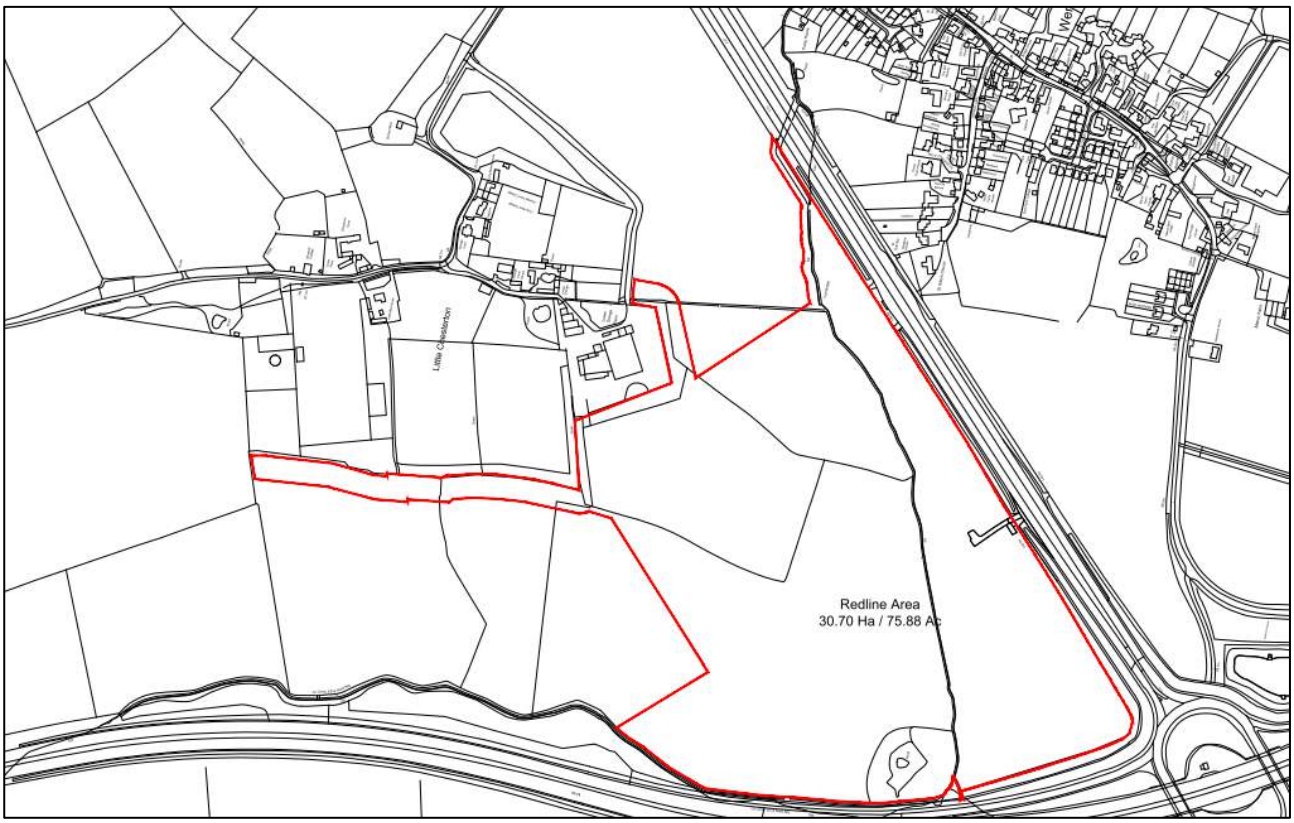
205223 - Y:\Projects\200000\205223 - Symmetry Park, Oxford North and Ardley\Technical\A - Deliverable\Documents

August 2021

Introduction

1. Tritrax Symmetry are in the process of preparing a planning application for a commercial development located on land to the north of the A41 approximately 4 kilometres from Bicester Town Centre.

2. As is shown below the site is located adjacent to J9 of the M40, opposite Wendlebury.



3. Further to a pre-application meeting with Highways England (HE) and Oxfordshire County Council (OCC) on the 16th July 2021, this note has been prepared to set out the methodology that will be followed when establishing the number of vehicles likely to be attracted to the site in the future.

4. As explained previously, this is based on a first principles approach that takes into account (i) surveys of the existing Siemens site in Eynsham that the proposed development is intended to replace over time and (ii) how the proposed development is expected to operate.

Siemens Existing Site in Eynsham

5. The current Siemens site that will be replaced in time by the proposed development is located off Wharf Road in Eynsham.

6. A total of 550 people are currently employed at this location. These employees are broadly broken down as follows:

- Production – 320
- Office – 200
- Temps/Interns – 30

7. The following provides a summary of the shift patterns that are in operation at this site:

- Production - 06:00 to 14:00
- Production - 14:00 to 20:00
- Production – 20:00 to 06:00
- Office – 06:00 to 20:00

8. In order to establish the vehicle activity of the current facility, traffic surveys were undertaken at the following locations across a 72-hour period between 22nd July and 24th July 2021.

9. The results of these surveys, together with on-street parking surveys undertaken at the same time, are enclosed at **Appendix A**.

10. The results provided at **Appendix A** show that the majority of vehicle activity takes place outside of the traditional morning and evening peak hours (i.e. 08:00-09:00 and 17:00-18:00).

11. It has also been established that the peak demand for on-street parking was in the order of 10 vehicles at any one time, with this generally occurring outside the peak travel times.

12. This indicates that there were negligible movements that did not cross the Siemens threshold at these times.

13. As this activity is likely to have included activity with the adjacent allotments, the movements associated with on-street parking have been discounted. Given the small numbers this does not have a material impact of the analyses presented below.

14. It should be stressed, that on the days of the surveys there was large amounts of residual capacity within the Siemens parking areas. Any parking attributed to Siemens employees, no matter how small, was not a necessity it was a choice made by individual employees to use an area not subject to any waiting restrictions.

15. For completeness a summary of the traffic surveys results that recorded activity entering and leaving the site is provided below at Table 1.

Table 1 – Observed Traffic Movements

Date	Time	Arrivals	Departures	Two-way
22nd July	08:00-09:00	44 (*6*)	6	50 (*6*)
	17:00-18:00	3	45	48
23rd July	08:00-09:00	37 (*5*)	10	47 (*5*)
	17:00-18:00	3	35	38
24th July	08:00-09:00	33 (*10*)	10	43 (*10*)
	17:00-18:00	4 (*1*)	35 (*1*)	39 (*2*)
Average	08:00-09:00	38 (*7*)	9	47 (*7*)
	17:00-18:00	4 (*1*)	38 (*1*)	42 (*1*)

16. It should be noted that the results provided at Table 1 also include reference to visitors arriving by car in italics. This information has been provided by Siemens based on its on-site records.

17. To take account of the fact that the Eynsham site is well located to a good frequency bus service (i.e. Route S1), the traffic flows have been increased by 10% to ensure all employees are taken into account.

18. The 10% uplift has been informed by evidence provided by Siemens, which has been cross referenced with the most recent survey data for this location (see **Appendix B**) and found to be reasonable.

19. When considering the results presented at Table 1, it is acknowledged that an element of staff are currently working from home in response to the COVID-19 pandemic.

20. In order to establish the number of people that are currently working from home, the survey results presented at **Appendix A** have been interrogated to establish the number of arrivals that coincide with the arrival patterns of office-based staff. As confirmed by Siemens, this is largely between the hours of 06:30 and 09:30.

21. A summary of the calculations undertaken is provided below at Table 2. It should be noted that the numbers in brackets relate to the percentage of the 200 office-based employees on site on the days of the surveys.

Table 2 – Office Based Employee Profiles (06:00 to 09:00)

Date	Mode	Arrivals
22nd July	Vehicle	140
	Non-vehicle	14
	Total	154 (*77%)*
23rd July	Vehicle	117
	Non-vehicle	12
	Total	129 (*65%)*
24th July	Vehicle	113
	Non-vehicle	11
	Total	124 (*62%)*
Average	Vehicle	123
	Non-vehicle	12
	Total	134 (*67%)*

22. The results presented at Table 2 indicate that on the days of the surveys, the proportion of office-based staff on-site ranged from between 62% to 77%, with the average being 67%.

23. These values are comparable to the 70:30 Policy that Siemens will be operating as a business moving forward. As is shown on the letter provided at **Appendix C**, this will see 30% of all office staff working from home on any given day moving forward.

24. To reflect this, the average survey results presented at Table 1 have been uplifted to show how current traffic flows are likely to look with 70% of all office employees located on-site. The results are shown at Table 3. For the purposes of this assessment the visitor numbers are also uplifted.

Table 3 – Baseline Traffic Flows (Based on the 70:30 Siemens Policy)

Time	Arrivals	Departures	Two-way
08:00-09:00	40 (*6*)	9	49 (*7*)
17:00-18:00	4 (*1*)	40 (*1*)	44 (*1*)

25. It is intended that the above be used to inform the traffic generation of the proposed development at the J9 site.

26. The traffic associated with the existing employees will be distributed having regard to post code data provided by Siemens for its current employees.

27. Copies of the calculations undertaken are provided at **Appendix D**, with a summary provided below at Table 4.

Table 4 – Baseline Office Based Employee Distributions

Route	Distribution
A41 East of Site	6%
A41 West of Site	94%
M40 North	5%
A34 West	83%
M40 South	5%

28. The routes that traffic associated with existing employees that will effectively transfer to the proposed development site are shown on Figures 1 to 3.

Proposed Development

29. Siemens has advised that the proposed development is expected to increase employee numbers as follows by 2040:

- Production – 1,014
- Office – 301

30. Siemens has also confirmed that the shift patterns that are operated at its Eynsham site will be rolled over to the J9 site.

31. On this basis, it can be seen from the above that the main impact of the proposed development at peak travel times will be focused on an approximate 50% uplift in employee numbers.

32. Accordingly, the traffic flows presented at Table 3 have been uplifted to establish what this would mean from a J9 perspective.

33. The results of this calculation are provided at Table 5. For completeness Table 5 shows the existing Eynsham flows as well so that the net increase in traffic can be easily referenced.

Table 5 – Assessment Traffic Flows

Time	Type	Arrivals	Departures	Two-way
08:00-09:00	Existing	40 (*6*)	9	49 (*7*)
	Proposed	20	5	25
	Total	**60 (*6*)**	**14**	**74 (*7*)**
17:00-18:00	Existing	4 (*1*)	40 (*1*)	44 (*2*)
	Proposed	2	20	22
	Total	**6 (*1*)**	**60 (*1*)**	**66 (*2*)**

34. For the purposes of the application, traffic associated with the new office employees, and the visitors referenced in Table 3, would be distributed in accordance with data extracted from the 2011 Census.

35. As is shown in **Appendix E**, the distributions have already been agreed by HE and OCC.

36. It is noted that OCC had requested that a future application establish distribution profiles based on its Strategic Model, this was for a larger scale development that is being considered. The approach that is being proposed here is thus acceptable, and reflects the fact that the focus of impacts will be on J9 as oppose to the local highway network.

37. The routes that traffic associated with existing employees that will effectively transfer to the proposed development site are shown on Figures 4 to 6.

38. The cumulative development traffic flows (i.e. existing and new employees) are shown on Figures 7 and 8. These are the flows that will inform the Transport Assessment.

Summary

39. However, owing to the fact that the number of staff that would be travelling to and from this site at peak times (i.e. office-based employees) is currently affected by the COVID-19 pandemic this is likely to underestimate vehicle trip profiles.

40. To take account of this, and Siemens wider 70:30 home working policy, the results of the traffic surveys have been uplifted to establish a baseline traffic generation position. This indicates that peak hour trips are expected to be in the order of 49 and 44 movements. See Table 3.

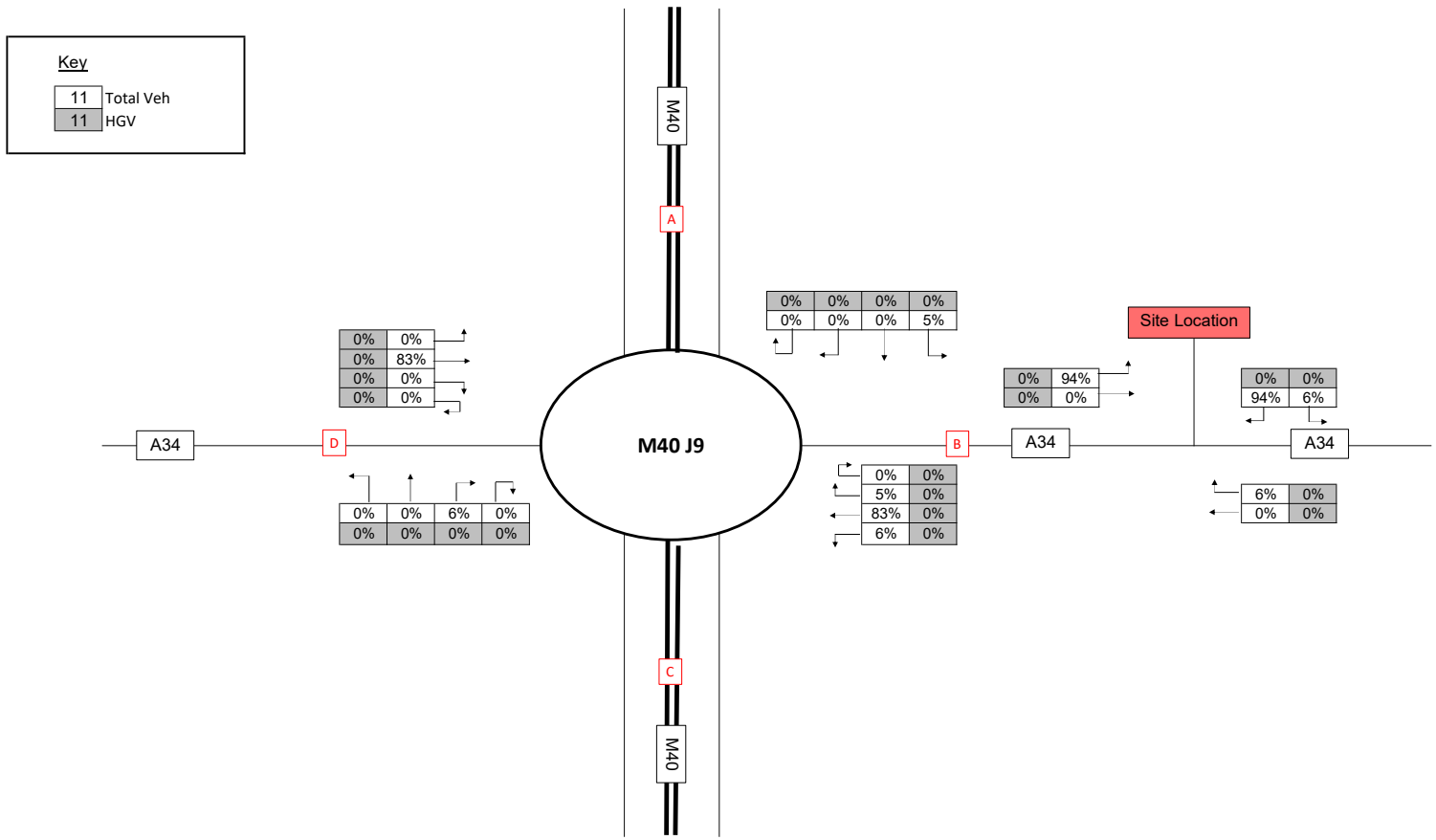
41. The proposed development is expected to increase office-based employees to approximately 100 people by 2040. To take account of this, the baseline movements are to be uplifted by 50% on a pro-rata basis. See Table 5.

42. Adopting this approach indicates that the proposed development is expected to attract in the order of 74 and 66 vehicles at peak times. **Agreement on this is sought from both HE and OCC**.

43. Vehicles associated with the employees that work at the existing Eynsham site will be distributed having regard to current post code data. **Agreement on this is sought from both HE and OCC**.

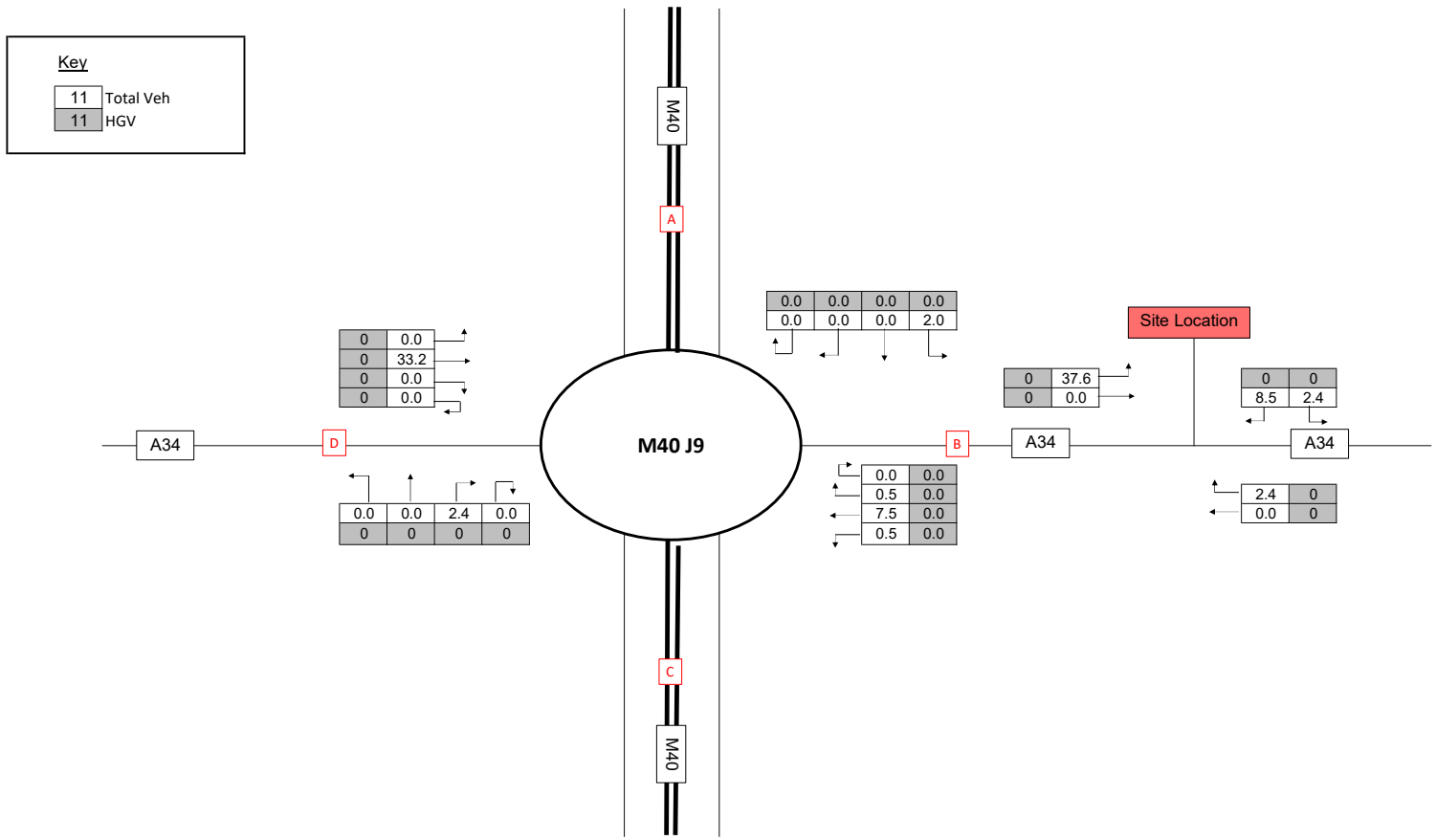
44. Vehicles associated with the additional 100 office-based employees will be distributed in accordance with data extracted from the 2011 Census. **The use of 2011 Census data has already been agreed with HE and OCC**.

Figure 1



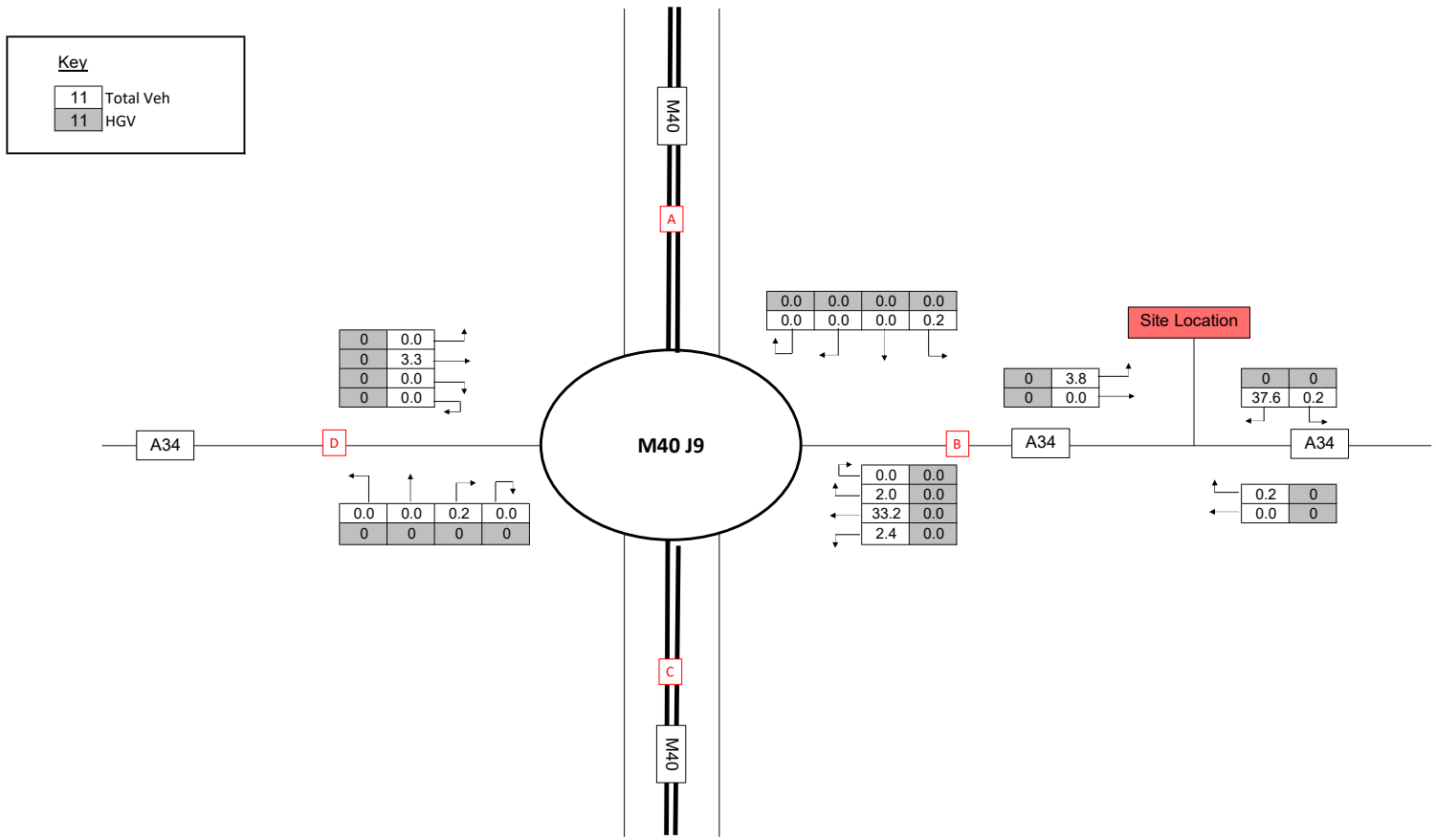
vectos.	Project Title: Land North of Junction 9, M40 Client: Tritrax Symmetry	Scale: NTS	Drawn: HF	Date: 12/08/21	Checked: JW	Rev: -
		Figure Title: Figure 1 - Existing Distribution				Figure Number:

Figure 2



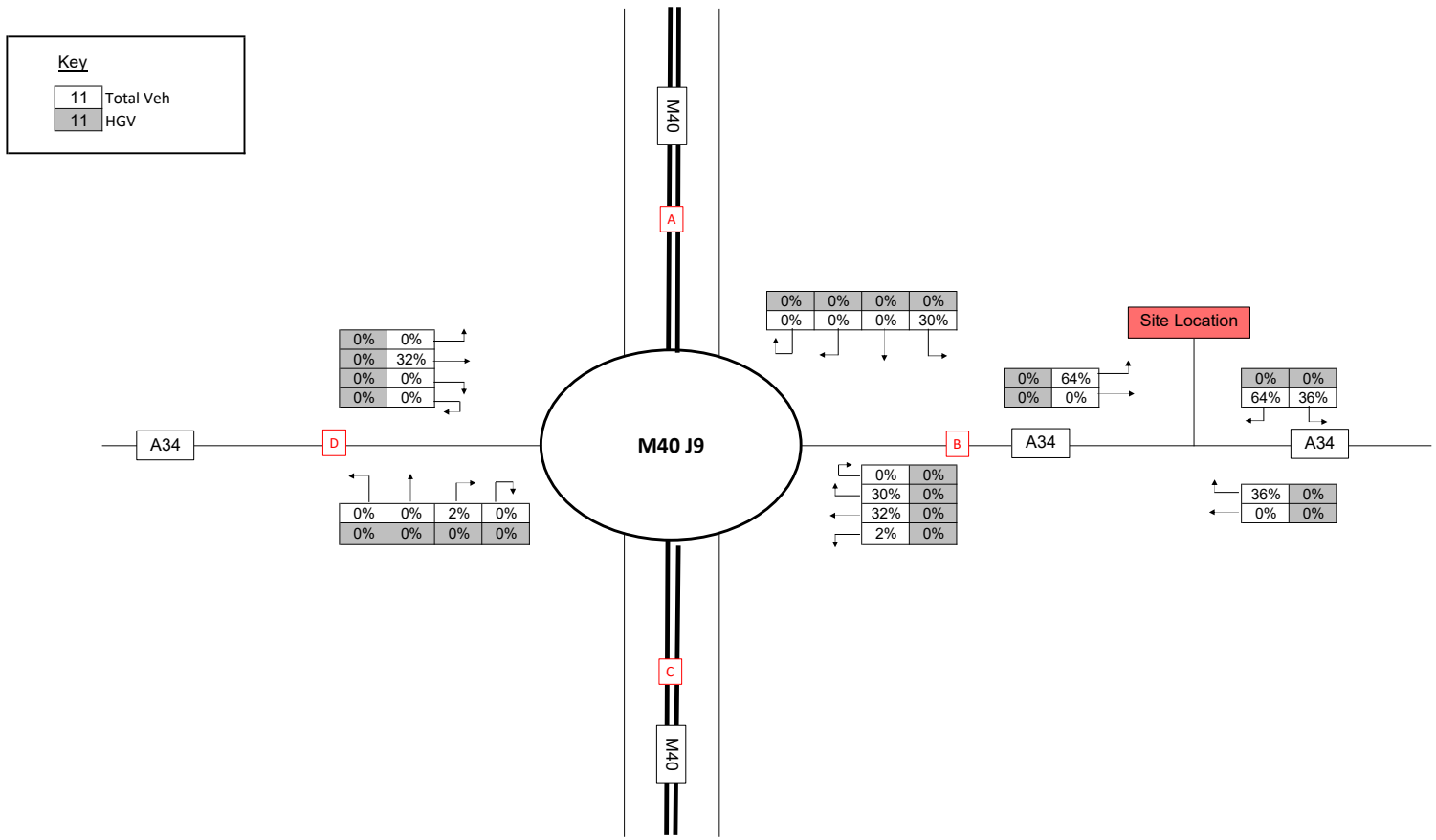
vectos.	Project Title: Land North of Junction 9, M40 Client: Tritrax Symmetry	Scale: NTS	Drawn: HF	Date: 12/08/21	Checked: JW	Rev: -
		Figure Title: Figure 2 - Exisiting AM Movements				Figure Number:

Figure 3



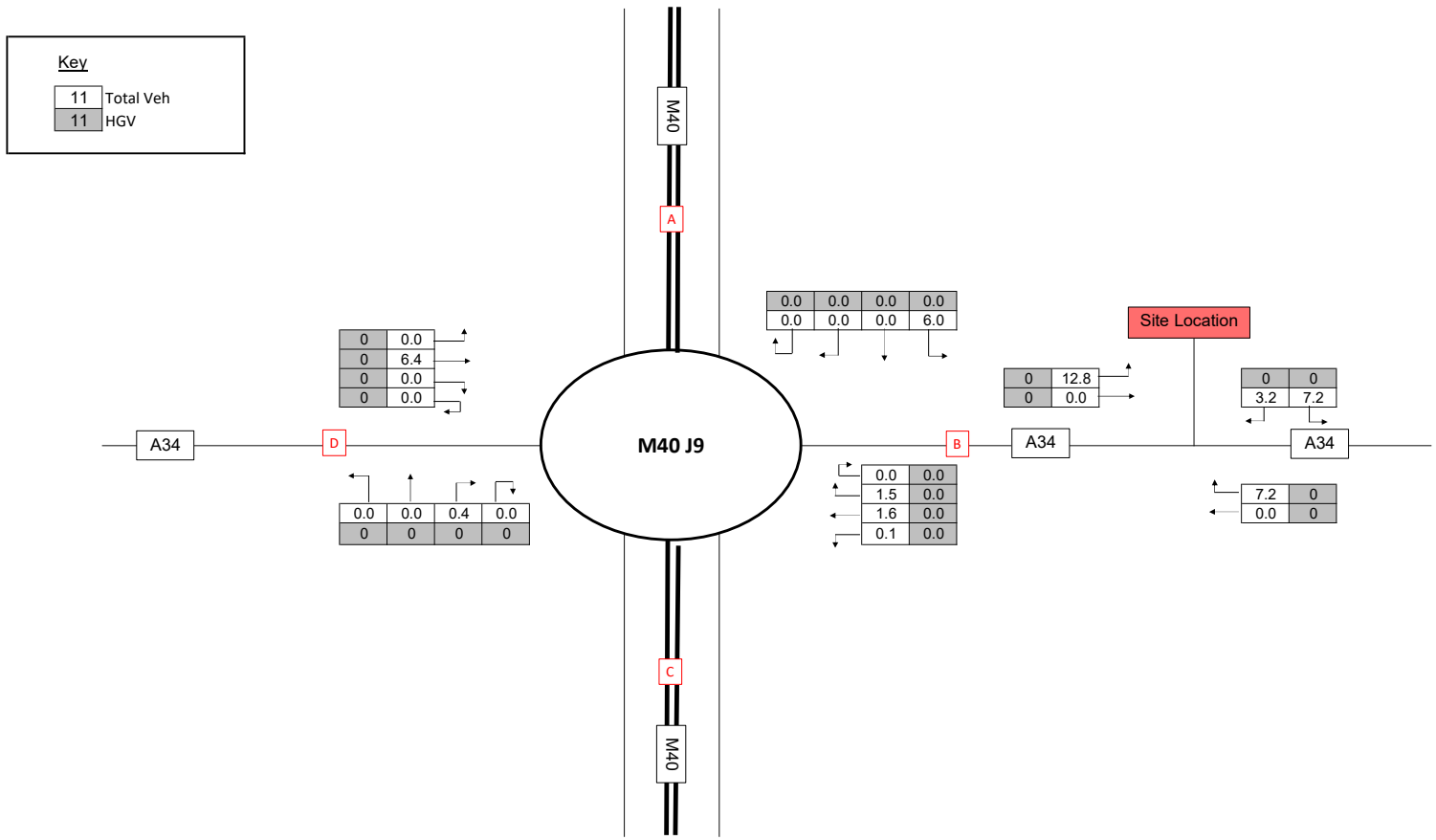
vectos.	Project Title: Land North of Junction 9, M40 Client: Tritrax Symmetry	Scale: NTS	Drawn: HF	Date: 12/08/21	Checked: JW	Rev: -
		Figure Title: Figure 3 - Existing PM Movements				Figure Number:

Figure 4



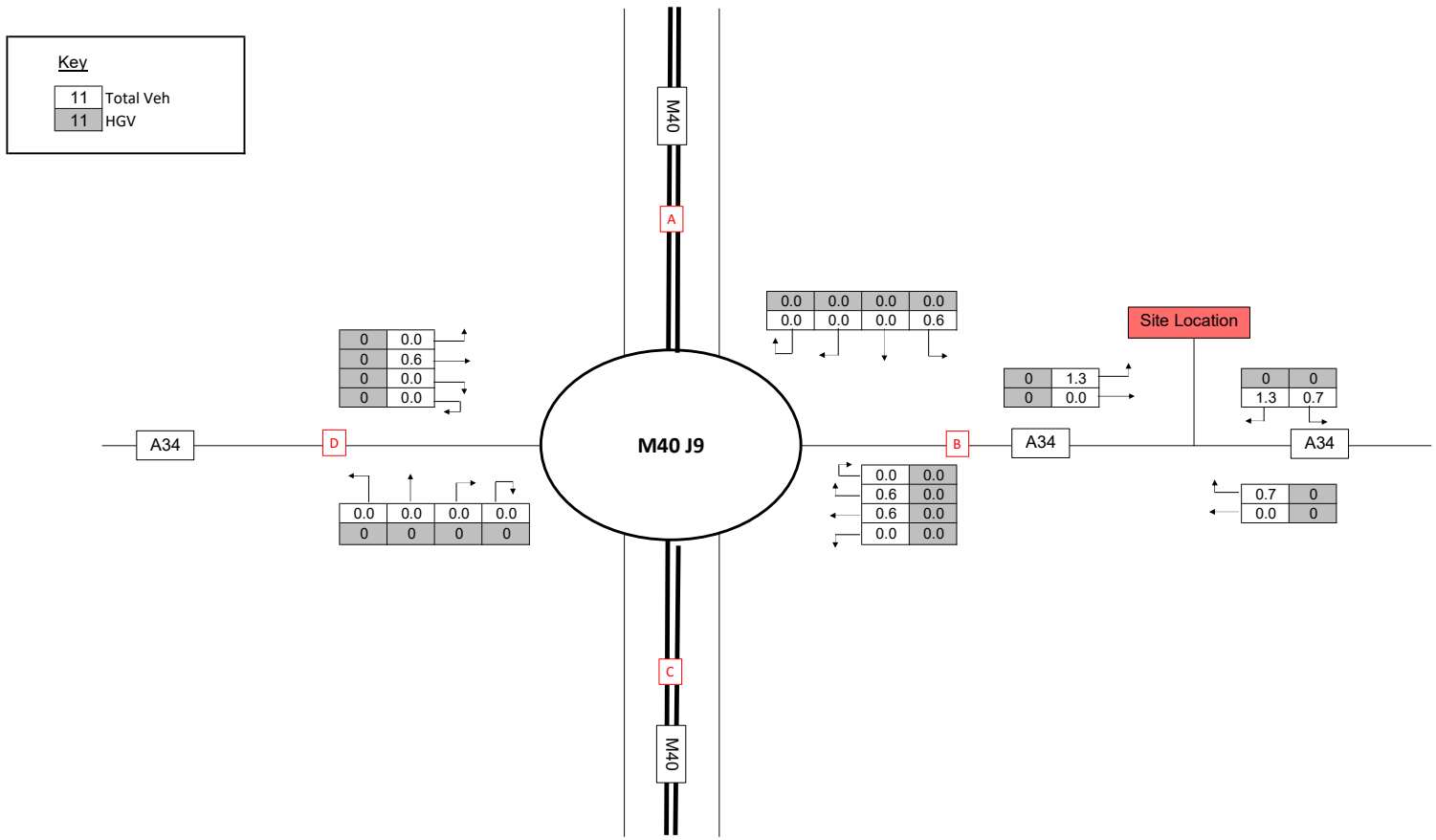
vectos.	Project Title: Land North of Junction 9, M40 Client: Tritrax Symmetry	Scale: NTS	Drawn: HF	Date: 12/08/21	Checked: JW	Rev: -
		Figure Title: Figure 4 - Proposed Distribution				Figure Number:

Figure 5



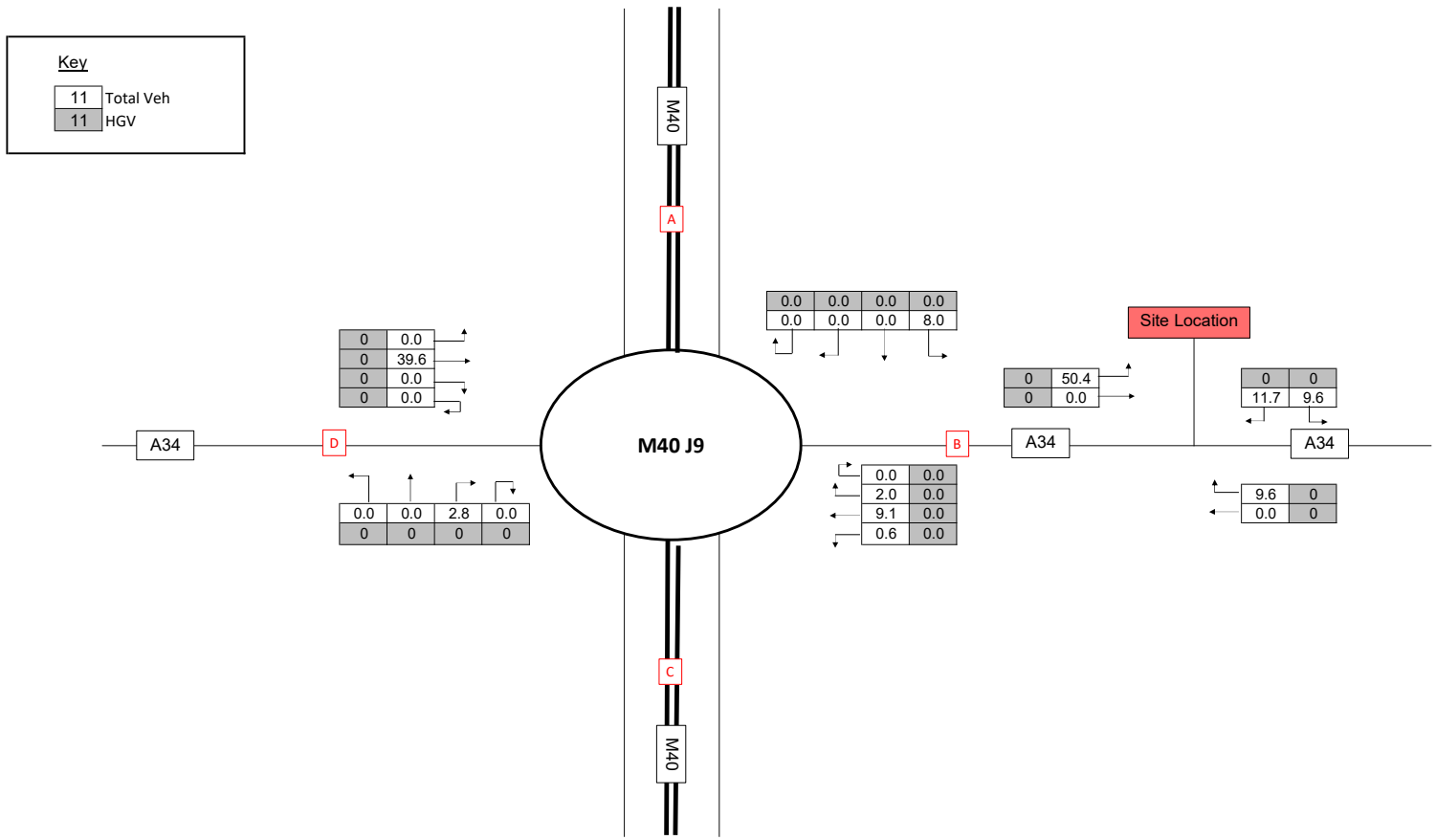
vectos.	Project Title: Land North of Junction 9, M40 Client: Tritrax Symmetry	Scale: NTS	Drawn: HF	Date: 12/08/21	Checked: JW	Rev: -
		Figure Title: Figure 5 - Proposed AM Movements				Figure Number:

Figure 6



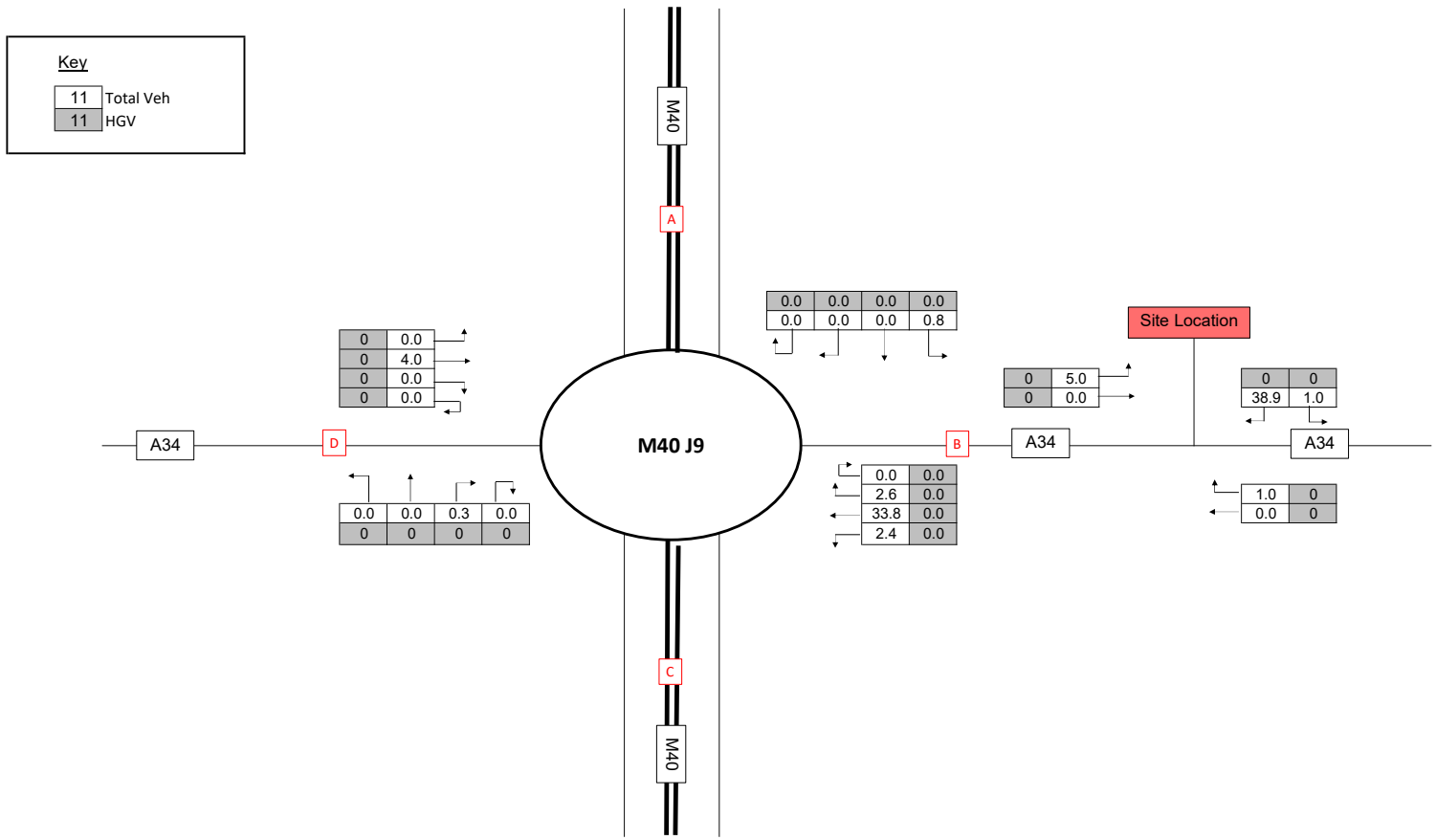
vectos.	Project Title: Land North of Junction 9, M40 Client: Tritrax Symmetry	Scale: NTS	Drawn: HF	Date: 12/08/21	Checked: JW	Rev: -
		Figure Title: Figure 6 - Proposed PM Movements				Figure Number:

Figure 7



vectos.	Project Title: Land North of Junction 9, M40 Client: Tritrax Symmetry	Scale: NTS	Drawn: HF	Date: 12/08/21	Checked: JW	Rev: -
		Figure Title: Figure 7 - Proposed + Existing AM				Figure Number:

Figure 8



vectos.	Project Title: Land North of Junction 9, M40 Client: Tritrax Symmetry	Scale: NTS	Drawn: HF	Date: 12/08/21	Checked: JW	Rev: -
		Figure Title: Figure 8 - Proposed + Existing PM				Figure Number:

Appendix A

Siemens, Eynsham Traffic Survey - Tuesday 22nd - Thursday 24th June 2021

22ND	LINK 1											
	IN				OUT				IN AT START			
TIME	LV	HV	BUS	TOT	LV	HV	BUS	TOT	20	0	0	TOT
00:00	0	0	0	0	7	0	0	7	13	0	0	13
00:15	0	0	0	0	1	0	0	1	12	0	0	12
00:30	0	0	0	0	4	0	0	4	8	0	0	8
00:45	0	0	0	0	0	0	0	0	8	0	0	8
01:00	0	0	0	0	0	0	0	0	8	0	0	8
01:15	0	0	0	0	1	0	0	1	7	0	0	7
01:30	0	0	0	0	1	0	0	1	6	0	0	6
01:45	0	0	0	0	0	0	0	0	6	0	0	6
02:00	0	0	0	0	0	0	0	0	6	0	0	6
02:15	0	0	0	0	0	0	0	0	6	0	0	6
02:30	0	0	0	0	0	0	0	0	6	0	0	6
02:45	0	0	0	0	0	0	0	0	6	0	0	6
03:00	0	0	0	0	0	0	0	0	6	0	0	6
03:15	0	0	0	0	0	0	0	0	6	0	0	6
03:30	0	0	0	0	0	0	0	0	6	0	0	6
03:45	0	0	0	0	0	0	0	0	6	0	0	6
04:00	0	0	0	0	0	0	0	0	6	0	0	6
04:15	1	0	0	1	0	0	0	0	7	0	0	7
04:30	8	0	0	8	0	0	0	0	15	0	0	15
04:45	4	0	0	4	0	0	0	0	19	0	0	19
05:00	2	0	0	2	0	0	0	0	21	0	0	21
05:15	4	0	0	4	0	0	0	0	25	0	0	25
05:30	10	0	0	10	1	0	0	1	34	0	0	34
05:45	5	0	0	5	0	0	0	0	39	0	0	39
06:00	1	0	0	1	0	0	0	0	40	0	0	40
06:15	3	0	0	3	1	0	0	1	42	0	0	42
06:30	1	0	0	1	0	0	0	0	43	0	0	43
06:45	1	0	0	1	0	0	0	0	44	0	0	44
07:00	4	0	0	4	0	0	0	0	48	0	0	48
07:15	4	0	0	4	1	0	0	1	51	0	0	51
07:30	10	0	0	10	1	0	0	1	60	0	0	60
07:45	7	0	0	7	0	0	0	0	67	0	0	67
08:00	4	0	0	4	0	0	0	0	71	0	0	71
08:15	9	0	0	9	2	0	0	2	78	0	0	78
08:30	4	0	0	4	0	0	0	0	82	0	0	82
08:45	7	0	0	7	0	0	0	0	89	0	0	89
09:00	2	1	0	3	3	0	0	3	88	1	0	89
09:15	7	1	0	8	2	0	0	2	93	2	0	95
09:30	1	0	0	1	0	1	0	1	94	1	0	95
09:45	2	0	0	2	1	0	0	1	95	1	0	96
10:00	1	0	0	1	1	1	0	2	95	0	0	95
10:15	3	0	0	3	0	0	0	0	98	0	0	98
10:30	1	0	0	1	1	0	0	1	98	0	0	98
10:45	1	0	0	1	0	0	0	0	99	0	0	99
11:00	1	0	0	1	2	0	0	2	98	0	0	98
11:15	1	0	0	1	3	0	0	3	96	0	0	96
11:30	1	1	0	2	2	0	0	2	95	1	0	96
11:45	3	0	0	3	4	1	0	5	94	0	0	94
12:00	1	0	0	1	1	0	0	1	94	0	0	94
12:15	2	0	0	2	3	0	0	3	93	0	0	93
12:30	1	0	0	1	3	0	0	3	91	0	0	91
12:45	3	0	0	3	0	0	0	0	94	0	0	94
13:00	3	0	0	3	3	0	0	3	94	0	0	94
13:15	6	0	0	6	2	0	0	2	98	0	0	98
13:30	9	0	0	9	1	0	0	1	106	0	0	106
13:45	14	0	0	14	21	0	0	21	99	0	0	99
14:00	5	0	0	5	11	0	0	11	93	0	0	93
14:15	2	0	0	2	6	0	0	6	89	0	0	89
14:30	1	0	0	1	1	0	0	1	89	0	0	89
14:45	0	0	0	0	2	0	0	2	87	0	0	87
15:00	0	0	0	0	1	0	0	1	86	0	0	86
15:15	0	0	0	0	2	0	0	2	84	0	0	84
15:30	0	0	0	0	0	0	0	0	84	0	0	84
15:45	0	0	0	0	4	0	0	4	80	0	0	80
16:00	1	0	0	1	7	0	0	7	74	0	0	74
16:15	1	0	0	1	6	0	0	6	69	0	0	69
16:30	0	0	0	0	8	0	0	8	61	0	0	61
16:45	1	0	0	1	4	0	0	4	58	0	0	58
17:00	0	0	0	0	4	0	0	4	54	0	0	54
17:15	0	0	0	0	4	0	0	4	50	0	0	50
17:30	2	0	0	2	4	0	0	4	48	0	0	48
17:45	0	0	0	0	4	0	0	4	44	0	0	44
18:00	0	0	0	0	3	0	0	3	41	0	0	41
18:15	1	0	0	1	1	0	0	1	41	0	0	41
18:30	1	0	0	1	3	0	0	3	39	0	0	39
18:45	0	0	0	0	0	0	0	0	39	0	0	39
19:00	0	0	0	0	1	0	0	1	38	0	0	38
19:15	0	0	0	0	1	0	0	1	37	0	0	37
19:30	0	0	0	0	0	0	0	0	37	0	0	37
19:45	0	0	0	0	0	0	0	0	37	0	0	37
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20:15	0	0	0	0	1	0	0	1	36	0	0	36
20:30	0	0	0	0	0	0	0	0	36	0	0	36
20:45	0	0	0	0	0	0	0	0	36	0	0	36
21:00	0	0	0	0	0	0	0	0	36	0	0	36
21:15	0	0	0	0	0	0	0	0	36	0	0	36
21:30	0	0	0	0	0	0	0	0	36	0	0	36
21:45	0	0	0	0	1	0	0	1	35	0	0	35
22:00	1	0	0	1	1	0	0	1	35	0	0	35
22:15	0	0	0	0	1	0	0	1	34	0	0	34
22:30	0	0	0	0	5	0	0	5	29	0	0	29
22:45	0	0	0	0	3	0	0	3	26	0	0	26
23:00	0	0	0	0	0	0	0	0	26	0	0	26
23:15	0	0	0	0	0	0	0	0	26	0	0	26
23:30	0	1	0	1	2	0	0	2	24	1	0	25
23:45	0	0	0	0	5	0	0	5	19	1	0	20
	168	4	0	172	169	3	0	172	19	1	0	20

22ND	LINK 2											
	IN				OUT				IN AT START			
TIME	LV	HV	BUS	TOT	LV	HV	BUS	TOT	0	1	0	
00:00	0	0	0	0	0	0	0	0	0	1	0	1
00:15	0	0	0	0	0	0	0	0	0	1	0	1
00:30	0	0	0	0	0	0	0	0	0	1	0	1
00:45	0	0	0	0	0	0	0	0	0	1	0	1
01:00	0	0	0	0	0	0	0	0	0	1	0	1
01:15	0	0	0	0	0	0	0	0	0	1	0	1
01:30	0	0	0	0	0	0	0	0	0	1	0	1
01:45	0	0	0	0	0	0	0	0	0	1	0	1
02:00	0	0	0	0	0	0	0	0	0	1	0	1
02:15	0	1	0	1	0	0	0	0	0	2	0	2
02:30	0	0	0	0	0	0	0	0	0	2	0	2
02:45	0	0	0	0	0	0	0	0	0	2	0	2
03:00	0	0	0	0	0	0	0	0	0	2	0	2
03:15	0	0	0	0	0	0	0	0	0	2	0	2
03:30	0	0	0	0	0	0	0	0	0	2	0	2
03:45	0	0	0	0	0	0	0	0	0	2	0	2
04:00	0	0	0	0	0	0	0	0	0	2	0	2
04:15	0	0	0	0	0	0	0	0	0	2	0	2
04:30	0	0	0	0	0	0	0	0	0	2	0	2
04:45	0	0	0	0	0	0	0	0	0	2	0	2
05:00	0	0	0	0	0	0	0	0	0	2	0	2
05:15	0	0	0	0	0	0	0	0	0	2	0	2
05:30	0	0	0	0	0	0	0	0	0	2	0	2
05:45	0	0	0	0	0	0	0	0	0	2	0	2
06:00	0	0	0	0	0	0	0	0	0	2	0	2
06:15	0	0	0	0	0	0	0	0	0	2	0	2
06:30	0	0	0	0	0	0	0	0	0	2	0	2
06:45	0	0	0	0	0	0	0	0	0	2	0	2
07:00	0	0	0	0	0	0	0	0	0	2	0	2
07:15	0	1	0	1	0	0	0	0	0	3	0	3
07:30	0	0	0	0	0	0	0	0	0	3	0	3
07:45	0	0	0	0	0	0	0	0	0	3	0	3
08:00	0	0	0	0	0	1	0	1	0	2	0	2
08:15	0	0	0	0	0	0	0	0	0	2	0	2
08:30	0	0	0	0	0	0	0	0	0	2	0	2
08:45	0	0	0	0	0	0	0	0	0	2	0	2
09:00	0	0	0	0	0	0	0	0	0	2	0	2
09:15	0	0	0	0	0	0	0	0	0	2	0	2
09:30	0	0	0	0	0	0	0	0	0	2	0	2
09:45	0	0	0	0	0	1	0	1	0	1	0	1
10:00	0	0	0	0	0	1	0	1	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	1	0	1	0	0	0	0	0	1	0	1
11:00	0	0	0	0	0	0	0	0	0	1	0	1
11:15	0	0	0	0	0	0	0	0	0	1	0	1
11:30	0	0	0	0	0	1	0	1	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0
13:00	1	0	0	1	0	0	0	0	1	0	0	1
13:15	0	0	0	0	0	0	0	0	1	0	0	1
13:30	0	0	0	0	0	0	0	0	1	0	0	1
13:45	0	0	0	0	0	0	0	0	1	0	0	1
14:00	0	0	0	0	0	0	0	0	1	0	0	1
14:15	0	0	0	0	0	0	0	0	1	0	0	1
14:30	0	1	0	1	0	0	0	0	1	1	0	2
14:45	0	0	0	0	0	0	0	0	1	1	0	2
15:00	0	0	0	0	0	0	0	0	1	1	0	2
15:15	0	0	0	0	0	1	0	1	1	0	0	1
15:30	0	0	0	0	0	0	0	0	1	0	0	1
15:45	0	0	0	0	0	0	0	0	1	0	0	1
16:00	0	0	0	0	0	0	0	0	1	0	0	1
16:15	0	1	0	1	0	0	0	0	1	1	0	2
16:30	0	0	0	0	0	0	0	0	1	1	0	2
16:45	0	0	0	0	0	1	0	1	1	0	0	1
17:00	0	0	0	0	0	0	0	0	1	0	0	1
17:15	0	0	0	0	1	0	0	1	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	1	0	1	0	0	0	0	0	1	0	1
23:45	0	0	0	0	0	0	0	0	0	1	0	1
	1	6	0	7	1	6	0	7	0	1	0	1

22ND	LINK 3							
	IN				OUT			
TIME	LV	HV	BUS	TOT	LV	HV	BUS	TOT
00:00	0	0	0	0	1	0	0	1
00:15	0	0	0	0	1	0	0	1
00:30	0	0	0	0	0	0	0	0
00:45	0	0	0	0	1	0	0	1
01:00	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0
03:30	1	0	0	1	0	0	0	0
03:45	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0
04:30	3	0	0	3	0	0	0	0
04:45	2	0	0	2	0	0	0	0
05:00	2	0	0	2	0	0	0	0
05:15	7	0	0	7	0	0	0	0
05:30	7	0	0	7	0	0	0	0
05:45	6	0	0	6	0	0	0	0
06:00	3	0	0	3	4	0	0	4
06:15	1	0	0	1	9	0	0	9
06:30	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0
07:00	2	0	0	2	1	0	0	1
07:15	3	0	0	3	0	0	0	0
07:30	2	0	0	2	0	0	0	0
07:45	1	0	0	1	1	0	0	1
08:00	2	0	0	2	0	0	0	0
08:15	1	0	0	1	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	1	0	0	1
09:00	1	0	0	1	2	0	0	2
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	2	0	0	2
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	1	0	0	1
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	2	0	0	2
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	2	0	0	2
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	2	0	0	2
12:00	1	0	0	1	1	0	0	1
12:15	0	0	0	0	1	0	0	1
12:30	0	0	0	0	0	0	0	0
12:45	1	0	0	1	1	0	0	1
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	4	0	0	4	4	0	0	4
13:45	7	0	0	7	13	0	0	13
14:00	0	0	0	0	17	0	0	17
14:15	1	0	0	1	4	0	0	4
14:30	1	0	0	1	1	0	0	1
14:45	0	0	0	0	2	0	0	2
15:00	0	0	0	0	2	0	0	2
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
16:00	0	0	0	0	2	0	0	2
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	5	0	0	5
16:45	0	0	0	0	5	0	0	5
17:00	0	0	0	0	2	0	0	2
17:15	1	0	0	1	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	2	0	0	2
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
19:00	0	0	0	0	1	0	0	1
19:15	0	0	0	0	0	0	0	0
19:30	1	0	0	1	0	0	0	0
19:45	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0
21:00	1	0	0	1	1	0	0	1
21:15	1	0	0	1	0	0	0	0
21:30	1	0	0	1	0	0	0	0
21:45	5	0	0	5	0	0	0	0
22:00	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0
47.5	69	0	0	69	94	0	0	94

22ND	LINK 4											
	IN				OUT				IN AT START			
TIME	LV	HV	BUS	TOT	LV	HV	BUS	TOT	44	0	0	
00:00	0	0	0	0	3	0	0	3	40	0	0	40
00:15	0	0	0	0	0	0	0	0	39	0	0	39
00:30	0	0	0	0	1	0	0	1	38	0	0	38
00:45	0	0	0	0	0	0	0	0	37	0	0	37
01:00	0	0	0	0	0	0	0	0	37	0	0	37
01:15	0	0	0	0	0	0	0	0	37	0	0	37
01:30	0	0	0	0	0	0	0	0	37	0	0	37
01:45	0	0	0	0	0	0	0	0	37	0	0	37
02:00	0	0	0	0	0	0	0	0	37	0	0	37
02:15	0	0	0	0	0	0	0	0	37	0	0	37
02:30	0	0	0	0	0	0	0	0	37	0	0	37
02:45	0	0	0	0	0	0	0	0	37	0	0	37
03:00	0	0	0	0	0	0	0	0	37	0	0	37
03:15	0	0	0	0	0	0	0	0	37	0	0	37
03:30	0	0	0	0	0	0	0	0	38	0	0	38
03:45	0	0	0	0	0	0	0	0	38	0	0	38
04:00	0	0	0	0	0	0	0	0	38	0	0	38
04:15	0	0	0	0	0	0	0	0	38	0	0	38
04:30	1	0	0	1	0	0	0	0	42	0	0	42
04:45	1	0	0	1	0	0	0	0	45	0	0	45
05:00	1	0	0	1	0	0	0	0	48	0	0	48
05:15	8	0	0	8	0	0	0	0	63	0	0	63
05:30	5	0	0	5	0	0	0	0	75	0	0	75
05:45	8	0	0	8	0	0	0	0	89	0	0	89
06:00	0	0	0	0	0	0	0	0	88	0	0	88
06:15	2	0	0	2	0	0	0	0	82	0	0	82
06:30	0	0	0	0	0	0	0	0	82	0	0	82
06:45	2	0	0	2	0	0	0	0	84	0	0	84
07:00	2	0	0	2	0	0	0	0	87	0	0	87
07:15	2	0	0	2	0	0	0	0	92	0	0	92
07:30	7	0	0	7	0	0	0	0	101	0	0	101
07:45	14	0	0	14	0	0	0	0	115	0	0	115
08:00	4	0	0	4	1	0	0	1	120	0	0	120
08:15	4	1	0	5	0	0	0	0	125	1	0	126
08:30	4	0	0	4	0	0	0	0	129	1	0	130
08:45	4	0	0	4	0	1	0	1	132	0	0	132
09:00	2	0	0	2	0	0	0	0	133	0	0	133
09:15	0	0	0	0	1	0	0	1	132	0	0	132
09:30	3	1	0	4	0	0	0	0	135	1	0	136
09:45	1	1	0	2	0	0	0	0	134	2	0	136
10:00	1	0	0	1	1	1	0	2	134	1	0	135
10:15	1	0	0	1	2	0	0	2	132	1	0	133
10:30	1	1	0	2	0	1	0	1	133	1	0	134
10:45	2	1	0	3	0	1	0	1	133	1	0	134
11:00	2	0	0	2	0	0	0	0	135	1	0	136
11:15	0	0	0	0	1	1	0	2	132	0	0	132
11:30	1	0	0	1	1	0	0	1	132	0	0	132
11:45	0	0	0	0	0	0	0	0	130	0	0	130
12:00	1	0	0	1	1	0	0	1	130	0	0	130
12:15	4	1	0	5	2	0	0	2	131	1	0	132
12:30	2	1	0	3	0	1	0	1	133	1	0	134
12:45	1	0	0	1	2	0	0	2	132	1	0	133
13:00	5	0	0	5	1	0	0	1	136	1	0	137
13:15	4	1	0	5	0	0	0	0	140	2	0	142
13:30	11	1	0	12	1	2	0	3	150	1	0	151
13:45	13	0	0	13	3	0	0	3	154	1	0	155
14:00	1	1	0	2	4	0	0	4	134	2	0	136
14:15	1	1	0	2	4	1	0	5	128	2	0	130
14:30	0	0	0	0	0	2	0	2	128	0	0	128
14:45	0	0	0	0	2	0	0	2	124	0	0	124
15:00	0	1	0	1	0	0	0	0	122	1	0	123
15:15	0	1	0	1	1	1	0	2	121	1	0	122
15:30	0	0	0	0	0	0	0	0	121	1	0	122
15:45	0	0	0	0	0	1	0	1	121	0	0	121
16:00	0	1	0	1	2	0	0	2	117	1	0	118
16:15	0	1	0	1	1	1	0	2	116	1	0	117
16:30	0	0	0	0	5	0	0	5	106	1	0	107
16:45	0	1	0	1	4	0	0	4	97	2	0	99
17:00	0	0	0	0	12	1	0	13	83	1	0	84
17:15	0	0	0	0	8	0	0	8	76	1	0	77
17:30	0	0	0	0	4	0	0	4	72	1	0	73
17:45	0	0	0	0	1	0	0	1	71	1	0	72
18:00	0	0	0	0	2	0	0	2	67	1	0	68
18:15	0	0	0	0	0	0	0	0	67	1	0	68
18:30	0	0	0	0	0	0	0	0	67	1	0	68
18:45	0	0	0	0	0	0	0	0	67	1	0	68
19:00	0	0	0	0	1	0	0	1	65	1	0	66
19:15	0	0	0	0	1	0	0	1	64	1	0	65
19:30	0	0	0	0	0	0	0	0	65	1	0	66
19:45	0	0	0	0	0	0	0	0	65	1	0	66
20:00	0	0	0	0	1	0	0	1	64	1	0	65
20:15	0	0	0	0	0	0	0	0	64	1	0	65
20:30	0	0	0	0	0	0	0	0	64	1	0	65
20:45	0	0	0	0	0	0	0	0	64	1	0	65
21:00	1	0	0	1	0	0	0	0	65	1	0	66
21:15	1	0	0	1	0	0	0	0	67	1	0	68
21:30	1	0	0	1	0	0	0	0	69	1	0	70
21:45	2	0	0	2	0	0	0	0	76	1	0	77
22:00	0	0	0	0	0	0	0	0	76	1	0	77
22:15	0	0	0	0	2	0	0	2	74	1	0	75
22:30	0	0	0	0	8	0	0	8	66	1	0	67
22:45	0	0	0	0	2	0	0	2	64	1	0	65
23:00	0	0	0	0	0	0	0	0	64	1	0	65
23:15	0	0	0	0	0	0	0	0	64	1	0	65
23:30	0	0	0	0	0	0	0	0	64	1	0	65
23:45	0	0	0	0	1	0	0	1	63	1	0	64
	131	16	0	147	87	15	0	102	63	1	0	64

Siemens, Eynsham Traffic Survey - Tuesday 22nd - Thursday 24th June 2021

23RD	LINK 1											
	IN				OUT				IN AT START			
TIME	LV	HV	BUS	TOT	LV	HV	BUS	TOT	19	1	0	TOT
00:00	0	0	0	0	5	0	0	5	14	1	0	15
00:15	0	0	0	0	1	1	0	2	13	0	0	13
00:30	0	0	0	0	5	0	0	5	8	0	0	8
00:45	0	0	0	0	0	0	0	0	8	0	0	8
01:00	0	0	0	0	1	0	0	1	7	0	0	7
01:15	0	0	0	0	0	0	0	0	7	0	0	7
01:30	0	0	0	0	0	0	0	0	7	0	0	7
01:45	1	0	0	1	1	0	0	1	7	0	0	7
02:00	0	0	0	0	0	0	0	0	7	0	0	7
02:15	0	0	0	0	0	0	0	0	7	0	0	7
02:30	0	0	0	0	0	0	0	0	7	0	0	7
02:45	0	0	0	0	1	0	0	1	6	0	0	6
03:00	0	0	0	0	0	0	0	0	6	0	0	6
03:15	0	0	0	0	0	0	0	0	6	0	0	6
03:30	0	0	0	0	0	0	0	0	6	0	0	6
03:45	0	0	0	0	0	0	0	0	6	0	0	6
04:00	0	0	0	0	0	0	0	0	6	0	0	6
04:15	4	0	0	4	0	0	0	0	10	0	0	10
04:30	6	0	0	6	0	0	0	0	16	0	0	16
04:45	2	0	0	2	0	0	0	0	18	0	0	18
05:00	3	0	0	3	0	0	0	0	21	0	0	21
05:15	4	0	0	4	0	0	0	0	25	0	0	25
05:30	12	0	0	12	0	0	0	0	37	0	0	37
05:45	10	0	0	10	0	0	0	0	47	0	0	47
06:00	0	0	0	0	1	0	0	1	46	0	0	46
06:15	1	0	0	1	0	0	0	0	47	0	0	47
06:30	0	0	0	0	0	0	0	0	47	0	0	47
06:45	2	0	0	2	1	0	0	1	48	0	0	48
07:00	2	0	0	2	0	0	0	0	50	0	0	50
07:15	1	0	0	1	0	0	0	0	51	0	0	51
07:30	6	0	0	6	0	0	0	0	57	0	0	57
07:45	5	0	0	5	1	0	0	1	61	0	0	61
08:00	4	0	0	4	0	0	0	0	65	0	0	65
08:15	6	0	0	6	0	0	0	0	71	0	0	71
08:30	4	1	0	5	3	0	0	3	72	1	0	73
08:45	5	0	0	5	1	0	0	1	76	1	0	77
09:00	3	1	0	4	1	2	0	3	78	0	0	78
09:15	4	0	0	4	2	0	0	2	80	0	0	80
09:30	9	0	0	9	0	0	0	0	89	0	0	89
09:45	4	0	0	4	4	0	0	4	89	0	0	89
10:00	1	0	0	1	2	0	0	2	88	0	0	88
10:15	1	0	0	1	0	0	0	0	89	0	0	89
10:30	1	0	0	1	0	0	0	0	90	0	0	90
10:45	0	0	0	0	0	0	0	0	90	0	0	90
11:00	1	0	0	1	0	0	0	0	91	0	0	91
11:15	0	0	0	0	0	0	0	0	91	0	0	91
11:30	1	0	0	1	1	0	0	1	91	0	0	91
11:45	0	0	0	0	1	0	0	1	90	0	0	90
12:00	0	1	0	1	2	0	0	2	88	1	0	89
12:15	1	0	0	1	1	1	0	2	88	0	0	88
12:30	3	0	0	3	0	0	0	0	91	0	0	91
12:45	1	0	0	1	0	0	0	0	92	0	0	92
13:00	3	0	0	3	1	0	0	1	94	0	0	94
13:15	5	0	0	5	2	0	0	2	97	0	0	97
13:30	8	0	0	8	4	0	0	4	101	0	0	101
13:45	16	1	0	17	21	0	0	21	96	1	0	97
14:00	3	0	0	3	11	0	0	11	88	1	0	89
14:15	5	0	0	5	14	0	0	14	79	1	0	80
14:30	0	0	0	0	2	0	0	2	77	1	0	78
14:45	0	0	0	0	2	1	0	3	75	0	0	75
15:00	2	0	0	2	3	0	0	3	74	0	0	74
15:15	0	0	0	0	2	0	0	2	72	0	0	72
15:30	0	0	0	0	1	0	0	1	71	0	0	71
15:45	0	0	0	0	3	0	0	3	68	0	0	68
16:00	2	0	0	2	3	0	0	3	67	0	0	67
16:15	1	0	0	1	5	0	0	5	63	0	0	63
16:30	0	0	0	0	3	0	0	3	60	0	0	60
16:45	0	0	0	0	3	0	0	3	57	0	0	57
17:00	0	0	0	0	1	0	0	1	56	0	0	56
17:15	0	0	0	0	5	0	0	5	51	0	0	51
17:30	0	0	0	0	2	0	0	2	49	0	0	49
17:45	2	0	0	2	4	0	0	4	47	0	0	47
18:00	1	0	0	1	7	0	0	7	41	0	0	41
18:15	2	0	0	2	2	0	0	2	41	0	0	41
18:30	0	0	0	0	4	0	0	4	37	0	0	37
18:45	3	0	0	3	1	0	0	1	39	0	0	39
19:00	1	0	0	1	0	0	0	0	40	0	0	40
19:15	0	1	0	1	1	0	0	1	39	1	0	40
19:30	0	0	0	0	1	0	0	1	38	1	0	39
19:45	0	0	0	0	1	1	0	2	37	0	0	37
20:00	0	0	0	0	0	0	0	0	37	0	0	37
20:15	0	0	0	0	0	0	0	0	37	0	0	37
20:30	0	0	0	0	2	0	0	2	35	0	0	35
20:45	0	0	0	0	1	0	0	1	34	0	0	34
21:00	0	0	0	0	1	0	0	1	33	0	0	33
21:15	0	0	0	0	1	0	0	1	32	0	0	32
21:30	0	0	0	0	0	0	0	0	32	0	0	32
21:45	1	0	0	1	1	0	0	1	32	0	0	32
22:00	0	0	0	0	0	0	0	0	32	0	0	32
22:15	0	0	0	0	3	0	0	3	29	0	0	29
22:30	0	0	0	0	6	0	0	6	23	0	0	23
22:45	0	0	0	0	0	0	0	0	23	0	0	23
23:00	0	0	0	0	0	0	0	0	23	0	0	23
23:15	0	0	0	0	0	0	0	0	23	0	0	23
23:30	0	0	0	0	4	0	0	4	19	0	0	19
23:45	0	0	0	0	6	0	0	6	13	0	0	13
	163	5	0	168	169	6	0	175	13	0	0	13

23RD	LINK 2											
	IN				OUT				IN AT START			
TIME	LV	HV	BUS	TOT	LV	HV	BUS	TOT	0	1	0	
00:00	0	0	0	0	0	0	0	0	0	1	0	1
00:15	0	0	0	0	0	0	0	0	0	1	0	1
00:30	0	0	0	0	0	0	0	0	0	1	0	1
00:45	0	0	0	0	0	0	0	0	0	1	0	1
01:00	0	0	0	0	0	0	0	0	0	1	0	1
01:15	0	0	0	0	0	0	0	0	0	1	0	1
01:30	0	0	0	0	0	0	0	0	0	1	0	1
01:45	0	0	0	0	0	0	0	0	0	1	0	1
02:00	0	0	0	0	0	0	0	0	0	1	0	1
02:15	0	0	0	0	0	0	0	0	0	1	0	1
02:30	0	0	0	0	0	0	0	0	0	1	0	1
02:45	0	0	0	0	0	0	0	0	0	1	0	1
03:00	0	0	0	0	0	0	0	0	0	1	0	1
03:15	0	0	0	0	0	0	0	0	0	1	0	1
03:30	0	0	0	0	0	0	0	0	0	1	0	1
03:45	0	0	0	0	0	0	0	0	0	1	0	1
04:00	0	0	0	0	0	0	0	0	0	1	0	1
04:15	0	0	0	0	0	0	0	0	0	1	0	1
04:30	0	0	0	0	0	0	0	0	0	1	0	1
04:45	0	0	0	0	0	0	0	0	0	1	0	1
05:00	0	0	0	0	0	0	0	0	0	1	0	1
05:15	0	0	0	0	0	0	0	0	0	1	0	1
05:30	0	0	0	0	0	0	0	0	0	1	0	1
05:45	0	0	0	0	0	0	0	0	0	1	0	1
06:00	0	0	0	0	0	0	0	0	0	1	0	1
06:15	0	0	0	0	0	0	0	0	0	1	0	1
06:30	0	0	0	0	0	0	0	0	0	1	0	1
06:45	0	0	0	0	0	0	0	0	0	1	0	1
07:00	0	0	0	0	0	0	0	0	0	1	0	1
07:15	0	1	0	1	0	0	0	0	0	2	0	2
07:30	0	0	0	0	0	0	0	0	0	2	0	2
07:45	0	0	0	0	0	0	0	0	0	2	0	2
08:00	0	0	0	0	0	1	0	1	0	1	0	1
08:15	0	0	0	0	0	0	0	0	0	1	0	1
08:30	0	0	0	0	0	0	0	0	0	1	0	1
08:45	0	1	0	1	0	0	0	0	0	2	0	2
09:00	0	0	0	0	0	0	0	0	0	2	0	2
09:15	0	0	0	0	0	1	0	1	0	1	0	1
09:30	0	1	0	1	0	0	0	0	0	2	0	2
09:45	0	0	0	0	0	0	0	0	0	2	0	2
10:00	0	0	0	0	0	0	0	0	0	2	0	2
10:15	0	0	0	0	0	0	0	0	0	2	0	2
10:30	0	0	0	0	0	0	0	0	0	2	0	2
10:45	0	0	0	0	0	0	0	0	0	2	0	2
11:00	0	1	0	1	0	0	0	0	0	3	0	3
11:15	0	0	0	0	0	0	0	0	0	3	0	3
11:30	0	0	0	0	0	0	0	0	0	3	0	3
11:45	0	0	0	0	0	1	0	1	0	2	0	2
12:00	0	0	0	0	0	0	0	0	0	2	0	2
12:15	1	0	0	1	1	0	0	1	0	2	0	2
12:30	0	0	0	0	0	0	0	0	0	2	0	2
12:45	0	0	0	0	0	1	0	1	0	1	0	1
13:00	0	0	0	0	0	0	0	0	0	1	0	1
13:15	0	0	0	0	0	0	0	0	0	1	0	1
13:30	0	0	0	0	0	0	0	0	0	1	0	1
13:45	0	0	0	0	0	0	0	0	0	1	0	1
14:00	0	0	0	0	0	0	0	0	0	1	0	1
14:15	0	0	0	0	0	1	0	1	0	0	0	0
14:30	0	1	0	1	0	0	0	0	0	1	0	1
14:45	0	0	0	0	0	1	0	1	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	1	0	1	0	0	0	0	0	1	0	1
15:30	0	0	0	0	0	0	0	0	0	1	0	1
15:45	0	0	0	0	0	0	0	0	0	1	0	1
16:00	0	0	0	0	0	1	0	1	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0
	1	6	0	7	1	7	0	8	0	0	0	0

23RD	LINK 3							
	IN				OUT			
TIME	LV	HV	BUS	TOT	LV	HV	BUS	TOT
00:00	0	0	0	0	0	0	0	0
00:15	0	0	0	0	1	0	0	1
00:30	0	0	0	0	1	0	0	1
00:45	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0
03:30	1	0	0	1	0	0	0	0
03:45	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0
04:30	2	0	0	2	0	0	0	0
04:45	3	0	0	3	0	0	0	0
05:00	1	0	0	1	1	0	0	1
05:15	5	0	0	5	0	0	0	0
05:30	5	0	0	5	0	0	0	0
05:45	9	0	0	9	0	0	0	0
06:00	2	0	0	2	6	0	0	6
06:15	1	0	0	1	6	0	0	6
06:30	1	0	0	1	0	0	0	0
06:45	1	0	0	1	0	0	0	0
07:00	2	0	0	2	1	0	0	1
07:15	1	0	0	1	0	0	0	0
07:30	3	0	0	3	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	1	0	0	1	2	1	0	3
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	2	0	0	2	0	0	0	0
10:00	0	0	0	0	2	0	0	2
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	1	0	0	1
10:45	0	0	0	0	1	0	0	1
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	1	0	0	1
11:30	0	0	0	0	0	1	0	1
11:45	0	0	0	0	2	0	0	2
12:00	1	0	0	1	0	0	0	0
12:15	0	0	0	0	1	0	0	1
12:30	1	0	0	1	1	0	0	1
12:45	1	0	0	1	2	0	0	2
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	5	0	0	5	3	0	0	3
13:45	4	0	0	4	16	0	0	16
14:00	2	0	0	2	22	0	0	22
14:15	0	0	0	0	1	0	0	1
14:30	0	0	0	0	1	0	0	1
14:45	0	0	0	0	0	0	0	0
15:00	0	0	0	0	2	0	0	2
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	1	0	0	1
16:00	0	0	0	0	4	0	0	4
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	3	0	0	3
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	2	0	0	2
17:15	0	0	0	0	3	0	0	3
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	1	0	0	1
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	1	0	0	1
19:00	0	0	0	0	1	0	0	1
19:15	0	0	0	0	1	0	0	1
19:30	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0
20:45	0	0	0	0	1	0	0	1
21:00	2	0	0	2	1	0	0	1
21:15	2	0	0	2	1	0	0	1
21:30	3	0	0	3	0	0	0	0
21:45	3	0	0	3	0	0	0	0
22:00	0	0	0	0	0	0	0	0
22:15	0	0	0	0	3	0	0	3
22:30	0	0	0	0	13	0	0	13
22:45	0	0	0	0	1	0	0	1
23:00	0	0	0	0	0	0	0	0
23:15	0	0	0	0	1	0	0	1
23:30	0	0	0	0	2	0	0	2
23:45	0	0	0	0	2	0	0	2
47.5	64	0	0	64	116	2	0	118

23RD	LINK 4											
	IN				OUT				IN AT START			
TIME	LV	HV	BUS	TOT	LV	HV	BUS	TOT	63	1	0	
00:00	0	0	0	0	2	0	0	2	61	1	0	62
00:15	0	0	0	0	0	0	0	0	60	1	0	61
00:30	0	0	0	0	0	0	0	0	59	1	0	60
00:45	0	0	0	0	1	0	0	1	58	1	0	59
01:00	0	0	0	0	0	0	0	0	58	1	0	59
01:15	0	0	0	0	0	0	0	0	58	1	0	59
01:30	0	0	0	0	0	0	0	0	58	1	0	59
01:45	0	0	0	0	0	0	0	0	58	1	0	59
02:00	0	0	0	0	0	0	0	0	58	1	0	59
02:15	0	0	0	0	0	0	0	0	58	1	0	59
02:30	0	0	0	0	0	0	0	0	58	1	0	59
02:45	0	0	0	0	0	0	0	0	58	1	0	59
03:00	0	0	0	0	0	0	0	0	58	1	0	59
03:15	1	0	0	1	0	0	0	0	59	1	0	60
03:30	0	0	0	0	0	0	0	0	60	1	0	61
03:45	0	0	0	0	0	0	0	0	60	1	0	61
04:00	0	0	0	0	0	0	0	0	60	1	0	61
04:15	0	0	0	0	0	0	0	0	60	1	0	61
04:30	0	0	0	0	0	0	0	0	62	1	0	63
04:45	2	0	0	2	0	0	0	0	67	1	0	68
05:00	2	0	0	2	0	0	0	0	69	1	0	70
05:15	4	1	0	5	0	0	0	0	78	2	0	80
05:30	10	0	0	10	0	1	0	1	93	1	0	94
05:45	5	1	0	6	0	1	0	1	107	1	0	108
06:00	0	0	0	0	0	0	0	0	103	1	0	104
06:15	2	0	0	2	1	0	0	1	99	1	0	100
06:30	0	0	0	0	0	0	0	0	100	1	0	101
06:45	1	0	0	1	0	0	0	0	102	1	0	103
07:00	2	0	0	2	0	0	0	0	105	1	0	106
07:15	1	0	0	1	0	0	0	0	107	1	0	108
07:30	4	0	0	4	0	0	0	0	114	1	0	115
07:45	10	0	0	10	0	0	0	0	124	1	0	125
08:00	7	1	0	8	0	0	0	0	130	1	0	131
08:15	3	0	0	3	0	0	0	0	133	1	0	134
08:30	1	1	0	2	1	0	0	1	133	2	0	135
08:45	2	0	0	2	0	1	0	1	135	1	0	136
09:00	3	0	0	3	0	0	0	0	138	1	0	139
09:15	0	0	0	0	0	0	0	0	138	1	0	139
09:30	2	0	0	2	0	0	0	0	140	1	0	141
09:45	1	1	0	2	0	0	0	0	143	2	0	145
10:00	0	1	0	1	0	0	0	0	141	3	0	144
10:15	0	0	0	0	0	1	0	1	141	2	0	143
10:30	0	1	0	1	1	0	0	1	139	3	0	142
10:45	3	1	0	4	0	0	0	0	141	4	0	145
11:00	0	1	0	1	1	1	0	2	140	4	0	144
11:15	1	0	0	1	0	1	0	1	140	3	0	143
11:30	0	0	0	0	0	0	0	0	140	2	0	142
11:45	1	1	0	2	0	0	0	0	139	3	0	142
12:00	3	0	0	3	0	0	0	0	143	3	0	146
12:15	1	1	0	2	1	0	0	1	142	4	0	146
12:30	1	0	0	1	0	0	0	0	143	4	0	147
12:45	4	0	0	4	2	1	0	3	144	3	0	147
13:00	6	0	0	6	6	0	0	6	144	3	0	147
13:15	4	0	0	4	4	0	0	4	144	3	0	147
13:30	8	0	0	8	8	0	0	8	146	3	0	149
13:45	14	1	0	15	14	1	0	15	134	3	0	137
14:00	1	0	0	1	9	1	0	10	106	2	0	108
14:15	0	0	0	0	5	1	0	6	100	1	0	101
14:30	0	2	0	2	2	1	0	3	97	2	0	99
14:45	0	0	0	0	0	0	0	0	97	2	0	99
15:00	0	0	0	0	0	0	0	0	95	2	0	97
15:15	0	0	0	0	0	1	0	1	95	1	0	96
15:30	0	0	0	0	0	0	0	0	95	1	0	96
15:45	0	0	0	0	0	0	0	0	94	1	0	95
16:00	2	0	0	2	3	0	0	3	89	1	0	90
16:15	0	0	0	0	2	0	0	2	87	1	0	88
16:30	0	0	0	0	4	0	0	4	80	1	0	81
16:45	0	1	0	1	2	0	0	2	78	2	0	80
17:00	1	0	0	1	5	0	0	5	72	2	0	74
17:15	0	0	0	0	4	0	0	4	65	2	0	67
17:30	0	0	0	0	5	1	0	6	60	1	0	61
17:45	0	0	0	0	3	0	0	3	57	1	0	58
18:00	0	0	0	0	2	0	0	2	54	1	0	55
18:15	0	0	0	0	1	0	0	1	53	1	0	54
18:30	0	0	0	0	0	0	0	0	53	1	0	54
18:45	0	0	0	0	0	0	0	0	52	1	0	53
19:00	0	1	0	1	0	1	0	1	51	1	0	52
19:15	0	0	0	0	0	0	0	0	50	1	0	51
19:30	0	0	0	0	0	0	0	0	50	1	0	51
19:45	0	0	0	0	0	0	0	0	50	1	0	51
20:00	1	0	0	1	0	0	0	0	51	1	0	52
20:15	0	0	0	0	1	0	0	1	50	1	0	51
20:30	0	0	0	0	0	0	0	0	50	1	0	51
20:45	0	0	0	0	0	0	0	0	49	1	0	50
21:00	1	0	0	1	0	0	0	0	51	1	0	52
21:15	1	0	0	1	0	0	0	0	53	1	0	54
21:30	1	0	0	1	0	0	0	0	57	1	0	58
21:45	0	0	0	0	0	0	0	0	60	1	0	61
22:00	0	0	0	0	2	0	0	2	58	1	0	59
22:15	0	0	0	0	3	0	0	3	52	1	0	53
22:30	0	0	0	0	6	0	0	6	33	1	0	34
22:45	0	0	0	0	0	0	0	0	32	1	0	33
23:00	0	0	0	0	1	0	0	1	31	1	0	32
23:15	0	0	0	0	1	0	0	1	29	1	0	30
23:30	0	0	0	0	1	0	0	1	26	1	0	27
23:45	0	0	0	0	1	0	0	1	23	1	0	24
	117	16	0	133	105	14	0	119	23	1	0	24

Siemens, Eynsham Traffic Survey - Tuesday 22nd - Thursday 24th June 2021

24TH LINK 1

	IN				OUT				IN AT START			
TIME	LV	HV	BUS	TOT	LV	HV	BUS	TOT	13	0	0	TOT
00:00	0	0	0	0	1	0	0	1	12	0	0	12
00:15	0	0	0	0	2	0	0	2	10	0	0	10
00:30	0	0	0	0	3	0	0	3	7	0	0	7
00:45	0	0	0	0	0	0	0	0	7	0	0	7
01:00	0	0	0	0	0	0	0	0	7	0	0	7
01:15	0	0	0	0	0	0	0	0	7	0	0	7
01:30	0	0	0	0	0	0	0	0	7	0	0	7
01:45	0	0	0	0	0	0	0	0	7	0	0	7
02:00	0	0	0	0	0	0	0	0	7	0	0	7
02:15	0	0	0	0	0	0	0	0	7	0	0	7
02:30	0	0	0	0	0	0	0	0	7	0	0	7
02:45	0	0	0	0	0	0	0	0	7	0	0	7
03:00	0	0	0	0	0	0	0	0	7	0	0	7
03:15	0	0	0	0	0	0	0	0	7	0	0	7
03:30	0	0	0	0	1	0	0	1	6	0	0	6
03:45	1	0	0	1	0	0	0	0	7	0	0	7
04:00	0	0	0	0	0	0	0	0	7	0	0	7
04:15	2	0	0	2	0	0	0	0	9	0	0	9
04:30	7	0	0	7	0	0	0	0	16	0	0	16
04:45	2	0	0	2	0	0	0	0	18	0	0	18
05:00	2	0	0	2	0	0	0	0	20	0	0	20
05:15	6	0	0	6	0	0	0	0	26	0	0	26
05:30	11	0	0	11	0	0	0	0	37	0	0	37
05:45	9	0	0	9	0	0	0	0	46	0	0	46
06:00	0	0	0	0	1	0	0	1	45	0	0	45
06:15	2	0	0	2	0	0	0	0	47	0	0	47
06:30	1	0	0	1	1	0	0	1	47	0	0	47
06:45	2	0	0	2	0	0	0	0	49	0	0	49
07:00	5	0	0	5	0	0	0	0	54	0	0	54
07:15	1	0	0	1	0	0	0	0	55	0	0	55
07:30	6	0	0	6	0	0	0	0	61	0	0	61
07:45	11	0	0	11	1	0	0	1	71	0	0	71
08:00	3	0	0	3	1	0	0	1	73	0	0	73
08:15	3	0	0	3	1	0	0	1	75	0	0	75
08:30	4	0	0	4	0	0	0	0	79	0	0	79
08:45	3	0	0	3	2	0	0	2	80	0	0	80
09:00	7	0	0	7	4	0	0	4	83	0	0	83
09:15	3	0	0	3	1	0	0	1	85	0	0	85
09:30	0	1	0	1	1	0	0	1	84	1	0	85
09:45	0	0	0	0	0	1	0	1	84	0	0	84
10:00	1	0	0	1	1	0	0	1	84	0	0	84
10:15	1	0	0	1	0	0	0	0	85	0	0	85
10:30	1	0	0	1	0	0	0	0	86	0	0	86
10:45	0	0	0	0	0	0	0	0	86	0	0	86
11:00	4	0	0	4	0	0	0	0	90	0	0	90
11:15	2	0	0	2	1	0	0	1	91	0	0	91
11:30	0	1	0	1	1	0	0	1	90	1	0	91
11:45	2	0	0	2	1	1	0	2	91	0	0	91
12:00	0	0	0	0	2	0	0	2	89	0	0	89
12:15	4	0	0	4	1	0	0	1	92	0	0	92
12:30	1	0	0	1	2	0	0	2	91	0	0	91
12:45	4	0	0	4	6	0	0	6	89	0	0	89
13:00	2	0	0	2	5	0	0	5	86	0	0	86
13:15	7	0	0	7	0	0	0	0	93	0	0	93
13:30	13	0	0	13	7	0	0	7	99	0	0	99
13:45	11	0	0	11	21	0	0	21	89	0	0	89
14:00	5	0	0	5	10	0	0	10	84	0	0	84
14:15	1	0	0	1	7	0	0	7	78	0	0	78
14:30	0	0	0	0	3	0	0	3	75	0	0	75
14:45	1	0	0	1	4	0	0	4	72	0	0	72
15:00	2	0	0	2	2	0	0	2	72	0	0	72
15:15	1	0	0	1	5	0	0	5	68	0	0	68
15:30	1	0	0	1	1	0	0	1	68	0	0	68
15:45	0	0	0	0	2	0	0	2	66	0	0	66
16:00	2	0	0	2	7	0	0	7	61	0	0	61
16:15	0	0	0	0	5	0	0	5	56	0	0	56
16:30	0	0	0	0	3	0	0	3	53	0	0	53
16:45	0	0	0	0	4	0	0	4	49	0	0	49
17:00	0	0	0	0	3	0	0	3	46	0	0	46
17:15	0	0	0	0	5	0	0	5	41	0	0	41
17:30	1	0	0	1	1	0	0	1	41	0	0	41
17:45	3	0	0	3	3	0	0	3	41	0	0	41
18:00	2	0	0	2	4	0	0	4	39	0	0	39
18:15	2	0	0	2	1	0	0	1	40	0	0	40
18:30	0	0	0	0	2	0	0	2	38	0	0	38
18:45	1	0	0	1	1	0	0	1	38	0	0	38
19:00	0	0	0	0	3	0	0	3	35	0	0	35
19:15	1	0	0	1	0	0	0	0	36	0	0	36
19:30	1	0	0	1	0	0	0	0	37	0	0	37
19:45	0	1	0	1	0	0	0	0	37	1	0	38
20:00	0	0	0	0	0	0	0	0	37	1	0	38
20:15	0	0	0	0	1	0	0	1	36	1	0	37
20:30	0	0	0	0	0	1	0	1	36	0	0	36
20:45	0	0	0	0	0	0	0	0	36	0	0	36
21:00	0	0	0	0	0	0	0	0	36	0	0	36
21:15	0	0	0	0	1	0	0	1	35	0	0	35
21:30	0	0	0	0	0	0	0	0	35	0	0	35
21:45	0	0	0	0	0	0	0	0	35	0	0	35
22:00	0	0	0	0	0	0	0	0	35	0	0	35
22:15	0	0	0	0	2	0	0	2	33	0	0	33
22:30	0	0	0	0	12	0	0	12	21	0	0	21
22:45	0	0	0	0	1	0	0	1	20	0	0	20
23:00	0	0	0	0	1	0	0	1	19	0	0	19
23:15	0	0	0	0	2	0	0	2	17	0	0	17
23:30	0	0	0	0	7	0	0	7	10	0	0	10
23:45	1	0	0	1	5	0	0	5	6	0	0	6
	169	3	0	172	176	3	0	179	6	0	0	6

24TH LINK 2

	IN				OUT				IN AT START			
TIME	LV	HV	BUS	TOT	LV	HV	BUS	TOT	0	0	0	
00:00	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	1	0	1	0	0	0	0	0	1	0	1
07:30	0	0	0	0	0	0	0	0	0	1	0	1
07:45	1	0	0	1	0	0	0	0	1	1	0	2
08:00	0	0	0	0	0	1	0	1	1	0	0	1
08:15	0	0	0	0	0	0	0	0	1	0	0	1
08:30	0	0	0	0	0	0	0	0	1	0	0	1
08:45	0	1	0	1	0	0	0	0	1	1	0	2
09:00	0	0	0	0	0	0	0	0	1	1	0	2
09:15	0	0	0	0	0	1	0	1	1	0	0	1
09:30	0	0	0	0	0	0	0	0	1	0	0	1
09:45	0	0	0	0	0	0	0	0	1	0	0	1
10:00	0	0	0	0	0	0	0	0	1	0	0	1
10:15	0	0	0	0	0	0	0	0	1	0	0	1
10:30	0	0	0	0	0	0	0	0	1	0	0	1
10:45	0	0	0	0	0	0	0	0	1	0	0	1
11:00	0	1	0	1	0	0	0	0	1	1	0	2
11:15	0	0	0	0	0	0	0	0	1	1	0	2
11:30	0	0	0	0	0	0	0	0	1	1	0	2
11:45	0	0	0	0	0	1	0	1	1	0	0	1
12:00	0	0	0	0	0	0	0	0	1	0	0	1
12:15	1	0	0	1	1	0	0	1	1	0	0	1
12:30	0	0	0	0	0	0	0	0	1	0	0	1
12:45	0	0	0	0	1	0	0	1	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	1	0	0	1	0	0	0	0	1	0	0	1
14:00	0	0	0	0	0	0	0	0	1	0	0	1
14:15	0	0	0	0	1	0	0	1	0	0	0	0
14:30	1	0	0	1	0	0	0	0	1	0	0	1
14:45	0	0	0	0	1	0	0	1	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	1	0	1	0	0	0	0	0	1	0	1
15:30	0	0	0	0	0	0	0	0	0	1	0	1
15:45	0	0	0	0	0	0	0	0	0	1	0	1
16:00	0	0	0	0	0	1	0	1	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0
	4	4	0	8	4	4	0	8	0	0	0	0

24TH LINK 3

	IN				OUT			
TIME	LV	HV	BUS	TOT	LV	HV	BUS	TOT
00:00	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0
00:30	0	0	0	0	2	0	0	2
00:45	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0
04:00	1	0	0	1	0	0	0	0
04:15	0	0	0	0	0	0	0	0
04:30	2	0	0	2	0	0	0	0
04:45	2	0	0	2	0	0	0	0
05:00	3	0	0	3	0	0	0	0
05:15	2	0	0	2	0	0	0	0
05:30	6	0	0	6	0	0	0	0
05:45	11	0	0	11	0	0	0	0
06:00	1	0	0	1	4	0	0	4
06:15	0	0	0	0	7	0	0	7
06:30	1	0	0	1	0	0	0	0
06:45	3	0	0	3	0	0	0	0
07:00	0	0	0	0	1	0	0	1
07:15	2	0	0	2	0	0	0	0
07:30	3	0	0	3	0	0	0	0
07:45	1	0	0	1	1	0	0	1
08:00	0	0	0	0	1	1	0	2
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	1	0	0	1
08:45	1	0	0	1	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	1	0	1
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
10:00	0	0	0	0	1	0	0	1
10:15	0	0	0	0	1	0	0	1
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	1	0	0	1
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	1	0	0	1
11:30	0	0	0	0	3	0	0	3
11:45	0	0	0	0	2	0	0	2
12:00	0	0	0	0	0	0	0	0
12:15	1	0	0	1	1	0	0	1
12:30	0	0	0	0	1	0	0	1
12:45	1	0	0	1	1	0	0	1
13:00	0	0	0	0	0	1	0	1
13:15	0	0	0	0	0	0	0	0
13:30	3	0	0	3	4	0	0	4
13:45	7	0	0	7	19	0	0	19
14:00	0	0	0	0	20	0	0	20
14:15	0	0	0	0	1	0	0	1
14:30	0	0	0	0	1	0	0	1
14:45	1	0	0	1	1	0	0	1
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	1	0	0	1
15:45	1	0	0	1	2	0	0	2
16:00	0	0	0	0	3	0	0	3
16:15	0	0	0	0	4	0	0	4
16:30	0	0	0	0	3	0	0	3
16:45	0	0	0	0	1	0	0	1
17:00	0	0	0	0	1	0	0	1
17:15	0	0	0	0	1	0	0	1
17:30	0	0	0	0	2	0	0	2
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	1	0	0	1	0	0	0	0
18:45	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0
19:15	0	0	0	0	1	0	0	1
19:30	0	0	0	0	1	0	0	1
19:45	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0
21:15	1	0	0	1	0	0	0	0
21:30	3	0	0	3	0	0	0	0
21:45	3	0	0	3	0	0	0	0
22:00	0	0	0	0	0	0	0	0
22:15	0	0	0	0	6	0	0	6
22:30	0	0	0	0	13	0	0	13
22:45	0	0	0	0	4	0	0	4
23:00	0	0	0	0	1	0	0	1
23:15	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0
	61	0	0	61	119	3	0	122

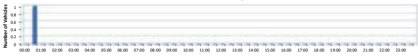
24TH LINK 4

	IN				OUT				IN AT START			
TIME	LV	HV	BUS	TOT	LV	HV	BUS	TOT	23	1	0	
00:00	0	0	0	0	0	0	0	0	23	1	0	24
00:15	0	0	0	0	0	0	0	0	23	1	0	24
00:30	0	0	0	0	2	0	0	2	19	1	0	20
00:45	0	0	0	0	0	0	0	0	19	1	0	20
01:00	0	0	0	0	0	0	0	0	19	1	0	20
01:15	0	0	0	0	0	0	0	0	19	1	0	20
01:30	0	0	0	0	0	0	0	0	19	1	0	20
01:45	0	0	0	0	0	0	0	0	19	1	0	20
02:00	0	0	0	0	0	0	0	0	19	1	0	20
02:15	0	0	0	0	0	0	0	0	19	1	0	20
02:30	0	0	0	0	0	0	0	0	19	1	0	20
02:45	0	0	0	0	0	0	0	0	19	1	0	20
03:00	0	0	0	0	0	0	0	0	19	1	0	20
03:15	0	0	0	0	0	0	0	0	19	1	0	20
03:30	0	0	0	0	0	0	0	0	19	1	0	20
03:45	0	0	0	0	0	0	0	0	19	1	0	20
04:00	0	0	0	0	0	0	0	0	20	1	0	21
04:15	0	0	0	0	0	0	0	0	20	1	0	21
04:30	0	0	0	0	0	0	0	0	22	1	0	23
04:45	2	0	0	2	0	0	0	0	26	1	0	27
05:00	3	0	0	3	0	0	0	0	32	1	0	33
05:15	7	0	0	7	0	0	0	0	41	1	0	42
05:30	5	0	0	5	0	0	0	0	52	1	0	53
05:45	4	0	0	4	0	0	0	0	67	1	0	68
06:00	0	0	0	0	0	0	0	0	64	1	0	65
06:15	0	0	0	0	0	0	0	0	57	1	0	58
06:30	1	0	0	1	0	0	0	0	59	1	0	60
06:45	1	0	0	1	0	0	0	0	63	1	0	64
07:00	1	0	0	1	0	0	0	0	63	1	0	64
07:15	2	0	0	2	0	0	0	0	67	1	0	68
07:30	4	0	0	4	0	0	0	0	74	1	0	75
07:45	12	0	0	12	0	0	0	0	86	1	0	87
08:00	7	1	0	8	0	0	0	0	92	1	0	93
08:15	6	1	0	7	0	1	0	1	98	1	0	99
08:30	1	0	0	1	0	0	0	0	98	1	0	99
08:45	1	1	0	2	1	0	0	1	99	2	0	101
09:00	2	2	0	4	0	1	0	1	101	3	0	104
09:15	0	0	0	0	0	0	0	0	101	2	0	103
09:30	2	0	0	2	1	0	0	1	102	2	0	104
09:45	1	0	0	1	0	1	0	1	103	1	0	104
10:00	0	1	0	1	0	0	0	0	102	2	0	104
10:15	3	1	0	4	1	1	0	2	103	2	0	105
10:30	3	1	0	4	1	1	0	2	105	2	0	107
10:45	2	1	0	3	1	1	0	2	105	2	0	107
11:00	1	0	0	1	0	2	0	2	106	0	0	106
11:15	1	0	0	1	0	0	0	0	106	0	0	106
11:30	1	2	0	3	0	0	0	0	104	2	0	106
11:45	0	0	0	0	0	1	0	1	102	1	0	103
12:00	3	0	0	3	1	0	0	1	104	1	0	105
12:15	3	0	0	3	1	0	0	1	106	1	0	107
12:30	2	1	0	3	2	0	0	2	105	2	0	107
12:45	3	0	0	3	0	0	0	0	108	2	0	110
13:00	4	0	0	4	0	0	0	0	112	1	0	113
13:15	5	0	0	5	0	0	0	0	117	1	0	118
13:30	14	0	0	14	2	0	0	2	128	1	0	129
13:45	9	0	0	9	2	0	0	2	123	1	0	124
14:00	1	0	0	1	1	0	0	1	103	1	0	104
14:15	0	0	0	0	4	0	0	4	98	1	0	99
14:30	1	0	0	1	0	0	0	0	98	1	0	99
14:45	0	0	0	0	2	0	0	2	96	1	0	97
15:00	0	0	0	0	0	1	0	1	96	0	0	96
15:15	0	0	0	0	0	0	0	0	96	0	0	96
15:30	1	2	0	3	0	0	0	0	96	2	0	98
15:45	1	0	0	1	1	0	0	1	95	2	0	97
16:00	0	0	0	0	2	0	0	2	90	2	0	92
16:15	0	1	0	1	2	1	0	3	84	2	0	86
16:30	1	0	0	1	4	1	0	5	78	1	0	79
16:45	0	1	0	1	1	1	0	2	76	1	0	77
17:00	0	0	0	0	6	0	0	6	69	1	0	70
17:15	0	0	0	0	6	0	0	6	62	1	0	63
17:30	0	0	0	0	4	1	0	5	56	0	0	56
17:45	0	0	0	0	2	0	0	2	54	0	0	54
18:00	0	0	0	0	1	0	0	1	53	0	0	53
18:15	0	0	0	0	0	0	0	0	53	0	0	53
18:30	0	0	0	0	0	0	0	0	54	0	0	54
18:45	0	0	0	0	1	0	0	1	53	0	0	53
19:00	0	0	0	0	0	0	0	0	53	0	0	53
19:15	0	0	0	0	2	0	0	2	50	0	0	50
19:30	0	0	0	0	0	0	0	0	49	0	0	49
19:45	0	0	0	0	1	0	0	1	48	0	0	48
20:00	1	0	0	1	0	0	0	0	49	0	0	49
20:15	0	0	0	0	1	0	0	1	48	0	0	48
20:30	0	0	0	0	0	0	0	0	48	0	0	48
20:45	0	0	0	0	0	0	0	0	48	0	0	48
21:00	1	0	0	1	0	0	0	0	49	0	0	49
21:15	1	0	0	1	1	0	0	1	50	0	0	50
21:30	1	0	0	1	0	0	0	0	54	0	0	54
21:45	1	0	0	1	3	0	0	3	55	0	0	55
22:00	0	0	0	0	0	0	0	0	55	0	0	55
22:15	0	0	0	0	2	0	0	2	47	0	0	47
22:30	0	0	0	0	11	0	0	11	23	0	0	23
22:45	0	0	0	0	1	0	0	1	18	0	0	18
23:00	0	0	0	0	0	0	0	0	17	0	0	17
23:15	0	0	0	0	0	0	0	0	17	0	0	17
23:30	0	0	0	0	3	0	0	3	14	0	0	14
23:45	0	0	0	0	0	0	0	0	14	0	0	14
	126	16	0	142	77	14	0	91	14	0	0	14

Eynsham, Tuesday 22nd June 2021

Start Occupancy: 0
End Occupancy: 0
Maximum Occupancy: 1

Average Duration of Stay: 00:30 (hh:mm)



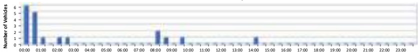
Zone 1

	Duration of Stay Period (hh:mm)																																															Mean	Matched Regs		
	00:00	00:30	01:00	01:30	02:00	02:30	03:00	03:30	04:00	04:30	05:00	05:30	06:00	06:30	07:00	07:30	08:00	08:30	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:00	19:30	20:00	20:30	21:00	21:30	22:00	22:30	23:00	23:30	Stay	Arrived	Departed	Accumulation
00:00																																																	00:00	0	-	0
00:30																																																	00:00	0	0	0
01:00																																																	00:00	0	0	0
01:30																																																	00:00	0	0	0
02:00																																																	00:00	0	0	0
02:30																																																	00:00	0	0	0
03:00																																																	00:00	0	0	0
03:30																																																	00:00	0	0	0
04:00																																																	00:00	0	0	0
04:30																																																	00:00	0	0	0
05:00																																																	00:00	0	0	0
05:30																																																	00:00	0	0	0
06:00																																																	00:00	0	0	0
06:30																																																	00:00	0	0	0
07:00																																																	00:00	0	0	0
07:30																																																	00:00	0	0	0
08:00																																																	00:00	0	0	0
08:30																																																	00:00	0	0	0
09:00																																																	00:00	0	0	0
09:30		1																																															00:30	1	0	1
10:00																																																	00:00	0	1	0
10:30																																																	00:00	0	0	0
11:00																																																	00:00	0	0	0
11:30																																																	00:00	0	0	0
12:00																																																	00:00	0	0	0
12:30																																																	00:00	0	0	0
13:00																																																	00:00	0	0	0
13:30																																																	00:00	0	0	0
14:00																																																	00:00	0	0	0
14:30																																																	00:00	0	0	0
15:00																																																	00:00	0	0	0
15:30																																																	00:00	0	0	0
16:00																																																	00:00	0	0	0
16:30																																																	00:00	0	0	0
17:00																																																	00:00	0	0	0
17:30																																																	00:00	0	0	0
18:00																																																	00:00	0	0	0
18:30																																																	00:00	0	0	0
19:00																																																	00:00	0	0	0
19:30																																																	00:00	0	0	0
20:00																																																	00:00	0	0	0
20:30																																																	00:00	0	0	0
21:00																																																	00:00	0	0	0
21:30																																																	00:00	0	0	0
22:00																																																	00:00	0	0	0
22:30																																																	00:00	0	0	0
23:00																																																	00:00	0	0	0
23:30																																																	00:00	0	0	0
TOTAL	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00:30	1	1	

Eynsham, Tuesday 22nd June 2021

Start Occupancy: 1
End Occupancy: 0
Maximum Occupancy: 6

Average Duration of Stay: 02:57 (hh:mm)



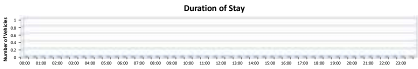
Zone 2

	Duration of Stay Period (hh:mm)																																															Mean	Matched Regs		
	00:00	00:30	01:00	01:30	02:00	02:30	03:00	03:30	04:00	04:30	05:00	05:30	06:00	06:30	07:00	07:30	08:00	08:30	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:00	19:30	20:00	20:30	21:00	21:30	22:00	22:30	23:00	23:30	Stay	Arrived	Departed	Accumulation
00:00		1																																															00:30	1	-	1
00:30																																																	00:00	0	1	0
01:00																																																	00:00	0	0	0
01:30																																																	00:00	0	0	0
02:00																																																	00:00	0	0	0
02:30																																																	00:00	0	0	0
03:00																																																	00:00	0	0	0
03:30																																																	00:00	0	0	0
04:00																																																	00:00	0	0	0
04:30																																																	00:00	0	0	0
05:00																		1																															08:30	1	0	1
05:30																	1																																08:00	1	0	2
06:00																	1																																08:00	1	0	3
06:30																																																	00:00	0	0	3
07:00																																																	00:00	0	0	3
07:30																																																	00:00	0	0	3
08:00			1			1																																											01:45	2	0	5
08:30																																																	00:00	0	0	5
09:00																																																	00:00	0	1	4
09:30		1																											1																				07:15	2	0	6
10:00																																																	00:00	0	1	5
10:30					1																																												02:00	1	1	5
11:00																																																	00:00	0	0	5
11:30																																																	00:00	0	0	5
12:00	1																																																00:00	1	1	5
12:30																																																	00:00	0	1	4
13:00																																																	00:00	0	0	4
13:30																																																	00:00	0	2	2
14:00		1																		1																													05:00	2	1	3
14:30																																																	00:00	0	1	2
15:00	1																																																00:00	1	1	2
15:30	1																																																00:00	1	1	2
16:00																																																	00:00	0	0	2
16:30	1																																																00:00	1	1	2
17:00																																																	00:00	0	0	2
17:30	2	1																																															00:10	3	2	3
18:00																																																	00:00	0	1	2
18:30																																																	00:00	0	0	2
19:00																																																	00:00	0	0	2
19:30		1																																															00:30	1	0	3
20:00																																																	00:00	0	1	2
20:30																																																	00:00	0	0	2
21:00																																																	00:00	0	0	2
21:30																																																	00:00	0	0	2
22:00																																																	00:00	0	0	2
22:30																																																	00:00	0	0	2
23:00																																																	00:00	0	0	2
23:30																																																	00:00	0	2	0
TOTAL	6	5	1	0	1	1	0	0	0	0	0	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	02:57	19	19	

Eynsham, Tuesday 22nd June 2021

Start Occupancy: 0
End Occupancy: 0
Maximum Occupancy: 0

Average Duration of Stay: 00:00 (hh:mm)



Zone 3 - NO OBSERVATIONS

	Duration of Stay Period (hh:mm)																																															Mean	Matched Regs		
	00:00	00:30	01:00	01:30	02:00	02:30	03:00	03:30	04:00	04:30	05:00	05:30	06:00	06:30	07:00	07:30	08:00	08:30	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:00	19:30	20:00	20:30	21:00	21:30	22:00	22:30	23:00	23:30	Stay	Arrived	Departed	Accumulation
00:00																																																			-	0
00:30																																																				0
01:00																																																				0
01:30																																																				0
02:00																																																				0
02:30																																																				0
03:00																																																				0
03:30																																																				0
04:00																																																				0
04:30																																																				0
05:00																																																				0
05:30																																																				0
06:00																																																				0
06:30																																																				0
07:00																																																				0
07:30																																																				0
08:00																																																				0
08:30																																																				0
09:00																																																				0
09:30																																																				0
10:00																																																				0
10:30																																																				0
11:00																																																				0
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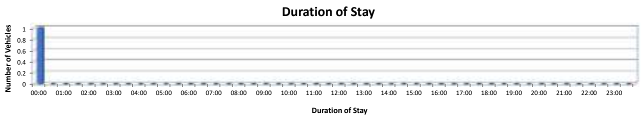
18:00																																																				0
18:30																																																				0
19:00																																																				0
19:30																																																				0
20:00																																																				0
20:30																																																				0
21:00																																																				0
21:30																																																				0
22:00																																																				0
22:30																																																				0
23:00																																																				0
23:30																																																				0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	

Eynsham, Wednesday 22nd June 2021

Start Occupancy: 0
End Occupancy: 0
Maximum Occupancy: 0

Average Duration of Stay: 00:00 (hh:mm)



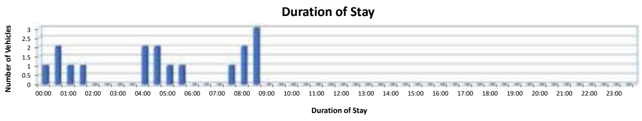
Zone 1

	Duration of Stay Period (hh:mm)																																															Mean	Matched Regs		
	00:00	00:30	01:00	01:30	02:00	02:30	03:00	03:30	04:00	04:30	05:00	05:30	06:00	06:30	07:00	07:30	08:00	08:30	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:00	19:30	20:00	20:30	21:00	21:30	22:00	22:30	23:00	23:30	Stay	Arrived	Departed	Accumulation
00:00																																																	00:00	0	-	0
00:30																																																	00:00	0	0	0
01:00																																																	00:00	0	0	0
01:30																																																	00:00	0	0	0
02:00																																																	00:00	0	0	0
02:30																																																	00:00	0	0	0
03:00																																																	00:00	0	0	0
03:30																																																	00:00	0	0	0
04:00																																																	00:00	0	0	0
04:30																																																	00:00	0	0	0
05:00																																																	00:00	0	0	0
05:30																																																	00:00	0	0	0
06:00																																																	00:00	0	0	0
06:30																																																	00:00	0	0	0
07:00																																																	00:00	0	0	0
07:30																																																	00:00	0	0	0
08:00																																																	00:00	0	0	0
08:30																																																	00:00	0	0	0
09:00																																																	00:00	0	0	0
09:30																																																	00:00	0	0	0
10:00																																																	00:00	0	0	0
10:30																																																	00:00	0	0	0
11:00																																																	00:00	0	0	0
11:30																																																	00:00	0	0	0
12:00																																																	00:00	0	0	0
12:30																																																	00:00	0	0	0
13:00																																																	00:00	0	0	0
13:30																																																	00:00	0	0	0
14:00																																																	00:00	0	0	0
14:30																																																	00:00	0	0	0
15:00																																																	00:00	0	0	0
15:30																																																	00:00	0	0	0
16:00																																																	00:00	0	0	0
16:30																																																	00:00	0	0	0
17:00																																																	00:00	0	0	0
17:30																																																	00:00	0	0	0
18:00																																																	00:00	0	0	0
18:30																																																	00:00	0	0	0
19:00																																																	00:00	0	0	0
19:30																																																	00:00	0	0	0
20:00																																																	00:00	0	0	0
20:30																																																	00:00	0	0	0
21:00	1																																																00:00	1	1	0
21:30																																																	00:00	0	0	0
22:00																																																	00:00	0	0	0
22:30																																																	00:00	0	0	0
23:00																																																	00:00	0	0	0
23:30																																																	00:00	0	0	0
TOTAL	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00:00	1	1	

Eynsham, Wednesday 22nd June 2021

Start Occupancy: 2
End Occupancy: 0
Maximum Occupancy: 9

Average Duration of Stay: 04:42 (hh:mm)



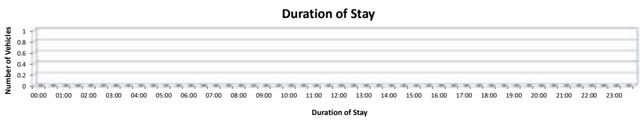
Zone 2

	Duration of Stay Period (hh:mm)																																															Mean	Matched Regs		
	00:00	00:30	01:00	01:30	02:00	02:30	03:00	03:30	04:00	04:30	05:00	05:30	06:00	06:30	07:00	07:30	08:00	08:30	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:00	19:30	20:00	20:30	21:00	21:30	22:00	22:30	23:00	23:30	Stay	Arrived	Departed	Accumulation
00:00		1								1																																							02:30	2	-	2
00:30																																																	00:00	0	1	1
01:00																																																	00:00	0	0	1
01:30																																																	00:00	0	0	1
02:00																																																	00:00	0	0	1
02:30																																																	00:00	0	0	1
03:00																																																	00:00	0	0	1
03:30																																																	00:00	0	0	1
04:00																																																	00:00	0	0	1
04:30																																																	00:00	0	1	0
05:00																		2																															08:30	2	0	2
05:30																1	2																																07:50	3	0	5
06:00																																																	00:00	0	0	5
06:30																																																	00:00	0	0	5
07:00																																																	00:00	0	0	5
07:30																																																	00:00	0	0	5
08:00											1																																						05:00	1	0	6
08:30												1																																					05:30	1	0	7
09:00																																																	00:00	0	0	7
09:30				1																																													01:30	1	0	8
10:00									1																																								04:00	1	0	9
10:30																																																	00:00	0	0	9
11:00																																																	00:00	0	1	8
11:30																																																	00:00	0	0	8
12:00																																																	00:00	0	0	8
12:30																																																	00:00	0	0	8
13:00																																																	00:00	0	2	6
13:30																																																	00:00	0	4	2
14:00			1															1																															04:45	2	2	2
14:30																																																	00:00	0	0	2
15:00																																																	00:00	0	1	1
15:30																																																	00:00	0	0	1
16:00																																																	00:00	0	0	1
16:30																																																	00:00	0	0	1
17:00	1	1																																															00:15	2	1	2
17:30																																																	00:00	0	1	1
18:00										1																																							04:30	1	0	2
18:30																																																	00:00	0	0	2
19:00																																																	00:00	0	0	2
19:30									1																																								04:00	1	0	3
20:00																																																	00:00	0	0	3
20:30																																																	00:00	0	0	3
21:00																																																	00:00	0	0	3
21:30																																																	00:00	0	0	3
22:00																																																	00:00	0	0	3
22:30																																																	00:00	0	2	1
23:00																																																	00:00	0	0	1
23:30																																																	00:00	0	1	0
TOTAL	1	2	1	1	0	0	0	0	2	2	1	1	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	04:42	17	17	

Eynsham, Wednesday 22nd June 2021

Start Occupancy: 0
End Occupancy: 0
Maximum Occupancy: 0

Average Duration of Stay: 00:00 (hh:mm)



Zone 3 - NO OBSERVATIONS

	Duration of Stay Period (hh:mm)																																															Mean	Matched Regs		
	00:00	00:30	01:00	01:30	02:00	02:30	03:00	03:30	04:00	04:30	05:00	05:30	06:00	06:30	07:00	07:30	08:00	08:30	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:00	19:30	20:00	20:30	21:00	21:30	22:00	22:30	23:00	23:30	Stay	Arrived	Departed	Accumulation
00:00																																																				0
00:30																																																				0
01:00																																																				0
01:30																																																				0
02:00																																																				0
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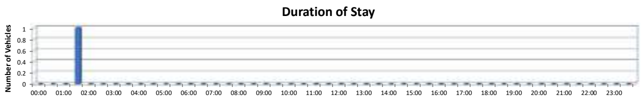
22:00																																																				0
22:30																																																				0
23:00																																																				0
23:30																																																				0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	

Eynsham, Thursday 24th June 2021

Start Occupancy: 0
End Occupancy: 0
Maximum Occupancy: 1

Average Duration of Stay: 01:30 (hh:mm)



Zone 1

Duration of Stay Period (hh:mm) — Matched Regs

	00:00	00:30	01:00	01:30	02:00	02:30	03:00	03:30	04:00	04:30	05:00	05:30	06:00	06:30	07:00	07:30	08:00	08:30	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:00	19:30	20:00	20:30	21:00	21:30	22:00	22:30	23:00	23:30	Mean Stay	Arrived	Departed	Accumulation
00:00																																																	00:00	0	-	0
00:30																																																	00:00	0	0	0
01:00																																																	00:00	0	0	0
01:30																																																	00:00	0	0	0
02:00																																																	00:00	0	0	0
02:30																																																	00:00	0	0	0
03:00																																																	00:00	0	0	0
03:30																																																	00:00	0	0	0
04:00																																																	00:00	0	0	0
04:30																																																	00:00	0	0	0
05:00				1																																													01:30	1	0	1
05:30																																																	00:00	0	0	1
06:00																																																	00:00	0	0	1
06:30																																																	00:00	0	1	0
07:00																																																	00:00	0	0	0
07:30																																																	00:00	0	0	0
08:00																																																	00:00	0	0	0
08:30																																																	00:00	0	0	0
09:00																																																	00:00	0	0	0
09:30																																																	00:00	0	0	0
10:00																																																	00:00	0	0	0
10:30																																																	00:00	0	0	0
11:00																																																	00:00	0	0	0
11:30																																																	00:00	0	0	0
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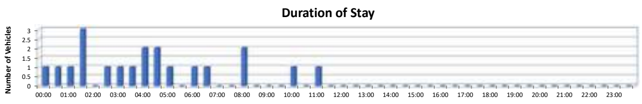
21:30																																																	00:00	0	0	0
22:00																																																	00:00	0	0	0
22:30																																																	00:00	0	0	0
23:00																																																	00:00	0	0	0
23:30																																																	00:00	0	0	0
TOTAL	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	01:30	1	1	

Eynsham, Thursday 24th June 2021

Start Occupancy: 1
End Occupancy: 0
Maximum Occupancy: 8

Average Duration of Stay: 04:19 (hh:mm)



Zone 2

Duration of Stay Period (hh:mm) — Matched Regs

	00:00	00:30	01:00	01:30	02:00	02:30	03:00	03:30	04:00	04:30	05:00	05:30	06:00	06:30	07:00	07:30	08:00	08:30	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:00	19:30	20:00	20:30	21:00	21:30	22:00	22:30	23:00	23:30	Mean Stay	Arrived	Departed	Accumulation
00:00											1																																						05:00	1	-	1
00:30																																																	00:00	0	0	1
01:00																																																	00:00	0	0	1
01:30																																																	00:00	0	0	1
02:00																																																	00:00	0	0	1
02:30																																																	00:00	0	0	1
03:00																																																	00:00	0	0	1
03:30																																																	00:00	0	0	1
04:00																																																	00:00	0	0	1
04:30																																																	00:00	0	0	1
05:00	1																																																00:00	1	2	0
05:30																	2																																08:00	2	0	2
06:00																																																	00:00	0	0	2
06:30																																																	00:00	0	0	2
07:00																							1																										11:00	1	0	3
07:30																																																	00:00	0	0	3
08:00														1							1																												08:15	2	0	5
08:30													1																																				06:00	1	0	6
09:00																																																	00:00	0	0	6
09:30		1					1																																										01:45	2	0	8
10:00																																																	00:00	0	1	7
10:30																																																	00:00	0	0	7
11:00																																																	00:00	0	0	7
11:30																																																	00:00	0	0	7
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14:00									1																																								04:00	1	0	6
14:30										1																																							04:30	1	2	5
15:00																																																	00:00	0	0	5
15:30								1																																									03:30	1	0	6
16:00																																																	00:00	0	0	6
16:30																																																	00:00	0	0	6
17:00																																																	00:00	0	0	6
17:30																																																	00:00	0	0	6
18:00																																																	00:00	0	4	2
18:30			1	3		1			1																																								02:00	6	0	8
19:00																																																	00:00	0	2	6
19:30																																																	00:00	0	1	5
20:00																																																	00:00	0	3	2
20:30																																																	00:00	0	0	2
21:00																																																	00:00	0	1	1
21:30																																																	00:00	0	0	1
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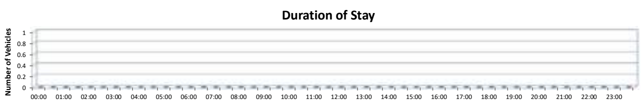
TOTAL	1	1	1	3	0	1	1	1	2	2	1	0	1	1	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	04:19	20	20	

Eynsham, Thursday 24th June 2021

Start Occupancy: 0
End Occupancy: 0
Maximum Occupancy: 0

Average Duration of Stay: 00:00 (hh:mm)



Zone 3 - NO OBSERVATIONS

Duration of Stay Period (hh:mm) — Matched Regs

	00:00	00:30	01:00	01:30	02:00	02:30	03:00	03:30	04:00	04:30	05:00	05:30	06:00	06:30	07:00	07:30	08:00	08:30	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:00	19:30	20:00	20:30	21:00	21:30	22:00	22:30	23:00	23:30	Mean Stay	Arrived	Departed	Accumulation
00:00																																																				0
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TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	

Appendix B

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

ONS Crown Copyright Reserved [from Nomis on 10 August 2021]

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
place of work	E02006003 : West Oxfordshire 011 (2011 super output area - middle layer)

	usual residence											
Method of travel to work	**North East**	**North West**	**Yorkshire and The Humber**	**East Midlands**	**West Midlands**	**East**	**London**	**South East**	**South West**	**Wales**	**Total**	**Mode Split**
All categories: Method of travel	8	21	8	50	37	24	16	2,640	113	3	2,920	
Underground, metro, light rail o	1	0	0	0	0	0	3	1	0	0	5	0%
Train	0	3	1	0	3	1	4	1	1	0	14	0%
Bus, minibus or coach	1	2	3	2	0	0	1	68	1	1	79	3%
Taxi	0	0	0	0	0	0	0	1	0	0	1	0%
Motorcycle, scooter or moped	0	0	0	0	0	0	0	30	0	0	30	1%
Driving a car or van	5	13	3	44	33	20	5	2,103	108	2	2,336	80%
Passenger in a car or van	0	0	1	1	1	3	1	163	3	0	173	6%
Bicycle	0	0	0	2	0	0	1	129	0	0	132	5%
On foot	1	2	0	1	0	0	1	140	0	0	145	5%
Other method of travel to work	0	1	0	0	0	0	0	4	0	0	5	0%
												100%
											Walking/Cycling and Bus Combined Mode Split	*12%*

Appendix C

SIEMENS Healthineers

Name Axel Scholler
Department MR Magnet Technology

Telephone +44 (0)1865 880880
E-mail Axel.scholler@siemens-healthineers.com

Date 2nd August 2021

Tritax Symmetry Oxford North Ltd
Grange Park Court
Roman Way
Northampton
NN4 5EA

Dear Sir or Madam,

As a result of the Covid-19 pandemic, Siemens Healthineers has seen many benefits of flexible, remote working in its office-based roles and in late 2020 launched the Healthineers Ways of Working (HWOW). This has been implemented by MR Magnet Technology in Eynsham and has resulted in a broad 70/30 split of office/remote based working going forward, allowing our staff to continue to enjoy a greater work-life balance through reduced travel time whilst ensuring the business continues to function optimally.

For further details, please find attached the overview about the new Healthineers Way of Working and how it is set up.

Yours faithfully,

[redacted]

[redacted]

Ralph Seidler
Managing Director

Axel Scholler
Finance Director

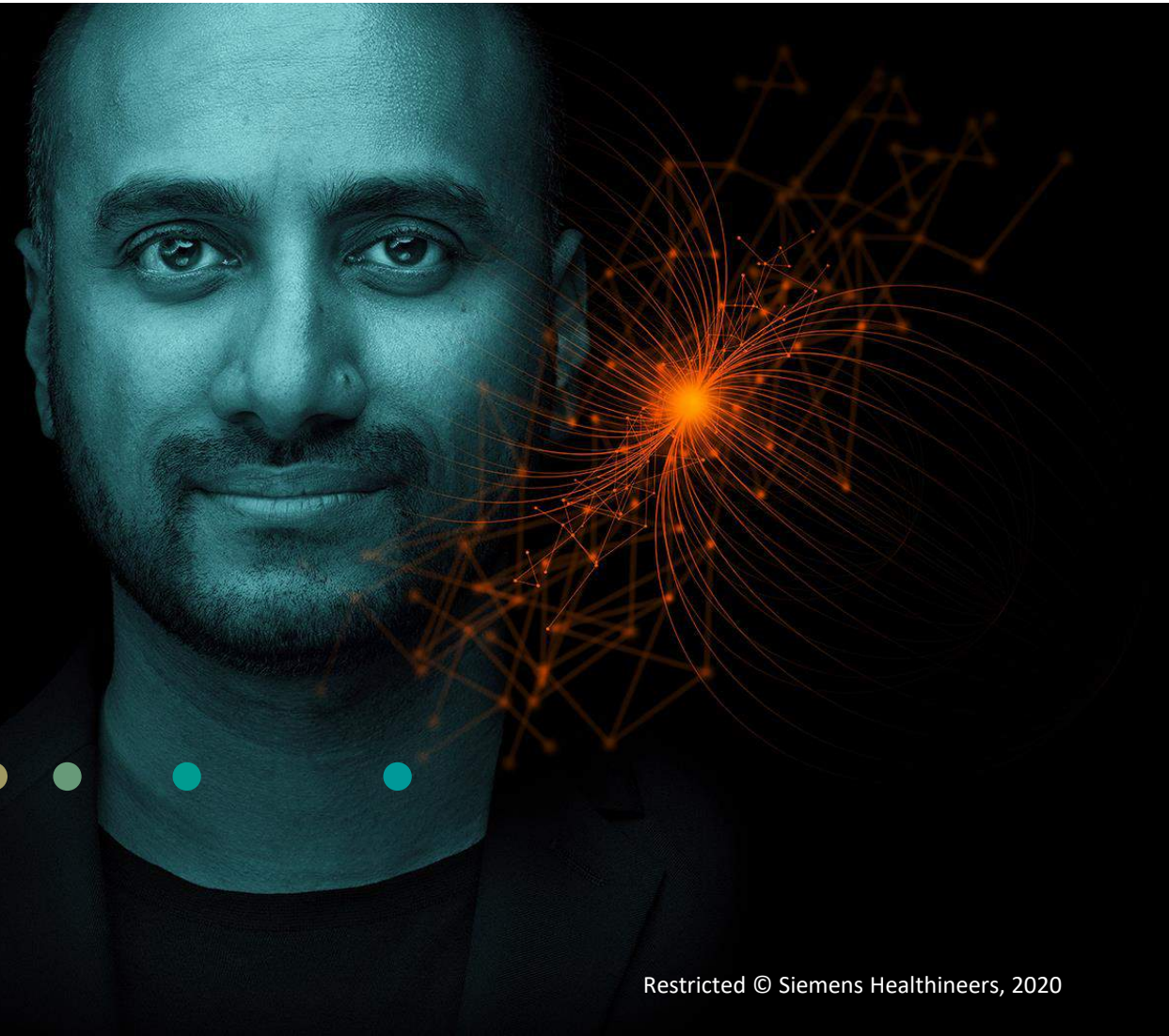
Siemens Healthcare Limited
MR Magnet Technology

SIEMENS Healthineers

Healthineers Way of Working

Cornerstone Paper
#thewaywework

December 2020



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Executive Summary – Healthineers Way of Working

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We will enable employees to decide when to work from which place for best team performance and individual preference.

Why?

Pick up the momentum

…from the transformation of our work environment

Healthineers Way of Working combines onsite and offsite working with existing processes and initiatives:

- **Innovation:** Onsite and offsite for individual thinking, for team creation and for ideas from community activities
- **Customer Relationship:** Plan your "Customer Journey" offsite & online - fitting best to individual needs and preferences
- **Sustainability:** Smaller environmental footprint from less commuting, less travel, less office space
- **Diversity & Inclusion:** More room for individual preferences and less importance of physical location
- **Digitalization:** Healthineers Way of Working and Digitalization promote each other
- **HPS:** Enhancement of HPS methods in onsite and offsite trainings
- **Great Place to work:** Talent attraction and retention from improved work-life balance for our diverse workforce

What?

Five Cornerstones

… define our Healthineers Way of Working

- Pick the best place for yourself and for team performance
- Place follows activity
- Face-to-face goes online
- Digital user experience anywhere
- Healthy and safe everywhere

Individual performance and efficiency are essential criteria for mobile working. Onsite job roles e.g. in production, development and labs will continue to be vital for our success. We will dedicate as much effort to our onsite environment as we will work on our choice of offsite and online options.

How?

Implementation is local

...and will follow local regulations, local business rationale and local timelines

- The cornerstones for Healthineers Way of Working have been defined on a global level.
- Local implementation projects will be guided by local HR, RE and IT with support from EHS and CC under consideration of data privacy and cybersecurity.
- Ongoing location projects have been transformed into Healthineers Way of Working implementation projects since June 2020.
- The Healthineers Way of Working will apply to all Healthineers in different ways. The degree of onsite presence depends on the job profile and will vary, e.g. among office workers and production related workers.

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Introduction – What Healthineers Way of Working is about

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The overall positive experience from offsite working under COVID-19 conditions has accelerated changes in our way of working.

Cultural acceptance for offsite working and individual preferences have been transformed on a **global scale.** Healthineers Way of Working builds on the momentum from this transformation and leverages key drivers of performance.

Onsite job roles e.g. in production, development and labs **will continue to be vital for our success**. We will dedicate as much effort to our onsite environment as we will work on our choice of offsite and online options.

Healthineers Way of Working enables employees to decide when to work from which place for best team performance and individual preference.

A culture of trust, mutual respect and empowerment with a choice of workplace locations for productive work and improved work-life balance.

Talent attraction and retention from improved work-life balance for our diverse workforce.

Environmental footprint reduction from less travel, less commuting and less office space.

We expect that in the future significantly more office workers will work offsite at their preferred location and time in alignment with their team leads. In line with our People Leadership Practices (PLP) our Healthineers Way of Working promotes the established culture of trust and performance. We believe that working offsite and working onsite are equally valid options. We will enable employees to collaborate efficiently and enjoy virtual community life from anywhere through our #DigitalTogether initiatives.

This cornerstone paper defines Healthineers Way of Working in terms of Places, People, Digital Experience and Health & Safety on a global scale while implementation will follow local regulations, local business rationale and local timelines.

"It's a team sport with onsite, offsite and online action depending on everyone's position and preferences."

Note: Internal regulations, certifications, contractual agreements and specific laws (e.g. data privacy) can restrict Healthineers Way of Working for specific countries, Areas and Functions; this paper does not regulate cross-border mobile working

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Cornerstones

People

Places

Digital Experience

Health & Safety

Impact

Implementation

About this cornerstone paper
This cornerstone paper defines core elements of our global Healthineers Way of Working.

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Five cornerstones define our Healthineers Way of Working

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Pick the best place for yourself and for team performance

We trust and empower everyone to choose the best place for team performance in line with mutual expectations – it's a team sport.

Face-to-face goes online

We believe that camera-on is the default setup for collaboration in online meetings with consideration for privacy.

Healthineers Way of Working

Place follows activity

We choose activity-based places over assigned standard desks.

Digital user experience anywhere

We provide an inspiring digital experience wherever we work and we are mindful of cybersecurity and data privacy.

Healthy and safe everywhere

We support a healthy and safe working environment and enable employees to take care of their own health and safety.

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Cornerstones

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Implementation

About this cornerstone paper
This cornerstone paper defines core elements of our global Healthineers Way of Working.

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Job requirements and personal preference play an important role when deciding on working onsite or offsite

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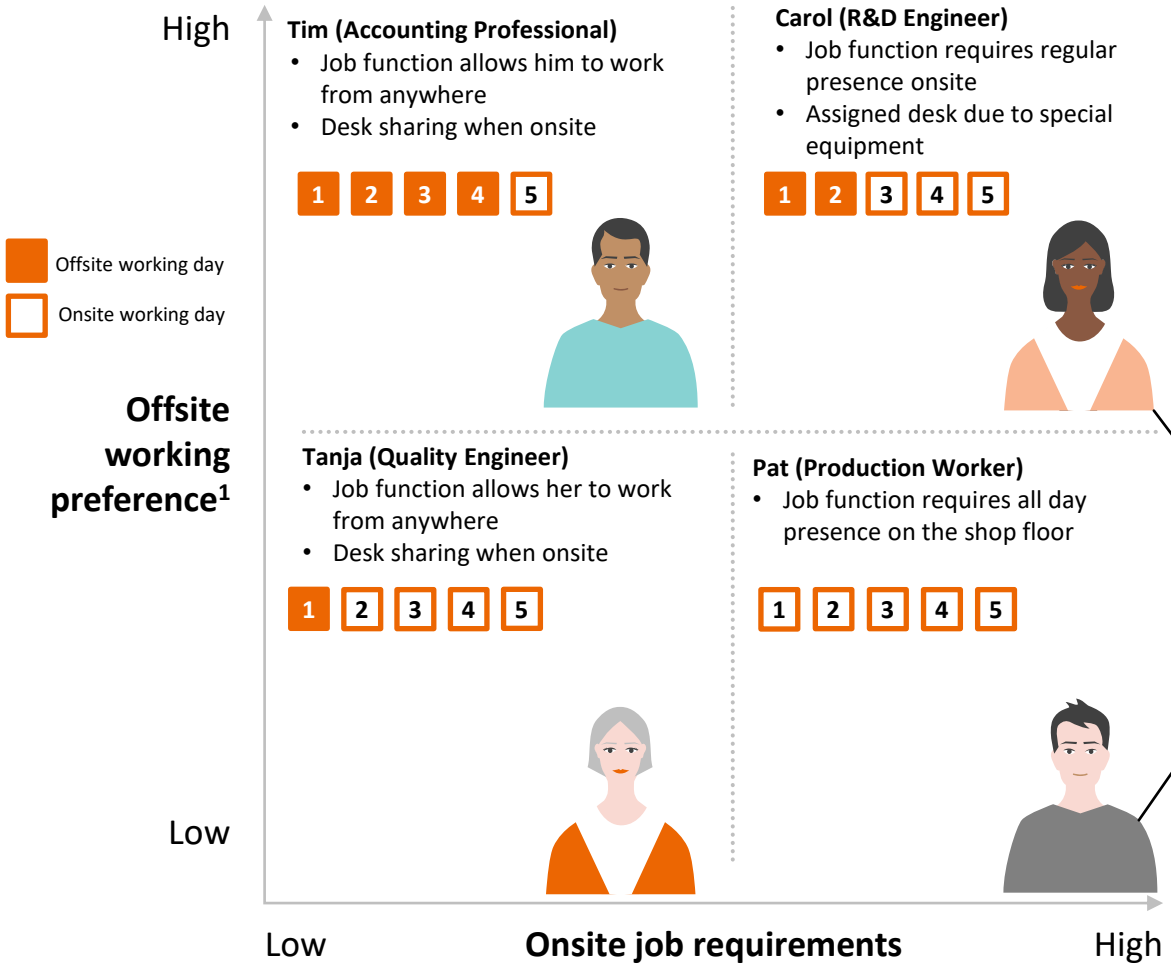

Healthineers Way of Working will apply to all Healthineers in different ways

- Administrative office workers will have a large degree of onsite/offsite choice
- Production related job profiles will call for a higher degree of onsite presence to ensure team interaction
- Directly production related workers will have a very high degree of onsite presence

We will leverage opportunities for onsite job roles

- Implement more time flexible shift systems in the future
- Enhance factory location with employee health & well-beings offers (e.g. gym, dry-cleaner, kiosk, coffee bar)
- Ensure that factory related job functions with offsite potential are still available to colleagues on the shop floor at any time (e.g. rolling system)

Note:
Options and limitations to individual job roles as well as performance regarding offsite working need to be discussed and aligned between employees and managers.

1 Personal preference includes factors concerning living situation, family, etc.
External factors (e.g. internet infrastructure) are not included as neither employer nor employee can influence these.

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The advantages of Healthineers Way of Working for employees

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Being able to pick the best place for performance will ...

... strengthen caring culture
by recognizing employee needs, building stronger trustful relationships, and increasing employee empowerment

... enhance work-life balance
by allowing for flexibility between personal and business activities

... support personal well-being
by accommodating for personal needs such as socializing, healthy exercising and nutrition

... drive digitalization
by improving our digital tools and making best use of them

... reduce commuting time
by working offsite or by commuting during non-peak hours

... improve personal efficiency
by choosing the best place for each activity such as for collaboration or concentration

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Cornerstones

People

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Health & Safety

Impact

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About this cornerstone paper
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Large share of offsite activities and specific onsite space for various types of activities will shape the way we work

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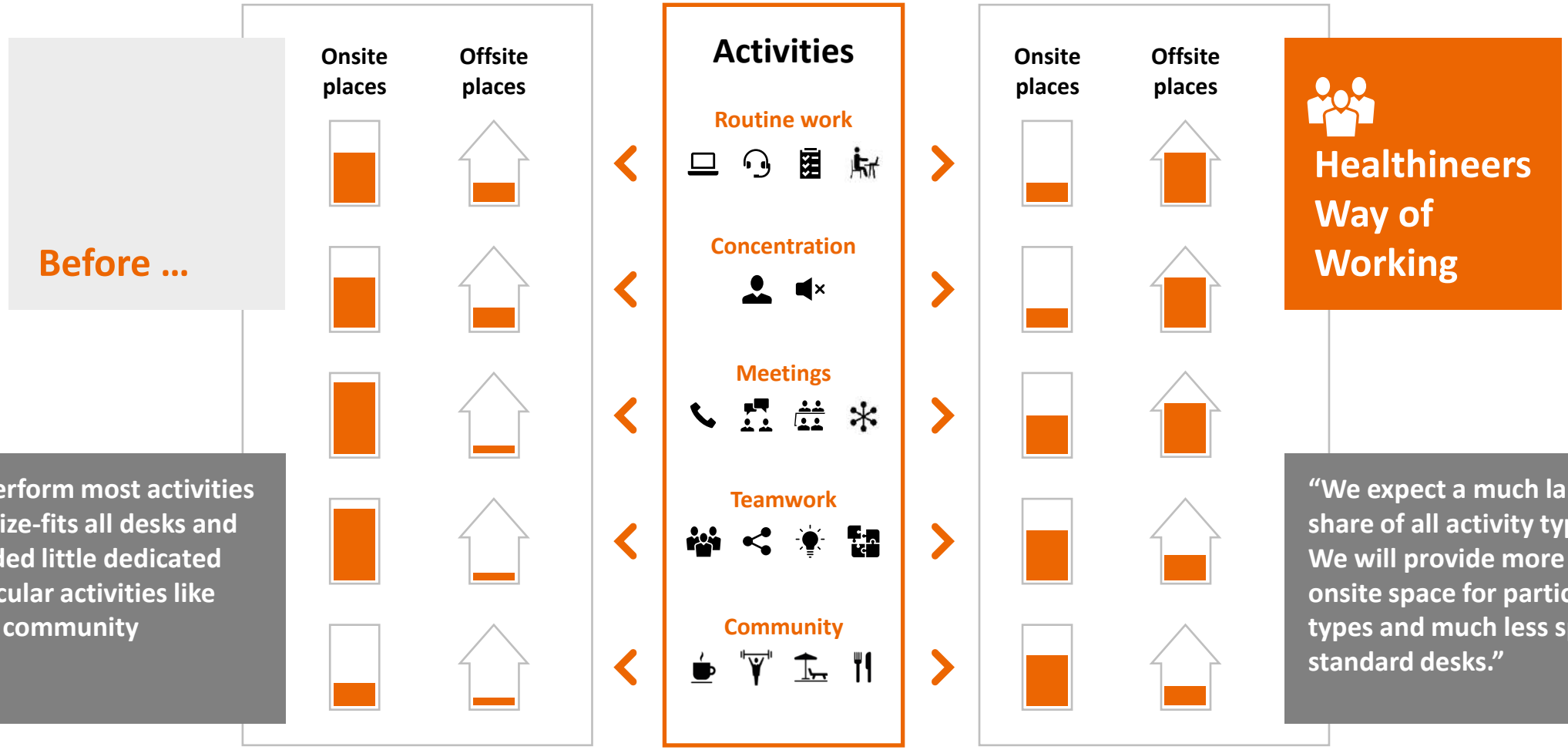

"We used to perform most activities onsite at one-size-fits all desks and we have provided little dedicated space for particular activities like teamwork and community activities."

"We expect a much larger offsite share of all activity types. We will provide more dedicated onsite space for particular activity types and much less space for standard desks."

Orange filling = Onsite resp. Offsite time spent on activities

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Impact

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Healthineers Way of Working – Digital user experience from anywhere

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CyberSec Ops and Data Privacy as well as Connectivity and Hybrid Cloud build the backbone of our digital working environment and therefore the foundation for our Healthineers Way of Working.

Digital User Experience

We provide an **inspiring user experience** for all employees:

- Global IT Dedicated **Service Desk**
- Vending Machines for **IT accessories**
- #DigitalTogether **University**
- #DigitalTogether **Champions network**

Modern Workplace

We provide a **working environment** to **combine onsite and offsite working**:

- **Workplace Booking App**
- IT **equipment onsite and offsite** (mobile phones, headsets)
- **MS Teams Soft Phone** technology
- IT enabled **innovation rooms**

CyberSec and Data Privacy

We ensure **secured working from anywhere** with any approved device:

- **State-of-the-art IT security**
- **Security awareness trainings**
- Mobile Secured Log-In, **Healthineers-ID**
- Work instructions for a **high level of data privacy and cybersecurity**

Connectivity and Hybrid Cloud

We enable **reliable, secure and high-performance access:**

- Remote solutions **(Zscaler)**
- Connection of **Cloud and data center** (Quantum Leap Polaris)
- **Acceleration of cloud migration** for applications (Ascend)

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Digital user experience – Technologies and best practices for exciting collaboration

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#DigitalTogether

Foster Microsoft 365 knowledge and usage for offsite collaboration

- **Masterclasses,** Hands-On-Workshops and **videos**
- Events such as **#DigitalTogether University**
- Yammer user groups to **exchange knowledge**
- **#DigitalTogether Navigator** to pick the right tool

Best practices for virtual interaction

- **Etiquette** for usage of camera, backgrounds, etc.
- Regular **virtual coffee breaks and team building events**
- **Ask-me-anything** sessions, Virtual **Water-cooler**, informal exchange formats like **Lean Coffee**

Teams Rooms

- **Standard meeting rooms** with stationary setup – Equipped with standard table(s) and chairs
- **Technically equipped** for Teams meetings
- **Meetings** with presentations on screen and **video/picture** of the participants

Hybrid Collaboration Rooms

- Flexible setup – Furniture can be **moved around**
- Working on content in the complete group **including offsite participants**
- Digital Whiteboard for **real time collaboration** – Even for offsite participants on the same Whiteboard (Microsoft Surface Hub)
- Typically used for smaller groups doing **retrospectives, brainstorming** and **interactive co-creation**

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Healthy and safe everywhere

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We support …

… a healthy and safe working environment

- Developing appropriate standards for healthy and safe offsite workplaces
- Supporting ergonomical workplace equipment for home office workplaces
- Providing platforms to foster social interaction and networking

We enable …

… employees to take care of their own health and safety

- Raising awareness and competencies to create healthy and safe offsite workplaces
- Raising awareness and competencies to establish a healthy improved work-life balance
- Providing flexible sport and virtual health promotion offerings, virtual formats for Employee Assistance Programs and Medical Services

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Cornerstones

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Healthineers Way of Working combines onsite and offsite working with existing processes and initiatives

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Pick the best place for yourself and for team performance

Place follows activity

Face-to-face goes online

Digital user experience anywhere

Healthy and safe everywhere

Healthineers Way of Working Cornerstones

Innovation
Onsite and offsite for individual thinking, for team creation and for ideas from community activities.

Sustainability
Smaller environmental foot-print from less commuting, less travel, less office space.

Customer Relationship
Plan your “Customer Journey” offsite & online - fitting best to individual needs and preferences.

Diversity & Inclusion
More room for individual pre-ferences and less importance of physical location.

HPS
Enhancement of HPS methods in onsite and offsite trainings.

Digitalization
Healthineers Way of Working and Digitalization promote each other.

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Cornerstones

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This cornerstone paper defines core elements of our global Healthineers Way of Working.

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Implementation of Healthineers Way of Working is defined by all five cornerstones and by business rationale

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Local business is responsible for implementing Healthineers Way of Working

- All five cornerstones together define the essence and idea of Healthineers Way of Working. Individual journeys to implementation will require adaptation while following the direction as marked by the cornerstones.
- HR, IT and RE will help to identify and prioritize suitable areas for implementation and provide guidance and support.
- Implementation decisions are based on business cases. HR, IT and RE will guide and support the adequate consideration of qualitative and quantitative drivers such as productivity from less commuting time, talent retention, space reduction and related cost.
- The Project Management Office for Healthineers Way of Working will be available for the setup of implementation projects and provide guidance with tools, templates, best practices and lessons learned.
- Implementation will follow local regulations (laws, regulations, certifications and contracts with customers), local business rationale and local timelines.

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Appendix D

Distribution Based on Existing Staff Post Code Data

Location	Count	%	Route							Cumulative Impact				
			M40 North of J10	A43 North of M40 J10	M40 South of J9	A41 East of M40 J9	A34 West of M40 J9	B4100 North of A43	B4100 South of A43	M40 J9 to J10	A43 J10 to A43/B4100	A43 North of A43/B4100	A41 East of Site	A41 West of Site
Banbury	11	2%	1%					1%		2%	1%	0%	0%	2%
Bicester and Aylesbury	30	5%				5%				0%	0%	0%	5%	0%
Brackley	3	1%		0%					0%	0%	0%	1%	0%	0%
Chipping Norton	5	1%					1%			0%	0%	0%	0%	1%
Didcot, Wallingford and Wantage	43	8%			2%		6%			0%	0%	0%	0%	8%
North of England	12	2%	1%	1%						2%	1%	1%	0%	2%
North of Site	2	0%					0%	0%		0%	0%	0%	0%	0%
North West of Site	4	1%	1%				0%			1%	0%	0%	0%	1%
Oxford	87	16%					16%			0%	0%	0%	0%	16%
South of England	19	3%			3%	0%				0%	0%	0%	0%	3%
South of Site	4	1%			1%					0%	0%	0%	0%	1%
Swindon	12	2%					2%			0%	0%	0%	0%	2%
West of Oxford	321	58%					58%			0%	0%	0%	0%	58%
Total	553	100%	3%	1%	5%	6%	83%	1%	0%	5%	2%	2%	6%	94%

Appendix E

Highways England Response on Distribution

Site: M40 Junction 9 and Junction 10

Proposal: Proposed Employment Sites

Our Reference: Tracker No: 12902

Dear James,

Thank you for your email, dated 9 March 2021, regarding the above pre-application.

Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

We will therefore be concerned with proposals that have the potential to impact the safe and efficient operation of the SRN, in this case the M40 and A34, in particular the M40 junctions 9 and 10 and the A34/B430 junction.

We have reviewed the Symmetry Park, Oxford North and Ardley Sites Access Strategy (AS) 9 March 2021 and have provided our comments in the same order as the AS for ease of reference as follows:

7. Travel Demand and Traffic Distribution

Initial consultation on trip rates was undertaken in August 2020. Below is a summary of the proposed trip rates since that time:

Vehicle Trip rate per 100sqm	**AM Peak**	**PM peak**
Vectos proposed (Aug 2020) – 10 Sites, output dated 2015, most recent survey 2013	0.119	0.113
HE guide B8 commercial warehousing distribution (TRICS) – output 2020 - 8 sites – 2 of which dated 2019	0.252	0.258
Current proposed (March 2021) output dated 2020 – 3 sites – 1 dated 2019	0.144	0.109

In terms of the most recent submission of proposed trip rates we note that there are only 3 sites proposed and the PM peak is low. We request that revised B8 Warehousing trip rates are provided. Also, as the permission would run with the use class as opposed to the occupier and given the proposed site layout, we request that a sensitivity test using B8 Parcel Distribution trip rates is undertaken. We appreciate that given the size of the sites it is unlikely that they would be fully occupied by parcel distribution use, but that a proportion of units may utilise this use class, therefore various scenarios may be assessed to inform any potential mitigation options should they be required.

We recognise there has been some confusion over what trip rates Highways England would find acceptable. We are meeting later this month to discuss this and other elements of the submitted information. However, I am happy to discuss further in advance of the meeting.

Paragraph 8 sets out the distribution profile for the Oxford North site and this is acceptable for use in any forthcoming TA.

40. Wider Impacts

Paragraph 40 confirms that 2031 has been identified as the assessment year due to the use of OSM. In terms of junction modelling scenarios, please see the reference to the DfT Circular 02/2013 as follows regarding appropriate assessment years as 2033 is unsuitable:

"25. The overall forecast demand should be compared to the ability of the existing network to accommodate traffic over a period up to ten years after the date of registration of a planning application or the end of the relevant Local Plan whichever is the greater. This is known as the review period.

27. Where the overall forecast demand at the time of opening of the development[9] can be accommodated by the existing infrastructure, further capacity mitigation will not be sought.

[9] The opening of the development shall be taken to be the date at which the development first becomes available for occupation, unless agreed otherwise."

We request that the assessment years are confirmed. Clarification regarding the review period assessment year is also sought.

Paragraph 44 confirms your intention to review the assumptions underpinning the OSM. We are happy to support this process with OCC as the lead authority.

We note that paragraph 46 states that the M40 Junction 9 LinSig model contains a few parameters that vary from what was built and has been updated as such. We request a CAD plan with the parameters marked up, signal timing sheets and the updated model with revised assessment years is provided for review. Due to the

assessment years not currently meeting the DfT Circular 02/2013 specifications, we have not reviewed the current outputs as it would be abortive works.

However we note that paragraph 56 proposes significant mitigation works on the SRN as follows:

"56. Without prejudice to this work being undertaken, a series of potential mitigation schemes have been identified that would ensure that impact of the Oxford North scheme is offset. These include a combination of the following:

- *A lane added to the southbound off slip of the M40.*
- *A lane added to the A41.*
- *A lane added to the eastbound circulatory carriageway.*
- *The flare of the M40 northbound off slip being increased.*
- *The M40 southbound on-slip being modified to allow two lanes of traffic.*
- *Revisions to the lane configuration of the circulatory carriageway adjacent to the A34."*

We request that the mitigation LinSig model scenarios are provided for our review along with the proposed improvement drawings in CAD format. At this stage we would welcome a further meeting to discuss the improvement/s once the need for mitigation has been demonstrated. Once the need for an SRN improvement has been demonstrated and the form that this will take, we request that a WCHAR as required by CD 143 and a GG104 Safety Risk Assessment are completed for the SRN junctions. Also, we will require the CV's of proposed road safety auditors and a draft RSA1 brief for our consideration.

We would welcome a cumulative transport assessment for each full site as part of any outline or full planning application that may be forthcoming in order to ensure that the overall site/s can be assessed and delivered as sustainably as possible and with full consideration to if any mitigation is required on SRN assets and what form this may take. Although individual sites might not have a significant impact, cumulatively, developments could still have the potential to impact the SRN, in terms of both road safety and congestion.

We will respond separately regarding issues that relate directly to the site adjacent to the J10 of the M40. I will ensure this is with you next week well in advance of our proposed meeting.

I hope that this response has been helpful.

Kind Regards

Patrick Blake, Area 3 Spatial Planner
Highways England | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ
Tel: +44 (0) 300 4701043 | **Mobile**: + 44 (0) 7825 024024
Web: http://www.highways.gov.uk
GTN: 0300 470 1043

Oxfordshire County Council Response on Distribution

Hi James

Regarding Technical Note 205223/N03:

Use of MSOA Cherwell 016: The sample size of over 3000 people is reasonable and the employment draw within this very rural area is likely to be well dispersed, so I accept this point.

Assignment methodology: This looks reasonable for these purposes. For the application, we would expect distribution and assignment to be taken from the Bicester model. (I still find it surprising that Banbury has such a low percentage!)

Thank you for the adjustment for the B430 - I think that is reasonable, however this may need to be reviewed when the model is run, because of the increasing amount of delay on this route due to the Heyford Park development, and the introduction of two additional signalised junctions on the corridor. Note that HGVs must not be routed this way, due to a weight limit at Weston on the Green.

Site 1 Sensitivity test: I am not sure I understand this point - does this mean you won't be doing a sensitivity test?

Regarding the HE points:

- We support the split of the A43 into two sections.
- I am not sure that it is realistic for all HGV traffic from the northern site to route to the M40. I'm sure a proportion will come from the M1 via the A43, but this is for HE to comment on.

Regarding trip generation, I defer to HE, however, it would be good if you could clarify your point about 'the types of operator that are likely to occupy the sites generally have lower trips than those outlined at Appendix B'.

Regarding the A41 study timeframes, I have asked John for an update.

Regarding the design parameters of new cycle facilities, we would expect these to be in accordance with LTN 1/20. Happy to discuss any ideas you might have on this.

Finally, we recommend that you carry out engagement with local stakeholders at the earliest opportunity. One very important group is the Bicester Bike Users Group, but we can provide you with recommendations of other groups if you wish.

Kind regards

Joy

Joy White

Principal Transport Planner

Transport Development Control: Cherwell, West Oxfordshire and Oxford City

Communities

Oxfordshire County Council

Mobile 07554103522

Email: joy.white@oxfordshire.gov.uk

Appendix L

Route to the Site via J9 M40

Weston-on-the-Green, Bicester

Wendlebury, Bicester

Depart at

OPTIONS

8:00 AM

Thu, Oct 21

Send directions to your phone

via A34

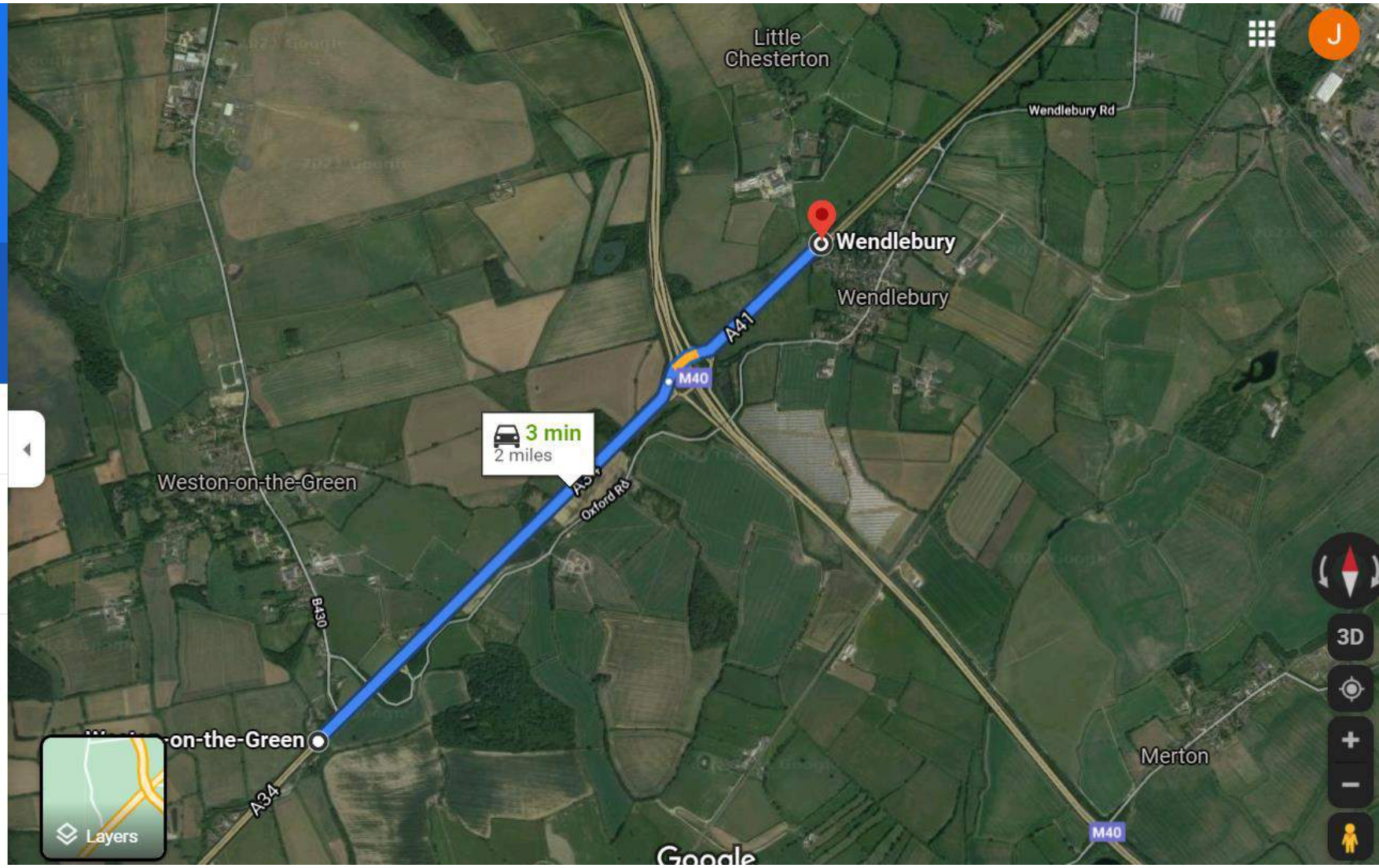
typically 3 min

DETAILS

2.0 miles

Explore Wendlebury

Restaurants Hotels Gas stations Parking Lots More



Route to the Site via Little Chesterton

Weston-on-the-Green, Bicester

Green Ln, Bicester

Chesterton, Bicester

Chesterton, Bicester

A41, Bicester

Add destination

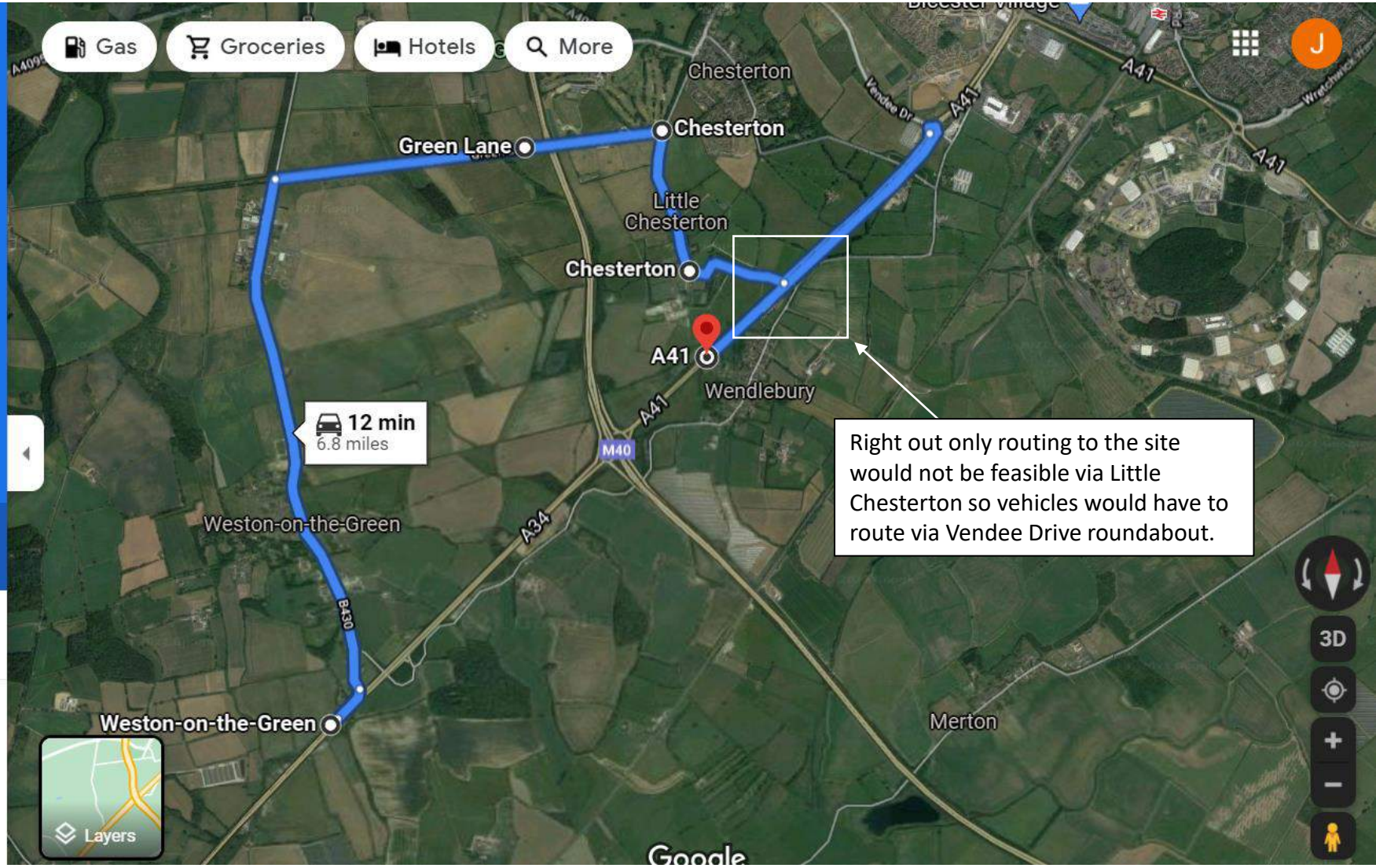
OPTIONS

Send directions to your phone

via Northampton Rd/B430 and Green Ln — 12 min — 6.8 miles

12 min without traffic

DETAILS



Right out only routing to the site would not be feasible via Little Chesterton so vehicles would have to route via Vendee Drive roundabout.

Route to the Site via Wendlebury

Menu

Weston-on-the-Green, Bicester OX25 3Q

The Plough House, Oxford Rd, Wendleb

Chesterton, Bicester

A41, Bicester

Add destination

OPTIONS

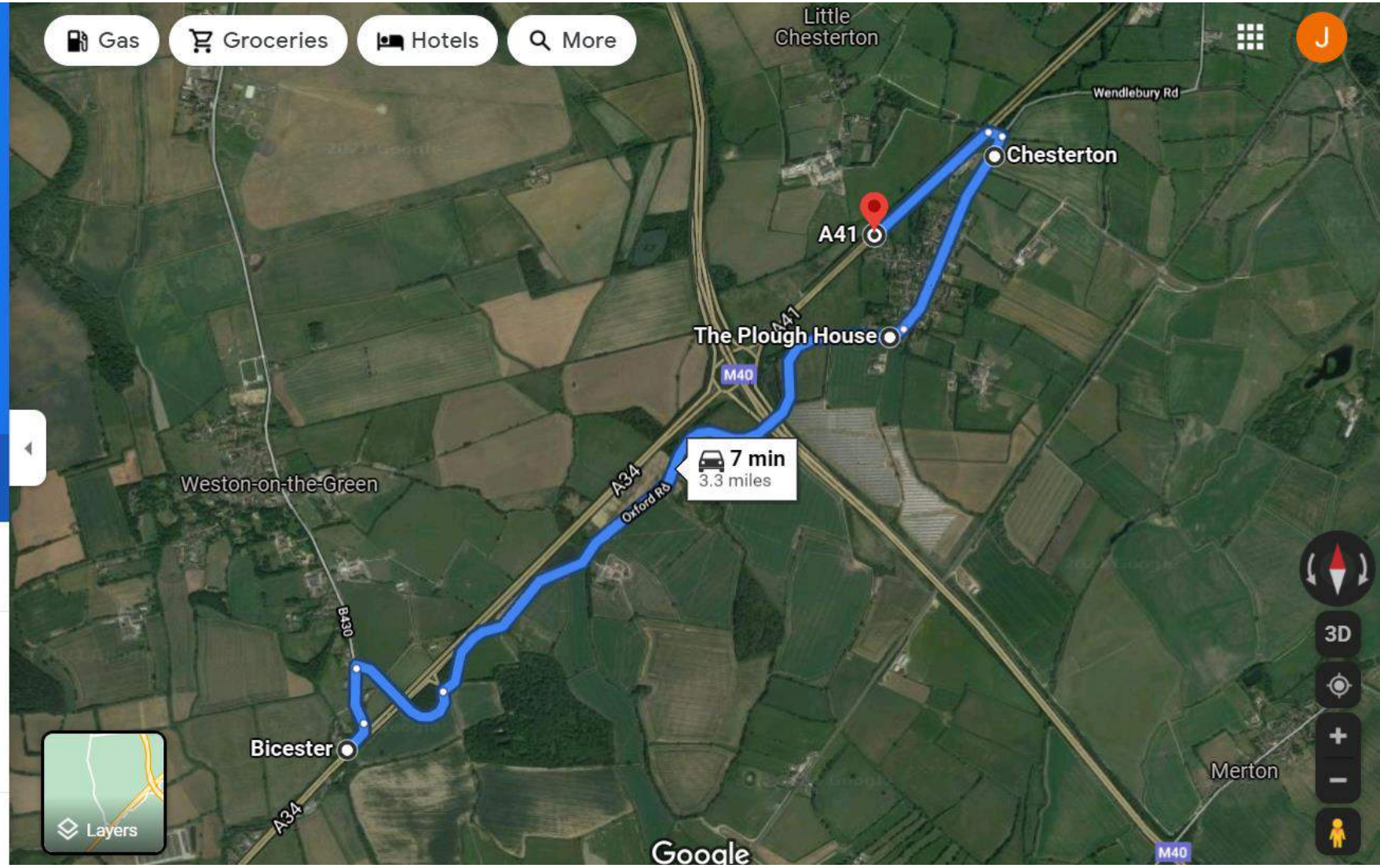
Send directions to your phone

via Oxford Rd — 7 min

7 min without traffic — 3.3 miles

DETAILS

Explore A41



Route from the Site via J9 M40

Wendlebury Turn, Wendlebury, Bicester

Weston-on-the-Green Civil Parish

Depart at

OPTIONS

8:30 AM

Thu, Oct 21

Send directions to your phone

via A34

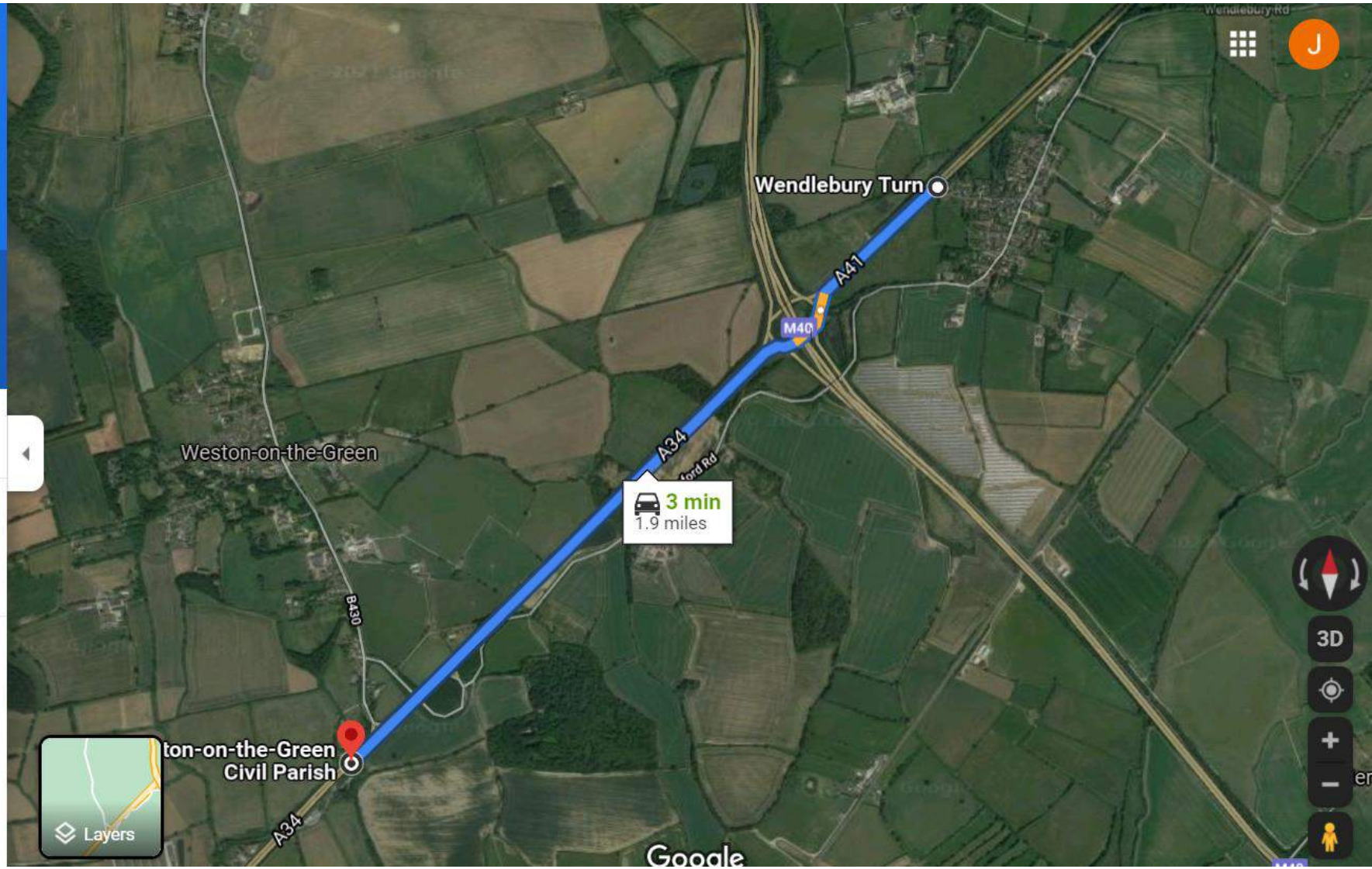
typically 3 min

DETAILS

1.9 miles

Explore Weston-on-the-Green Civil Parish

Restaurants Hotels Gas stations Parking Lots More



Route from the Site via Little Chesterton

A41, Bicester

B430, Weston-on-the-Green, Bicester OX

Bicester OX25 3QH

Add destination

OPTIONS

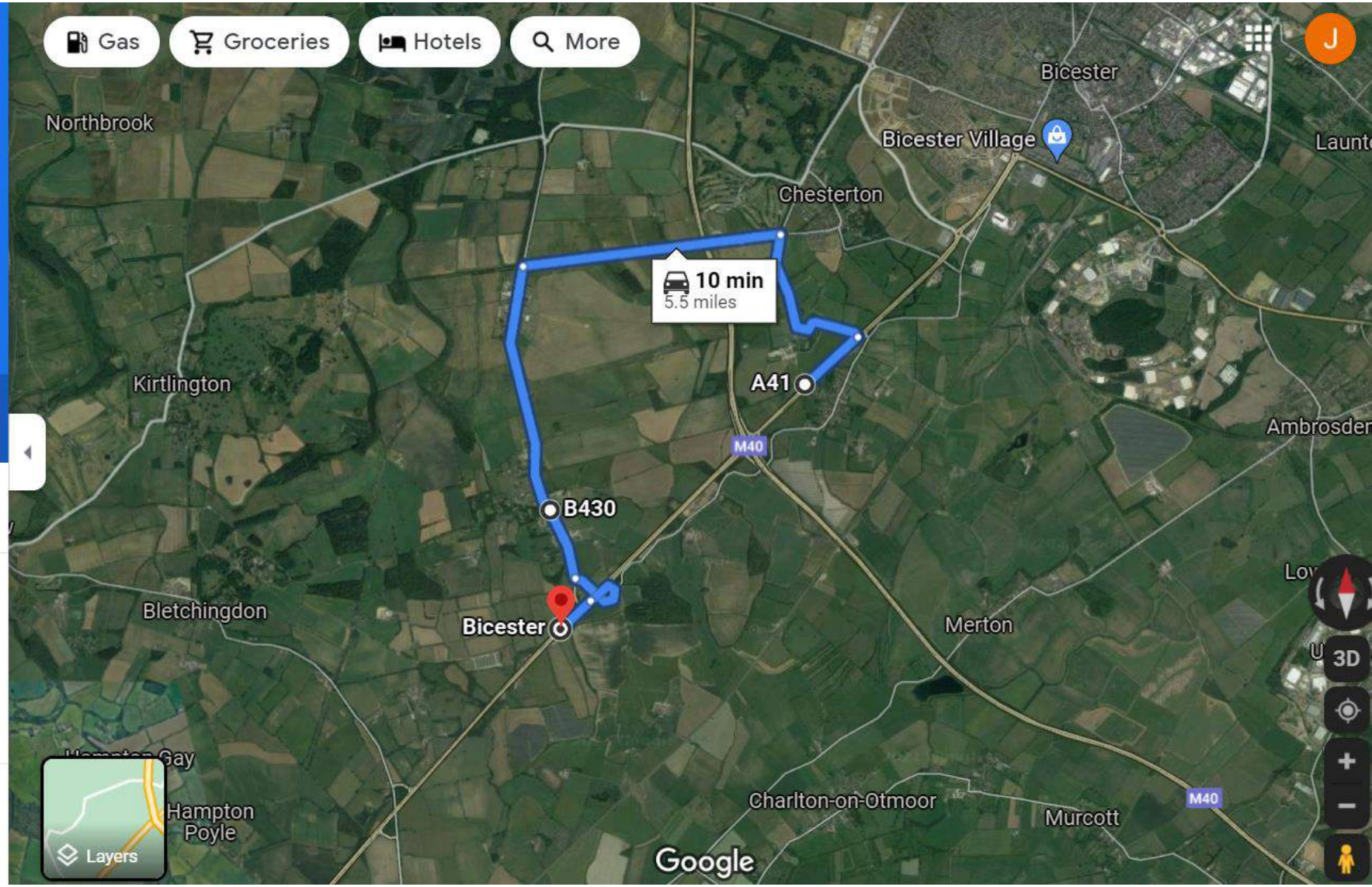
Send directions to your phone

via Green Ln and Northampton Rd/B430 — 10 min, 5.5 miles

10 min without traffic

DETAILS

Explore Bicester



Route from the Site via Wendlebury

A41, Bicester

Bicester OX25 2BX

Sparkling Minds Preschool & Day Nurse

A34, Bicester OX25 3QH

Add destination

OPTIONS

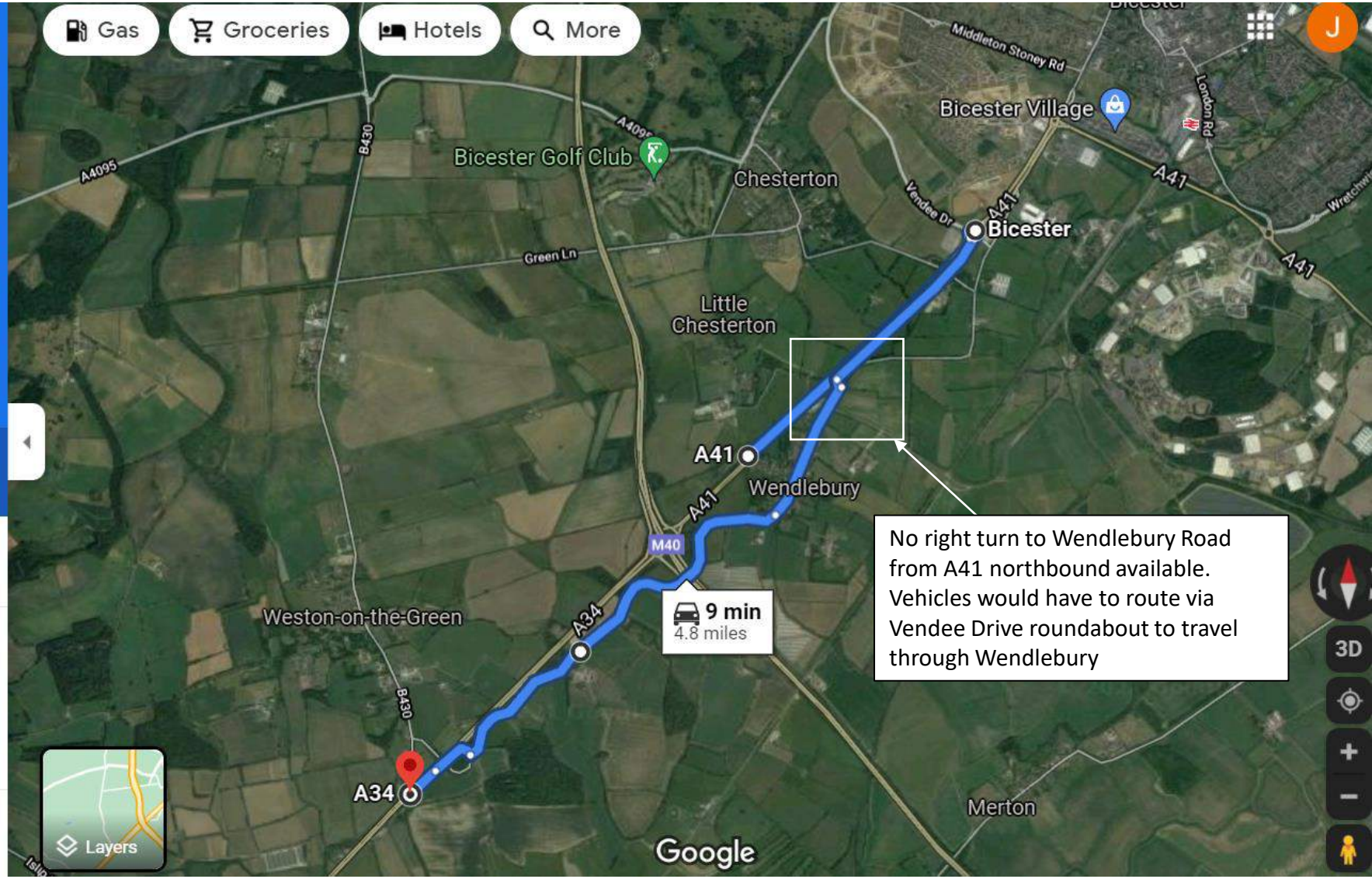
Send directions to your phone

via A41 — 9 min

9 min without traffic — 4.8 miles

DETAILS

Explore A34



Appendix M

Committed Developments Included in Assessment Summary Table

Planning Application	Traffic Data
10/01780/Hybrid	Traffic data available in TA and traffic flow diagrams
17/00455/Hybrid	Traffic data available in TA and traffic flow diagrams. Scope extended to M40 J9 and distribution based on 2018 OCC Survey Data
14/02121/OUT	Information provided in TA states that traffic diminishes through J9 as a result of development
11/01494/OUT	Traffic data available in TA and traffic flow diagrams
06/00967/OUT	Traffic data available in TA and traffic flow diagrams. Scope extended to M40 J9 and distribution based on 2018 OCC Survey Data
13/00847/OUT	Information provided in TA states traffic impact through J9 is minimal
16/01268/OUT	Planning application resolution to Grant so not included
15/00837/OUT	Planning application refused so not included
10/01642/OUT	Traffic data available in TA at M40 J10, assumptions have been made for distribution towards M40 J9
19/02550/F	Traffic data available in TA and traffic flow diagrams

Total Development (i.e. total set out in planning application)

BIC1 North West Bicester Eco-Town — total dwellings: 392

AM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	0	0	0
B - A41	0	0	3	25
C - M40 South	0	0	0	0
D - A34	0	45	0	0

PM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	0	0	0
B - A41	0	0	4	33
C - M40 South	0	3	0	0
D - A34	0	35	0	0

Taken from TA associted with Planning Application 10/01780/Hybrid (392 dwellings)

BIC1 Phase 2 — total dwellings: 1850

AM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	1	0	0
B - A41	1	0	4	8
C - M40 South	0	1	0	0
D - A34	0	7	0	0

PM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	3	0	0
B - A41	4	0	5	15
C - M40 South	0	4	0	0
D - A34	0	18	0	0

Taken from TA associted with Planning Application 17/00455/Hybrid (150 dwellings)
Information provided in TA fr Planning Application 14/02121/OUT states traffic diminishes through J9 as a result of development

BIC2 Graven Hill — total dwellings: 1900

AM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	8	0	0
B - A41	3	0	73	278
C - M40 South	0	32	0	0
D - A34	0	132	0	0

PM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	0	0	0
B - A41	6	0	48	194
C - M40 South	0	64	0	0
D - A34	0	252	0	0

Taken from TA associted with Planning Application 11/01494/OUT (1900 homes)

BIC3 South West Bicester Phase 1 (Kingsmere) — total dwellings: 1585

AM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	46	0	0
B - A41	37	0	108	210
C - M40 South	0	44	0	0
D - A34	0	210	0	0

PM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	36		0
B - A41	44	0	52	171
C - M40 South	0	87	0	0
D - A34	0	249	0	0

Taken from TA associted with Planning Application 06/00967/OUT (1585 homes)

Villages 5 RAF Upper Heyford — total dwellings: 1075

AM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	10	10	10
B - A41	6	0	0	0
C - M40 South	6	0	0	0
D - A34	6	0	0	0

PM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	14	14	14
B - A41	8	0	0	0
C - M40 South	8	0	0	0
D - A34	8	0	0	0

Taken from TA associted with Planning Application 10/01642/OUT for 1075 dwellings

Great Wolf

AM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	0	0	0
B - A41	0	0	10	0
C - M40 South	0	13	0	13
D - A34	0	0	10	0

PM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	0	0	0
B - A41	0	0	18	0
C - M40 South	0	13	0	13
D - A34	0	0	18	0

Taken from TA associted with Planning Application 19/02550/F for Waterpark, Family entertainment centre, hotel and restaurants

Total — total dwellings: 7511

AM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	65	10	10
B - A41	47	0	199	522
C - M40 South	6	91	0	13
D - A34	6	394	10	0

PM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	53	14	14
B - A41	62	0	126	413
C - M40 South	8	171	0	13
D - A34	8	554	18	0

Expected Build out from 2018 to 2024

BIC1 North West Bicester Eco-Town — Projected Delivery by 2023/24: 208 — *0.53*

AM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	0	0	0
B - A41	0	0	2	13
C - M40 South	0	0	0	0
D - A34	0	24	0	0

PM	A - M40 N	B - A41	C - M40 South	D - A34
A - M40 North	0	0	0	0
B - A41	0	0	2	18
C - M40 South	0	2	0	0
D - A34	0	19	0	0

BIC1 North West Bicester Eco-Town — Projected Delivery by 2023/24: 150

AM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	1	0	0
B - A41	1	0	4	8
C - M40 South	0	1	0	0
D - A34	0	7	0	0

PM	A - M40 N	B - A41	C - M40 South	D - A34
A - M40 North	0	3	0	0
B - A41	4	0	5	15
C - M40 South	0	4	0	0
D - A34	0	18	0	0

BIC2 Graven Hill — Projected Delivery by 2023/24: 360 — *0.19*

AM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	2	0	0
B - A41	1	0	14	53
C - M40 South	0	6	0	0
D - A34	0	25	0	0

PM	A - M40 N	B - A41	C - M40 South	D - A34
A - M40 North	0	0	0	0
B - A41	1	0	9	37
C - M40 South	0	12	0	0
D - A34	0	48	0	0

BIC3 South West Bicester Phase 1 (Kingsmere) — Projected Delivery by 2023/24: 410 — *0.26*

AM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	12	0	0
B - A41	10	0	28	54
C - M40 South	0	12	0	0
D - A34	0	54	0	0

PM	A - M40 N	B - A41	C - M40 South	D - A34
A - M40 North	0	9	0	0
B - A41	11	0	13	44
C - M40 South	0	23	0	0
D - A34	0	64	0	0

Villages 5 RAF Upper Heyford — Projected Delivery by 2023/24: 458 — 0.43

AM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	4	4	4
B - A41	2	0	0	0
C - M40 South	2	0	0	0
D - A34	2	0	0	0

PM	A - M40 N	B - A41	C - M40 South	D - A34
A - M40 North	0	6	6	6
B - A41	4	0	0	0
C - M40 South	4	0	0	0
D - A34	4	0	0	0

Great Wolf

AM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	0	0	0
B - A41	0	0	10	0
C - M40 South	0	13	0	13
D - A34	0	0	10	0

PM	A - M40 N	B - A41	C - M40 South	D - A34
A - M40 North	0	0	0	0
B - A41	0	0	18	0
C - M40 South	0	13	0	13
D - A34	0	0	18	0

Total — total dwellings: 2056

AM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	19	4	4
B - A41	14	0	58	129
C - M40 South	2	32	0	13
D - A34	2	110	10	0

PM	A - M40 N	B - A41	C - M40 South	D - A34
A - M40 North	0	18	6	6
B - A41	20	0	47	114
C - M40 South	4	53	0	13
D - A34	4	149	18	0

Appendix N

Junction Reference	Junction Description	From Arm	To Arm	AM Peak							PM Peak						
				Car	LGV	HGV (PCU)	HGV (Veh)	Bus (Veh)	Total Veh	Total PCUs	Car	LGV	HGV (PCU)	HGV (Veh)	Bus (Veh)	Total Veh	Total PCUs
3	M40 Junction 9	M40 (N)	A41	1	0	28	16	0	16	29	0	0	4	2	0	2	4
		M40 (N)	M40 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		M40 (N)	A34	1100	212	816	454	0	1766	2127	1560	364	504	284	0	2208	2428
		M40 (N)	M40 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		A41	M40 (S)	153	28	136	75	0	256	316	259	16	6	3	0	279	282
		A41	A34	442	159	199	111	12	724	824	443	68	84	47	12	570	619
		A41	M40 (N)	2	0	15	8	0	11	17	10	0	42	24	0	34	53
		A41	A41	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		M40 (S)	A34	195	35	47	26	0	257	278	544	105	25	14	0	662	673
		M40 (S)	M40 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		M40 (S)	A41	171	29	15	8	0	209	215	203	18	27	15	0	237	249
		M40 (S)	M40 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		A34	M40 (N)	1393	263	400	223	0	1879	2057	1676	294	532	299	0	2269	2502
		A34	A41	659	99	135	75	12	845	917	773	143	37	21	12	948	977
		A34	M40 (S)	541	84	54	30	0	655	679	81	51	38	21	0	153	170
		A34	A34	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	A41 / Tritax Symmetry Site Access Signal Junction	A41 (N)	A41 (S)	599	186	348	194	12	990	1157	719	83	131	73	12	887	956
		A41 (N)	Site Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		A41 (S)	Site Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		A41 (S)	A41 (N)	841	129	167	93	12	1075	1161	988	160	64	36	12	1195	1236
		Site Access	A41 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Site Access	A41 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	A41 Oxford Road / Vendee Drive roundabout	A41 (N)	Unlabelled Rd	7	0	0	0	0	7	7	17	0	0	0	0	17	17
		A41 (N)	A41 (S)	577	141	173	96	10	824	911	859	111	87	49	10	1030	1078
		A41 (N)	Park & Ride	2	0	0	0	0	2	2	1	0	0	0	0	1	1
		A41 (N)	Vendee Drive	112	0	0	0	2	114	116	259	0	4	2	2	263	267
		A41 (N)	A41 (N)	63	0	0	0	0	63	63	62	0	0	0	0	62	62
		Unlabelled Rd	A41 (S)	0	0	0	0	0	0	0	0	0	1	1	0	1	1
		Unlabelled Rd	Park & Ride	19	0	0	0	0	19	19	17	0	0	0	0	17	17
		Unlabelled Rd	Vendee Drive	14	0	0	0	0	14	14	47	0	0	0	0	47	47
		Unlabelled Rd	A41 (N)	195	45	0	0	0	239	239	203	17	0	0	0	221	221
		Unlabelled Rd	Unlabelled Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		A41 (S)	Park & Ride	61	0	0	0	0	61	61	74	0	0	0	0	74	74
		A41 (S)	Vendee Drive	70	4	10	5	2	81	87	188	32	12	7	2	230	237
		A41 (S)	A41 (N)	701	127	160	89	10	927	1008	715	130	53	30	10	885	918
		A41 (S)	Unlabelled Rd	3	0	0	0	0	3	3	4	0	0	0	0	4	4
		A41 (S)	A41 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Park & Ride	Vendee Drive	1	0	0	0	0	1	1	3	0	0	0	0	3	3
		Park & Ride	A41 (N)	0	0	0	0	0	0	0	1	0	0	0	0	1	1
		Park & Ride	Unlabelled Rd	2	0	0	0	0	2	2	1	0	0	0	0	1	1
		Park & Ride	A41 (S)	6	0	0	0	0	6	6	3	0	0	0	0	3	3
		Park & Ride	Park & Ride	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Vendee Drive	A41 (N)	279	1	0	0	0	281	281	267	0	13	7	0	274	280
		Vendee Drive	Unlabelled Rd	39	0	13	7	0	46	52	34	0	0	0	0	34	34
		Vendee Drive	A41 (S)	235	46	177	98	2	381	461	147	9	46	26	2	183	205
		Vendee Drive	Park & Ride	13	0	0	0	0	13	13	24	0	0	0	0	24	24
		Vendee Drive	Vendee Drive	1	0	0	0	0	1	1	1	0	0	0	0	1	1

Bicester Transport Model Junction Turning Movements (2024 Kingsmere Update with Heyford Park Scenario)

Junction Reference	Junction Description	From Arm	To Arm	AM Peak							PM Peak						
				Car	LGV	HGV (PCU)	HGV (Veh)	Bus (Veh)	Total Veh	Total PCUs	Car	LGV	HGV (PCU)	HGV (Veh)	Bus (Veh)	Total Veh	Total PCUs
3	M40 Junction 9	M40 (N)	A41	1	0	35	19	0	20	36	0	0	4	2	0	2	4
		M40 (N)	M40 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		M40 (N)	A34	1190	235	905	504	0	1928	2330	1678	433	569	320	0	2431	2680
		M40 (N)	M40 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		A41	M40 (S)	198	33	150	84	0	315	381	334	19	6	4	0	357	360
		A41	A34	402	162	222	124	12	700	810	561	77	92	52	12	701	754
		A41	M40 (N)	2	0	17	9	0	12	19	11	0	53	30	0	41	64
		A41	A41	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		M40 (S)	A34	219	41	50	28	0	287	309	581	120	26	15	0	716	728
		M40 (S)	M40 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		M40 (S)	A41	242	34	16	9	0	284	291	291	19	26	15	0	325	337
		M40 (S)	M40 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		A34	M40 (N)	1477	304	427	237	0	2018	2208	1744	358	603	339	0	2441	2705
		A34	A41	660	88	144	80	12	840	916	808	119	42	24	12	963	994
		A34	M40 (S)	551	97	57	32	0	680	706	102	62	43	24	0	188	207
		A34	A34	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	A41 / Tritax Symmetry Site Access Signal Junction	A41 (N)	A41 (S)	626	185	373	207	12	1031	1208	915	92	144	81	12	1100	1175
		A41 (N)	Site Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		A41 (S)	Site Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		A41 (S)	A41 (N)	922	121	177	99	12	1155	1245	1124	130	65	37	12	1302	1342
		Site Access	A41 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Site Access	A41 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	A41 Oxford Road / Vendee Drive roundabout	A41 (N)	Unlabelled Rd	53	0	0	0	0	53	53	75	0	0	0	0	75	75
		A41 (N)	A41 (S)	457	134	185	103	10	704	796	829	99	98	55	10	992	1045
		A41 (N)	Park & Ride	2	0	0	0	0	2	2	3	0	0	0	0	3	3
		A41 (N)	Vendee Drive	174	0	0	0	2	176	178	388	0	4	2	2	392	395
		A41 (N)	A41 (N)	63	0	0	0	0	63	63	64	0	0	0	0	64	64
		Unlabelled Rd	A41 (S)	0	0	0	0	0	0	0	0	0	1	1	0	1	1
		Unlabelled Rd	Park & Ride	18	0	0	0	0	18	18	63	0	0	0	0	63	63
		Unlabelled Rd	Vendee Drive	25	0	0	0	0	25	25	48	0	0	0	0	48	48
		Unlabelled Rd	A41 (N)	242	56	0	0	0	298	298	253	20	0	0	0	273	273
		Unlabelled Rd	Unlabelled Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		A41 (S)	Park & Ride	62	0	0	0	0	62	62	257	0	0	0	0	257	257
		A41 (S)	Vendee Drive	121	1	10	6	2	131	137	161	39	14	8	2	210	218
		A41 (S)	A41 (N)	724	123	172	96	10	953	1040	686	100	58	32	10	829	864
		A41 (S)	Unlabelled Rd	5	0	0	0	0	5	5	7	0	0	0	0	7	7
		A41 (S)	A41 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Park & Ride	Vendee Drive	2	0	0	0	0	2	2	3	0	0	0	0	3	3
		Park & Ride	A41 (N)	0	0	0	0	0	0	0	1	0	0	0	0	1	1
		Park & Ride	Unlabelled Rd	3	0	0	0	0	3	3	1	0	0	0	0	1	1
		Park & Ride	A41 (S)	6	0	0	0	0	6	6	2	0	0	0	0	2	2
		Park & Ride	Park & Ride	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Vendee Drive	A41 (N)	415	1	1	1	0	418	418	354	0	15	8	0	363	369
		Vendee Drive	Unlabelled Rd	60	0	13	7	0	68	74	54	0	0	0	0	54	54
		Vendee Drive	A41 (S)	276	53	192	107	2	438	525	185	37	48	27	2	251	274
		Vendee Drive	Park & Ride	13	0	0	0	0	13	13	17	0	0	0	0	17	17
		Vendee Drive	Vendee Drive	0	0	0	0	0	0	0	1	0	0	0	0	1	1

Bicester Transport Model Junction Turning Movements (2031 Kingsmere Update with Heyford Park Scenario)

Appendix O

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: A41 Vendee Drive 211019.j9
Path: \\vectos.local\data\Exeter\Projects\200000\205223 - Symmetry Park, Oxford North and Ardley\Technical\A - Deliverable\Modelling\Arcady\A41 Vendee Drive_Junctions 9 Report
Report generation date: 19/10/2021 12:38:09

»2024 Without Development, AM
»2024 Without Development, PM
»2024 With Development, AM
»2024 With Development, PM
»2031 Without Development, AM
»2031 Without Development, PM
»2031 With Development, AM
»2031 With Development, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (Veh)	Delay (s)	RFC	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	Junction Delay (s)	Junction LOS	Network Residual Capacity
2024 Without Development														
Arm 1	D1	0.6	2.06	0.37	3.32	A	33 % [Arm 5]	D2	0.8	2.05	0.44	2.62	A	71 % [Arm 5]
Arm 2		0.2	3.25	0.20					0.3	3.39	0.21			
Arm 3		0.7	2.37	0.41					0.8	2.53	0.46			
Arm 4		0.0	3.90	0.01					0.0	4.40	0.01			
Arm 5		1.3	6.35	0.56					0.5	3.82	0.35			
2024 With Development														
Arm 1	D3	0.6	2.08	0.37	3.33	A	33 % [Arm 5]	D4	0.8	2.06	0.44	2.63	A	70 % [Arm 5]
Arm 2		0.2	3.27	0.20					0.3	3.39	0.21			
Arm 3		0.7	2.39	0.42					0.9	2.55	0.46			
Arm 4		0.0	3.91	0.01					0.0	4.43	0.01			
Arm 5		1.3	6.37	0.56					0.6	3.84	0.36			
2031 Without Development														
Arm 1	D5	0.6	2.15	0.37	4.86	A	14 % [Arm 5]	D6	1.0	2.36	0.50	3.20	A	50 % [Arm 2]
Arm 2		0.3	3.49	0.25					0.4	4.18	0.31			
Arm 3		0.9	2.67	0.46					1.1	3.17	0.53			
Arm 4		0.0	4.42	0.01					0.0	4.75	0.01			
Arm 5		2.8	10.77	0.74					0.9	4.56	0.47			
2031 With Development														
Arm 1	D7	0.6	2.15	0.37	4.90	A	13 % [Arm 5]	D8	1.0	2.36	0.50	3.21	A	50 % [Arm 2]
Arm 2		0.3	3.49	0.25					0.4	4.18	0.31			
Arm 3		0.9	2.69	0.46					1.2	3.19	0.54			
Arm 4		0.0	4.45	0.01					0.0	4.78	0.01			
Arm 5		2.8	10.91	0.74					0.9	4.59	0.47			

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity 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	(untitled)
Location	
Site number	
Date	03/12/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\Mark.Anderson
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue 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 period length (min)	Time segment length (min)
D1	2024 Without Development	AM	FLAT	07:45	09:15	90	15
D2	2024 Without Development	PM	FLAT	16:45	18:15	90	15
D3	2024 With Development	AM	FLAT	07:45	09:15	90	15
D4	2024 With Development	PM	FLAT	16:45	18:15	90	15
D5	2031 Without Development	AM	FLAT	07:45	09:15	90	15
D6	2031 Without Development	PM	FLAT	16:45	18:15	90	15
D7	2031 With Development	AM	FLAT	07:45	09:15	90	15
D8	2031 With Development	PM	FLAT	16:45	18:15	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 Without Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	3.32	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	33	Arm 5

Arms

Arms

Arm	Name	Description
1	A41 (northern arm)	
2	Unamed Road	
3	A41 (southern arm)	
4	Park & Ride Access	
5	Vendee Drive	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	7.50	12.00	38.0	36.0	70.0	18.0	
2	3.50	10.50	32.0	20.0	70.0	22.5	
3	7.00	12.00	25.0	35.0	70.0	25.0	
4	3.50	8.00	14.0	15.0	70.0	30.0	
5	3.75	8.20	92.0	20.0	70.0	35.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.799	3468
2	0.617	2368
3	0.745	3161
4	0.502	1704
5	0.590	2264

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 period length (min)	Time segment length (min)
D1	2024 Without Development	AM	FLAT	07:45	09:15	90	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	1010	100.000
2		✓	272	100.000
3		✓	1072	100.000
4		✓	9	100.000
5		✓	722	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1	2	3	4	5
From	1	63	7	824	2	114
	2	239	0	0	19	14
	3	927	3	0	61	81
	4	0	2	6	0	1
	5	281	46	381	13	1

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	12	0	0
	2	0	0	0	0	0
	3	10	0	0	0	2
	4	0	0	0	0	0
	5	0	15	26	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.37	2.06	0.6	A
2	0.20	3.25	0.2	A
3	0.41	2.37	0.7	A
4	0.01	3.90	0.0	A
5	0.56	6.35	1.3	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1010	449	2756	0.367	1008	0.6	2.057	A
2	272	1399	1384	0.197	271	0.2	3.232	A
3	1072	464	2589	0.414	1069	0.7	2.365	A
4	9	1438	935	0.010	9	0.0	3.888	A
5	722	1237	1290	0.560	717	1.3	6.227	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1010	452	2753	0.367	1010	0.6	2.065	A
2	272	1404	1380	0.197	272	0.2	3.248	A
3	1072	465	2588	0.414	1072	0.7	2.374	A
4	9	1442	933	0.010	9	0.0	3.897	A
5	722	1240	1288	0.560	722	1.3	6.355	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1010	452	2753	0.367	1010	0.6	2.065	A
2	272	1404	1380	0.197	272	0.2	3.248	A
3	1072	465	2588	0.414	1072	0.7	2.374	A
4	9	1442	933	0.010	9	0.0	3.897	A
5	722	1240	1288	0.560	722	1.3	6.355	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1010	452	2753	0.367	1010	0.6	2.065	A
2	272	1404	1380	0.197	272	0.2	3.248	A
3	1072	465	2588	0.414	1072	0.7	2.374	A
4	9	1442	933	0.010	9	0.0	3.897	A
5	722	1240	1288	0.560	722	1.3	6.355	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1010	452	2753	0.367	1010	0.6	2.065	A
2	272	1404	1380	0.197	272	0.2	3.248	A
3	1072	465	2588	0.414	1072	0.7	2.374	A
4	9	1442	933	0.010	9	0.0	3.897	A
5	722	1240	1288	0.560	722	1.3	6.355	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1010	452	2753	0.367	1010	0.6	2.065	A
2	272	1404	1380	0.197	272	0.2	3.248	A
3	1072	465	2588	0.414	1072	0.7	2.374	A
4	9	1442	933	0.010	9	0.0	3.897	A
5	722	1240	1288	0.560	722	1.3	6.355	A

2024 Without Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	2.62	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	71	Arm 5

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2024 Without Development	PM	FLAT	16:45	18:15	90	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	1373	100.000
2		✓	286	100.000
3		✓	1193	100.000
4		✓	8	100.000
5		✓	516	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1	2	3	4	5
From	1	62	17	1030	1	263
	2	221	0	1	17	47
	3	885	4	0	74	230
	4	1	1	3	0	3
	5	274	34	183	24	1

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	5	0	1
	2	0	0	100	0	0
	3	3	0	0	0	3
	4	0	0	0	0	0
	5	3	0	14	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.44	2.05	0.8	A
2	0.21	3.39	0.3	A
3	0.46	2.53	0.8	A
4	0.01	4.40	0.0	A
5	0.35	3.82	0.5	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1373	249	3126	0.439	1370	0.8	2.047	A
2	286	1563	1350	0.212	285	0.3	3.376	A
3	1193	634	2614	0.456	1190	0.8	2.522	A
4	8	1708	828	0.010	8	0.0	4.388	A
5	516	1174	1460	0.353	514	0.5	3.797	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1373	250	3125	0.439	1373	0.8	2.054	A
2	286	1567	1348	0.212	286	0.3	3.389	A
3	1193	636	2613	0.457	1193	0.8	2.535	A
4	8	1713	826	0.010	8	0.0	4.402	A
5	516	1177	1458	0.354	516	0.5	3.820	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1373	250	3125	0.439	1373	0.8	2.054	A
2	286	1567	1348	0.212	286	0.3	3.389	A
3	1193	636	2613	0.457	1193	0.8	2.535	A
4	8	1713	826	0.010	8	0.0	4.402	A
5	516	1177	1458	0.354	516	0.5	3.820	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1373	250	3125	0.439	1373	0.8	2.054	A
2	286	1567	1348	0.212	286	0.3	3.389	A
3	1193	636	2613	0.457	1193	0.8	2.535	A
4	8	1713	826	0.010	8	0.0	4.402	A
5	516	1177	1458	0.354	516	0.5	3.820	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1373	250	3125	0.439	1373	0.8	2.054	A
2	286	1567	1348	0.212	286	0.3	3.389	A
3	1193	636	2613	0.457	1193	0.8	2.535	A
4	8	1713	826	0.010	8	0.0	4.402	A
5	516	1177	1458	0.354	516	0.5	3.820	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1373	250	3125	0.439	1373	0.8	2.054	A
2	286	1567	1348	0.212	286	0.3	3.389	A
3	1193	636	2613	0.457	1193	0.8	2.535	A
4	8	1713	826	0.010	8	0.0	4.402	A
5	516	1177	1458	0.354	516	0.5	3.820	A

2024 With Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	3.33	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	33	Arm 5

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2024 With Development	AM	FLAT	07:45	09:15	90	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	1019	100.000
2		✓	272	100.000
3		✓	1074	100.000
4		✓	9	100.000
5		✓	722	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1	2	3	4	5
From	1	63	7	833	2	114
	2	239	0	0	19	14
	3	929	3	0	61	81
	4	0	2	6	0	1
	5	281	46	381	13	1

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	12	0	0
	2	0	0	0	0	0
	3	10	0	0	0	7
	4	0	0	0	0	0
	5	0	15	26	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.37	2.08	0.6	A
2	0.20	3.27	0.2	A
3	0.42	2.39	0.7	A
4	0.01	3.91	0.0	A
5	0.56	6.37	1.3	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1019	449	2755	0.370	1017	0.6	2.068	A
2	272	1408	1378	0.197	271	0.2	3.250	A
3	1074	464	2580	0.416	1071	0.7	2.383	A
4	9	1440	932	0.010	9	0.0	3.901	A
5	722	1238	1289	0.560	717	1.3	6.239	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1019	452	2752	0.370	1019	0.6	2.076	A
2	272	1413	1374	0.198	272	0.2	3.266	A
3	1074	465	2579	0.417	1074	0.7	2.392	A
4	9	1444	929	0.010	9	0.0	3.910	A
5	722	1242	1287	0.561	722	1.3	6.368	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1019	452	2752	0.370	1019	0.6	2.076	A
2	272	1413	1374	0.198	272	0.2	3.266	A
3	1074	465	2579	0.417	1074	0.7	2.392	A
4	9	1444	929	0.010	9	0.0	3.910	A
5	722	1242	1287	0.561	722	1.3	6.368	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1019	452	2752	0.370	1019	0.6	2.076	A
2	272	1413	1374	0.198	272	0.2	3.266	A
3	1074	465	2579	0.417	1074	0.7	2.392	A
4	9	1444	929	0.010	9	0.0	3.910	A
5	722	1242	1287	0.561	722	1.3	6.368	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1019	452	2752	0.370	1019	0.6	2.076	A
2	272	1413	1374	0.198	272	0.2	3.266	A
3	1074	465	2579	0.417	1074	0.7	2.392	A
4	9	1444	929	0.010	9	0.0	3.910	A
5	722	1242	1287	0.561	722	1.3	6.368	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1019	452	2752	0.370	1019	0.6	2.076	A
2	272	1413	1374	0.198	272	0.2	3.266	A
3	1074	465	2579	0.417	1074	0.7	2.392	A
4	9	1444	929	0.010	9	0.0	3.910	A
5	722	1242	1287	0.561	722	1.3	6.368	A

2024 With Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	2.63	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	70	Arm 5

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2024 With Development	PM	FLAT	16:45	18:15	90	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	1373	100.000
2		✓	286	100.000
3		✓	1202	100.000
4		✓	8	100.000
5		✓	517	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1	2	3	4	5
From	1	62	17	1030	1	263
	2	221	0	1	17	47
	3	893	4	0	74	231
	4	1	1	3	0	3
	5	274	34	184	24	1

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	5	0	1
	2	0	0	100	0	0
	3	3	0	0	0	3
	4	0	0	0	0	0
	5	3	0	14	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.44	2.06	0.8	A
2	0.21	3.39	0.3	A
3	0.46	2.55	0.9	A
4	0.01	4.43	0.0	A
5	0.36	3.84	0.6	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1373	250	3125	0.439	1370	0.8	2.048	A
2	286	1564	1350	0.212	285	0.3	3.378	A
3	1202	634	2614	0.460	1199	0.8	2.537	A
4	8	1717	824	0.010	8	0.0	4.413	A
5	517	1181	1455	0.355	515	0.5	3.820	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1373	251	3124	0.440	1373	0.8	2.055	A
2	286	1568	1347	0.212	286	0.3	3.392	A
3	1202	636	2613	0.460	1202	0.8	2.551	A
4	8	1722	821	0.010	8	0.0	4.427	A
5	517	1185	1453	0.356	517	0.6	3.844	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1373	251	3124	0.440	1373	0.8	2.055	A
2	286	1568	1347	0.212	286	0.3	3.392	A
3	1202	636	2613	0.460	1202	0.9	2.551	A
4	8	1722	821	0.010	8	0.0	4.427	A
5	517	1185	1453	0.356	517	0.6	3.844	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1373	251	3124	0.440	1373	0.8	2.055	A
2	286	1568	1347	0.212	286	0.3	3.392	A
3	1202	636	2613	0.460	1202	0.9	2.551	A
4	8	1722	821	0.010	8	0.0	4.427	A
5	517	1185	1453	0.356	517	0.6	3.844	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1373	251	3124	0.440	1373	0.8	2.055	A
2	286	1568	1347	0.212	286	0.3	3.392	A
3	1202	636	2613	0.460	1202	0.9	2.551	A
4	8	1722	821	0.010	8	0.0	4.427	A
5	517	1185	1453	0.356	517	0.6	3.844	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1373	251	3124	0.440	1373	0.8	2.055	A
2	286	1568	1347	0.212	286	0.3	3.392	A
3	1202	636	2613	0.460	1202	0.9	2.551	A
4	8	1722	821	0.010	8	0.0	4.427	A
5	517	1185	1453	0.356	517	0.6	3.844	A

2031 Without Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	4.86	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	14	Arm 5

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2031 Without Development	AM	FLAT	07:45	09:15	90	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	998	100.000
2		✓	341	100.000
3		✓	1151	100.000
4		✓	11	100.000
5		✓	937	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1	2	3	4	5
From	1	63	53	704	2	176
	2	298	0	0	18	25
	3	953	5	0	62	131
	4	0	3	6	0	2
	5	418	68	438	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	15	0	0
	2	0	0	0	0	0
	3	10	0	0	0	4
	4	0	0	0	0	0
	5	0	11	24	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.37	2.15	0.6	A
2	0.25	3.49	0.3	A
3	0.46	2.67	0.9	A
4	0.01	4.42	0.0	A
5	0.74	10.77	2.8	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	998	527	2675	0.373	996	0.6	2.141	A
2	341	1395	1379	0.247	340	0.3	3.459	A
3	1151	593	2501	0.460	1148	0.8	2.652	A
4	11	1646	827	0.013	11	0.0	4.410	A
5	937	1324	1274	0.736	926	2.7	10.081	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	998	533	2670	0.374	998	0.6	2.152	A
2	341	1402	1374	0.248	341	0.3	3.485	A
3	1151	595	2500	0.460	1151	0.9	2.667	A
4	11	1651	824	0.013	11	0.0	4.425	A
5	937	1328	1271	0.737	937	2.7	10.738	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	998	533	2670	0.374	998	0.6	2.152	A
2	341	1402	1373	0.248	341	0.3	3.486	A
3	1151	595	2500	0.460	1151	0.9	2.667	A
4	11	1651	824	0.013	11	0.0	4.425	A
5	937	1328	1271	0.737	937	2.8	10.755	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	998	533	2670	0.374	998	0.6	2.152	A
2	341	1402	1373	0.248	341	0.3	3.486	A
3	1151	595	2500	0.460	1151	0.9	2.667	A
4	11	1651	824	0.013	11	0.0	4.425	A
5	937	1328	1271	0.737	937	2.8	10.761	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	998	533	2670	0.374	998	0.6	2.152	A
2	341	1402	1373	0.248	341	0.3	3.486	A
3	1151	595	2500	0.460	1151	0.9	2.667	A
4	11	1651	824	0.013	11	0.0	4.425	A
5	937	1328	1271	0.737	937	2.8	10.764	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	998	533	2670	0.374	998	0.6	2.152	A
2	341	1402	1373	0.248	341	0.3	3.486	A
3	1151	595	2500	0.460	1151	0.9	2.667	A
4	11	1651	824	0.013	11	0.0	4.425	A
5	937	1328	1271	0.737	937	2.8	10.766	B

2031 Without Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	3.20	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	50	Arm 2

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2031 Without Development	PM	FLAT	16:45	18:15	90	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	1526	100.000
2		✓	385	100.000
3		✓	1303	100.000
4		✓	7	100.000
5		✓	686	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1	2	3	4	5
From	1	64	75	992	3	392
	2	273	0	1	63	48
	3	829	7	0	257	210
	4	1	1	2	0	3
	5	363	54	251	17	1

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	6	0	1
	2	0	0	100	0	0
	3	4	0	0	0	4
	4	0	0	0	0	0
	5	2	0	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.50	2.36	1.0	A
2	0.31	4.18	0.4	A
3	0.53	3.17	1.1	A
4	0.01	4.75	0.0	A
5	0.47	4.56	0.9	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1526	331	3054	0.500	1522	1.0	2.343	A
2	385	1717	1250	0.308	383	0.4	4.145	A
3	1303	858	2442	0.534	1298	1.1	3.135	A
4	7	1818	768	0.009	7	0.0	4.727	A
5	686	1173	1477	0.464	683	0.9	4.511	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1526	333	3053	0.500	1526	1.0	2.357	A
2	385	1722	1247	0.309	385	0.4	4.177	A
3	1303	861	2440	0.534	1303	1.1	3.166	A
4	7	1824	765	0.009	7	0.0	4.747	A
5	686	1177	1475	0.465	686	0.9	4.563	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1526	333	3053	0.500	1526	1.0	2.357	A
2	385	1722	1247	0.309	385	0.4	4.177	A
3	1303	861	2440	0.534	1303	1.1	3.166	A
4	7	1824	765	0.009	7	0.0	4.747	A
5	686	1177	1475	0.465	686	0.9	4.563	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1526	333	3053	0.500	1526	1.0	2.357	A
2	385	1722	1247	0.309	385	0.4	4.177	A
3	1303	861	2440	0.534	1303	1.1	3.166	A
4	7	1824	765	0.009	7	0.0	4.747	A
5	686	1177	1475	0.465	686	0.9	4.563	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1526	333	3053	0.500	1526	1.0	2.357	A
2	385	1722	1247	0.309	385	0.4	4.177	A
3	1303	861	2440	0.534	1303	1.1	3.166	A
4	7	1824	765	0.009	7	0.0	4.747	A
5	686	1177	1475	0.465	686	0.9	4.563	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1526	333	3053	0.500	1526	1.0	2.357	A
2	385	1722	1247	0.309	385	0.4	4.177	A
3	1303	861	2440	0.534	1303	1.1	3.166	A
4	7	1824	765	0.009	7	0.0	4.747	A
5	686	1177	1475	0.465	686	0.9	4.563	A

2031 With Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	4.90	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	13	Arm 5

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	2031 With Development	AM	FLAT	07:45	09:15	90	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	999	100.000
2		✓	341	100.000
3		✓	1160	100.000
4		✓	11	100.000
5		✓	937	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1	2	3	4	5
From	1	63	53	705	2	176
	2	298	0	0	18	25
	3	961	5	0	62	132
	4	0	3	6	0	2
	5	418	68	438	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	15	0	0
	2	0	0	0	0	0
	3	10	0	0	0	4
	4	0	0	0	0	0
	5	0	11	24	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.37	2.15	0.6	A
2	0.25	3.49	0.3	A
3	0.46	2.69	0.9	A
4	0.01	4.45	0.0	A
5	0.74	10.91	2.8	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	999	527	2675	0.373	997	0.6	2.142	A
2	341	1396	1378	0.247	340	0.3	3.461	A
3	1160	593	2501	0.464	1157	0.9	2.670	A
4	11	1655	822	0.013	11	0.0	4.437	A
5	937	1332	1269	0.738	926	2.7	10.206	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	999	533	2670	0.374	999	0.6	2.154	A
2	341	1403	1373	0.248	341	0.3	3.488	A
3	1160	595	2500	0.464	1160	0.9	2.686	A
4	11	1660	820	0.013	11	0.0	4.452	A
5	937	1336	1267	0.740	937	2.8	10.889	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	999	533	2670	0.374	999	0.6	2.154	A
2	341	1403	1373	0.248	341	0.3	3.488	A
3	1160	595	2500	0.464	1160	0.9	2.686	A
4	11	1660	820	0.013	11	0.0	4.452	A
5	937	1336	1267	0.740	937	2.8	10.906	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	999	533	2670	0.374	999	0.6	2.154	A
2	341	1403	1373	0.248	341	0.3	3.488	A
3	1160	595	2500	0.464	1160	0.9	2.686	A
4	11	1660	820	0.013	11	0.0	4.452	A
5	937	1336	1267	0.740	937	2.8	10.911	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	999	533	2670	0.374	999	0.6	2.154	A
2	341	1403	1373	0.248	341	0.3	3.488	A
3	1160	595	2500	0.464	1160	0.9	2.686	A
4	11	1660	820	0.013	11	0.0	4.452	A
5	937	1336	1267	0.740	937	2.8	10.915	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	999	533	2670	0.374	999	0.6	2.154	A
2	341	1403	1373	0.248	341	0.3	3.488	A
3	1160	595	2500	0.464	1160	0.9	2.686	A
4	11	1660	820	0.013	11	0.0	4.452	A
5	937	1336	1267	0.740	937	2.8	10.915	B

2031 With Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	3.21	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	50	Arm 2

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D8	2031 With Development	PM	FLAT	16:45	18:15	90	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	1527	100.000
2		✓	385	100.000
3		✓	1312	100.000
4		✓	7	100.000
5		✓	686	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		1	2	3	4	5
From	1	64	75	993	3	392
	2	273	0	1	63	48
	3	837	7	0	257	211
	4	1	1	2	0	3
	5	363	54	251	17	1

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	6	0	1
	2	0	0	100	0	0
	3	4	0	0	0	4
	4	0	0	0	0	0
	5	2	0	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.50	2.36	1.0	A
2	0.31	4.18	0.4	A
3	0.54	3.19	1.2	A
4	0.01	4.78	0.0	A
5	0.47	4.59	0.9	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1527	331	3054	0.500	1523	1.0	2.345	A
2	385	1718	1249	0.308	383	0.4	4.148	A
3	1312	858	2442	0.537	1307	1.2	3.160	A
4	7	1827	764	0.009	7	0.0	4.756	A
5	686	1181	1473	0.466	683	0.9	4.536	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1527	333	3053	0.500	1527	1.0	2.358	A
2	385	1723	1246	0.309	385	0.4	4.181	A
3	1312	861	2440	0.538	1312	1.2	3.192	A
4	7	1833	761	0.009	7	0.0	4.777	A
5	686	1185	1470	0.467	686	0.9	4.590	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1527	333	3053	0.500	1527	1.0	2.358	A
2	385	1723	1246	0.309	385	0.4	4.181	A
3	1312	861	2440	0.538	1312	1.2	3.192	A
4	7	1833	761	0.009	7	0.0	4.777	A
5	686	1185	1470	0.467	686	0.9	4.590	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1527	333	3053	0.500	1527	1.0	2.358	A
2	385	1723	1246	0.309	385	0.4	4.181	A
3	1312	861	2440	0.538	1312	1.2	3.192	A
4	7	1833	761	0.009	7	0.0	4.777	A
5	686	1185	1470	0.467	686	0.9	4.590	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1527	333	3053	0.500	1527	1.0	2.358	A
2	385	1723	1246	0.309	385	0.4	4.181	A
3	1312	861	2440	0.538	1312	1.2	3.192	A
4	7	1833	761	0.009	7	0.0	4.777	A
5	686	1185	1470	0.467	686	0.9	4.590	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1527	333	3053	0.500	1527	1.0	2.358	A
2	385	1723	1246	0.309	385	0.4	4.181	A
3	1312	861	2440	0.538	1312	1.2	3.192	A
4	7	1833	761	0.009	7	0.0	4.777	A
5	686	1185	1470	0.467	686	0.9	4.590	A

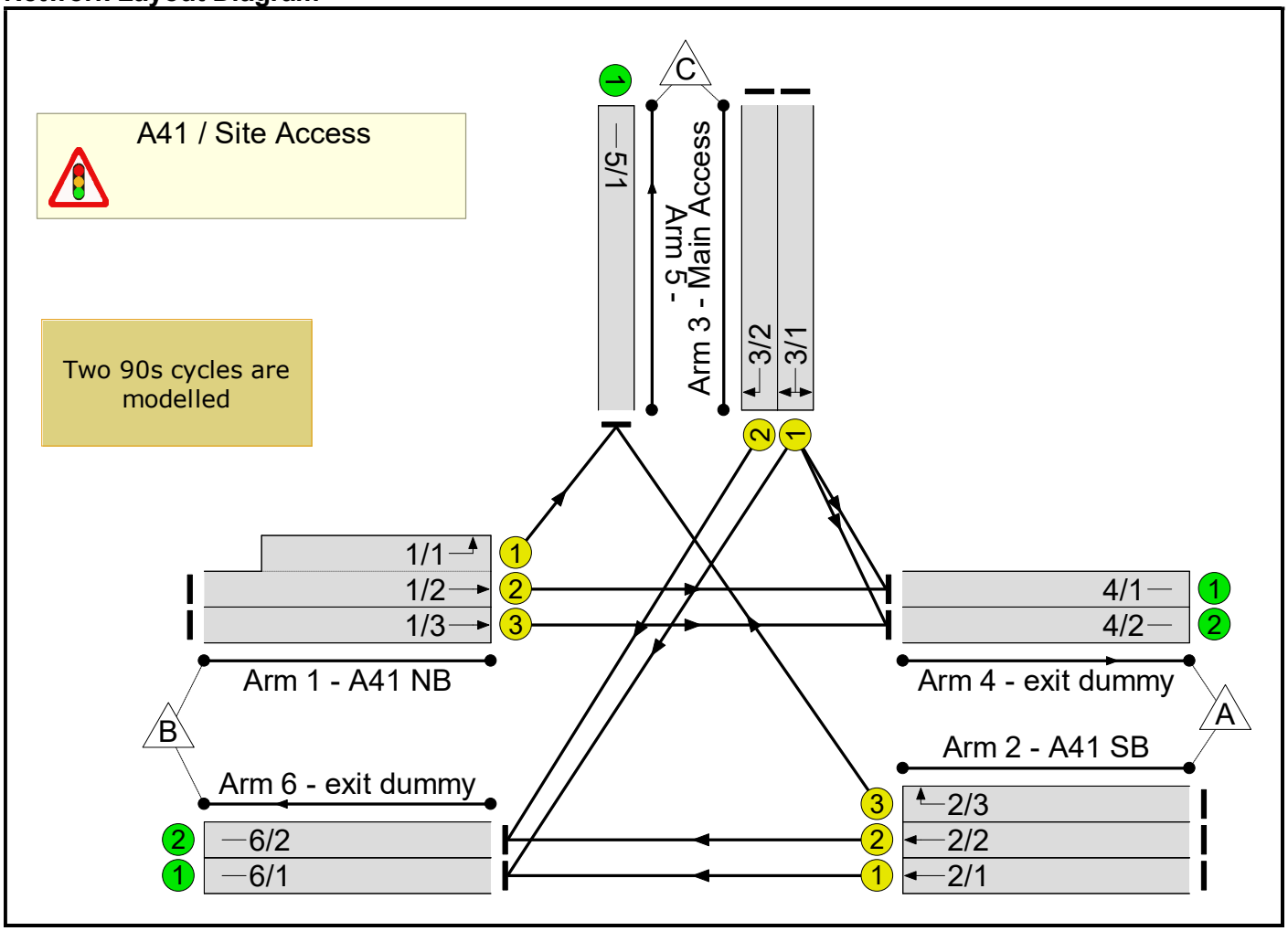
Appendix P

Full Input Data And Results

User and Project Details

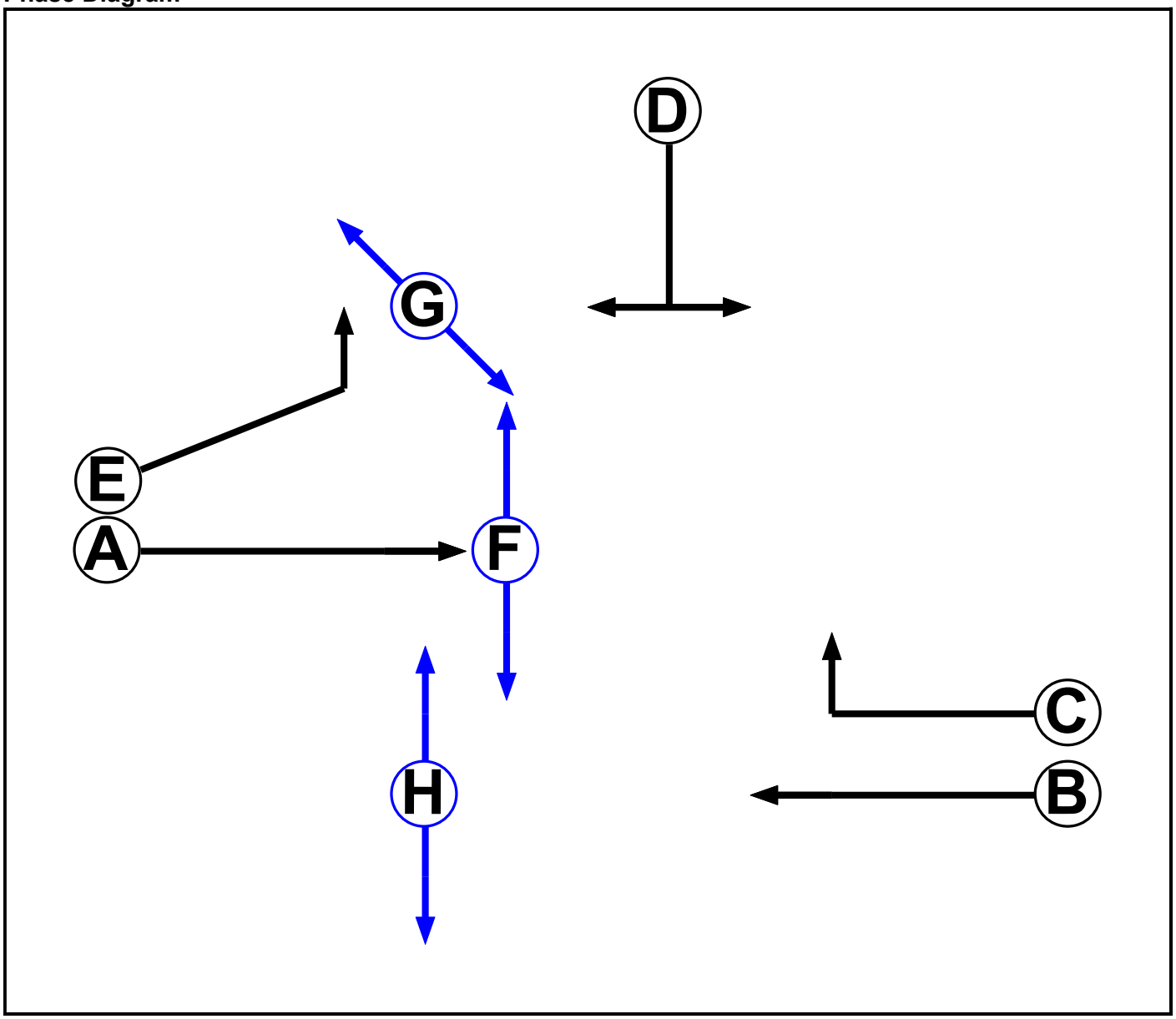
Project:	**205223 Symmetry Park Bicester**
Title:	**A41 Access Junction**
Location:	
Client:	Tritax
Design Layout Ref:	205223/PD09.1
Model Assumptions:	Stage sequence assumes exit peds appear in alternate cycles with no on-crossing extensions.
Additional detail:	
File name:	205223 A41 Bicester - Tritax Site Access v1_3.lsg3x
Author:	M Anderson / R Bishop
Company:	Vectos (South) Ltd
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Traffic		-9999	7
F	Pedestrian		-9999	5
G	Pedestrian		-9999	5
H	Pedestrian		-9999	5

Full Input Data And Results

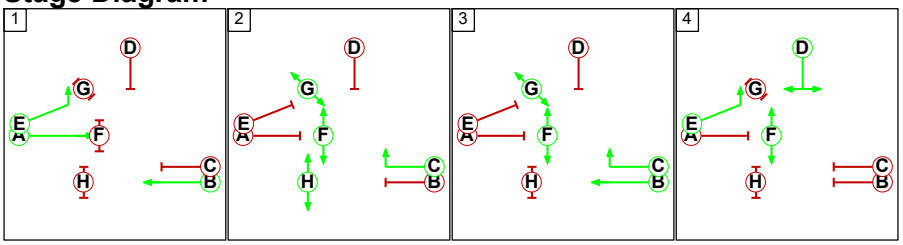
Phase Intergreens Matrix

		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A		-	7	8	-	7	-	-
	B	-		-	7	-	-	-	11
	C	8	-		6	9	-	-	-
	D	6	7	7		-	-	-	14
	E	-	-	6	-		-	6	-
	F	5	-	-	-	-		-	-
	G	-	-	-	-	5	-		-
	H	-	5	-	5	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

	To Stage			
	1	2	3	4
From Stage 1		11	7	8
From Stage 2	9		5	9
From Stage 3	9	11		9
From Stage 4	7	14	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A41 / Site Access
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: A41 / Site Access												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A41 NB)	U	E	2	3	20.0	Geom	-	3.65	0.00	Y	Arm 5 Left	35.00
1/2 (A41 NB)	U	A	2	3	92.2	Geom	-	3.65	0.00	Y	Arm 4 Ahead	Inf
1/3 (A41 NB)	U	A	2	3	92.2	Geom	-	3.65	0.00	Y	Arm 4 Ahead	Inf
2/1 (A41 SB)	U	B	2	3	66.8	Geom	-	3.65	0.00	Y	Arm 6 Ahead	Inf
2/2 (A41 SB)	U	B	2	3	66.8	Geom	-	3.65	0.00	Y	Arm 6 Ahead	Inf
2/3 (A41 SB)	U	C	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 5 Right	23.00
3/1 (Main Access)	U	D	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 4 Left	15.00
											Arm 6 Right	15.00
3/2 (Main Access)	U	D	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Right	15.00
4/1 (exit dummy)	U		2	3	7.7	Inf	-	-	-	-	-	-
4/2 (exit dummy)	U		2	3	7.7	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (exit dummy)	U		2	3	7.5	Inf	-	-	-	-	-	-
6/2 (exit dummy)	U		2	3	7.5	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM 2024 - Dev'	08:00	09:00	01:00	
2: 'PM 2024 - Dev'	17:00	18:00	01:00	
3: 'AM 2024 + Dev'	08:00	09:00	01:00	
4: 'PM 2024 + Dev'	17:00	18:00	01:00	
5: 'AM 2031 - Dev'	08:00	09:00	01:00	
6: 'PM 2031 - Dev'	17:00	18:00	01:00	
7: 'AM 2031 + Dev'	08:00	09:00	01:00	
8: 'PM 2031 + Dev'	17:00	18:00	01:00	

Scenario 1: 'AM 2024 BTM + Dev' (FG3: 'AM 2024 + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	1184	10	1194
	B	1168	0	50	1218
	C	2	12	0	14
	Tot.	1170	1196	60	2426

Traffic Lane Flows

Lane	Scenario 1: AM 2024 BTM + Dev
Junction: A41 / Site Access	
1/1 (short)	50
1/2 (with short)	639(In) 589(Out)
1/3	579
2/1	590
2/2	594
2/3	10
3/1	7
3/2	7
4/1	590
4/2	580
5/1	60
6/1	595
6/2	601

Full Input Data And Results

Lane Saturation Flows

Junction: A41 / Site Access								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A41 NB)	3.65	0.00	Y	Arm 5 Left	35.00	100.0 %	1899	1899
1/2 (A41 NB)	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
1/3 (A41 NB)	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
2/1 (A41 SB)	3.65	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1980	1980
2/2 (A41 SB)	3.65	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1980	1980
2/3 (A41 SB)	3.65	0.00	Y	Arm 5 Right	23.00	100.0 %	1859	1859
3/1 (Main Access)	3.65	0.00	Y	Arm 4 Left	15.00	28.6 %	1800	1800
				Arm 6 Right	15.00	71.4 %		
3/2 (Main Access)	3.65	0.00	Y	Arm 6 Right	15.00	100.0 %	1800	1800
4/1 (exit dummy Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit dummy Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (exit dummy Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (exit dummy Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'PM 2024 BTM + Dev' (FG4: 'PM 2024 + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	960	1	961
	B	1272	0	5	1277
	C	10	50	0	60
	Tot.	1282	1010	6	2298

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: PM 2024 BTM + Dev
Junction: A41 / Site Access	
1/1 (short)	5
1/2 (with short)	642(In) 637(Out)
1/3	635
2/1	480
2/2	480
2/3	1
3/1	30
3/2	30
4/1	642
4/2	640
5/1	6
6/1	500
6/2	510

Full Input Data And Results

Lane Saturation Flows

Junction: A41 / Site Access								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A41 NB)	3.65	0.00	Y	Arm 5 Left	35.00	100.0 %	1899	1899
1/2 (A41 NB)	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
1/3 (A41 NB)	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
2/1 (A41 SB)	3.65	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1980	1980
2/2 (A41 SB)	3.65	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1980	1980
2/3 (A41 SB)	3.65	0.00	Y	Arm 5 Right	23.00	100.0 %	1859	1859
3/1 (Main Access)	3.65	0.00	Y	Arm 4 Left	15.00	33.3 %	1800	1800
				Arm 6 Right	15.00	66.7 %		
3/2 (Main Access)	3.65	0.00	Y	Arm 6 Right	15.00	100.0 %	1800	1800
4/1 (exit dummy Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit dummy Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (exit dummy Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (exit dummy Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'AM 2031 BTM + Dev' (FG7: 'AM 2031 + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	1238	10	1248
	B	1253	0	50	1303
	C	2	12	0	14
	Tot.	1255	1250	60	2565

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: AM 2031 BTM + Dev
Junction: A41 / Site Access	
1/1 (short)	50
1/2 (with short)	681(In) 631(Out)
1/3	622
2/1	617
2/2	621
2/3	10
3/1	7
3/2	7
4/1	632
4/2	623
5/1	60
6/1	622
6/2	628

Full Input Data And Results

Lane Saturation Flows

Junction: A41 / Site Access								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A41 NB)	3.65	0.00	Y	Arm 5 Left	35.00	100.0 %	1899	1899
1/2 (A41 NB)	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
1/3 (A41 NB)	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
2/1 (A41 SB)	3.65	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1980	1980
2/2 (A41 SB)	3.65	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1980	1980
2/3 (A41 SB)	3.65	0.00	Y	Arm 5 Right	23.00	100.0 %	1859	1859
3/1 (Main Access)	3.65	0.00	Y	Arm 4 Left	15.00	28.6 %	1800	1800
				Arm 6 Right	15.00	71.4 %		
3/2 (Main Access)	3.65	0.00	Y	Arm 6 Right	15.00	100.0 %	1800	1800
4/1 (exit dummy Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit dummy Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (exit dummy Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (exit dummy Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'PM 2031 BTM + Dev' (FG8: 'PM 2031 + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	1181	1	1182
	B	1339	0	5	1344
	C	10	50	0	60
	Tot.	1349	1231	6	2586

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: PM 2031 BTM + Dev
Junction: A41 / Site Access	
1/1 (short)	5
1/2 (with short)	675(In) 670(Out)
1/3	669
2/1	590
2/2	591
2/3	1
3/1	30
3/2	30
4/1	675
4/2	674
5/1	6
6/1	610
6/2	621

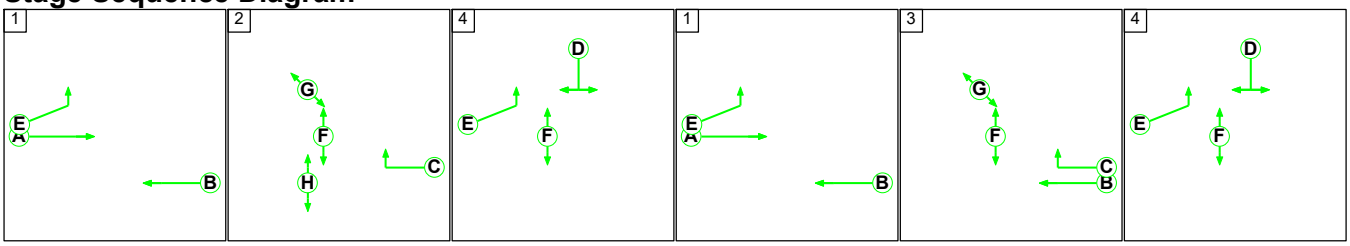
Full Input Data And Results

Lane Saturation Flows

Junction: A41 / Site Access								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A41 NB)	3.65	0.00	Y	Arm 5 Left	35.00	100.0 %	1899	1899
1/2 (A41 NB)	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
1/3 (A41 NB)	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
2/1 (A41 SB)	3.65	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1980	1980
2/2 (A41 SB)	3.65	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1980	1980
2/3 (A41 SB)	3.65	0.00	Y	Arm 5 Right	23.00	100.0 %	1859	1859
3/1 (Main Access)	3.65	0.00	Y	Arm 4 Left	15.00	33.3 %	1800	1800
				Arm 6 Right	15.00	66.7 %		
3/2 (Main Access)	3.65	0.00	Y	Arm 6 Right	15.00	100.0 %	1800	1800
4/1 (exit dummy Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (exit dummy Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1 (exit dummy Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (exit dummy Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'AM 2024 BTM + Dev' (FG3: 'AM 2024 + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

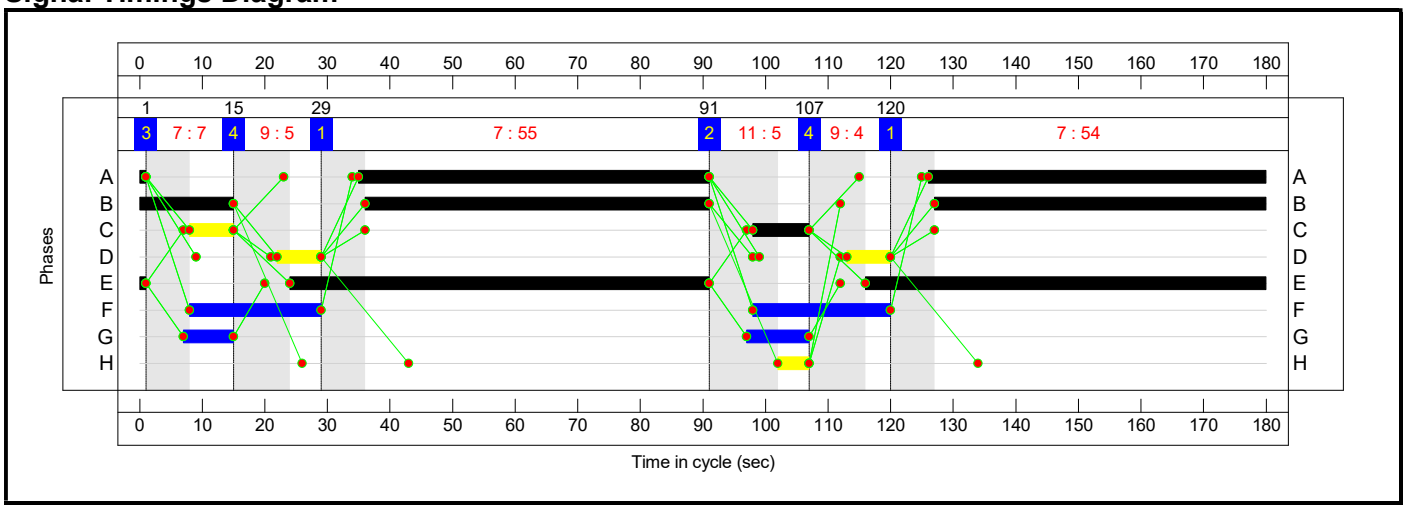


Stage Timings

Stage	1	2	4	1	3	4
Duration	55	5	4	54	7	5
Change Point	29	91	107	120	1	15

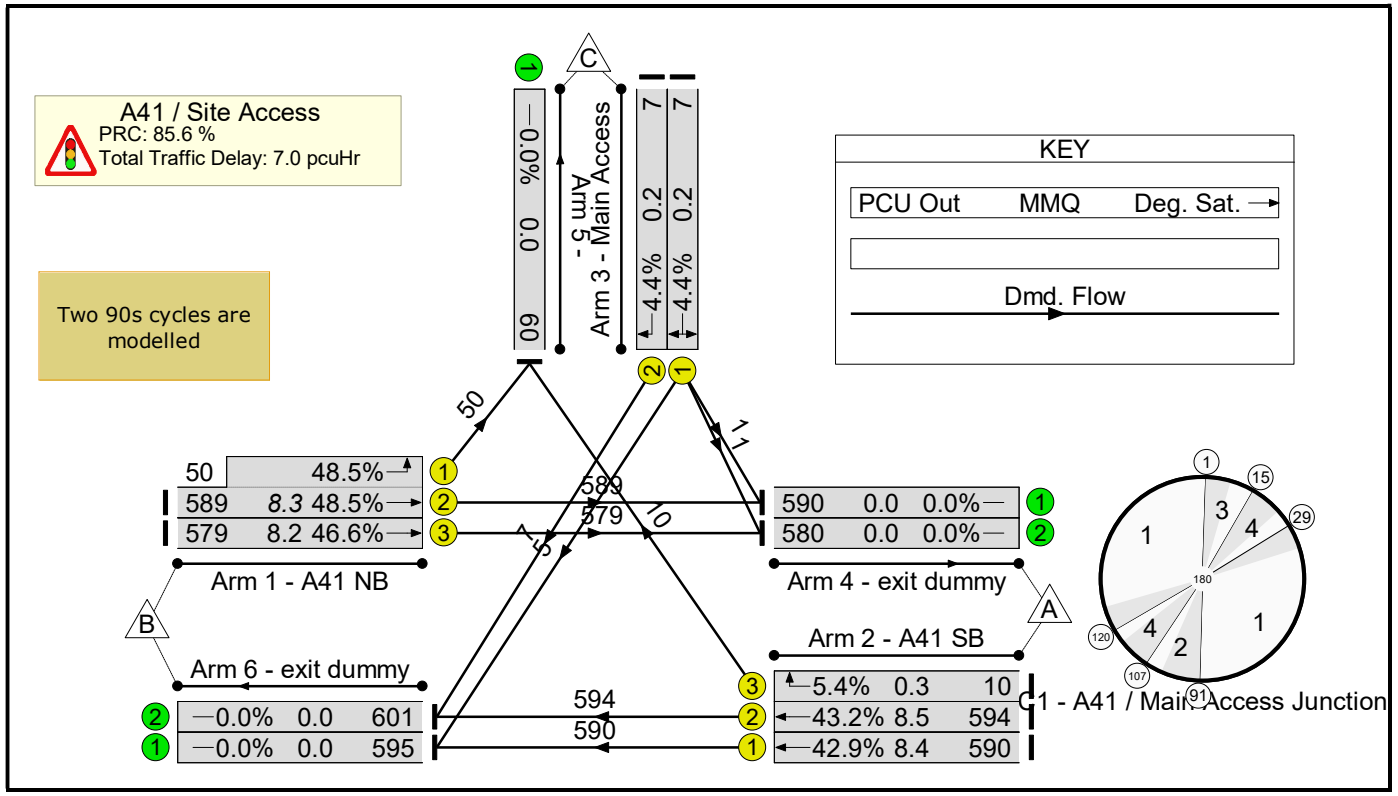
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Access Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**48.5%**
A41 / Site Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**48.5%**
1/2+1/1	A41 NB Ahead Left	U	N/A	N/A	A E		2	111:132	-	639	1980:1899	1214+103	48.5 : 48.5%
1/3	A41 NB Ahead	U	N/A	N/A	A		2	111	-	579	1980	1243	46.6%
2/1	A41 SB Ahead	U	N/A	N/A	B		2	123	-	590	1980	1375	42.9%
2/2	A41 SB Ahead	U	N/A	N/A	B		2	123	-	594	1980	1375	43.2%
2/3	A41 SB Right	U	N/A	N/A	C		2	16	-	10	1859	186	5.4%
3/1	Main Access Left Right	U	N/A	N/A	D		2	14	-	7	1800	160	4.4%
3/2	Main Access Right	U	N/A	N/A	D		2	14	-	7	1800	160	4.4%
4/1	exit dummy	U	N/A	N/A	-		-	-	-	590	Inf	Inf	0.0%
4/2	exit dummy	U	N/A	N/A	-		-	-	-	580	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	60	Inf	Inf	0.0%
6/1	exit dummy	U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%
6/2	exit dummy	U	N/A	N/A	-		-	-	-	601	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Access Junction	**-**	**-**	**0**	**0**	**0**	**5.3**	**1.7**	**0.0**	**7.0**	**-**	**-**	**-**	**-**
A41 / Site Access	**-**	**-**	**0**	**0**	**0**	**5.3**	**1.7**	**0.0**	**7.0**	**-**	**-**	**-**	**-**
1/2+1/1	639	639	-	-	-	1.5	0.5	-	2.0 (1.9+0.1)	11.1 (11.5:5.7)	7.9	0.5	8.3
1/3	579	579	-	-	-	1.4	0.4	-	1.9	11.5	7.7	0.4	8.2
2/1	590	590	-	-	-	1.1	0.4	-	1.4	8.7	8.0	0.4	8.4
2/2	594	594	-	-	-	1.1	0.4	-	1.4	8.8	8.1	0.4	8.5
2/3	10	10	-	-	-	0.1	0.0	-	0.1	47.1	0.2	0.0	0.3
3/1	7	7	-	-	-	0.1	0.0	-	0.1	49.6	0.2	0.0	0.2
3/2	7	7	-	-	-	0.1	0.0	-	0.1	49.6	0.2	0.0	0.2
4/1	590	590	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	60	60	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A41 / Main Access Junction

PRC for Signalled Lanes (%): 85.6
PRC Over All Lanes (%): 85.6

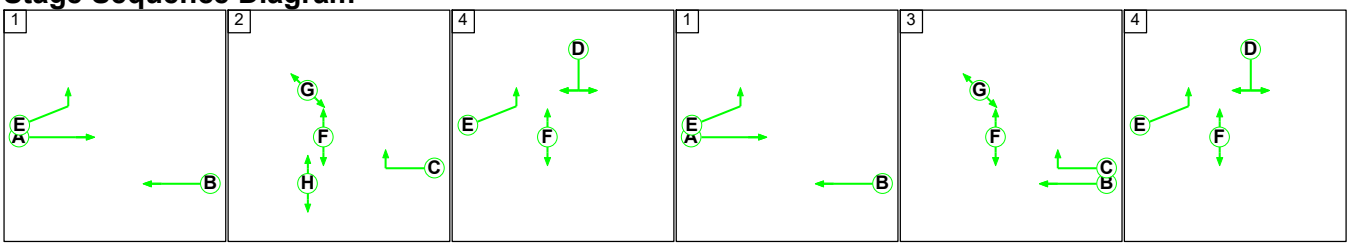
Total Delay for Signalled Lanes (pcuHr): 7.02
Total Delay Over All Lanes(pcuHr): 7.02

Cycle Time (s): 180

Full Input Data And Results

Scenario 2: 'PM 2024 BTM + Dev' (FG4: 'PM 2024 + Dev', Plan 1: 'Network Control Plan 1')

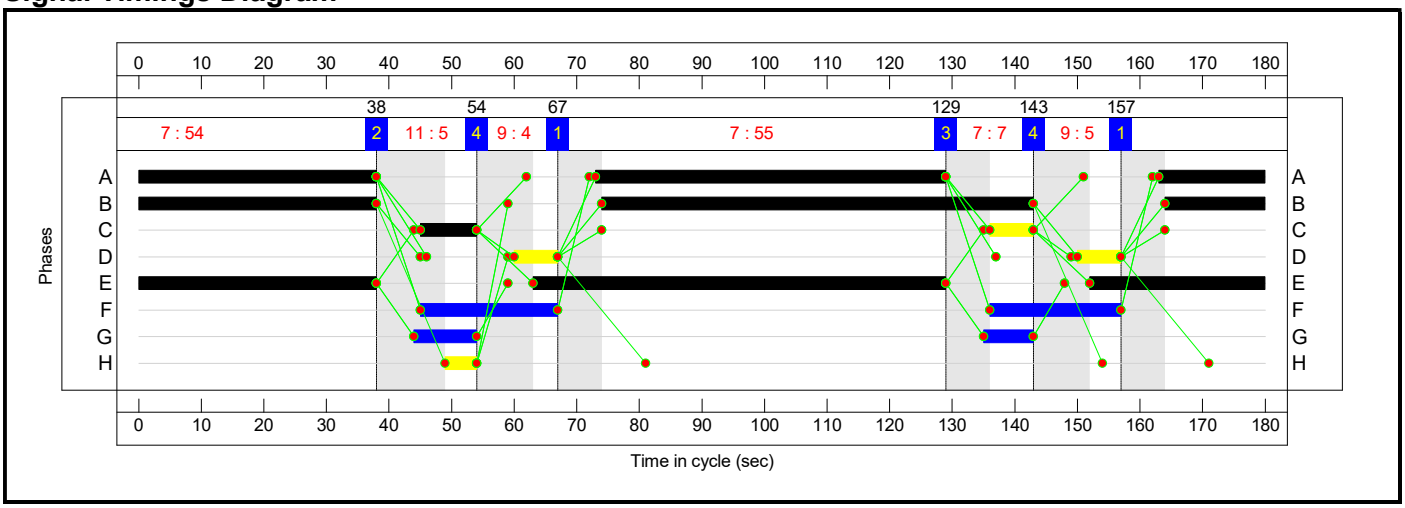
Stage Sequence Diagram



Stage Timings

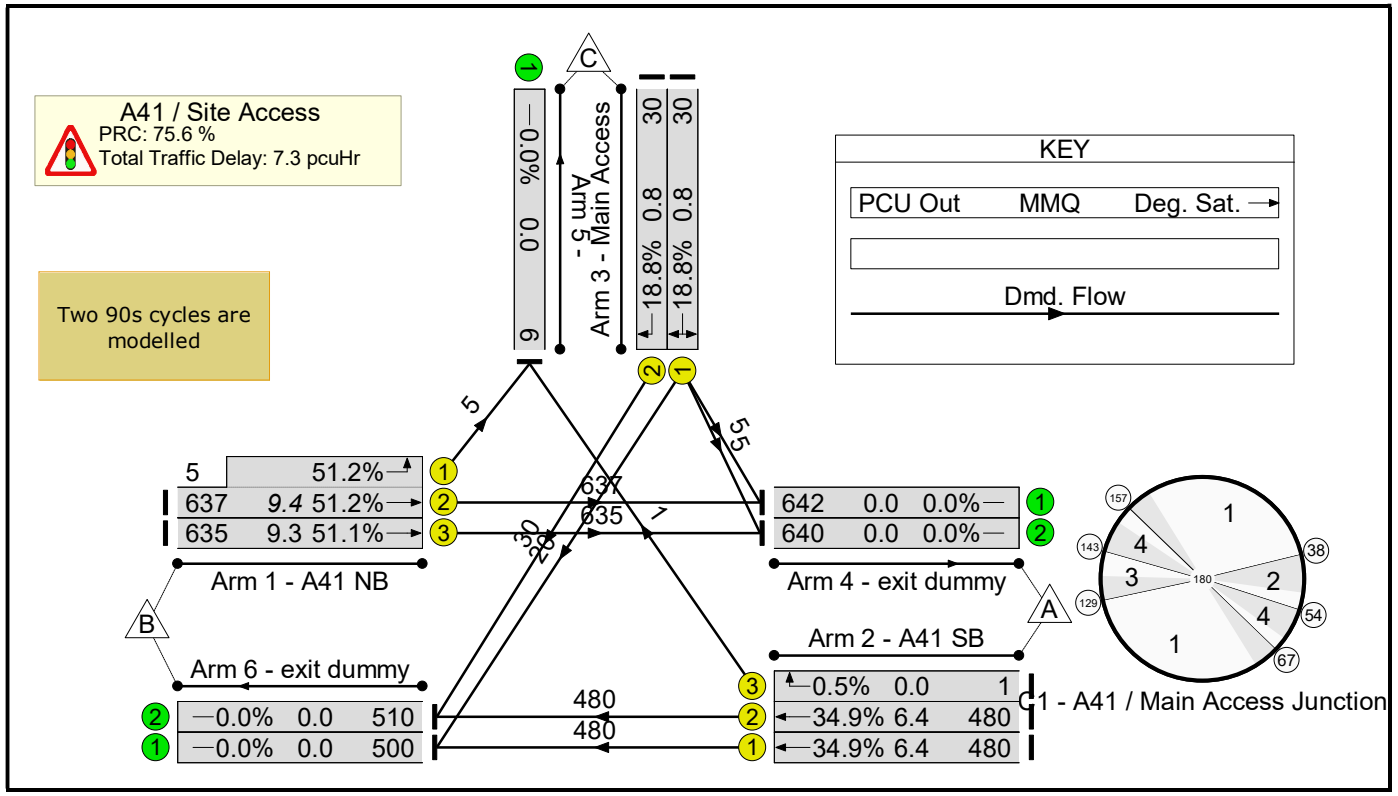
Stage	1	2	4	1	3	4
Duration	54	5	4	55	7	5
Change Point	157	38	54	67	129	143

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Access Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**51.2%**
A41 / Site Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**51.2%**
1/2+1/1	A41 NB Ahead Left	U	N/A	N/A	A E		2	111:132	-	642	1980:1899	1243+10	51.2 : 51.2%
1/3	A41 NB Ahead	U	N/A	N/A	A		2	111	-	635	1980	1243	51.1%
2/1	A41 SB Ahead	U	N/A	N/A	B		2	123	-	480	1980	1375	34.9%
2/2	A41 SB Ahead	U	N/A	N/A	B		2	123	-	480	1980	1375	34.9%
2/3	A41 SB Right	U	N/A	N/A	C		2	16	-	1	1859	186	0.5%
3/1	Main Access Left Right	U	N/A	N/A	D		2	14	-	30	1800	160	18.8%
3/2	Main Access Right	U	N/A	N/A	D		2	14	-	30	1800	160	18.8%
4/1	exit dummy	U	N/A	N/A	-		-	-	-	642	Inf	Inf	0.0%
4/2	exit dummy	U	N/A	N/A	-		-	-	-	640	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	6	Inf	Inf	0.0%
6/1	exit dummy	U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%
6/2	exit dummy	U	N/A	N/A	-		-	-	-	510	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Access Junction	**-**	**-**	**0**	**0**	**0**	**5.5**	**1.8**	**0.0**	**7.3**	**-**	**-**	**-**	**-**
A41 / Site Access	**-**	**-**	**0**	**0**	**0**	**5.5**	**1.8**	**0.0**	**7.3**	**-**	**-**	**-**	**-**
1/2+1/1	642	642	-	-	-	1.6	0.5	-	2.2 (2.1+0.0)	12.1 (12.1:6.0)	8.8	0.5	9.4
1/3	635	635	-	-	-	1.6	0.5	-	2.1	12.1	8.8	0.5	9.3
2/1	480	480	-	-	-	0.8	0.3	-	1.1	8.0	6.1	0.3	6.4
2/2	480	480	-	-	-	0.8	0.3	-	1.1	8.0	6.1	0.3	6.4
2/3	1	1	-	-	-	0.0	0.0	-	0.0	46.6	0.0	0.0	0.0
3/1	30	30	-	-	-	0.3	0.1	-	0.4	51.9	0.7	0.1	0.8
3/2	30	30	-	-	-	0.3	0.1	-	0.4	51.9	0.7	0.1	0.8
4/1	642	642	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	510	510	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A41 / Main Access Junction

PRC for Signalled Lanes (%): 75.6
PRC Over All Lanes (%): 75.6

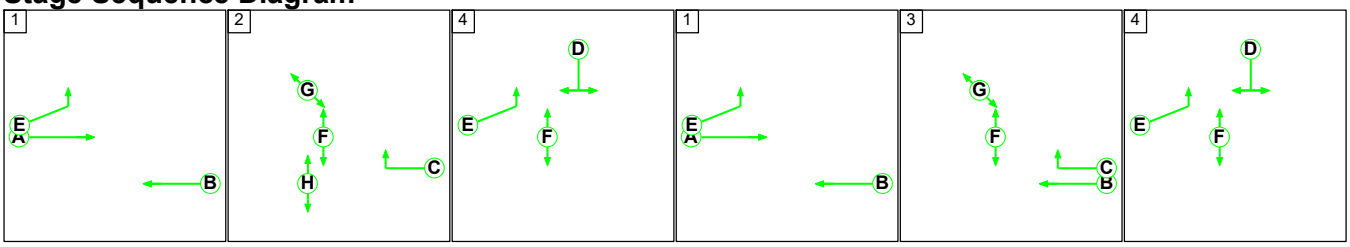
Total Delay for Signalled Lanes (pcuHr): 7.30
Total Delay Over All Lanes(pcuHr): 7.30

Cycle Time (s): 180

Full Input Data And Results

Scenario 3: 'AM 2031 BTM + Dev' (FG7: 'AM 2031 + Dev', Plan 1: 'Network Control Plan 1')

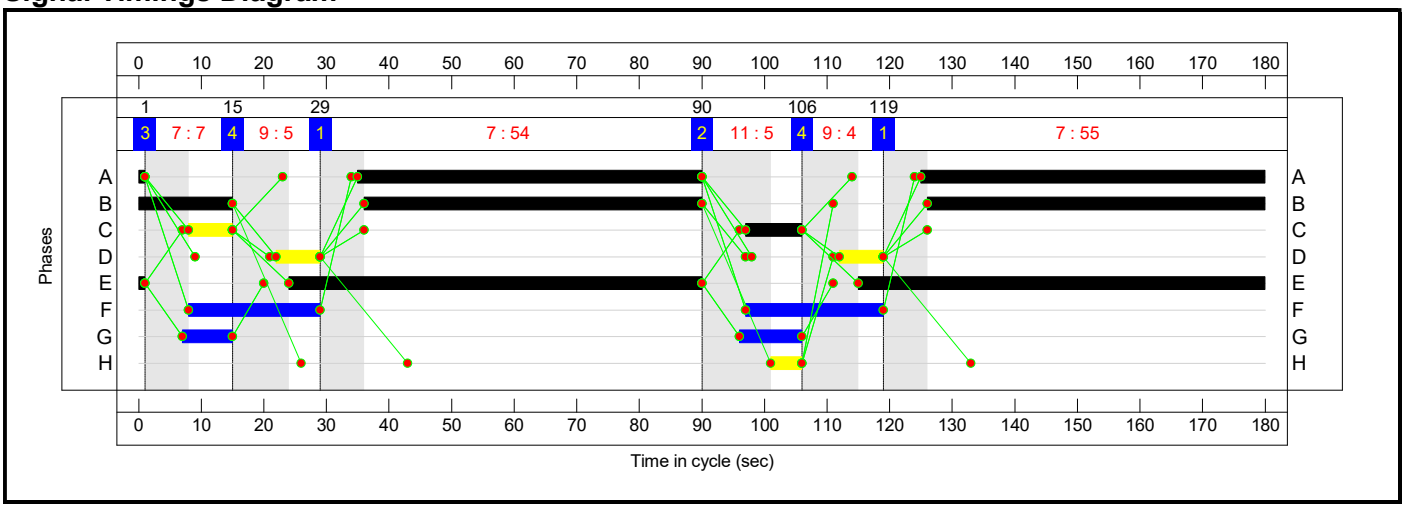
Stage Sequence Diagram



Stage Timings

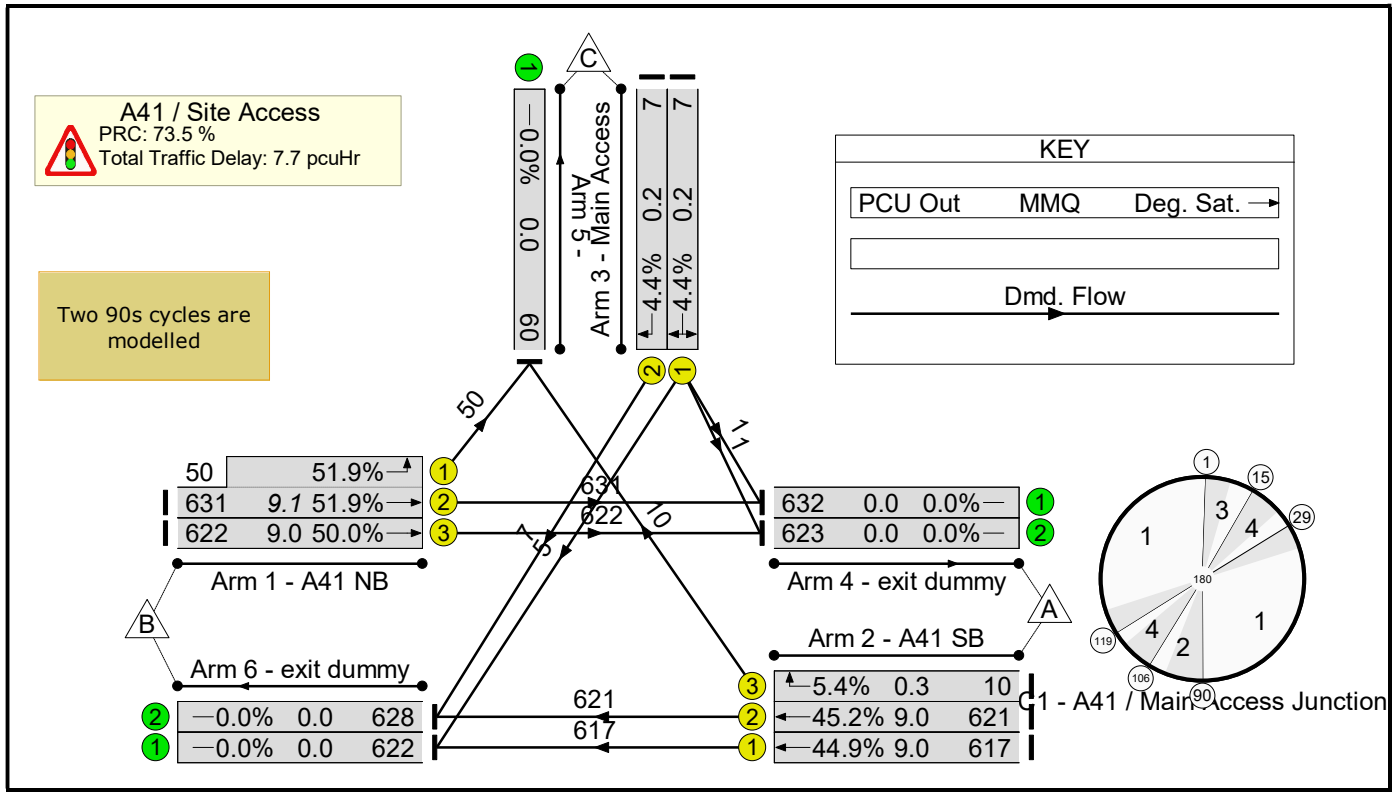
Stage	1	2	4	1	3	4
Duration	54	5	4	55	7	5
Change Point	29	90	106	119	1	15

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Access Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**51.9%**
A41 / Site Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**51.9%**
1/2+1/1	A41 NB Ahead Left	U	N/A	N/A	A E		2	111:132	-	681	1980:1899	1217+96	51.9 : 51.9%
1/3	A41 NB Ahead	U	N/A	N/A	A		2	111	-	622	1980	1243	50.0%
2/1	A41 SB Ahead	U	N/A	N/A	B		2	123	-	617	1980	1375	44.9%
2/2	A41 SB Ahead	U	N/A	N/A	B		2	123	-	621	1980	1375	45.2%
2/3	A41 SB Right	U	N/A	N/A	C		2	16	-	10	1859	186	5.4%
3/1	Main Access Left Right	U	N/A	N/A	D		2	14	-	7	1800	160	4.4%
3/2	Main Access Right	U	N/A	N/A	D		2	14	-	7	1800	160	4.4%
4/1	exit dummy	U	N/A	N/A	-		-	-	-	632	Inf	Inf	0.0%
4/2	exit dummy	U	N/A	N/A	-		-	-	-	623	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	60	Inf	Inf	0.0%
6/1	exit dummy	U	N/A	N/A	-		-	-	-	622	Inf	Inf	0.0%
6/2	exit dummy	U	N/A	N/A	-		-	-	-	628	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Access Junction	**-**	**-**	**0**	**0**	**0**	**5.7**	**1.9**	**0.0**	**7.7**	**-**	**-**	**-**	**-**
A41 / Site Access	**-**	**-**	**0**	**0**	**0**	**5.7**	**1.9**	**0.0**	**7.7**	**-**	**-**	**-**	**-**
1/2+1/1	681	681	-	-	-	1.6	0.5	-	2.2 (2.1+0.1)	11.6 (12.0:5.9)	8.6	0.5	9.1
1/3	622	622	-	-	-	1.6	0.5	-	2.1	12.0	8.5	0.5	9.0
2/1	617	617	-	-	-	1.1	0.4	-	1.5	8.9	8.6	0.4	9.0
2/2	621	621	-	-	-	1.1	0.4	-	1.5	9.0	8.6	0.4	9.0
2/3	10	10	-	-	-	0.1	0.0	-	0.1	47.1	0.2	0.0	0.3
3/1	7	7	-	-	-	0.1	0.0	-	0.1	49.6	0.2	0.0	0.2
3/2	7	7	-	-	-	0.1	0.0	-	0.1	49.6	0.2	0.0	0.2
4/1	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	623	623	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	60	60	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	622	622	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	628	628	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A41 / Main Access Junction

PRC for Signalled Lanes (%): 73.5
PRC Over All Lanes (%): 73.5

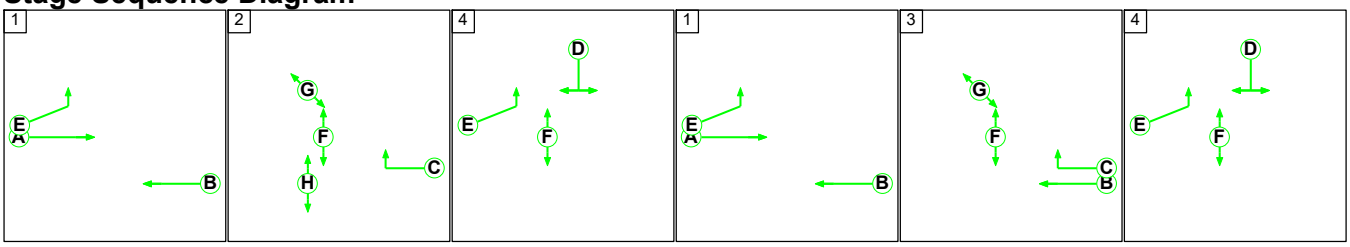
Total Delay for Signalled Lanes (pcuHr): 7.66
Total Delay Over All Lanes(pcuHr): 7.66

Cycle Time (s): 180

Full Input Data And Results

Scenario 4: 'PM 2031 BTM + Dev' (FG8: 'PM 2031 + Dev', Plan 1: 'Network Control Plan 1')

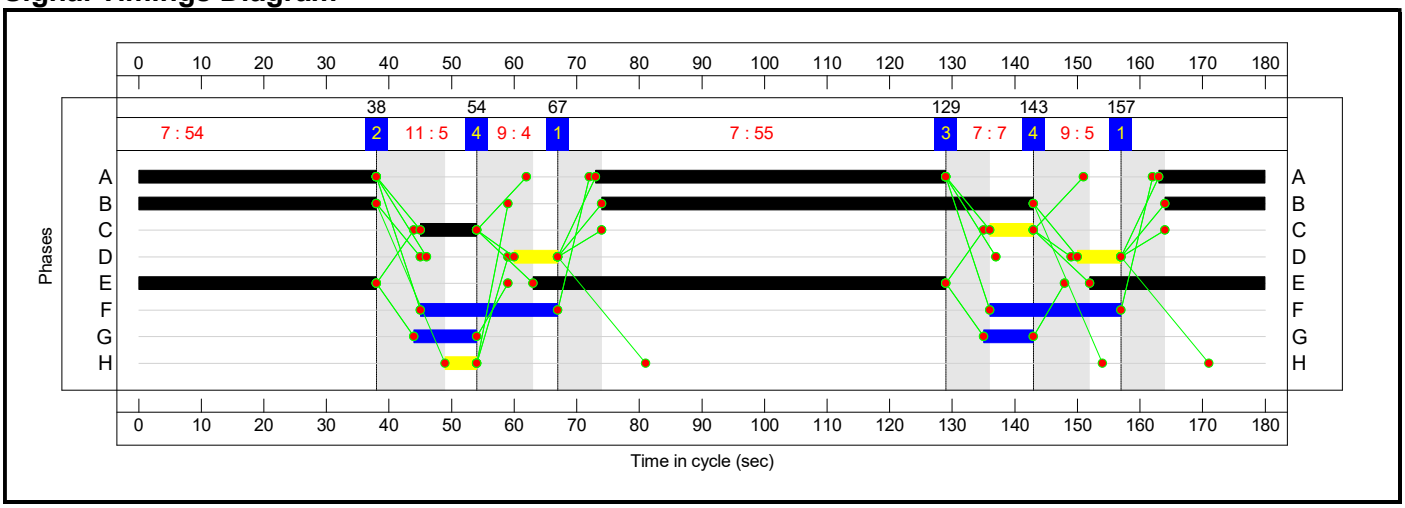
Stage Sequence Diagram



Stage Timings

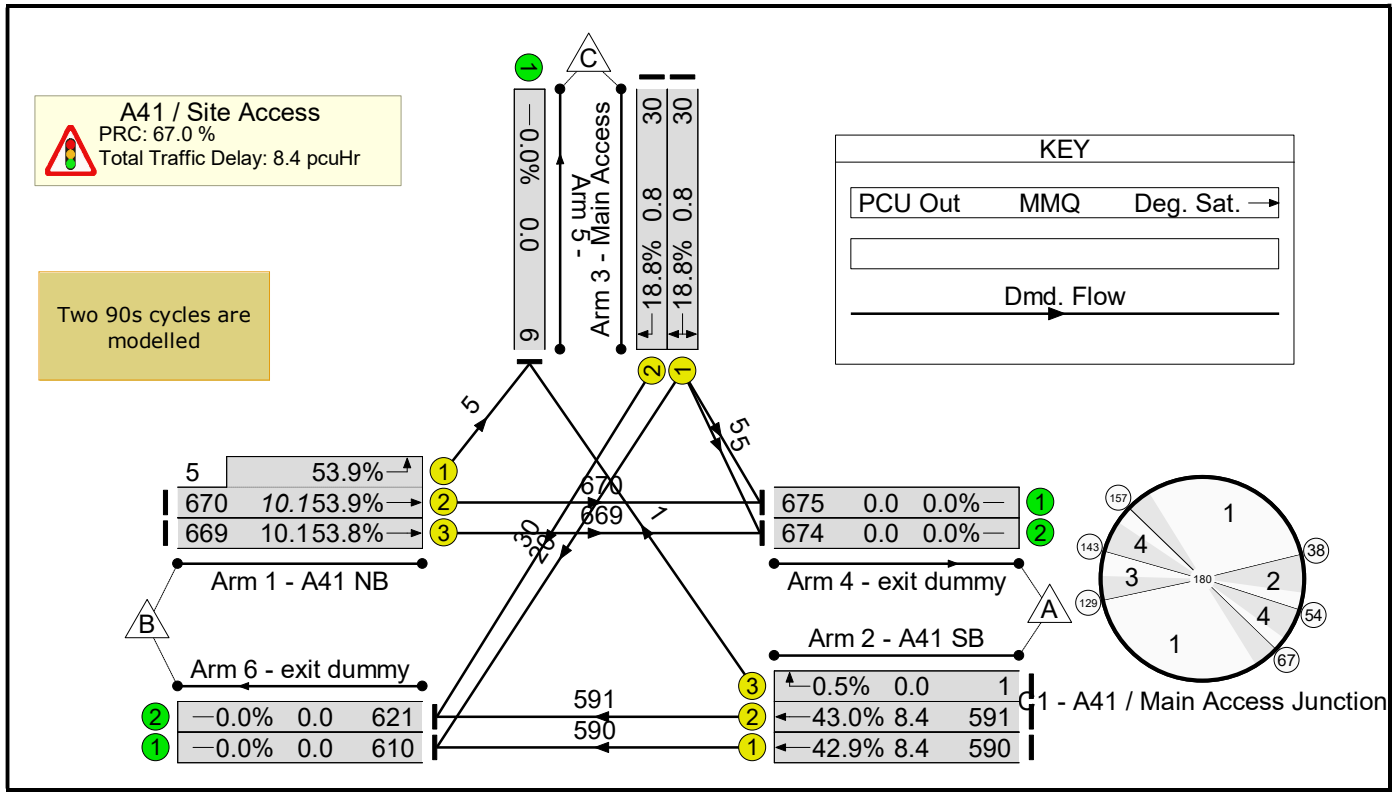
Stage	1	2	4	1	3	4
Duration	54	5	4	55	7	5
Change Point	157	38	54	67	129	143

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Access Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.9%**
A41 / Site Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.9%**
1/2+1/1	A41 NB Ahead Left	U	N/A	N/A	A E		2	111:132	-	675	1980:1899	1243+9	53.9 : 53.9%
1/3	A41 NB Ahead	U	N/A	N/A	A		2	111	-	669	1980	1243	53.8%
2/1	A41 SB Ahead	U	N/A	N/A	B		2	123	-	590	1980	1375	42.9%
2/2	A41 SB Ahead	U	N/A	N/A	B		2	123	-	591	1980	1375	43.0%
2/3	A41 SB Right	U	N/A	N/A	C		2	16	-	1	1859	186	0.5%
3/1	Main Access Left Right	U	N/A	N/A	D		2	14	-	30	1800	160	18.8%
3/2	Main Access Right	U	N/A	N/A	D		2	14	-	30	1800	160	18.8%
4/1	exit dummy	U	N/A	N/A	-		-	-	-	675	Inf	Inf	0.0%
4/2	exit dummy	U	N/A	N/A	-		-	-	-	674	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	6	Inf	Inf	0.0%
6/1	exit dummy	U	N/A	N/A	-		-	-	-	610	Inf	Inf	0.0%
6/2	exit dummy	U	N/A	N/A	-		-	-	-	621	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Access Junction	**-**	**-**	**0**	**0**	**0**	**6.3**	**2.2**	**0.0**	**8.4**	**-**	**-**	**-**	**-**
A41 / Site Access	**-**	**-**	**0**	**0**	**0**	**6.3**	**2.2**	**0.0**	**8.4**	**-**	**-**	**-**	**-**
1/2+1/1	675	675	-	-	-	1.8	0.6	-	2.3 (2.3+0.0)	12.5 (12.5:6.2)	9.5	0.6	10.1
1/3	669	669	-	-	-	1.8	0.6	-	2.3	12.5	9.5	0.6	10.1
2/1	590	590	-	-	-	1.1	0.4	-	1.4	8.7	8.0	0.4	8.4
2/2	591	591	-	-	-	1.1	0.4	-	1.4	8.7	8.0	0.4	8.4
2/3	1	1	-	-	-	0.0	0.0	-	0.0	46.6	0.0	0.0	0.0
3/1	30	30	-	-	-	0.3	0.1	-	0.4	51.9	0.7	0.1	0.8
3/2	30	30	-	-	-	0.3	0.1	-	0.4	51.9	0.7	0.1	0.8
4/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	621	621	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A41 / Main Access Junction

PRC for Signalled Lanes (%): 67.0
PRC Over All Lanes (%): 67.0

Total Delay for Signalled Lanes (pcuHr): 8.42
Total Delay Over All Lanes(pcuHr): 8.42

Cycle Time (s): 180

Appendix Q

Land North of Junction 9, M40
M40 Junction 9 Capacity Assessment Methodology

205223/N09
September 2021

Introduction

1. Tritrax Symmetry are in the process of preparing a planning application for a commercial development located on land to the north of the A41 approximately 4 kilometres from Bicester Town Centre. The site is located adjacent to J9 of the M40, opposite Wendlebury.

2. To date, extensive pre-application discussions have taken place with both Oxfordshire County Council (OCC) and Highways England, now National Highways (NH). As part of these discussions, the extent of the highway impact assessment has been considered, which has also included discussion in relation to traffic data, which will inform the assessment presented within the Transport Assessment for the proposals.

3. This Note reviews various traffic data sources available and seeks agreement from the NH that the suggested baseline traffic data set out in this Note is acceptable and is the agreed way forward to assess the M40 J9 for the purposes of the planning application at the site. In addition to this, details are provided with respect to how we intend to model J9 using LinSig.

Traffic Data Review

4. Through early pre-application discussions, it was advised that flows within the Oxfordshire Strategic Model (OSM) should be used to inform the highway impact assessment.

5. As such data for M40 J9 was extracted from the OSM by Tetra Tech and provided to us. This data is included at **Appendix A,** which also includes the difference in flows between the two assessment years (2026 and 2031). The data provided includes the following scenarios:

    - Bicester Transport Model Junction Turning Movements 2026 Kingsmere Update Data plus Heyford Park Allocation Data;
    - Bicester Transport Model Junction Turning Movements 2026 Kingsmere Update Data plus Heyford Park Allocation Data;
    - Bicester Transport Model Junction Turning Movements 2031 Kingsmere Update Data plus Heyford Park Allocation Data; and
    - Bicester Transport Model Junction Turning Movements 2031 Kingsmere Update Data plus Heyford Park Allocation Data.

6. As shown at **Appendix A,** in general, there are very little differences in traffic flows between 2026 and 2031 flows suggesting minimal growth through the junction. This is somewhat surprising given that Bicester is one of the fastest growing towns in England with a range of development being brought forward in the area.

7. Whilst generally there are minimal difference between the sets of data (2026 vs 2031), on some approaches there are large differences and it unclear why this is. For example, in 2026 there are 340 HGVs travelling from the M40 (N) to the A34, which increases to 444 in 2031. This represents a 30% increase in HGV traffic. This is whilst cars on this approach reduce by 225. It is therefore unclear what assumptions have been put into the model and whether this is accurate.

8. In addition, further 2031 data from the OSM has been provided for the following scenarios (included at **Appendix B**):

    - Bicester Transport Model Junction Turning Movements (2031 Kingsmere Update with Heyford Park Scenario); and

    - Bicester Transport Model Junction Turning Movements (2031 Kingsmere Update Reference with Heyford Park with SEPR Scenario).

9. When comparing this additional data provided by Tetra Tech, it is noted that are large variations when compared to the scenarios listed above. The additional 2031 data shows fewer traffic movements going through the junction, for example in the 2031 Kingsmere Update with Heyford Park Scenario, the first set of data has an additional 460 vehicles going through the junction in the AM and 679 in the PM.

10. In light of these discrepancies, we have revisited a previous review of data that is available on the NH website WebTris. As is shown by the data provided at **Appendix C,** traffic flows at M40 J9 have remained relatively static in the morning and evening peaks despite traffic associated with new developments being introduced to the local (and strategic) highway networks. Indeed, it has been established that in the 7 year period between 2012 and 2019 J9 experienced, on average, just 0.05% and 0.4% growth per annum in the morning and evening peaks respectively.

11. On this basis, and given traffic conditions are not currently considered to be fully back to 'normal' due to the Covid-19 pandemic, we have obtained survey data from OCC to consider a baseline traffic position. The purpose of this was to try and understand how the 2026 and 2031 data provided by Tetra Tech compares to a baseline position. This has been necessary as it is unclear from the Local Model Validation Report provided by Tetra Tech whether the junction was surveyed in 2016. For example, there are no cross references between surveyed and modelled flows.

12. The survey of the junction was undertaken in in March 2018 and the full survey data is attached at **Appendix D**. Given this is relatively recent survey data (just over 3 years old) it is considered appropriate to inform the baseline assessment.

13. Following a detailed review of the 2018 surveyed data it is evident that there are circa 1,700 fewer vehicles going through the junction in both the AM and PM peaks when compared against the 2026 OSM flows. This difference indicates that the OSM is predicated on a circa 3.4% to 3.6% per year increase in traffic.

14. This is clearly not aligned with the data extracted from the WebTris and suggests to us that the OSM is not validated at this junction and does not therefore provide an appropriate basis upon which to evaluate the impact of the proposed development. We therefore propose to make use of the 2018 OCC data instead.

15. To ensure that these flows are aligned with the OSM more widely, we have undertaken a review of the 2016 base flows contained within the validation reports provided by Tetra Tech and additional WebTris data. This includes the Vendee Roundabout and A34 northbound flows located to the east and west of M40 J9. This data is included at **Appendix E**. It should be noted that there was no comparable A34 data within the validation reports and as such 2018 WebTris data for A34 northbound flows within vicinity of J9 has been used. The WebTris data has allowed us to review a large sample of traffic data before taking an average. This data is included at **Appendix E**.

16. As is shown at **Appendix F,** this data has allowed us to compare the A41 and A34 flows either side of J9 data. In the AM and PM peaks, northbound flows on the A41 differ by circa 50 – 250 vehicles and the 2018 WebTris A34 northbound flows differ by 150 – 200 vehicles, which suggest the 2018 surveyed flows are reasonably comparable.

17. We have also undertaken a GEH statistic analysis to compare the datasets. The results of this show that traffic flows coming from the junction towards the Vendee Drive roundabout and Weston on the Green slip roads result in:

    — A41: GEH < 5% in the AM peak and a GEH 5.8% in the PM peak;

    — A34: GEH < 5% in the AM and PM peaks;

    — This demonstrates the flows are comparable and relatively static between these datasets. Accordingly, it is considered that the 2018 flows provide an appropriate basis for the assessment to based upon.

18. To inform future year assessments, growth would be applied to the 2018 survey data, which would include the necessary committed developments. Growth will be applied to 2024, which is the assumed opening year.

19. Further information on how increases in background traffic is provided below.

Traffic Growth

20. To take account of increases in traffic between 2018 and the opening year of 2024, the 2018 surveyed flows will be increased using the historic increases in background traffic established through reference to the WebTris database. In this regard, the morning and evening peak flows would be increased by 0.3% and 2.35% respectively.

21. In addition to this, allowances will also be made for relevant committed development flows, which would not have been captured in the 2018 surveyed flows. For the purposes of this assessment, a committed development will be consistent with the definition set out within the Transport section of the Planning

Practice Guidance (PPG), which is one that is consented or allocated where there is a reasonable degree of certainty that it will proceed within the next 3 years.

22. In order to understand the current and expected level of build out of the identified committed developments in the area, Tritax Symmetry's planning consultant (Framptons) has compared current build out rates against the Annual Monitoring Report (AMR) produced by CDC. They have then reviewed this predicted build out rate against current build out rates and advised the level that should be assessed.

23. In order to establish the traffic flows associated with the identified committed developments that go through M40 J9, Transport Assessments (TA's) associated with the relevant planning applications have been extracted. It should be noted that the majority of TA's were produced at a time before Covid-19. As such, they do not reflect that trip rates are decreasing (as supported by the TRICS 'Decide and Provide' guidance) or reflect changing working habits, (i.e. working from home). As such the vehicle flows included through these committed developments are robust.

24. Further details of the committed developments and the traffic flows that are expected to pass through J9 are included at **Appendix G**.

25. For the future year assessment that is required to be undertaken, we proposed to make use of the 2031 data extracted from the OSM. Whilst this model is not suitably robust to evaluate the impact of the proposed development in the opening year, it is considered to provide a suitable basis upon which to base this end of Local Plan sensitivity test upon.

26. In reaching this conclusion we are assuming that the OSM is predicated on all sites listed in the ARM being delivered in 2031, irrespective of whether they have a planning consent. For example, we understand that both Wretwhick Green and Upper Heyford schemes are included in the OSM despite only benefiting from a *resolution* to grant consent. The former being the case since November 2020.

Mitigation

27. Any physical mitigation measures that may be required would be focused upon the opening year, or in lieu of this a financial contribution towards any scheme that may be required to accommodate the hypothetical growth associated with the end of Local Plan period assessment. In accordance with Circular 02/13, the need for physical works will be considered once the effects of the Travel Plan that the proposed development will be required to operate are taken into account.

LinSig Modelling

28. A LinSig model has been produced of M40 J9, Wendlebury Interchange, titled '205223 M40 J9 – Existing Layout – Reference Case' and included at **Appendix G**.

29. Production of a fully calibrated model was not possible, however, a model based upon observation from various sources was possible. This is considered a reasonable representation of current operation and a suitable Reference Case model. A source model 'M40J9_2VM_Future All v4' was received, originally built by Mouchel. Most of the key features of this model were retained, however, amendments have been included to make it more suitable for the Refence Case:

    a. Flows were amended per the methodology contained in this report.

    b. Saturation Flow rates were retained, with the exception of those for the A34 for which the RR67 geometry was updated. The new values are slightly lower.

    c. Lane lengths were amended to reflect available queuing capacity – this makes it easier to detect when queuing capacity has been exceeded. Connectors were amended to reflect actual stop line to stop line distances. Connector cruise speeds for the circulating sections were amended to reflect site observation, i.e. 48 kph for the straight sections and 36 kph for the curved sections. Speeds for entries and exits were amended to a notional 70 kph.

    d. Lane 2/1 on the north overbridge was amended to be a flare. Lane 8/1 was also amended to be a flare and the connector corrected for Lane 5/1 where traffic cannot travel towards the downstream circulating (A left turn to the A34 is permitted in both lanes 1 and 2). A34 Lane 4 was changed to a flare as was the M40 S/B off-slip entry Lane 3. A34 Lane 1 and A41 Lane 3 remained as full lanes due to their length / green time relationship and because their length would allow some measure of weaving / merging.

    e. The source model had varying cycle times for each node. The variance was never more than a few seconds, perhaps because timings were averaged from MOVA logs. These cycle times were rationalised to a common cycle time for the junction, which is required to allow the correct reporting of queues in LinSig, a key consideration at signalised roundabouts. Rationalised Mouchel cycle times were 70s for the AM and 60s for the PM.

    f. The exit to M40 south-bound has a single lane and is fed by the outer lane of the east circulating. The A34 to M40 South demand, which runs in into a red signal, causes a queue that is slightly longer than would ideally be the case – there is room for 4pcu, but the reported MMQ exceeded this. The AM cycle time was reduced to 60s to bring the MMQ to just over 5 pcu. It may be that in practice some drivers decide to queue in lane 2 of the circulating, which would not be ideal given the path of south-bound off slip lane 1 traffic, or that familiar drivers choose a path that allows them to be clear of exiting traffic towards Bicester. In any case, this is an existing issue.

    g. All scenarios have used common splits and offsets to allow easy comparison of the various flow sets. The signals have been set so that the slips run onto a downstream circulating green while closure clearances are set to 8s.

h. All intergreens, phase and stage allocations were amended to reflect the controller specifications supplied.

30. Model results are summarised below for the junction entries. The 2024 Base + Comm scenarios represent the Reference Case.

Entry	AM 2018 Observed		PM 2018 Observed		AM 2024 Base		PM 2024 Base		AM 2024 Base + Comm		PM 2024 Base + Comm	
	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)
M40 S/B Slip	85.6	12.5	88.3	13.8	85.6	12.5	88.3	13.8	85.6	12.6	88.3	13.8
A41	86.5	10.7	54.5	6.3	86.6	10.8	57.3	6.4	87.8	11.4	68.8	8.6
M40 N/B Slip	64.9	3.8	73.1	5.1	65.6	3.8	74.9	5.2	76.0	4.9	80.8	6.2
A34	64.1	9.6	73.7	12.5	64.4	9.6	76.5	13.1	64.8	9.6	88.5	18.1
Overall PRC	+4.1%		+1.9%		+3.9%		+1.9%		+2.0%		+1.7%	
Overall Delay	49.60 pcu.hrs		54.44 pcu.hrs		49.95 pcu.hrs		57.53 pcu.hrs		59.32 pcu.hrs		68.11 pcu.hrs	

Table 1 – M40 Junction 9 Capacity Summary of Entries

31. Table 1 shows that the junction, while busy, operates within capacity. This is corroborated by anecdotal evidence and by reference to Google Maps traffic data. Most impact generated by committed development traffic is realised in the AM Peak with a reduction of 2 percentage points, while PM impact is negligible in terms of overall junction capacity.

Summary and Next Steps

32. This Note reviews various traffic data sources available and seeks agreement with NH that the use of March 2018 surveyed data at M40 J9 is acceptable to inform the highway impact assessment.

33. We also seek agreement that using WebTris data to identify growth rates is acceptable for the opening year assessment, and that the committed developments identified are appropriate for this assessment.

34. For the future year assessment, it is proposed that the OSM will be used. Notwithstanding the concerns raised with respect to the OSM for the opening year assessment, this is considered appropriate for an end of Local Plan period sensitivity assessment.

35. Finally, we seek to reach an agreement with NH that the LinSig model that has been developed is appropriate for the purposes of this assessment.

Appendix A

Junction Reference	Junction Description	From Arm	To Arm	AM Peak							PM Peak						
				Car	LGV	HGV (PCU)	HGV (Veh)	Bus (Veh)	Total Veh	Total PCUs	Car	LGV	HGV (PCU)	HGV (Veh)	Bus (Veh)	Total Veh	Total PCUs
2	M40 Junction 9	M40 (N)	A41	95	5	57	32	0	132	157	95	1	29	16	0	112	125
		M40 (N)	M40 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		M40 (N)	A34	1144	162	611	340	0	1646	1917	1579	362	516	287	0	2228	2456
		M40 (N)	M40 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		A41	M40 (S)	179	28	49	27	0	234	255	320	17	6	3	0	341	343
		A41	A34	899	180	213	119	12	1210	1316	762	87	51	28	12	889	923
		A41	M40 (N)	28	0	43	24	0	52	71	70	0	49	28	0	98	120
		A41	A41	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		M40 (S)	A34	253	28	45	25	0	306	326	554	109	25	14	0	677	688
		M40 (S)	M40 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		M40 (S)	A41	224	39	15	8	0	271	278	274	21	28	16	0	310	322
		M40 (S)	M40 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		A34	M40 (N)	1242	217	409	227	0	1686	1867	1672	319	569	317	0	2308	2559
		A34	A41	960	122	138	77	12	1170	1244	1078	191	54	30	12	1311	1347
		A34	M40 (S)	478	88	55	31	0	597	621	65	55	41	23	0	142	160
		A34	A34	0	0	0	0	0	0	0	0	0	0	0	0	0	0
									7304							8415	

Bicester Transport Model Junction Turning Movements
2026 Kingsmere Update Data plus Heyford Park Allocation Data

Junction Reference	Junction Description	From Arm	To Arm	AM Peak							PM Peak						
				Car	LGV	HGV (PCU)	HGV (Veh)	Bus (Veh)	Total Veh	Total PCUs	Car	LGV	HGV (PCU)	HGV (Veh)	Bus (Veh)	Total Veh	Total PCUs
2	M40 Junction 9	M40 (N)	A41	86	1	59	33	0	120	147	116	4	30	17	0	137	150
		M40 (N)	M40 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		M40 (N)	A34	919	192	798	444	0	1555	1909	1612	387	548	306	0	2304	2547
		M40 (N)	M40 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		A41	M40 (S)	211	31	51	28	0	270	292	365	19	6	3	0	387	390
		A41	A34	890	199	224	125	12	1225	1337	772	80	53	30	12	893	929
		A41	M40 (N)	35	0	45	25	0	60	80	112	0	52	29	0	141	164
		A41	A41	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		M40 (S)	A34	219	36	50	28	0	283	305	577	120	26	15	0	712	724
		M40 (S)	M40 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		M40 (S)	A41	366	48	14	8	0	421	427	311	21	29	16	0	349	362
		M40 (S)	M40 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		A34	M40 (N)	1312	242	435	242	0	1796	1989	1761	366	623	347	0	2473	2749
		A34	A41	946	136	147	82	12	1177	1254	1059	184	59	33	12	1288	1326
		A34	M40 (S)	508	98	58	33	0	639	665	73	63	44	25	0	160	180
		A34	A34	0	0	0	0	0	0	0	0	0	0	0	0	0	0
									7546							8845	

Bicester Transport Model Junction Turning Movements
2031 Kingsmere Update Data plus Heyford Park Allocation Data

Junction Reference	Junction Description	From Arm	To Arm	AM Peak							PM Peak						
				Car	LGV	HGV (PCU)	HGV (Veh)	Bus (Veh)	Total Veh	Total PCUs	Car	LGV	HGV (PCU)	HGV (Veh)	Bus (Veh)	Total Veh	Total PCUs
2	M40 Junction 9	M40 (N)	A41	-9	-4	3	1	0	-12	-11	21	3	2	1	0	25	26
		M40 (N)	M40 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		M40 (N)	A34	-225	30	187	104	0	-91	-8	33	24	32	18	0	76	90
		M40 (N)	M40 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		A41	M40 (S)	32	3	2	1	0	36	37	44	2	0	0	0	46	46
		A41	A34	-10	19	11	6	0	15	20	10	-7	2	1	0	5	6
		A41	M40 (N)	7	0	2	1	0	8	9	42	0	2	1	0	43	44
		A41	A41	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		M40 (S)	A34	-34	8	5	3	0	-23	-21	24	11	1	1	0	35	36
		M40 (S)	M40 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		M40 (S)	A41	142	9	-1	-1	0	149	149	38	0	1	1	0	39	39
		M40 (S)	M40 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		A34	M40 (N)	70	25	27	15	0	110	122	89	47	54	30	0	166	190
		A34	A41	-14	14	9	5	0	6	10	-18	-7	5	3	0	-23	-20
		A34	M40 (S)	30	10	4	2	0	42	44	8	8	4	2	0	18	20
		A34	A34	0	0	0	0	0	0	0	0	0	0	0	0	0	0
									242								476

Difference Between 2031 and 2026 Data

Appendix B

Junction Description	From Arm	To Arm	AM Peak							PM Peak						
			Car	LGV	HGV (PCU)	HGV (Veh)	Bus (Veh)	Total Veh	Total PCUs	Car	LGV	HGV (PCU)	HGV (Veh)	Bus (Veh)	Total Veh	Total PCUs
M40 Junction 9	M40 (N)	A41	1	0	35	19	0	20	36	0	0	4	2	0	2	4
	M40 (N)	M40 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	M40 (N)	A34	1190	235	905	504	0	1928	2330	1678	433	569	320	0	2431	2680
	M40 (N)	M40 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	A41	M40 (S)	198	33	150	84	0	315	381	334	19	6	4	0	357	360
	A41	A34	402	162	222	124	12	700	810	561	77	92	52	12	701	754
	A41	M40 (N)	2	0	17	9	0	12	19	11	0	53	30	0	41	64
	A41	A41	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	M40 (S)	A34	219	41	50	28	0	287	309	581	120	26	15	0	716	728
	M40 (S)	M40 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	M40 (S)	A41	242	34	16	9	0	284	291	291	19	26	15	0	325	337
	M40 (S)	M40 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	A34	M40 (N)	1477	304	427	237	0	2018	2208	1744	358	603	339	0	2441	2705
	A34	A41	660	88	144	80	12	840	916	808	119	42	24	12	963	994
	A34	M40 (S)	551	97	57	32	0	680	706	102	62	43	24	0	188	207
	A34	A34	0	0	0	0	0	0	0	0	0	0	0	0	0	0
								7085	8006						8166	8832

Bicester Transport Model Junction Turning Movements (2031 Kingsmere Update with Heyford Park Scenario)

Junction Description	From Arm	To Arm	AM Peak							PM Peak						
			Car	LGV	HGV (PCU)	HGV (Veh)	Bus (Veh)	Total Veh	Total PCUs	Car	LGV	HGV (PCU)	HGV (Veh)	Bus (Veh)	Total Veh	Total PCUs
M40 Junction 9	M40 (N)	A41	25	4	46	26	0	54	75	8	0	24	14	0	22	32
	M40 (N)	M40 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	M40 (N)	A34	1412	227	863	480	0	2119	2501	1728	400	570	321	0	2449	2699
	M40 (N)	M40 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	A41	M40 (S)	199	38	148	82	0	319	385	340	19	6	3	0	362	365
	A41	A34	484	146	213	118	12	760	867	656	90	89	50	12	809	860
	A41	M40 (N)	63	1	44	25	0	88	108	43	0	46	26	0	68	88
	A41	A41	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	M40 (S)	A34	265	36	47	26	0	326	347	576	120	26	15	0	711	723
	M40 (S)	M40 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	M40 (S)	A41	250	38	16	9	0	297	304	297	19	29	16	0	332	345
	M40 (S)	M40 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	A34	M40 (N)	1489	309	436	243	0	2040	2233	1896	373	589	331	0	2600	2858
	A34	A41	601	102	147	82	12	797	874	747	150	87	49	12	958	1008
	A34	M40 (S)	564	99	59	33	0	695	721	103	64	45	25	0	192	212
	A34	A34	0	0	0	0	0	0	0	0	0	0	0	0	0	0
								7495	8414						8503	9190

Bicester Transport Model Junction Turning Movements (2031 Kingsmere Update Reference with Heyford Park with SEPR Scenario)

Appendix C

M40 Junction 9 Traffic Flow Changes (2012-2019)

Time Period	2012	2019	Change		Per Annum
07:00-08:00	9237	9099	-138	*-1.5%*	-0.2%
08:00-09:00	9046	9077	32	*0.3%*	0.05%
09:00-10:00	8859	8936	76	*0.9%*	0.1%
16:00-17:00	10156	10514	358	*3.5%*	0.5%
17:00-18:00	10056	10332	275	*2.7%*	0.4%
18:00-19:00	9089	9367	278	*3.1%*	0.4%
Daily	93326	100511	7185	*7.7%*	1.1%

Appendix D

Junction Turning Count
Location: A41 / M40 (S) / A34 / M40 (N)
Date: 13/03/2018
Time: 07:00 - 19:00

Origin : Arm A A41

	Destination : Arm A A41							Total	**Destination :** Arm B M40 (S)							Total	**Destination :** Arm C A34							Total	**Destination :** Arm D M40 (N)							Total	Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		Car	LGV	OGV1	OGV2	PSV	MC	PC		
07:00	0	0	0	0	0	0	0	0	94	15	0	0	0	0	0	109	325	65	8	11	5	1	0	415	25	8	0	2	0	0	0	35	559
07:15	0	0	0	0	0	0	0	0	83	11	0	2	0	0	0	96	189	46	8	9	1	2	0	255	29	4	0	5	0	0	0	38	389
07:30	0	0	0	0	0	0	0	0	80	16	1	3	0	1	0	101	137	32	8	8	1	4	0	190	20	6	0	1	0	0	0	27	318
07:45	0	0	0	0	0	0	0	0	82	7	1	2	0	0	0	92	126	32	10	5	4	2	0	179	40	4	1	7	0	0	0	52	323
1 Hr	0	0	0	0	0	0	0	0	339	49	2	7	0	1	0	398	777	175	34	33	11	9	0	1039	114	22	1	15	0	0	0	152	1589
08:00	0	0	0	0	0	0	0	0	76	13	0	3	0	0	0	92	139	28	4	12	3	0	0	186	18	4	1	2	0	0	0	25	303
08:15	0	0	0	0	0	0	0	0	92	7	2	2	0	0	0	103	128	18	6	7	1	0	0	160	23	3	2	2	0	0	0	30	293
08:30	0	0	0	0	0	0	0	0	81	13	3	5	0	0	0	102	155	27	9	12	2	1	0	206	21	7	2	4	0	0	0	34	342
08:45	0	0	0	0	0	0	0	0	71	4	2	0	0	1	0	78	129	27	9	9	2	0	0	176	31	4	2	3	0	0	0	40	294
1 Hr	0	0	0	0	0	0	0	0	320	37	7	10	0	1	0	375	551	100	28	40	8	1	0	728	93	18	7	11	0	0	0	129	1232
09:00	0	0	0	0	0	0	0	0	45	10	3	3	0	1	0	62	188	28	5	13	0	0	0	234	21	4	2	4	1	0	0	32	328
09:15	0	0	0	0	0	0	0	0	39	8	5	1	0	0	0	53	155	35	9	7	4	1	0	211	28	5	1	4	0	0	0	38	302
09:30	0	0	0	0	0	0	0	0	23	7	0	3	0	0	0	33	126	18	6	7	1	2	0	160	13	5	3	11	0	0	0	32	225
09:45	0	0	0	0	0	0	0	0	22	3	4	3	0	0	0	32	177	31	11	13	3	2	0	237	18	7	6	4	0	0	0	35	304
1 Hr	0	0	0	0	0	0	0	0	129	28	12	10	0	1	0	180	646	112	31	40	8	5	0	842	80	21	12	23	1	0	0	137	1159
10:00	0	0	0	0	0	0	0	0	25	5	3	1	0	0	0	34	157	23	8	15	1	0	0	204	14	14	0	3	0	0	0	31	269
10:15	0	0	0	0	0	0	0	0	18	4	0	2	0	0	0	24	120	18	3	9	2	2	0	154	20	5	3	0	0	0	0	28	206
10:30	0	0	0	0	0	0	0	0	25	5	3	1	0	0	0	34	122	22	12	6	1	0	0	163	30	11	1	1	0	0	0	43	240
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1 Hr	0	0	0	0	0	0	0	0	95	26	7	8	0	0	0	136	495	96	28	46	5	2	0	672	88	38	8	9	0	0	0	143	951
11:00	0	0	0	0	0	0	0	0	32	7	0	2	0	0	0	41	106	30	5	2	2	0	0	145	32	4	1	3	0	0	0	40	226
11:15	0	0	0	0	0	0	0	0	20	3	1	1	0	0	0	25	113	26	5	9	2	0	0	155	27	7	4	3	0	0	0	41	221
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11:45	0	0	0	0	0	0	0	0	23	2	1	1	0	0	0	27	103	25	7	16	3	0	0	154	22	7	6	3	0	0	0	38	219
1 Hr	0	0	0	0	0	0	0	0	99	20	4	9	0	0	0	132	417	95	23	31	9	1	0	576	114	26	15	10	0	0	0	165	873
12:00	0	0	0	0	0	0	0	0	34	6	1	3	0	1	0	45	98	27	5	11	1	0	0	142	32	5	2	2	0	0	0	41	228
12:15	0	0	0	0	0	0	0	0	31	8	1	0	0	0	0	40	116	25	7	15	2	1	0	166	26	8	1	6	0	0	0	41	247
12:30	0	0	0	0	0	0	0	0	23	8	5	4	0	0	0	40	107	23	9	5	2	1	0	147	38	2	4	5	0	0	0	49	236
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1 Hr	0	0	0	0	0	0	0	0	125	28	8	8	0	1	0	170	425	106	27	42	9	2	0	611	115	21	9	15	0	0	0	160	941
13:00	0	0	0	0	0	0	0	0	28	9	2	0	0	0	0	39	127	36	11	9	1	0	0	184	29	11	5	4	0	0	0	49	272
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13:45	0	0	0	0	0	0	0	0	41	13	2	2	0	0	0	58	105	25	9	5	2	1	0	147	31	13	3	1	0	0	0	48	253
1 Hr	0	0	0	0	0	0	0	0	152	30	8	4	0	0	0	194	463	109	33	29	8	1	0	643	146	44	11	15	0	0	0	216	1053
14:00	0	0	0	0	0	0	0	0	43	6	1	0	1	0	0	51	105	23	12	14	2	0	0	156	28	10	1	5	0	0	0	44	251
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1 Hr	0	0	0	0	0	0	0	0	148	25	2	4	3	0	0	182	463	117	32	40	8	1	0	661	138	33	13	13	0	0	0	197	1040
15:00	0	0	0	0	0	0	0	0	56	4	3	0	0	0	0	63	119	25	11	12	0	0	0	167	62	12	7	0	0	0	0	81	311
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15:30	0	0	0	0	0	0	0	0	44	5	1	1	0	0	0	51	124	30	2	8	2	1	0	167	29	10	1	1	0	0	0	41	259
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1 Hr	0	0	0	0	0	0	0	0	190	23	8	7	0	0	0	228	492	121	19	34	7	2	0	675	172	38	10	6	1	0	0	227	1130
16:00	0	0	0	0	0	0	0	0	58	8	1	1	0	0	0	68	155	37	6	5	1	2	0	206	34	8	2	4	0	0	0	48	322
16:15	0	0	0	0	0	0	0	0	55	5	1	2	1	0	0	64	149	48	5	4	3	0	0	209	51	11	0	0	0	1	0	63	336
16:30	0	0	0	0	0	0	0	0	46	8	2	0	0	0	0	56	172	45	1	6	1	1	0	226	41	7	1	2	0	0	0	51	333
16:45	0	0	0	0	0	0	0	0	54	4	2	0	1	0	0	61	161	36	2	4	2	1	0	206	47	10	0	1	0	0	0	58	325
1 Hr	0	0	0	0	0	0	0	0	213	25	6	3	2	0	0	249	637	166	14	19	7	4	0	847	173	36	3	7	0	1	0	220	1316
17:00	1	0	0	0	0	0	0	1	53	10	1	0	1	0	0	65	163	28	0	5	0	0	0	196	46	7	0	1	0	0	0	54	316
17:15	0	0	0	0	0	0	0	0	71	5	2	0	0	0	0	78	201	17	0	8	2	0	0	228	46	8	1	0	1	0	0	56	362
17:30	0	0	0	0	0	0	0	0	38	3	0	0	0	0	0	41	142	22	5	5	0	2	0	176	37	9	0	2	0	0	0	48	265
17:45	0	0	0	0	0	0	0	0	43	4	1	0	0	0	0	48	151	12	3	1	0	0	0	167	32	5	1	1	0	0	0	39	254
1 Hr	1	0	0	0	0	0	0	1	205	22	4	0	1	0	0	232	657	79	8	19	2	2	0	767	161	29	2	4	1	0	0	197	1197
18:00	0	0	0	0	0	0	0	0	50	2	0	1	1	0	0	54	145	4	2	2	2	0	0	155	25	3	0	1	0	0	0	29	238
18:15	0	0	0	0	0	0	0	0	51	3	2	1	1	0	0	58	171	16	3	5	3	1	0	199	39	0	0	2	0	0	0	41	298
18:30	0	0	0	0	0	0	0	0	49	2	0	0	0	0	0	51	131	12	1	3	3	0	0	150	38	0	1	3	0	0	0	42	243
18:45	0	0	0	0	0	0	0	0	46	4	0	0	0	1	0	51	129	10	0	4	1	1	0	145	32	0	0	2	0	0	0	34	230
1 Hr	0	0	0	0	0	0	0	0	196	11	2	2	2	1	0	214	576	42	6	14	9	2	0	649	134	3	1	8	0	0	0	146	1009
Total	1	0	0	0	0	0	0	1	2211	324	70	72	8	5	0	2690	6599	1318	283	387	91	32	0	8710	1528	329	92	136	3	1	0	2089	13490

Origin : Arm B M40 (S)

	Destination : Arm A A41							Total	Destination : Arm B M40 (S)							Total	Destination : Arm C A34							Total	Destination : Arm D M40 (N)							Total	Arm Totals
	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		
07:00	10	10	4	0	0	0	0	24	0	0	0	0	0	0	0	0	11	5	0	0	0	0	0	16	0	0	0	0	0	0	0	0	40
07:15	25	11	3	4	0	0	0	43	0	0	0	0	0	0	0	0	15	3	0	1	0	0	0	19	0	0	0	0	0	0	0	0	62
07:30	17	8	6	1	0	0	0	32	2	0	0	0	0	0	0	2	19	10	0	4	0	0	0	33	0	0	0	0	0	0	0	0	67
07:45	39	6	3	2	0	0	0	50	0	0	0	0	0	0	0	0	27	9	1	0	0	0	0	37	0	0	0	0	0	0	0	0	87
1 Hr	91	35	16	7	0	0	0	149	2	0	0	0	0	0	0	2	72	27	1	5	0	0	0	105	0	0	0	0	0	0	0	0	256
08:00	39	5	0	0	0	0	0	44	0	0	0	0	0	0	0	0	46	7	0	0	0	0	0	53	0	0	0	0	0	0	0	0	97
08:15	32	3	0	0	1	0	0	36	0	0	0	0	0	0	0	0	36	2	1	0	0	0	0	39	0	0	0	0	0	0	0	0	75
08:30	29	4	1	2	1	1	0	38	0	0	0	0	0	0	0	0	31	5	0	0	0	0	0	36	0	0	0	0	0	0	0	0	74
08:45	37	7	1	4	1	0	0	50	1	0	0	0	0	0	0	1	50	6	1	1	1	0	0	59	0	0	0	0	0	0	0	0	110
1 Hr	137	19	2	6	3	1	0	168	1	0	0	0	0	0	0	1	163	20	2	1	1	0	0	187	0	0	0	0	0	0	0	0	356
09:00	43	8	1	0	0	0	0	52	0	0	0	0	0	0	0	0	46	12	0	2	0	0	0	60	0	0	0	0	0	0	0	0	112
09:15	33	6	0	1	0	0	0	40	0	0	0	0	0	0	0	0	44	3	1	3	1	0	0	52	0	0	0	0	0	0	0	0	92
09:30	39	5	1	0	0	0	0	45	0	0	1	0	0	0	0	1	52	7	0	1	1	0	0	61	0	0	0	0	0	0	0	0	107
09:45	48	5	2	1	0	0	0	56	0	0	0	0	0	0	0	0	42	9	2	3	1	0	0	57	0	0	0	0	0	0	0	0	113
1 Hr	163	24	4	2	0	0	0	193	0	0	1	0	0	0	0	1	184	31	3	9	3	0	0	230	0	0	0	0	0	0	0	0	424
10:00	50	10	1	2	0	0	0	63	0	0	0	0	0	0	0	0	44	7	2	3	0	0	0	56	0	0	0	0	0	0	0	0	119
10:15	50	5	0	2	0	0	0	57	0	0	0	0	0	0	0	0	37	7	0	1	0	0	0	45	0	0	0	0	0	0	0	0	102
10:30	34	10	3	1	0	0	0	48	0	0	0	0	0	0	0	0	30	4	1	0	0	0	0	35	0	0	1	0	0	0	0	1	84
10:45	48	9	2	2	0	1	0	62	0	0	0	0	0	0	0	0	32	10	1	2	0	0	0	45	0	0	0	0	0	0	0	0	107
1 Hr	182	34	6	7	0	1	0	230	0	0	0	0	0	0	0	0	143	28	4	6	0	0	0	181	0	0	1	0	0	0	0	1	412
11:00	47	6	3	3	0	0	0	59	0	0	0	0	0	0	0	0	17	8	1	2	0	0	0	28	1	0	0	0	0	0	0	1	88
11:15	57	5	0	1	2	0	0	65	0	0	0	0	0	0	0	0	17	3	1	5	0	0	0	26	0	1	0	0	0	0	0	1	92
11:30	46	6	2	2	0	0	0	56	0	0	0	0	0	0	0	0	22	5	0	1	0	0	0	28	2	0	0	0	0	0	0	2	86
11:45	38	6	4	3	0	0	0	51	0	0	1	0	0	0	0	1	16	2	1	1	0	0	0	20	0	0	0	0	0	0	0	0	72
1 Hr	188	23	9	9	2	0	0	231	0	0	1	0	0	0	0	1	72	18	3	9	0	0	0	102	3	1	0	0	0	0	0	4	338
12:00	33	7	4	0	1	0	0	45	0	0	0	0	0	0	0	0	12	5	1	1	0	0	0	19	0	0	0	0	0	0	0	0	64
12:15	46	9	4	3	0	0	0	62	0	0	0	0	0	0	0	0	12	5	1	0	0	0	0	18	0	0	0	0	0	0	0	0	80
12:30	46	6	1	4	0	0	0	57	0	0	0	0	0	0	0	0	11	3	0	1	0	0	0	15	1	0	0	0	0	0	0	1	73
12:45	35	7	0	2	0	0	0	44	2	0	0	0	0	0	0	2	14	4	2	0	0	0	0	20	0	0	0	0	0	0	0	0	66
1 Hr	160	29	9	9	1	0	0	208	2	0	0	0	0	0	0	2	49	17	4	2	0	0	0	72	1	0	0	0	0	0	0	1	283
13:00	36	5	3	4	1	0	0	49	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0	62
13:15	40	4	2	1	0	0	0	47	0	0	0	0	0	0	0	0	11	4	2	3	0	0	0	20	0	0	0	0	0	0	0	0	67
13:30	33	7	3	2	0	0	0	45	0	0	0	0	0	0	0	0	14	0	1	1	0	0	0	16	0	0	0	0	0	0	0	0	61
13:45	49	9	2	1	0	0	0	61	0	0	0	0	0	0	0	0	16	2	1	0	0	0	0	19	0	0	0	0	0	0	0	0	80
1 Hr	158	25	10	8	1	0	0	202	0	0	0	0	0	0	0	0	52	8	4	4	0	0	0	68	0	0	0	0	0	0	0	0	270
14:00	31	10	2	4	0	0	0	47	0	0	2	0	0	0	0	2	15	5	3	0	0	0	0	23	0	0	0	0	0	0	0	0	72
14:15	34	13	5	2	0	1	0	55	0	0	0	0	0	0	0	0	8	4	1	0	0	0	0	13	1	0	0	0	0	0	0	1	69
14:30	35	9	3	2	1	0	0	50	0	0	0	0	0	0	0	0	19	5	1	1	0	0	0	26	0	2	0	0	0	0	0	2	78
14:45	44	13	1	2	0	0	0	60	0	0	0	0	0	0	0	0	21	9	0	4	0	0	0	34	0	0	0	0	0	0	0	0	94
1 Hr	144	45	11	10	1	1	0	212	0	0	2	0	0	0	0	2	63	23	5	5	0	0	0	96	1	2	0	0	0	0	0	3	313
15:00	39	9	3	0	0	0	0	51	0	0	0	0	0	0	0	0	17	6	3	1	0	0	0	27	0	0	0	0	0	0	0	0	78
15:15	41	2	3	2	0	0	0	48	0	0	0	0	0	0	0	0	11	9	2	0	0	0	0	22	0	0	0	0	0	0	0	0	70
15:30	40	12	1	0	0	0	0	53	0	0	0	0	0	0	0	0	19	6	1	1	0	0	0	27	0	0	0	0	0	0	0	0	80
15:45	53	15	1	0	1	0	0	70	0	0	0	0	0	0	0	0	27	8	3	2	0	0	0	40	0	0	0	0	0	0	0	0	110
1 Hr	173	38	8	2	1	0	0	222	0	0	0	0	0	0	0	0	74	29	9	4	0	0	0	116	0	0	0	0	0	0	0	0	338
16:00	51	15	3	1	0	0	0	70	0	0	0	0	0	0	0	0	20	20	1	1	0	0	0	42	0	0	0	0	0	0	0	0	112
16:15	58	24	2	1	1	0	0	86	0	0	0	0	0	0	0	0	40	15	3	1	0	0	0	59	0	0	0	0	0	0	0	0	145
16:30	59	25	2	1	0	0	0	87	1	0	0	0	0	0	0	1	39	24	1	1	0	0	0	65	0	0	0	0	0	0	0	0	153
16:45	75	16	3	1	0	0	0	95	0	0	1	0	0	0	0	1	36	10	0	3	0	0	0	49	0	0	0	0	0	0	0	0	145
1 Hr	243	80	10	4	1	0	0	338	1	0	1	0	0	0	0	2	135	69	5	6	0	0	0	215	0	0	0	0	0	0	0	0	555
17:00	93	14	1	4	0	0	0	112	0	0	0	0	0	0	0	0	56	12	2	1	0	0	0	71	0	0	0	0	0	0	0	0	183
17:15	94	14	1	0	0	1	0	110	0	0	0	0	0	0	0	0	58	18	0	0	1	1	0	78	0	0	0	0	0	0	0	0	188
17:30	95	15	0	0	0	0	0	110	0	0	0	0	0	0	0	0	48	11	1	3	1	0	0	64	0	0	0	0	0	0	0	0	174
17:45	96	7	0	0	0	0	0	103	0	0	0	0	0	0	0	0	55	6	1	0	0	0	0	62	0	0	0	0	0	0	0	0	165
1 Hr	378	50	2	4	0	1	0	435	0	0	0	0	0	0	0	0	217	47	4	4	2	1	0	275	0	0	0	0	0	0	0	0	710
18:00	86	5	0	3	0	0	0	94	0	0	0	0	0	0	0	0	46	4	1	3	0	0	0	54	0	0	0	0	0	0	0	0	148
18:15	86	13	0	1	0	0	0	100	0	0	0	0	0	0	0	0	44	3	1	3	1	0	0	52	1	0	0	0	0	0	0	1	153
18:30	85	4	0	0	0	0	0	89	0	0	0	0	0	0	0	0	37	2	0	1	0	0	0	40	0	0	0	0	0	0	0	0	129
18:45	46	2	0	1	0	0	0	49	0	0	0	0	0	0	0	0	15	1	1	0	0	0	0	17	0	0	0	0	0	0	0	0	66
1 Hr	303	24	0	5	0	0	0	332	0	0	0	0	0	0	0	0	142	10	3	7	1	0	0	163	1	0	0	0	0	0	0	1	496
Total	2320	426	87	73	10	4	0	2920	6	0	5	0	0	0	0	11	1366	327	47	62	7	1	0	1810	6	3	1	0	0	0	0	10	4751

Origin : Arm C A34

	Destination : Arm A A41							Total	**Destination :** Arm B M40 (S)							Total	**Destination :** Arm C A34							Total	**Destination :** Arm D M40 (N)							Total	Arm Totals
	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		
07:00	147	45	8	5	2	0	0	207	23	5	0	0	0	0	0	28	0	0	0	0	0	0	0	0	283	53	19	61	0	0	0	416	651
07:15	145	38	5	11	0	0	0	199	29	5	2	0	0	0	0	36	0	0	1	0	0	0	0	1	320	47	13	39	0	0	0	419	655
07:30	152	41	5	4	0	0	0	202	27	7	1	2	0	0	0	37	0	0	1	1	0	0	0	2	283	49	10	25	0	0	0	367	608
07:45	154	41	6	5	2	0	0	208	42	13	3	1	0	0	0	59	0	0	1	2	0	0	0	3	325	46	9	24	0	0	0	404	674
1 Hr	598	165	24	25	4	0	0	816	121	30	6	3	0	0	0	160	0	0	3	3	0	0	0	6	1211	195	51	149	0	0	0	1606	2588
08:00	155	35	2	9	1	0	0	202	48	11	4	1	0	0	0	64	0	0	0	5	0	0	0	5	278	33	15	35	0	2	0	363	634
08:15	119	34	5	5	1	1	0	165	70	17	1	2	0	0	0	90	0	0	0	1	0	0	0	1	264	24	11	33	0	0	0	332	588
08:30	177	24	5	7	4	1	0	218	53	9	5	2	0	0	0	69	0	0	0	0	0	0	0	0	282	48	7	35	3	0	0	375	662
08:45	162	33	4	5	4	0	0	208	34	9	1	5	1	0	0	50	1	0	0	0	0	0	0	1	271	34	9	40	2	0	0	356	615
1 Hr	613	126	16	26	10	2	0	793	205	46	11	10	1	0	0	273	1	0	0	6	0	0	0	7	1095	139	42	143	5	2	0	1426	2499
09:00	125	35	7	11	3	2	0	183	41	8	0	1	0	0	0	50	2	0	0	0	0	0	0	2	236	41	16	61	1	1	0	356	591
09:15	139	24	3	9	4	0	0	179	22	8	0	2	0	0	0	32	0	0	0	1	0	0	0	1	284	55	16	57	2	0	0	414	626
09:30	118	21	7	10	2	1	0	159	28	5	2	0	0	0	0	35	0	0	0	5	0	0	0	5	234	60	12	73	1	0	0	380	579
09:45	125	28	8	14	2	0	0	177	16	4	1	0	0	0	0	21	0	0	0	3	0	0	0	3	215	55	15	64	0	1	0	350	551
1 Hr	507	108	25	44	11	3	0	698	107	25	3	3	0	0	0	138	2	0	0	9	0	0	0	11	969	211	59	255	4	2	0	1500	2347
10:00	130	31	8	12	0	0	0	181	12	0	0	0	0	0	0	12	0	0	0	1	0	0	0	1	226	40	19	53	1	2	0	341	535
10:15	91	30	5	6	3	0	0	135	13	2	1	2	0	0	0	18	0	0	0	2	0	0	0	2	222	53	20	58	0	0	0	353	508
10:30	109	20	7	13	2	0	0	151	5	1	1	0	0	0	0	7	0	0	0	2	0	0	0	2	213	48	24	60	0	2	0	347	507
10:45	106	38	14	6	2	0	0	166	16	0	1	0	0	0	0	17	0	0	0	0	0	0	0	0	174	50	15	67	3	0	0	309	492
1 Hr	436	119	34	37	7	0	0	633	46	3	3	2	0	0	0	54	0	0	0	5	0	0	0	5	835	191	78	238	4	4	0	1350	2042
11:00	104	33	6	16	1	1	0	161	11	4	2	2	0	0	0	19	0	0	0	0	0	0	0	0	240	71	26	90	1	1	0	429	609
11:15	105	32	2	11	2	0	0	152	10	4	1	3	0	0	0	18	0	0	0	1	0	0	0	1	224	57	20	68	1	1	0	371	542
11:30	104	29	10	17	1	0	0	161	6	4	3	0	0	0	0	13	0	0	0	4	0	0	0	4	208	47	20	48	1	2	0	326	504
11:45	119	24	8	8	2	0	0	161	10	5	0	0	0	0	0	15	0	0	0	1	0	0	0	1	251	52	20	66	0	0	0	389	566
1 Hr	432	118	26	52	6	1	0	635	37	17	6	5	0	0	0	65	0	0	0	6	0	0	0	6	923	227	86	272	3	4	0	1515	2221
12:00	115	30	9	10	1	1	0	166	13	0	0	0	0	0	0	13	0	0	0	6	0	0	0	6	199	66	22	59	0	2	0	348	533
12:15	110	32	5	12	3	0	0	162	13	6	0	0	0	0	0	19	0	0	0	0	0	0	0	0	226	49	23	67	0	0	0	365	546
12:30	97	27	13	12	1	0	0	150	23	0	2	2	0	0	0	27	0	0	1	0	0	0	0	1	209	59	17	56	0	0	0	341	519
12:45	125	28	15	10	2	0	0	180	20	8	1	2	0	0	0	31	0	0	0	1	0	0	0	1	212	71	22	73	0	0	0	378	590
1 Hr	447	117	42	44	7	1	0	658	69	14	3	4	0	0	0	90	0	0	1	7	0	0	0	8	846	245	84	255	0	2	0	1432	2188
13:00	109	31	11	8	1	1	0	161	21	7	0	3	0	0	0	31	0	0	0	1	0	0	0	1	239	64	21	53	1	0	0	378	571
13:15	121	36	10	4	3	1	0	175	12	6	1	2	0	0	0	21	0	0	1	1	0	0	0	2	231	77	16	44	2	0	0	370	568
13:30	156	19	8	13	1	0	0	197	18	6	0	0	0	0	0	24	0	0	0	1	0	0	0	1	241	60	19	63	2	0	0	385	607
13:45	110	26	6	12	3	1	0	158	12	2	2	0	0	0	0	16	0	0	0	4	0	0	0	4	245	89	33	68	1	0	0	436	614
1 Hr	496	112	35	37	8	3	0	691	63	21	3	5	0	0	0	92	0	0	1	7	0	0	0	8	956	290	89	228	6	0	0	1569	2360
14:00	117	41	9	9	1	1	0	178	18	1	0	0	0	0	0	19	0	0	0	5	0	0	0	5	263	77	32	58	2	1	0	433	635
14:15	106	22	12	7	2	0	0	149	15	1	0	0	0	0	0	16	2	0	0	3	0	0	0	5	206	65	20	39	1	0	0	331	501
14:30	173	26	6	12	1	0	0	218	12	3	0	0	0	0	0	15	0	0	0	0	0	0	0	0	313	90	20	63	1	1	0	488	721
14:45	151	42	12	12	3	0	0	220	13	3	0	0	0	0	0	16	0	0	0	0	0	0	0	0	275	92	21	43	1	0	0	432	668
1 Hr	547	131	39	40	7	1	0	765	58	8	0	0	0	0	0	66	2	0	0	8	0	0	0	10	1057	324	93	203	5	2	0	1684	2525
15:00	160	24	7	9	1	1	0	202	16	6	0	2	0	0	0	24	1	0	1	0	0	0	0	2	260	97	19	38	1	0	0	415	643
15:15	163	31	5	9	1	1	0	210	12	6	0	0	0	0	0	18	0	0	1	0	0	0	0	1	285	105	15	44	1	1	0	451	680
15:30	171	35	6	6	0	1	0	219	13	5	2	0	0	0	0	20	0	0	0	0	0	0	0	0	264	82	15	59	0	0	0	420	659
15:45	151	48	4	10	3	1	0	217	14	8	0	0	0	0	0	22	0	0	0	0	0	0	0	0	317	83	21	50	1	2	0	474	713
1 Hr	645	138	22	34	5	4	0	848	55	25	2	2	0	0	0	84	1	0	2	0	0	0	0	3	1126	367	70	191	3	3	0	1760	2695
16:00	193	50	7	12	2	1	0	265	22	3	0	0	0	0	0	25	0	0	0	0	0	0	0	0	314	93	12	58	2	0	0	479	769
16:15	179	51	8	7	1	0	0	246	9	4	0	0	0	0	0	13	0	0	0	0	0	0	0	0	270	93	9	39	3	1	0	415	674
16:30	217	45	4	8	1	2	0	277	24	5	0	0	0	0	0	29	0	0	0	0	0	0	0	0	354	97	13	46	1	2	0	513	819
16:45	218	47	4	3	2	4	0	278	18	5	0	2	1	0	0	26	0	0	0	0	0	0	0	0	358	61	8	37	1	2	0	467	771
1 Hr	807	193	23	30	6	7	0	1066	73	17	0	2	1	0	0	93	0	0	0	0	0	0	0	0	1296	344	42	180	7	5	0	1874	3033
17:00	233	53	4	2	2	4	0	298	17	0	1	1	0	0	0	19	0	0	0	1	0	0	0	1	309	53	13	46	1	1	0	423	741
17:15	296	32	6	3	0	1	0	338	16	5	0	0	0	0	0	21	0	0	0	0	0	0	0	0	291	50	12	47	2	1	0	403	762
17:30	254	23	4	3	3	4	0	291	17	3	0	0	0	0	0	20	0	0	0	0	0	0	0	0	328	50	9	51	2	1	0	441	752
17:45	273	29	0	8	3	4	0	317	22	2	0	0	0	0	0	24	0	0	0	1	0	0	0	1	316	44	7	44	1	0	0	412	754
1 Hr	1056	137	14	16	8	13	0	1244	72	10	1	1	0	0	0	84	0	0	0	2	0	0	0	2	1244	197	41	188	6	3	0	1679	3009
18:00	278	23	0	6	1	0	0	308	22	0	0	0	1	0	0	23	0	0	0	0	0	0	0	0	301	41	13	33	1	0	0	389	720
18:15	248	21	2	1	4	0	0	276	11	1	0	1	0	0	0	13	1	0	1	0	0	0	0	2	253	50	6	40	1	1	0	351	642
18:30	197	16	1	1	1	1	0	217	14	1	0	3	0	0	0	18	0	0	0	0	0	0	0	0	218	45	9	40	0	1	0	313	548
18:45	170	10	0	5	1	0	0	186	13	0	0	0	0	0	0	13	1	0	0	1	0	0	0	2	194	26	7	31	0	0	0	258	459
1 Hr	893	70	3	13	7	1	0	987	60	2	0	4	1	0	0	67	2	0	1	1	0	0	0	4	966	162	35	144	2	2	0	1311	2369
Total	7477	1534	303	398	86	36	0	9834	966	218	38	41	3	0	0	1266	8	0	8	54	0	0	0	70	12524	2892	770	2446	45	29	0	18706	29876

Origin : Arm D M40 (N)

	Destination : Arm A A41							Total	Destination : Arm B M40 (S)							Total	Destination : Arm C A34							Total	Destination : Arm D M40 (N)							Total	Arm Totals
	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		
07:00	6	9	1	3	0	0	0	19	0	0	0	0	0	0	0	0	183	104	23	69	0	4	0	383	1	0	0	0	0	0	0	1	403
07:15	17	6	3	2	0	0	0	28	0	0	0	0	0	0	0	0	173	85	26	62	0	0	0	346	0	0	0	0	0	0	0	0	374
07:30	15	5	3	5	0	0	0	28	0	0	0	0	0	0	0	0	159	72	20	58	0	0	0	309	1	1	0	0	0	0	0	2	339
07:45	7	9	2	1	0	0	0	19	0	0	0	0	0	0	0	0	196	55	21	67	0	2	0	341	0	0	0	0	0	0	0	0	360
1 Hr	45	29	9	11	0	0	0	94	0	0	0	0	0	0	0	0	711	316	90	256	0	6	0	1379	2	1	0	0	0	0	0	3	1476
08:00	15	12	1	6	0	0	0	34	0	0	0	0	0	0	0	0	239	56	16	46	0	0	0	357	0	0	0	0	0	0	0	0	391
08:15	28	10	4	7	0	0	0	49	0	0	0	0	0	0	0	0	248	69	19	53	1	1	0	391	2	0	0	0	0	0	0	2	442
08:30	32	6	2	2	0	0	0	42	0	0	0	0	0	0	0	0	170	65	21	34	0	0	0	290	1	0	2	0	0	0	0	3	335
08:45	30	8	6	3	0	0	0	47	0	0	0	0	0	0	0	0	232	65	18	45	1	0	0	361	1	1	0	0	0	0	0	2	410
1 Hr	105	36	13	18	0	0	0	172	0	0	0	0	0	0	0	0	889	255	74	178	2	1	0	1399	4	1	2	0	0	0	0	7	1578
09:00	23	9	2	2	0	0	0	36	0	0	0	0	0	0	0	0	272	64	26	54	3	0	0	419	0	0	0	0	0	0	0	0	455
09:15	36	10	1	6	0	0	0	53	0	0	0	0	0	0	0	0	306	70	21	50	3	1	0	451	1	0	0	0	0	0	0	1	505
09:30	29	5	3	2	0	0	0	39	0	0	0	0	0	0	0	0	236	72	15	44	1	0	0	368	0	0	0	0	0	0	0	0	407
09:45	28	4	3	3	0	1	0	39	0	0	0	0	0	0	0	0	238	65	17	45	1	1	0	367	0	0	1	1	0	0	0	2	408
1 Hr	116	28	9	13	0	1	0	167	0	0	0	0	0	0	0	0	1052	271	79	193	8	2	0	1605	1	0	1	1	0	0	0	3	1775
10:00	29	7	4	2	0	0	0	42	0	0	0	0	0	0	0	0	262	70	14	40	1	0	0	387	0	0	0	0	0	0	0	0	429
10:15	37	4	2	3	0	0	0	46	0	0	0	0	0	0	0	0	239	57	9	51	2	0	0	358	1	0	0	0	0	0	0	1	405
10:30	30	5	4	3	0	0	0	42	0	0	0	0	0	0	0	0	217	52	10	52	0	0	0	331	1	0	0	0	0	0	0	1	374
10:45	38	9	5	2	0	0	0	54	0	0	0	0	0	0	0	0	193	44	13	60	0	0	0	310	0	0	0	0	0	0	0	0	364
1 Hr	134	25	15	10	0	0	0	184	0	0	0	0	0	0	0	0	911	223	46	203	3	0	0	1386	2	0	0	0	0	0	0	2	1572
11:00	37	4	2	4	0	0	0	47	0	0	0	0	0	0	0	0	194	51	17	57	0	0	0	319	1	0	0	0	0	0	0	1	367
11:15	25	3	3	1	0	0	0	32	2	0	0	0	0	0	0	2	175	55	18	36	1	0	0	285	2	2	2	1	0	0	0	7	326
11:30	32	5	1	3	0	0	0	41	0	0	0	0	0	0	0	0	169	59	19	52	0	0	0	299	1	0	0	0	0	0	0	1	341
11:45	30	1	2	2	0	0	0	35	0	0	0	0	0	0	0	0	177	55	17	54	0	0	0	303	1	0	0	0	0	0	0	1	339
1 Hr	124	13	8	10	0	0	0	155	2	0	0	0	0	0	0	2	715	220	71	199	1	0	0	1206	5	2	2	1	0	0	0	10	1373
12:00	21	6	4	6	0	0	0	37	0	0	0	0	0	0	0	0	170	44	6	52	1	0	0	273	0	1	0	0	0	0	0	1	311
12:15	23	7	2	4	0	0	0	36	0	0	0	0	0	0	0	0	175	42	10	49	0	1	0	277	0	0	0	0	0	0	0	0	313
12:30	30	11	0	3	0	0	0	44	0	0	0	0	0	0	0	0	241	62	10	50	0	0	0	363	2	0	0	0	0	0	0	2	409
12:45	41	8	2	1	0	0	0	52	0	0	0	0	0	0	0	0	219	43	10	51	1	2	0	326	0	0	0	0	0	0	0	0	378
1 Hr	115	32	8	14	0	0	0	169	0	0	0	0	0	0	0	0	805	191	36	202	2	3	0	1239	2	1	0	0	0	0	0	3	1411
13:00	19	4	2	5	0	0	0	30	0	0	0	0	0	0	0	0	184	40	12	60	0	0	0	296	0	0	0	0	0	0	0	0	326
13:15	33	4	1	5	0	0	0	43	0	0	0	0	0	0	0	0	213	42	14	59	0	0	0	328	1	1	0	0	0	0	0	2	373
13:30	21	7	2	4	0	0	0	34	1	0	0	0	0	0	0	1	210	50	14	58	1	1	0	334	1	0	0	0	0	0	0	1	370
13:45	32	2	9	5	0	0	0	48	0	0	0	0	0	0	0	0	233	44	16	53	0	0	0	346	0	0	0	0	0	0	0	0	394
1 Hr	105	17	14	19	0	0	0	155	1	0	0	0	0	0	0	1	840	176	56	230	1	1	0	1304	2	1	0	0	0	0	0	3	1463
14:00	33	6	0	3	0	0	0	42	0	0	0	0	0	0	0	0	196	40	12	51	0	0	0	299	1	0	0	0	0	0	0	1	342
14:15	24	5	2	3	0	0	0	34	2	0	0	0	0	0	0	2	244	38	11	43	1	0	0	337	4	0	0	0	0	0	0	4	377
14:30	19	4	2	4	0	0	0	29	1	0	0	0	0	0	0	1	217	37	16	49	2	1	0	322	2	0	0	0	0	0	0	2	354
14:45	37	5	1	4	0	0	0	47	0	0	0	0	0	0	0	0	243	44	7	45	0	0	0	339	1	0	0	0	0	0	0	1	387
1 Hr	113	20	5	14	0	0	0	152	3	0	0	0	0	0	0	3	900	159	46	188	3	1	0	1297	8	0	0	0	0	0	0	8	1460
15:00	25	3	3	3	0	1	0	35	0	0	0	0	0	0	0	0	255	31	6	49	1	1	0	343	1	0	0	0	0	0	0	1	379
15:15	19	4	3	1	0	1	0	28	0	0	0	0	0	0	0	0	242	38	4	47	0	0	0	331	0	0	0	0	0	0	0	0	359
15:30	24	4	0	4	0	0	0	32	0	0	0	0	0	0	0	0	248	36	8	53	3	4	0	352	2	0	0	0	0	0	0	2	386
15:45	30	6	0	7	0	0	0	43	0	0	0	0	0	0	0	0	275	56	4	51	0	1	0	387	0	0	0	0	0	0	0	0	430
1 Hr	98	17	6	15	0	2	0	138	0	0	0	0	0	0	0	0	1020	161	22	200	4	6	0	1413	3	0	0	0	0	0	0	3	1554
16:00	36	8	0	0	0	0	0	44	0	0	0	0	0	0	0	0	309	45	7	44	0	0	0	405	1	0	0	0	0	0	0	1	450
16:15	36	11	0	4	0	0	0	51	1	0	0	0	0	0	0	1	322	54	7	42	0	1	0	426	0	1	0	0	0	0	0	1	479
16:30	36	6	1	1	0	1	0	45	1	0	0	0	0	0	0	1	314	42	2	39	0	3	0	400	0	0	0	0	0	0	0	0	446
16:45	37	8	1	2	0	0	0	48	0	0	0	0	0	0	0	0	317	35	3	49	1	0	0	405	1	0	0	0	0	0	0	1	454
1 Hr	145	33	2	7	0	1	0	188	2	0	0	0	0	0	0	2	1262	176	19	174	1	4	0	1636	2	1	0	0	0	0	0	3	1829
17:00	28	2	1	4	1	0	0	36	0	0	0	0	0	0	0	0	331	38	7	49	2	1	0	428	1	0	0	0	0	0	0	1	465
17:15	42	9	1	0	0	0	0	52	1	1	0	0	0	0	0	2	315	29	6	47	0	0	0	397	1	1	0	0	0	0	0	2	453
17:30	41	3	1	6	0	0	0	51	0	0	0	0	0	0	0	0	302	22	4	37	1	0	0	366	1	0	0	0	0	0	0	1	418
17:45	37	3	0	1	0	0	0	41	0	0	0	0	0	0	0	0	266	15	7	43	1	1	0	333	0	0	0	0	0	0	0	0	374
1 Hr	148	17	3	11	1	0	0	180	1	1	0	0	0	0	0	2	1214	104	24	176	4	2	0	1524	3	1	0	0	0	0	0	4	1710
18:00	35	1	2	4	0	0	0	42	0	0	0	0	0	0	0	0	310	32	2	32	1	2	0	379	1	0	0	0	0	0	0	1	422
18:15	35	3	1	0	0	0	0	39	0	0	0	0	0	0	0	0	225	16	10	34	1	0	0	286	0	0	0	0	0	0	0	0	325
18:30	31	2	1	0	0	0	0	34	0	0	0	0	0	0	0	0	251	24	8	37	0	0	0	320	1	0	0	0	0	0	0	1	355
18:45	29	4	0	1	0	0	0	34	0	0	0	0	0	0	0	0	221	20	7	39	0	0	0	287	0	0	0	0	0	0	0	0	321
1 Hr	130	10	4	5	0	0	0	149	0	0	0	0	0	0	0	0	1007	92	27	142	2	2	0	1272	2	0	0	0	0	0	0	2	1423
Total	1378	277	96	147	1	4	0	1903	9	1	0	0	0	0	0	10	11326	2344	590	2341	31	28	0	16660	36	8	5	2	0	0	0	51	18624

ORIGIN SUMMARY

	Origin : Arm A A41							Total	Origin : Arm B M40 (S)							Total	Origin : Arm C A34							Total	Origin : Arm D M40 (N)							Total	Origin Totals
	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		
07:00	444	88	8	13	5	1	0	559	21	15	4	0	0	0	0	40	453	103	27	66	2	0	0	651	190	113	24	72	0	4	0	403	1653
07:15	301	61	8	16	1	2	0	389	40	14	3	5	0	0	0	62	494	90	21	50	0	0	0	655	190	91	29	64	0	0	0	374	1480
07:30	237	54	9	12	1	5	0	318	38	18	6	5	0	0	0	67	462	97	17	32	0	0	0	608	175	78	23	63	0	0	0	339	1332
07:45	248	43	12	14	4	2	0	323	66	15	4	2	0	0	0	87	521	100	19	32	2	0	0	674	203	64	23	68	0	2	0	360	1444
1 Hr	1230	246	37	55	11	10	0	1589	165	62	17	12	0	0	0	256	1930	390	84	180	4	0	0	2588	758	346	99	267	0	6	0	1476	5909
08:00	233	45	5	17	3	0	0	303	85	12	0	0	0	0	0	97	481	79	21	50	1	2	0	634	254	68	17	52	0	0	0	391	1425
08:15	243	28	10	11	1	0	0	293	68	5	1	0	1	0	0	75	453	75	17	41	1	1	0	588	278	79	23	60	1	1	0	442	1398
08:30	257	47	14	21	2	1	0	342	60	9	1	2	1	1	0	74	512	81	17	44	7	1	0	662	203	71	25	36	0	0	0	335	1413
08:45	231	35	13	12	2	1	0	294	88	13	2	5	2	0	0	110	468	76	14	50	7	0	0	615	263	74	24	48	1	0	0	410	1429
1 Hr	964	155	42	61	8	2	0	1232	301	39	4	7	4	1	0	356	1914	311	69	185	16	4	0	2499	998	292	89	196	2	1	0	1578	5665
09:00	254	42	10	20	1	1	0	328	89	20	1	2	0	0	0	112	404	84	23	73	4	3	0	591	295	73	28	56	3	0	0	455	1486
09:15	222	48	15	12	4	1	0	302	77	9	1	4	1	0	0	92	445	87	19	69	6	0	0	626	343	80	22	56	3	1	0	505	1525
09:30	162	30	9	21	1	2	0	225	91	12	2	1	1	0	0	107	380	86	21	88	3	1	0	579	265	77	18	46	1	0	0	407	1318
09:45	217	41	21	20	3	2	0	304	90	14	4	4	1	0	0	113	356	87	24	81	2	1	0	551	266	69	21	49	1	2	0	408	1376
1 Hr	855	161	55	73	9	6	0	1159	347	55	8	11	3	0	0	424	1585	344	87	311	15	5	0	2347	1169	299	89	207	8	3	0	1775	5705
10:00	196	42	11	19	1	0	0	269	94	17	3	5	0	0	0	119	368	71	27	66	1	2	0	535	291	77	18	42	1	0	0	429	1352
10:15	158	27	6	11	2	2	0	206	87	12	0	3	0	0	0	102	326	85	26	68	3	0	0	508	277	61	11	54	2	0	0	405	1221
10:30	177	38	16	8	1	0	0	240	64	14	5	1	0	0	0	84	327	69	32	75	2	2	0	507	248	57	14	55	0	0	0	374	1205
10:45	147	53	10	25	1	0	0	236	80	19	3	4	0	1	0	107	296	88	30	73	5	0	0	492	231	53	18	62	0	0	0	364	1199
1 Hr	678	160	43	63	5	2	0	951	325	62	11	13	0	1	0	412	1317	313	115	282	11	4	0	2042	1047	248	61	213	3	0	0	1572	4977
11:00	170	41	6	7	2	0	0	226	65	14	4	5	0	0	0	88	355	108	34	108	2	2	0	609	232	55	19	61	0	0	0	367	1290
11:15	160	36	10	13	2	0	0	221	74	9	1	6	2	0	0	92	339	93	23	83	3	1	0	542	204	60	23	38	1	0	0	326	1181
11:30	152	30	12	10	2	1	0	207	70	11	2	3	0	0	0	86	318	80	33	69	2	2	0	504	202	64	20	55	0	0	0	341	1138
11:45	148	34	14	20	3	0	0	219	54	8	6	4	0	0	0	72	380	81	28	75	2	0	0	566	208	56	19	56	0	0	0	339	1196
1 Hr	630	141	42	50	9	1	0	873	263	42	13	18	2	0	0	338	1392	362	118	335	9	5	0	2221	846	235	81	210	1	0	0	1373	4805
12:00	164	38	8	16	1	1	0	228	45	12	5	1	1	0	0	64	327	96	31	75	1	3	0	533	191	51	10	58	1	0	0	311	1136
12:15	173	41	9	21	2	1	0	247	58	14	5	3	0	0	0	80	349	87	28	79	3	0	0	546	198	49	12	53	0	1	0	313	1186
12:30	168	33	18	14	2	1	0	236	58	9	1	5	0	0	0	73	329	86	33	70	1	0	0	519	273	73	10	53	0	0	0	409	1237
12:45	160	43	9	14	4	0	0	230	51	11	2	2	0	0	0	66	357	107	38	86	2	0	0	590	260	51	12	52	1	2	0	378	1264
1 Hr	665	155	44	65	9	3	0	941	212	46	13	11	1	0	0	283	1362	376	130	310	7	3	0	2188	922	224	44	216	2	3	0	1411	4823
13:00	184	56	18	13	1	0	0	272	47	7	3	4	1	0	0	62	369	102	32	65	2	1	0	571	203	44	14	65	0	0	0	326	1231
13:15	198	37	12	16	3	0	0	266	51	8	4	4	0	0	0	67	364	119	28	51	5	1	0	568	247	47	15	64	0	0	0	373	1274
13:30	202	39	8	11	2	0	0	262	47	7	4	3	0	0	0	61	415	85	27	77	3	0	0	607	233	57	16	62	1	1	0	370	1300
13:45	177	51	14	8	2	1	0	253	65	11	3	1	0	0	0	80	367	117	41	84	4	1	0	614	265	46	25	58	0	0	0	394	1341
1 Hr	761	183	52	48	8	1	0	1053	210	33	14	12	1	0	0	270	1515	423	128	277	14	3	0	2360	948	194	70	249	1	1	0	1463	5146
14:00	176	39	14	19	3	0	0	251	46	15	7	4	0	0	0	72	398	119	41	72	3	2	0	635	230	46	12	54	0	0	0	342	1300
14:15	192	43	8	12	3	1	0	259	43	17	6	2	0	1	0	69	329	88	32	49	3	0	0	501	274	43	13	46	1	0	0	377	1206
14:30	196	46	14	16	3	0	0	275	54	16	4	3	1	0	0	78	498	119	26	75	2	1	0	721	239	41	18	53	2	1	0	354	1428
14:45	185	47	11	10	2	0	0	255	65	22	1	6	0	0	0	94	439	137	33	55	4	0	0	668	281	49	8	49	0	0	0	387	1404
1 Hr	749	175	47	57	11	1	0	1040	208	70	18	15	1	1	0	313	1664	463	132	251	12	3	0	2525	1024	179	51	202	3	1	0	1460	5338
15:00	237	41	21	12	0	0	0	311	56	15	6	1	0	0	0	78	437	127	27	49	2	1	0	643	281	34	9	52	1	2	0	379	1411
15:15	188	48	6	14	4	0	0	260	52	11	5	2	0	0	0	70	460	142	21	53	2	2	0	680	261	42	7	48	0	1	0	359	1369
15:30	197	45	4	10	2	1	0	259	59	18	2	1	0	0	0	80	448	122	23	65	0	1	0	659	274	40	8	57	3	4	0	386	1384
15:45	232	48	6	11	2	1	0	300	80	23	4	2	1	0	0	110	482	139	25	60	4	3	0	713	305	62	4	58	0	1	0	430	1553
1 Hr	854	182	37	47	8	2	0	1130	247	67	17	6	1	0	0	338	1827	530	96	227	8	7	0	2695	1121	178	28	215	4	8	0	1554	5717
16:00	247	53	9	10	1	2	0	322	71	35	4	2	0	0	0	112	529	146	19	70	4	1	0	769	346	53	7	44	0	0	0	450	1653
16:15	255	64	6	6	4	1	0	336	98	39	5	2	1	0	0	145	458	148	17	46	4	1	0	674	359	66	7	46	0	1	0	479	1634
16:30	259	60	4	8	1	1	0	333	99	49	3	2	0	0	0	153	595	147	17	54	2	4	0	819	351	48	3	40	0	4	0	446	1751
16:45	262	50	4	5	3	1	0	325	111	26	4	4	0	0	0	145	594	113	12	42	4	6	0	771	355	43	4	51	1	0	0	454	1695
1 Hr	1023	227	23	29	9	5	0	1316	379	149	16	10	1	0	0	555	2176	554	65	212	14	12	0	3033	1411	210	21	181	1	5	0	1829	6733
17:00	263	45	1	6	1	0	0	316	149	26	3	5	0	0	0	183	559	106	18	50	3	5	0	741	360	40	8	53	3	1	0	465	1705
17:15	318	30	3	8	3	0	0	362	152	32	1	0	1	2	0	188	603	87	18	50	2	2	0	762	359	40	7	47	0	0	0	453	1765
17:30	217	34	5	7	0	2	0	265	143	26	1	3	1	0	0	174	599	76	13	54	5	5	0	752	344	25	5	43	1	0	0	418	1609
17:45	226	21	5	2	0	0	0	254	151	13	1	0	0	0	0	165	611	75	7	53	4	4	0	754	303	18	7	44	1	1	0	374	1547
1 Hr	1024	130	14	23	4	2	0	1197	595	97	6	8	2	2	0	710	2372	344	56	207	14	16	0	3009	1366	123	27	187	5	2	0	1710	6626
18:00	220	9	2	4	3	0	0	238	132	9	1	6	0	0	0	148	601	64	13	39	3	0	0	720	346	33	4	36	1	2	0	422	1528
18:15	261	19	5	8	4	1	0	298	131	16	1	4	1	0	0	153	513	72	9	42	5	1	0	642	260	19	11	34	1	0	0	325	1418
18:30	218	14	2	6	3	0	0	243	122	6	0	1	0	0	0	129	429	62	10	44	1	2	0	548	283	26	9	37	0	0	0	355	1275
18:45	207	14	0	6	1	2	0	230	61	3	1	1	0	0	0	66	378	36	7	37	1	0	0	459	250	24	7	40	0	0	0	321	1076
1 Hr	906	56	9	24	11	3	0	1009	446	34	3	12	1	0	0	496	1921	234	39	162	10	3	0	2369	1139	102	31	147	2	2	0	1423	5297
Total	10339	1971	445	595	102	38	0	13490	3698	756	140	135	17	5	0	4751	20975	4644	1119	2939	134	65	0	29876	12749	2630	691	2490	32	32	0	18624	66741

DESTINATION SUMMARY

	Destination : Arm A A41							Total	Destination : Arm B M40 (S)							Total	Destination : Arm C A34							Total	Destination : Arm D M40 (N)							Total	Dest Totals
	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		
07:00	163	64	13	8	2	0	0	250	117	20	0	0	0	0	0	137	519	174	31	80	5	5	0	814	309	61	19	63	0	0	0	452	1653
07:15	187	55	11	17	0	0	0	270	112	16	2	2	0	0	0	132	377	134	35	72	1	2	0	621	349	51	13	44	0	0	0	457	1480
07:30	184	54	14	10	0	0	0	262	109	23	2	5	0	1	0	140	315	114	29	71	1	4	0	534	304	56	10	26	0	0	0	396	1332
07:45	200	56	11	8	2	0	0	277	124	20	4	3	0	0	0	151	349	96	33	74	4	4	0	560	365	50	10	31	0	0	0	456	1444
1 Hr	734	229	49	43	4	0	0	1059	462	79	8	10	0	1	0	560	1560	518	128	297	11	15	0	2529	1327	218	52	164	0	0	0	1761	5909
08:00	209	52	3	15	1	0	0	280	124	24	4	4	0	0	0	156	424	91	20	63	3	0	0	601	296	37	16	37	0	2	0	388	1425
08:15	179	47	9	12	2	1	0	250	162	24	3	4	0	0	0	193	412	89	26	61	2	1	0	591	289	27	13	35	0	0	0	364	1398
08:30	238	34	8	11	5	2	0	298	134	22	8	7	0	0	0	171	356	97	30	46	2	1	0	532	304	55	11	39	3	0	0	412	1413
08:45	229	48	11	12	5	0	0	305	106	13	3	5	1	1	0	129	412	98	28	55	4	0	0	597	303	39	11	43	2	0	0	398	1429
1 Hr	855	181	31	50	13	3	0	1133	526	83	18	20	1	1	0	649	1604	375	104	225	11	2	0	2321	1192	158	51	154	5	2	0	1562	5665
09:00	191	52	10	13	3	2	0	271	86	18	3	4	0	1	0	112	508	104	31	69	3	0	0	715	257	45	18	65	2	1	0	388	1486
09:15	208	40	4	16	4	0	0	272	61	16	5	3	0	0	0	85	505	108	31	61	8	2	0	715	313	60	17	61	2	0	0	453	1525
09:30	186	31	11	12	2	1	0	243	51	12	3	3	0	0	0	69	414	97	21	57	3	2	0	594	247	65	15	84	1	0	0	412	1318
09:45	201	37	13	18	2	1	0	272	38	7	5	3	0	0	0	53	457	105	30	64	5	3	0	664	233	62	22	69	0	1	0	387	1376
1 Hr	786	160	38	59	11	4	0	1058	236	53	16	13	0	1	0	319	1884	414	113	251	19	7	0	2688	1050	232	72	279	5	2	0	1640	5705
10:00	209	48	13	16	0	0	0	286	37	5	3	1	0	0	0	46	463	100	24	59	2	0	0	648	240	54	19	56	1	2	0	372	1352
10:15	178	39	7	11	3	0	0	238	31	6	1	4	0	0	0	42	396	82	12	63	4	2	0	559	243	58	23	58	0	0	0	382	1221
10:30	173	35	14	17	2	0	0	241	30	6	4	1	0	0	0	41	369	78	23	60	1	0	0	531	244	59	26	61	0	2	0	392	1205
10:45	192	56	21	10	2	1	0	282	43	12	2	4	0	0	0	61	321	87	19	78	1	0	0	506	198	58	19	72	3	0	0	350	1199
1 Hr	752	178	55	54	7	1	0	1047	141	29	10	10	0	0	0	190	1549	347	78	260	8	2	0	2244	925	229	87	247	4	4	0	1496	4977
11:00	188	43	11	23	1	1	0	267	43	11	2	4	0	0	0	60	317	89	23	61	2	0	0	492	274	75	27	93	1	1	0	471	1290
11:15	187	40	5	13	4	0	0	249	32	7	2	4	0	0	0	45	305	84	24	51	3	0	0	467	253	67	26	72	1	1	0	420	1181
11:30	182	40	13	22	1	0	0	258	30	12	5	5	0	0	0	52	286	78	25	61	2	1	0	453	244	55	24	49	1	2	0	375	1138
11:45	187	31	14	13	2	0	0	247	33	7	2	1	0	0	0	43	296	82	25	72	3	0	0	478	274	59	26	69	0	0	0	428	1196
1 Hr	744	154	43	71	8	1	0	1021	138	37	11	14	0	0	0	200	1204	333	97	245	10	1	0	1890	1045	256	103	283	3	4	0	1694	4805
12:00	169	43	17	16	2	1	0	248	47	6	1	3	0	1	0	58	280	76	12	70	2	0	0	440	231	72	24	61	0	2	0	390	1136
12:15	179	48	11	19	3	0	0	260	44	14	1	0	0	0	0	59	303	72	18	64	2	2	0	461	252	57	24	73	0	0	0	406	1186
12:30	173	44	14	19	1	0	0	251	46	8	7	6	0	0	0	67	359	88	20	56	2	1	0	526	250	61	21	61	0	0	0	393	1237
12:45	201	43	17	13	2	0	0	276	59	14	2	3	0	0	0	78	337	78	18	63	5	2	0	503	231	77	24	75	0	0	0	407	1264
1 Hr	722	178	59	67	8	1	0	1035	196	42	11	12	0	1	0	262	1279	314	68	253	11	5	0	1930	964	267	93	270	0	2	0	1596	4823
13:00	164	40	16	17	2	1	0	240	49	16	2	3	0	0	0	70	322	78	23	70	1	0	0	494	268	75	26	57	1	0	0	427	1231
13:15	194	44	13	10	3	1	0	265	47	10	2	2	0	0	0	61	342	70	28	69	3	0	0	512	277	87	16	54	2	0	0	436	1274
13:30	210	33	13	19	1	0	0	276	67	10	3	2	0	0	0	82	337	74	17	69	3	1	0	501	283	71	22	63	2	0	0	441	1300
13:45	191	37	17	18	3	1	0	267	53	15	4	2	0	0	0	74	354	71	26	62	2	1	0	516	276	102	36	69	1	0	0	484	1341
1 Hr	759	154	59	64	9	3	0	1048	216	51	11	9	0	0	0	287	1355	293	94	270	9	2	0	2023	1104	335	100	243	6	0	0	1788	5146
14:00	181	57	11	16	1	1	0	267	61	7	3	0	1	0	0	72	316	68	27	70	2	0	0	483	292	87	33	63	2	1	0	478	1300
14:15	164	40	19	12	2	1	0	238	58	6	1	3	1	0	0	69	366	72	17	53	3	1	0	512	250	73	22	41	1	0	0	387	1206
14:30	227	39	11	18	2	0	0	297	42	14	0	1	1	0	0	58	364	70	26	61	4	1	0	526	354	99	25	67	1	1	0	547	1428
14:45	232	60	14	18	3	0	0	327	48	6	0	0	0	0	0	54	382	89	13	57	2	0	0	543	308	100	26	45	1	0	0	480	1404
1 Hr	804	196	55	64	8	2	0	1129	209	33	4	4	3	0	0	253	1428	299	83	241	11	2	0	2064	1204	359	106	216	5	2	0	1892	5338
15:00	224	36	13	12	1	2	0	288	72	10	3	2	0	0	0	87	392	62	21	62	1	1	0	539	323	109	26	38	1	0	0	497	1411
15:15	223	37	11	12	1	2	0	286	55	14	1	4	0	0	0	74	362	81	11	54	3	0	0	511	321	111	16	47	2	1	0	498	1369
15:30	235	51	7	10	0	1	0	304	57	10	3	1	0	0	0	71	391	72	11	62	5	5	0	546	295	92	16	60	0	0	0	463	1384
15:45	234	69	5	17	4	1	0	330	61	14	3	2	0	0	0	80	442	96	9	60	2	2	0	611	362	93	22	52	1	2	0	532	1553
1 Hr	916	193	36	51	6	6	0	1208	245	48	10	9	0	0	0	312	1587	311	52	238	11	8	0	2207	1301	405	80	197	4	3	0	1990	5717
16:00	280	73	10	13	2	1	0	379	80	11	1	1	0	0	0	93	484	102	14	50	1	2	0	653	349	101	14	62	2	0	0	528	1653
16:15	273	86	10	12	2	0	0	383	65	9	1	2	1	0	0	78	511	117	15	47	3	1	0	694	321	105	9	39	3	2	0	479	1634
16:30	312	76	7	10	1	3	0	409	72	13	2	0	0	0	0	87	525	111	4	46	1	4	0	691	395	104	14	48	1	2	0	564	1751
16:45	330	71	8	6	2	4	0	421	72	9	3	2	2	0	0	88	514	81	5	56	3	1	0	660	406	71	8	38	1	2	0	526	1695
1 Hr	1195	306	35	41	7	8	0	1592	289	42	7	5	3	0	0	346	2034	411	38	199	8	8	0	2698	1471	381	45	187	7	6	0	2097	6733
17:00	355	69	6	10	3	4	0	447	70	10	2	1	1	0	0	84	550	78	9	56	2	1	0	696	356	60	13	47	1	1	0	478	1705
17:15	432	55	8	3	0	2	0	500	88	11	2	0	0	0	0	101	574	64	6	55	3	1	0	703	338	59	13	47	3	1	0	461	1765
17:30	390	41	5	9	3	4	0	452	55	6	0	0	0	0	0	61	492	55	10	45	2	2	0	606	366	59	9	53	2	1	0	490	1609
17:45	406	39	0	9	3	4	0	461	65	6	1	0	0	0	0	72	472	33	11	45	1	1	0	563	348	49	8	45	1	0	0	451	1547
1 Hr	1583	204	19	31	9	14	0	1860	278	33	5	1	1	0	0	318	2088	230	36	201	8	5	0	2568	1408	227	43	192	7	3	0	1880	6626
18:00	399	29	2	13	1	0	0	444	72	2	0	1	2	0	0	77	501	40	5	37	3	2	0	588	327	44	13	34	1	0	0	419	1528
18:15	369	37	3	2	4	0	0	415	62	4	2	2	1	0	0	71	441	35	15	42	5	1	0	539	293	50	6	42	1	1	0	393	1418
18:30	313	22	2	1	1	1	0	340	63	3	0	3	0	0	0	69	419	38	9	41	3	0	0	510	257	45	10	43	0	1	0	356	1275
18:45	245	16	0	7	1	0	0	269	59	4	0	0	0	1	0	64	366	31	8	44	1	1	0	451	226	26	7	33	0	0	0	292	1076
1 Hr	1326	104	7	23	7	1	0	1468	256	13	2	6	3	1	0	281	1727	144	37	164	12	4	0	2088	1103	165	36	152	2	2	0	1460	5297
Total	11176	2237	486	618	97	44	0	14658	3192	543	113	113	11	5	0	3977	19299	3989	928	2844	129	61	0	27250	14094	3232	868	2584	48	30	0	20856	66741

vectos.

Appendix E

MCC	From	TO	AM Peak														Inter Peak														PM Peak													
			Observed				Modelled (Actual)				Car	LGV	HGVeh	Total Veh			Observed				Modelled (Actual)				Car	LGV	HGVeh	Total Veh			Observed				Modelled (Actual)				Car	LGV	HGVeh	Total Veh		
MCC	From	TO	Car	LGV	HGV	Total	Car	LGV	HGVeh	Total	GEH	GEH	GEH	Diff	% Diff	GEH	Car	LGV	HGV	Total	Car	LGV	HGV	Total	GEH	GEH	GEH	Diff	% Diff	GEH	Car	LGV	HGV	Total	Car	LGV	HGVeh	Total	GEH	GEH	GEH	Diff	% Diff	GEH
1 SITE 1	ARM A: B4100 (North)	ARM A: B4100 (North)	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	1	1	0	1	0	0	0	0	1.22	1.00	0.00	-1	-100%	1.58	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
2 SITE 1	ARM A: B4100 (North)	ARM B: A4095 (East)	325	62	29	416	331	77	29	437	0.34	1.80	0.09	21	5%	1.00	129	23	26	177	118	23	26	167	0.97	0.08	0.06	-10	-6%	0.77	272	31	13	316	278	34	13	325	0.36	0.58	0.02	9	3%	0.52
3 SITE 1	ARM A: B4100 (North)	ARM C: B4100 (South)	191	28	8	227	176	28	0	204	1.11	0.02	4.00	-23	-10%	1.58	104	9	3	116	118	11	3	131	1.32	0.48	0.13	15	13%	1.37	127	13	0	140	122	18	0	140	0.42	1.25	0.00	0	0%	0.02
4 SITE 1	ARM A: B4100 (North)	ARM D: A4095 (West)	103	10	5	118	84	10	0	94	2.01	0.03	3.16	-24	-21%	2.37	43	6	3	52	43	2	0	45	0.04	2.07	2.45	-7	-13%	0.95	97	11	1	109	109	0	0	109	1.16	4.69	1.41	0	0%	0.03
5 SITE 1	ARM B: A4095 (East)	ARM A: B4100 (North)	230	42	24	296	214	42	25	281	1.10	0.02	0.21	-15	-5%	0.89	128	26	26	180	113	26	28	167	1.35	0.02	0.39	-13	-7%	0.98	356	37	4	397	318	37	4	360	2.05	0.01	0.13	-37	-9%	1.93
6 SITE 1	ARM B: A4095 (East)	ARM B: A4095 (East)	9	1	1	11	0	0	0	0	4.12	1.41	1.41	-11	-98%	4.58	5	2	0	7	0	0	0	0	3.10	1.87	0.71	-7	-98%	3.69	6	1	0	7	2	0	0	2	2.20	1.41	0.00	-5	-76%	2.55
7 SITE 1	ARM B: A4095 (East)	ARM C: B4100 (South)	89	4	1	94	83	0	0	83	0.65	2.83	1.41	-11	-12%	1.17	65	5	1	71	58	2	0	60	0.84	1.57	1.41	-10	-15%	1.29	115	8	1	124	80	0	0	80	3.56	4.00	1.41	-44	-36%	4.37
8 SITE 1	ARM B: A4095 (East)	ARM D: A4095 (West)	580	82	12	674	547	82	13	642	1.40	0.03	0.23	-32	-5%	1.25	224	34	13	270	196	34	12	242	1.92	0.04	0.11	-28	-10%	1.75	524	46	5	575	469	48	5	522	2.47	0.28	0.03	-53	-9%	2.27
9 SITE 1	ARM C: B4100 (South)	ARM A: B4100 (North)	81	15	1	97	81	15	0	95	0.05	0.06	1.41	-2	-2%	0.17	83	10	4	97	80	13	4	98	0.23	1.02	0.08	1	1%	0.13	156	11	0	167	140	11	0	151	1.32	0.09	0.00	-16	-10%	1.30
10 SITE 1	ARM C: B4100 (South)	ARM B: A4095 (East)	72	10	2	84	39	0	0	39	4.41	4.47	2.00	-45	-53%	5.72	66	4	1	71	67	3	0	69	0.10	0.78	1.41	-2	-2%	0.19	137	8	0	145	96	0	0	96	3.83	4.00	0.00	-49	-34%	4.49
11 SITE 1	ARM C: B4100 (South)	ARM C: B4100 (South)	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	1	1	0	2	0	0	0	0	1.22	1.22	0.00	-2	-100%	1.73	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
12 SITE 1	ARM C: B4100 (South)	ARM D: A4095 (West)	63	7	0	70	59	0	0	59	0.53	3.74	0.00	-11	-16%	1.38	39	5	2	45	36	0	2	38	0.40	3.00	0.12	-7	-15%	1.05	84	6	0	90	68	0	0	68	1.79	3.46	0.00	-22	-24%	2.43
13 SITE 1	ARM D: A4095 (West)	ARM A: B4100 (North)	55	10	2	67	53	9	0	62	0.24	0.45	2.00	-5	-8%	0.64	37	6	3	46	37	0	0	37	0.09	3.54	2.35	-10	-21%	1.48	45	8	0	53	48	5	0	53	0.44	1.16	0.00	0	0%	0.01
14 SITE 1	ARM D: A4095 (West)	ARM B: A4095 (East)	366	37	6	409	324	31	8	363	2.29	1.00	0.70	-46	-11%	2.37	218	33	13	264	196	36	12	245	1.50	0.56	0.14	-19	-7%	1.18	576	65	10	651	522	66	8	596	2.29	0.13	0.71	-55	-8%	2.20
15 SITE 1	ARM D: A4095 (West)	ARM C: B4100 (South)	57	2	0	59	34	0	0	34	3.43	2.00	0.00	-25	-43%	3.69	41	3	2	45	39	0	2	41	0.26	2.45	0.14	-4	-10%	0.69	71	2	0	73	70	0	0	70	0.08	2.00	0.00	-3	-4%	0.31
16 SITE 1	ARM D: A4095 (West)	ARM D: A4095 (West)	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	0	0	0	0	0	0	0	0	0.71	0.00	0.00	0	-100%	0.71	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
17 SITE 2	ARM A: A4421 (North)	ARM A: A4421 (North)	0	0	0	0	0	0	0	0	0.93	0.00	0.00	0	#DIV/0!	0.93	0	0	0	0	0	0	0	0	0.98	0.71	0.00	0	92%	0.38	0	0	0	0	1	0	0	1	1.33	0.00	0.00	1	#DIV/0!	1.33
18 SITE 2	ARM A: A4421 (North)	ARM B: Skimmingdish Ln (East)	353	44	28	425	349	44	27	420	0.24	0.03	0.11	-5	-1%	0.25	122	22	19	162	121	34	20	175	0.08	2.28	0.30	12	8%	0.96	149	13	13	175	160	14	4	177	0.86	0.14	3.01	2	1%	0.18
19 SITE 2	ARM A: A4421 (North)	ARM C: Buckingham Rd (South)	264	21	10	295	265	63	12	340	0.07	6.47	0.67	45	15%	2.54	160	17	3	179	141	31	3	176	1.47	2.93	0.33	-3	-2%	0.23	189	24	3	216	171	46	3	220	1.31	3.70	0.11	4	2%	0.28
20 SITE 2	ARM A: A4421 (North)	ARM D: A4095 (West)	257	38	9	304	283	38	13	334	1.60	0.00	1.15	30	10%	1.69	74	14	8	96	73	19	10	102	0.09	1.19	0.69	6	6%	0.62	189	19	1	209	150	21	1	172	3.02	0.44	0.12	-37	-18%	2.69
21 SITE 2	ARM B: Skimmingdish Ln (East)	ARM A: A4421 (North)	147	30	16	193	148	31	8	187	0.10	0.11	2.22	-6	-3%	0.43	120	24	21	164	119	38	23	179	0.04	2.39	0.47	15	9%	1.14	339	14	6	359	368	30	6	404	1.54	3.40	0.05	45	13%	2.30
22 SITE 2	ARM B: Skimmingdish Ln (East)	ARM B: Skimmingdish Ln (East)	2	0	0	2	0	0	0	0	2.00	0.00	0.00	-2	-100%	2.00	3	1	0	4	0	0	0	0	2.55	1.00	0.71	-4	-100%	2.83	1	0	0	1	0	0	0	0	1.41	0.00	0.00	-1	-100%	1.41
23 SITE 2	ARM B: Skimmingdish Ln (East)	ARM C: Buckingham Rd (South)	15	3	0	18	7	0	0	7	2.47	2.45	0.00	-11	-62%	3.17	20	3	1	24	12	0	0	12	2.05	2.35	1.58	-12	-50%	2.87	45	8	1	54	33	0	0	33	1.94	4.00	1.41	-21	-39%	3.21
24 SITE 2	ARM B: Skimmingdish Ln (East)	ARM D: A4095 (West)	316	68	27	411	292	70	25	386	1.39	0.20	0.38	-25	-6%	1.23	222	42	28	291	185	43	27	256	2.56	0.27	0.06	-35	-12%	2.12	605	65	5	675	583	54	5	642	0.90	1.40	0.02	-33	-5%	1.27
25 SITE 2	ARM C: Buckingham Rd (South)	ARM A: A4421 (North)	160	18	8	186	139	23	3	165	1.69	1.05	2.25	-21	-11%	1.60	161	25	6	192	151	33	6	190	0.77	1.48	0.04	-2	-1%	0.12	289	36	8	333	231	48	7	286	3.59	1.82	0.22	-47	-14%	2.66
26 SITE 2	ARM C: Buckingham Rd (South)	ARM B: Skimmingdish Ln (East)	74	9	2	85	64	9	0	73	1.16	0.00	2.00	-12	-14%	1.30	24	3	2	29	16	0	0	16	1.76	2.45	1.87	-13	-44%	2.66	24	4	0	28	21	0	0	21	0.72	2.83	0.00	-7	-26%	1.50
27 SITE 2	ARM C: Buckingham Rd (South)	ARM C: Buckingham Rd (South)	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	0	0	0	0	0	0	0	0	0.71	0.00	0.00	0	-100%	0.71	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
28 SITE 2	ARM C: Buckingham Rd (South)	ARM D: A4095 (West)	162	17	2	181	146	0	0	146	1.28	5.83	2.00	-35	-19%	2.73	74	12	4	89	43	0	3	47	3.98	4.80	0.09	-42	-47%	5.12	174	15	4	193	119	0	1	120	4.58	5.48	1.54	-73	-38%	5.83
29 SITE 2	ARM D: A4095 (West)	ARM A: A4421 (North)	149	16	5	170	141	16	5	162	0.67	0.03	0.00	-8	-5%	0.63	74	15	9	97	73	14	8	96	0.10	0.14	0.04	-2	-2%	0.15	233	27	8	268	238	27	8	273	0.32	0.02	0.05	5	2%	0.30
30 SITE 2	ARM D: A4095 (West)	ARM B: Skimmingdish Ln (East)	500	81	30	611	467	74	31	571	1.52	0.77	0.11	-40	-6%	1.63	233	39	28	299	207	30	28	265	1.72	1.48	0.07	-35	-12%	2.05	381	48	17	446	375	53	13	441	0.29	0.64	1.02	-5	-1%	0.24
31 SITE 2	ARM D: A4095 (West)	ARM C: Buckingham Rd (South)	98	14	2	114	47	14	3	64	6.06	0.03	0.80	-50	-44%	5.34	62	8	3	73	51	0	3	54	1.46	4.00	0.14	-19	-26%	2.41	132	18	0	150	97	0	0	97	3.32	6.00	0.00	-53	-36%	4.82
32 SITE 2	ARM D: A4095 (West)	ARM D: A4095 (West)	0	0	0	0	0	0	0	0	0.45	0.00	0.00	0	#DIV/0!	0.45	1	0	0	1	0	0	0	0	0.53	0.00	0.00	0	-62%	0.53	0	0	0	0	0	0	0	0	0.76	0.00	0.00	0	#DIV/0!	0.76
33 SITE 3	ARM A: Skimmingdish Ln (North)	ARM A: Skimmingdish Ln (North)	3	0	0	3	0	0	0	0	2.45	0.00	0.00	-3	-100%	2.45	1	0	0	1	0	0	0	0	1.22	0.71	0.00	-1	-100%	1.41	3	0	0	3	0	0	0	0	2.45	0.00	0.00	-3	-100%	2.45
34 SITE 3	ARM A: Skimmingdish Ln (North)	ARM B: A4421 (South)	494	80	42	616	467	70	42	579	1.24	1.15	0.03	-37	-6%	1.53	193	29	33	254	193	29	32	253	0.03	0.09	0.11	-1	0%	0.03	360	35	17	412	339	38	7	384	1.14	0.50	2.85	-28	-7%	1.41
35 SITE 3	ARM A: Skimmingdish Ln (North)	ARM C: Launton Rd (West)	416	54	16	486	367	48	16	431	2.47	0.85	0.05	-55	-11%	2.56	176	35	16	226	148	35	16	199	2.15	0.03	0.02	-27	-12%	1.86	200	28	12	240	203	28	10	241	0.19	0.01	0.58	1	0%	0.05
36 SITE 3	ARM B: A4421 (South)	ARM A: Skimmingdish Ln (North)	328	44	23	395	295	44	13	353	1.85	0.03	2.29	-42	-11%	2.18	172	28	27	227	165	28	28	220	0.53	0.01	0.06	-7	-3%	0.44	495	47	6	548	480	47	6	533	0.70	0.02	0.06	-15	-3%	0.65
37 SITE 3	ARM B: A4421 (South)	ARM B: A4421 (South)	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	1	0	0	1	0	0	0	0	1.00	0.00	0.00	-1	-100%	1.00	1	0	0	1	0	0	0	0	1.41	0.00	0.00	-1	-100%	1.41
38 SITE 3	ARM B: A4421 (South)	ARM C: Launton Rd (West)	349	49	13	411	325	49	8	382	1.30	0.00	1.62	-29	-7%	1.46	212	46	17	276	197	46	18	261	1.04	0.03	0.08	-15	-5%	0.90	281	35	3	319	258	35	0	293	1.42	0.00	2.45	-26	-8%	1.50
39 SITE 3	ARM C: Launton Rd (West)	ARM A: Skimmingdish Ln (North)	163	56	23	242	151	56	20	228	0.92	0.01	0.63	-14	-6%	0.95	187	40	22	250	152	53	22	227	2.71	1.83	0.01	-23	-9%	1.48	484	37	4	525	504	37	5	546	0.92	0.01	0.48	21	4%	0.92
40 SITE 3	ARM C: Launton Rd (West)	ARM B: A4421 (South)	227	49	21	297	212	49	0	261	1.01	0.00	6.48	-36	-12%	2.15	218	41	15	273	202	31	15	248	1.06	1.68	0.02	-25	-9%	1.58	352	31	7	390	337	31	4	373	0.78	0.01	1.27	-17	-4%	0.89
41 SITE 3	ARM C: Launton Rd (West)	ARM C: Launton Rd (West)	6	0	1	7	0	0	0	0	3.46	0.00	1.41	-7	-100%	3.74	3	1	0	4	0	0	0	0	2.35	1.22	0.71	-4	-100%	2.74	5	1	0	6	0	0	0	0	3.16	1.41	0.00	-6	-100%	3.46
42 SITE 4	ARM A: Charbridge Ln (North)	ARM A: Charbridge Ln (North)	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	3	0	1	4	0	0	0	0	2.45	0.00	1.00	-4	-100%	2.65	2	0	0	2	0	0	0	0	2.00	0.00	0.00	-2	-100%	2.00
43 SITE 4	ARM A: Charbridge Ln (North)	ARM B: Wretchwick Wy (South)	467	80	54	601	444	80	22	546	1.08	0.02	5.21	-55	-9%	2.31	274	46	39	359	247	43	38	328	1.68	0.36	0.22	-31	-9%	1.67	462	40	27	529	440	41	7	487	1.05	0.08	4.85	-42	-8%	1.85
44 SITE 4	ARM A: Charbridge Ln (North)	ARM C: Gavray Dr (West)	21	3	1	25	20	0	0	20	0.18	2.45	1.41	-5	-19%	1.01	22	3	2	27	21	3	0	24	0.18	0.18	1.87	-3	-11%	0.57	53	5	0	58	49	0	0	49	0.51	3.16	0.00	-9	-15%	1.18
45 SITE 4	ARM B: Wretchwick Wy (South)	ARM A: Charbridge Ln (North)	464	48	36	548	453	57	13	523	0.51	1.22	4.70	-25	-5%	1.09	244	52	51	347	231	32	49	312	0.83	3.02	0.34	-35	-10%	1.92	495	46	18	559	441	46	7	494	2.50	0.00	3.25	-65	-12%	2.85
46 SITE 4	ARM B: Wretchwick Wy (South)	ARM B: Wretchwick Wy (South)	4	1	0	5	0	0	0	0	2.83	1.41	0.00	-5	-100%	3.16	1	0	0	1	0	0	0	0	1.41	0.00	0.00	-1	-100%	1.41	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
47 SITE 4	ARM B: Wretchwick Wy (South)	ARM C: Gavray Dr (West)	17	1	0	18	8	0	0	8	2.56	1.41	0.00	-10	-56%	2.79	17	3	1	21	17	0	0	17	0.00	2.45	1.41	-4	-19%	0.92	43	2	0	45	26	0	0	26	2.88	2.00	0.00	-19	-42%	3.17
48 SITE 4	ARM C: Gavray Dr (West)	ARM A: Charbridge Ln (North)	76	3	0	79	67	0	0	67	1.13	2.45	0.00	-13	-16%	1.47	28	2	1	30	28	1	0	28	0.00	0.79	1.00	-1	-4%	0.25	43	5	0	48	49	0	0	49	0.92	3.16	0.00	1	3%	0.18
49 SITE 4	ARM C: Gavray Dr (West)	ARM B: Wretchwick Wy (South)	33	0	0	33	24	0	0	24	1.76	0.00	0.00	-9	-28%	1.76	11	4	0	15	11	0	0	11	0.00	2.65	0.71	-4	-25%	1.05	25	2	0	27	18	0	0	18	1.56	2.00	0.00	-9	-34%	1.94
50 SITE 4	ARM C: Gavray Dr (West)	ARM C: Gavray Dr (West)	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	1	0	0	1	0	0	0	0	1.00	0.00	0.00	-1	-100%	1.00	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
51 SITE 5	ARM A: London Rd (North)	ARM A: London Rd (North)	3	1	0	4	0	0	0	0	2.45	1.41	0.00	-4	-100%	2.83	1	0	0	1	0	0	0	0	1.00	0.00	0.00	-1	-100%	1.00	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
52 SITE 5	ARM A: London Rd (North)	ARM B: A4421 (East)	35	4	2	41	34	0	0	34	0.13	2.83	2.00	-7	-17%	1.11	61	5	3	69	61	0	0	61	0.01	3.24	2.35	-8	-11%	0.98	129	8	4	141	142	0	4	146	1.09	4.00	0.04	5	3%	0.39
53 SITE 5	ARM A: London Rd (North)	ARM C: A41 (South)	125	24	3	152	124	24	0	148	0.07	0.01	2.45	-4	-2%	0.30	107	18	3	128	105	18	3	127	0.14	0.12	0.02	-1	-1%	0.08	202	19	2	223	204	19	1	224	0.15	0.00	1.24	1	0%	0.05
54 SITE 5	ARM A: London Rd (North)	ARM D: Gravenhill Rd (West)	2	0	0	2	2	0	0	2	0.01	0.00	0.00	0	1%	0.01	1	0	0	2	1	0	0	1	0.24	0.00	0.71	-1	-33%	0.45	1	0	1	2	2	0	0	2	0.92	0.00	1.41	0	8%	0.10
55 SITE 5	ARM A: London Rd (North)	ARM E: A41 (North)	79	19	3	101	74	19	4	97	0.60	0.00	0.73	-4	-4%	0.39	79	19	10	108	77	12	9	98	0.28	1.82	0.10	-10	-9%	0.98	141	21	1	163	160	22	7	189	1.53	0.18	3.02	26	16%	1.94
56 SITE 5	ARM B: A4421 (East)	ARM A: London Rd (North)	65	4	4	73	64	0	9	74	0.12	2.83	2.11	1	1%	0.06	29	4	2	34	31	0	0	31	0.33	2.65	1.73	-3	-10%	0.57	38	2	1	41	38	0	0	38	0.00	2.00	1.41	-3	-7%	0.47
57 SITE 5	ARM B: A4421 (East)	ARM B: A4421 (East)	1	0	0	1	0	0	0	0	1.41	0.00	0.00	-1	-100%	1.41	1	0	0	1	0	0	0	0	1.22	0.00	0.00	-1	-100%	1.22	1	0	0	1	0	0	0	0	1.41	0.00	0.00	-1	-100%	1.41
58 SITE 5	ARM B: A4421 (East)	ARM C: A41 (South)	334	53	17	404	328	53	9	390	0.32	0.00	2.10	-14	-3%	0.68	97	16	15	129	84	0	15	98	1.40	5.70	0.12	-30	-23%	2.82	157	24	7	188	144	21	7	172	1.04	0.66	0.00	-16	-8%	1.18
59 SITE 5	ARM B: A4421 (East)	ARM D: Gravenhill Rd (West)	3	0	1	4	7	7	3	17	1.67	3.72	1.45	13	316%	3.93	1	0	1	2	2	9	0	11	0.93	4.13	1.22	9	512%	3.59	0	0	0	0	14	0	0	14	5.38	0.00	0.00	14	#DIV/0!	5.38
60 SITE 5	ARM B: A4421 (East)	ARM E: A41 (North)	278	28	32	338	261	28	0	289	1.01	0.07	8.00	-49	-15%	2.77	160	27	22	209	156	27	22	205	0.34	0.04	0.04	-4	-2%	0.30	262	14	20	296	257	14	0	271	0.30	0.00	6.32	-25	-8%	1.47
61 SITE 5	ARM C: A41 (South)	ARM A: London Rd (North)	158	21	4	183	157	29	1	187	0.09	1.57	1.96	4	2%	0.26	101	15	7	123	94	19	6	118	0.75	0.93	0.38	-5	-4%	0.42	254	37	1	292	241	17	0	258	0.83	3.90	1.41	-34	-12%	2.06
62 SITE 5	ARM C: A41 (South)	ARM B: A4421 (East)	131	28	13	172	124	28	13	165	0.64	0.00	0.06	-7	-4%	0.57	82	17	12	111	76	0	12	88	0.62	5.83	0.12	-23	-21%	2.30	321	27	4	352	275	27	3	305	2.66	0.03	0.72	-47	-13%	2.60
63 SITE 5	ARM C: A41 (South)	ARM C: A41 (South)	19	1	3	23	0	0	0	0	6.16	1.41	2.45	-23	-100%	6.78	6	1	0	7	0	0	0	0	3.46	1.22	0.71	-7	-100%	3.74	11	1	0	12	0	0	0	0	4.69	1.41	0.00	-12	-100%	4.90
64 SITE 5	ARM C: A41 (South)	ARM D: Gravenhill Rd (West)	2	3	3	8	0	0	0	0	2.00	2.45	2.45	-8	-100%	4.00	3	3	5	10	0	0	0	0	2.24	2.55	3.00	-10	-100%	4.53	0	0	3	3	0	0	0	0	0.00	0.00	2.45	-3	-100%	2.45
65 SITE 5	ARM C: A41 (South)	ARM E: A41 (North)	383	59	44	486	380	59	44	483	0.17	0.03	0.00	-3	-1%	0.14	320	59	53	432	315	60	54	428	0.29	0.15	0.03	-4	-1%	0.18	340	49	26	415	349	73	16	438	0.46	3.11	2.16	23	6%	1.11
66 SITE 5	ARM D: Gravenhill Rd (West)	ARM A: London Rd (North)	2	0	0	2	2	0	0	2	0.02	0.00	0.00	0	-2%	0.02	3	0	0	4	3	0	0	3	0.14	0.00	0.71	-1	-14%	0.28	2	1	0	3	3	0	0	3	0.62	1.41	0.00	-1	-1%	0.02
67 SITE 5	ARM D: Gravenhill Rd (West)	ARM B: A4421 (East)	0	0	0	0	21	0	0	21	6.50	0.00	0.00	21	#DIV/0!	6.50	3	1	1	5	3	2	0	5	0.28	1.03	1.58	1	12%	0.25	8	2	1	11	8	3	0	11	0.02	0.46	1.41	0	-3%	0.11
68 SITE 5	ARM D: Gravenhill Rd (West)	ARM C: A41 (South)	3	5	3	11	0	0	0	0	2.45	3.16	2.45	-11	-100%	4.69	9	5	3	17	0	0	0	0	4.30	3.08	2.55	-17	-100%	5.87	10	2	2	14	0	0	0	0	4.47	2.00	2.00	-14	-100%	5.29
69 SITE 5	ARM D: Gravenhill Rd (West)	ARM D: Gravenhill Rd (West)	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	0	0	0	0	0	0	0	0	0.71	0.00	0.00	0	-100%	0.71	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
70 SITE 5	ARM D: Gravenhill Rd (West)	ARM E: A41 (North)	1	1	0	2	4	0	18	21	1.72	1.41	5.92	19	958%	5.63	6	3	4	13	6	3	4	13	0.16	0.34	0.08	0	3%	0.09	11	0	0	11	39	0	17	56	5.60	0.00	5.89	45	413%	7.82
71 SITE 5	ARM E: A41 (North)	ARM A: London Rd (North)	89	14	8	111	81	14	27	122	0.89	0.06	4.47	11	10%	0.99	59	15	8	82	56	15	8	79	0.40	0.02	0.01	-3	-4%	0.32	111	9	3	123	96	9	3	108	1.48	0.01	0.15	-15	-13%	1.43
72 SITE 5	ARM E: A41 (North)	ARM B: A4421 (East)	154	20	21	195	162	20	0	182	0.65	0.04	6.48	-13	-6%	0.92	153	25	36	214	146	21	36	203	0.63	0.68	0.05	-11	-5%	0.74	333	28	15	376	284	23	0	307	2.79	1.02	5.48	-69	-18%	3.74
73 SITE 5	ARM E: A41 (North)	ARM C: A41 (South)	374	81	59	514	354	82	34	471	1.03	0.13	3.62	-43	-8%	1.94	277	48	50	375	274	52	50	376	0.17	0.57	0.02	1	0%	0.05	497	55	26	578	470	52	23	544	1.23	0.42	0.68	-34	-6%	1.42
74 SITE 5	ARM E: A41 (North)	ARM D: Gravenhill Rd (West)	7	5	1	13	8	0	0	8	0.46	3.16	1.41	-5	-36%	1.45	12	1	2	15	12	1	2	15	0.09	0.01	0.16	1	4%	0.14	3	0	0	3	7	0	9	16	1.77	0.00	4.35	13	447%	4.31
75 SITE 5	ARM E: A41 (North)	ARM E: A41 (North)	0	0	1	1	0	0	0	0	0.00	0.00	1.41	-1	-100%	1.41	3	1	1	5	0	0	0	0	2.35	1.00	1.58	-5	-100%	3.00	7	1	0	8	0	0	0	0	3.74	1.41	0.00	-8	-100%	4.00
76 SITE 6	ARM A: Oxford Rd (North)	ARM A: Oxford Rd (North)	0	1	0	1	0	0	0	0	0.00	1.41	0.00	-1	-100%	1.41	1	0	0	1	0	0	0	0	1.58	0.00	0.00	-1	-100%	1.58	4	1	0	5	0	0	0	0	2.83	1.41	0.00	-5	-100%	3.16
77 SITE 6	ARM A: Oxford Rd (North)	ARM B: A41 (East)	214	31	7	252	229	31	0	260	1.01	0.05	3.74	8	3%	0.52	125	14	8	147	122	18	5	145	0.28	0.97	0.94	-2	-1%	0.13	246	17	3	266	234	15	5	254	0.75	0.60	1.03	-12	-4%	0.74
78 SITE 6	ARM A: Oxford Rd (North)	ARM C: A41 (South)	487	68	28	583	473	95	59	627	0.66	3.02	4.71	44	8%	1.79	547	48	13	608	527	48	15	590	0.88	0.01	0.65	-18	-3%	0.74	647	51	4	702	598	53	7	658	1.97	0.30	1.22	-44	-6%	1.69
79 SITE 6	ARM A: Oxford Rd (North)	ARM D: Unlabelled Rd (West)	19	13	5	37	19	11	0	31	0.09	0.48	3.16	-6	-17%	1.07	24	4	2	31	28	5	11	44	0.78	0.40	3.47	14	45%	2.27	25	1	0	26	24	1	0	25	0.24	0.00	0.00	-1	-5%	0.23
80 SITE 6	ARM B: A41 (East)	ARM A: Oxford Rd (North)	147	18	6	171	153	18	0	171	0.50	0.04	3.46	0	0%	0.02	145	16	5	166	142	17	3	162	0.25	0.23	0.89	-4	-2%	0.30	185	16	2	203	227	34	0	261	2.92	3.67	2.00	58	29%	3.83
81 SITE 6	ARM B: A41 (East)	ARM B: A41 (East)	1	0	0	1	0	0	0	0	1.41	0.00	0.00	-1	-100%	1.41	0	0	1	1	0	0	0	0	0.71	0.00	1.22	-1	-100%	1.41	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
82 SITE 6	ARM B: A41 (East)	ARM C: A41 (South)	566	93	71	730	549	88	119	755	0.71	0.57	4.88	25	3%	0.93	405	81	83	568	400	80	152	633	0.21	0.08	6.38	64	11%	2.63	619	73	46	738	569	72	72	713	2.07	0.10	3.40	-25	-3%	0.93
83 SITE 6	ARM B: A41 (East)	ARM D: Unlabelled Rd (West)	16	3	4	23	16	0	0	16	0.11	2.45	2.83	-7	-28%	1.48	14	5	4	22	10	5	4	19	0.88	0.20	0.47	-3	-12%	0.56	9	3	2	14	10	3	0	12	0.30	0.28	2.00	-2	-11%	0.43
84 SITE 6	ARM C: A41 (South)	ARM A: Oxford Rd (North)	443	60	14	517	434	77	43	554	0.44	2.04	5.49	37	7%	1.60	638	66	23	726	618	66	46	730	0.77	0.06	4.04	4	1%	0.14	666	80	8	754	656	80	20	756	0.38	0.01	3.21	2	0%	0.08
85 SITE 6	ARM C: A41 (South)	ARM B: A41 (East)	419	81	88	588	369	80	109	558	2.50	0.13	2.11	-30	-5%	1.25	365	71	84	519	353	71	157	581	0.63	0.09	6.70	62	12%	2.66	672	77	35	784	613	69	57	739	2.33	0.91	3.25	-45	-6%	1.62
86 SITE 6	ARM C: A41 (South)	ARM C: A41 (South)	5	1	1	7	67	0	0	67	10.38	1.41	1.41	60	864%	9.91	9	1	1	11	3	0	0	3	2.55	1.41	1.22	-8	-73%	3.05	4	1	2	7	86	0	0	86	12.21	1.41	2.00	79	1127%	11.58
87 SITE 6	ARM C: A41 (South)	ARM D: Unlabelled Rd (West)	26	23	9	58	26	12	16	53	0.10	2.75	2.00	-5	-8%	0.65	26	6	7	39	25	6	8	38	0.21	0.03	0.21	-1	-2%	0.09	31	8	2	41	31	7	7	45	0.08	0.32	2.27	4	11%	0.66
88 SITE 6	ARM D: Unlabelled Rd (West)	ARM A: Oxford Rd (North)	16	12	4	32	16	1	0	17	0.02	4.47	2.83	-15	-47%	3.07	25	5	2	32	25	5	4	34	0.06	0.13	1.18	3	8%	0.46	28	7	3	38	28	7	0	35	0.05	0.04	2.45	-3	-8%	0.53
89 SITE 6	ARM D: Unlabelled Rd (West)	ARM B: A41 (East)	15	12	3	30	7	5	0	12	2.52	2.24	2.45	-18	-60%	3.91	14	5	4	24	12	0	11	23	0.45	3.24	2.38	0	-2%	0.08	19	4	3	26	9	0	0	9	2.64	2.83	2.45	-17	-65%	4.03
90 SITE 6	ARM D: Unlabelled Rd (West)	ARM C: A41 (South)	29	13	11	53	37	18	25	81	1.45	1.34	3.38	28	53%	3.43	25	10	7	41	27	15	10	51	0.42	1.44	0.98	10	24%	1.47	28	4	1	33	38	7	7	51	1.70	1.14	2.95	18	55%	2.81
91 SITE 6	ARM D: Unlabelled Rd (West)	ARM D: Unlabelled Rd (West)	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
92 SITE 7	ARM A: A41 (North)	ARM A: A41 (North)	9	1	3	13	56	0	0	56	8.19	1.41	2.45	43	327%	7.27	21	3	1	25	27	3	0	30	1.27	0.09	1.41	5	22%	1.03	13	2	0	15	60	0	0	60	7.75	2.00	0.00	45	298%	7.32
93 SITE 7	ARM A: A41 (North)	ARM B: Unlabelled Rd (East)	8	2	0	10	0	0	0	0	4.00	2.00	0.00	-10	-100%	4.47	6	2	0	8	0	0	0	0	3.46	2.00	0.00	-8	-100%	4.00	5	2	0	7	0	0	0	0	3.16	2.00	0.00	-7	-100%	3.74
94 SITE 7	ARM A: A41 (North)	ARM C: A41 (South)	864	145	99	1108	778	178	194	1149	3.01	2.57	7.83	41	4%	1.22	682	116	96	894	651	130	176	957	1.20	1.31	6.84	63	7%	2.08	957	103	49	1109	799	119	84	1001	5.35	1.49	4.28	-108	-10%	3.32
95 SITE 7	ARM A: A41 (North)	ARM D: P&R (West)	24	0	0	24	2	0	0	2	6.01	0.00	0.00	-22	-91%	6.01	4	0	0	4	0	0	0	0	2.83	0.00	0.00	-4	-100%	2.83	8	0	0	8	0	0	0	0	3.69	0.00	0.00	-8	-95%	3.69
96 SITE 7	ARM A: A41 (North)	ARM E: Vendee Dr (North)	51	10	6	67	63	0	9	72	1.58	4.47	1.14	5	8%	0.61	61	8	4	73	45	0	5	50	2.20	4.00	0.32	-23	-32%	2.98	121	13	1	135	73	0	4	77	4.87	5.10	1.93	-58	-43%	5.62
97 SITE 7	ARM B: Unlabelled Rd (East)	ARM A: A41 (North)	63	6	5	74	55	17	0	73	0.98	3.29	3.16	-1	-2%	0.16	112	11	4	127	125	19	11	155	1.23	2.09	2.43	28	22%	2.36	141	13	0	154	160	0	0	160	1.58	5.10	0.00	6	4%	0.51
98 SITE 7	ARM B: Unlabelled Rd (East)	ARM B: Unlabelled Rd (East)	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
99 SITE 7	ARM B: Unlabelled Rd (East)	ARM C: A41 (South)	5	2	1	8	0	0	0	0	3.16	2.00	1.41	-8	-100%	4.00	22	4	2	28	1	0	3	5	6.10	2.83	0.85	-23	-84%	5.79	12	2	0	14	1	0	1	2	4.38	2.00	1.42	-12	-87%	4.30
100 SITE 7	ARM B: Unlabelled Rd (East)	ARM D: P&R (West)	2	0	0	2	2	0	0	2	0.24	0.00	0.00	0	-17%	0.24	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	1	0	0	1	1	0	0	1	0.42	0.00	0.00	0	47%	0.42
101 SITE 7	ARM B: Unlabelled Rd (East)	ARM E: Vendee Dr (North)	9	1	0	10	4	0	0	4	1.82	1.41	0.00	-6	-57%	2.13	28	3	2	33	14	2	0	16	3.14	0.38	2.00	-17	-51%	3.42	30	1	0	31	16	0	0	16	2.89	1.41	0.00	-15	-48%	3.07
102 SITE 7	ARM C: A41 (South)	ARM A: A41 (North)	695	145	88	928	615	150	168	933	3.11	0.45	7.04	5	1%	0.18	719	120	104	943	703	120	200	1024	0.60	0.04	7.79	81	9%	2.57	1003	134	44	1181	859	156	84	1099	4.71	1.85	4.96	-82	-7%	2.42
103 SITE 7	ARM C: A41 (South)	ARM B: Unlabelled Rd (East)	2	5	3	10	9	0	0	9	3.08	3.16	2.45	-1	-7%	0.22	25	3	3	31	32	0	0	32	1.29	2.45	2.45	1	3%	0.16	14	0	0	14	17	0	0	17	0.88	0.00	0.00	3	25%	0.88
104 SITE 7	ARM C: A41 (South)	ARM C: A41 (South)	6	0	2	8	0	0	0	0	3.46	0.00	2.00	-8	-100%	4.00	5	2	1	8	1	0	0	1	2.59	2.00	1.41	-7	-92%	3.54	13	2	2	17	1	0	0	1	4.27	2.00	2.00	-16	-91%	5.10
105 SITE 7	ARM C: A41 (South)	ARM D: P&R (West)	7	1	0	8	46	0	0	46	7.52	1.41	0.00	38	469%	7.26	1	0	0	1	0	0	0	0	1.41	0.00	0.00	-1	-100%	1.41	3	1	0	4	22	0	0	22	5.39	1.41	0.00	18	452%	5.01
106 SITE 7	ARM C: A41 (South)	ARM E: Vendee Dr (North)	94	25	5	124	83	7	8	98	1.16	4.65	1.33	-26	-21%	2.46	74	14	8	96	71	17	16	104	0.34	0.75	2.32	8	8%	0.81	363	32	9	404	325	32	11	368	2.06	0.05	0.72	-36	-9%	1.82
107 SITE 7	ARM D: P&R (West)	ARM A: A41 (North)	5	0	0	5	0	0	0	0	3.16	0.00	0.00	-5	-100%	3.16	5	0	0	5	0	0	0	0	3.16	0.00	0.00	-5	-100%	3.16	13	1	0	14	0	0	0	0	5.09	1.41	0.00	-14	-100%	5.29
108 SITE 7	ARM D: P&R (West)	ARM B: Unlabelled Rd (East)	0	0	0	0	0	0	0	0	0.27	0.00	0.00	0	#DIV/0!	0.27	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	0	0	0	0	1	0	0	1	1.11	0.00	0.00	1	#DIV/0!	1.11
109 SITE 7	ARM D: P&R (West)	ARM C: A41 (South)	2	0	0	2	7	0	0	7	2.36	0.00	0.00	5	251%	2.36	2	0	0	2	0	0	0	0	2.00	0.00	0.00	-2	-100%	2.00	6	0	0	6	3	0	0	3	1.45	0.00	0.00	-3	-51%	1.45
110 SITE 7	ARM D: P&R (West)	ARM D: P&R (West)	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
111 SITE 7	ARM D: P&R (West)	ARM E: Vendee Dr (North)	5	0	0	5	1	0	0	1	2.10	0.00	0.00	-4	-74%	2.10	4	0	0	4	1	0	0	1	2.28	0.00	0.00	-3	-86%	2.28	16	0	0	16	2	0	0	2	4.71	0.00	0.00	-14	-88%	4.71
112 SITE 7	ARM E: Vendee Dr (North)	ARM A: A41 (North)	90	11	8	109	60	0	0	60	3.49	4.69	4.00	-49	-45%	5.36	55	8	7	70	26	0	0	26	4.47	4.00	3.74	-44	-62%	6.27	98	8	3	109	48	0	0	48	5.89	4.00	2.21	-61	-56%	6.89
113 SITE 7	ARM E: Vendee Dr (North)	ARM B: Unlabelled Rd (East)	8	0	0	8	7	0	11	18	0.53	0.00	4.72	10	121%	2.71	21	1	1	23	15	0	12	26	1.53	1.41	4.29	3	15%	0.69	13	0	0	13	10	0	0	10	0.81	0.00	0.00	-3	-21%	0.81
114 SITE 7	ARM E: Vendee Dr (North)	ARM C: A41 (South)	394	42	19	455	390	41	23	454	0.19	0.13	0.85	-1	0%	0.03	84	13	14	111	85	9	25	119	0.14	1.29	2.55	8	7%	0.78	135	11	3	149	113	6	11	130	1.95	1.63	2.93	-19	-13%	1.60
115 SITE 7	ARM E: Vendee Dr (North)	ARM D: P&R (West)	24	0	0	24	0	0	0	0	6.93	0.00	0.00	-24	-100%	6.93	3	0	0	3	0	0	0	0	2.45	0.00	0.00	-3	-100%	2.45	3	0	0	3	0	0	0	0	2.01	0.00	0.00	-3	-87%	2.01
116 SITE 7	ARM E: Vendee Dr (North)	ARM E: Vendee Dr (North)	0	0	0	0	1	0	0	1	1.03	0.00	0.00	1	#DIV/0!	1.03	1	0	0	1	0	0	0	0	0.94	0.00	0.00	-1	-74%	0.94	1	0	0	1	1	0	0	1	0.18	0.00	0.00	0	-17%	0.18
117 SITE 8	ARM A: Howes Ln (North)	ARM A: Howes Ln (North)	1	1	0	2	0	0	0	0	1.41	1.41	0.00	-2	-100%	2.00	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
118 SITE 8	ARM A: Howes Ln (North)	ARM B: Middleton Stoney Rd (East)	25	9	1	35	1	0	0	1	6.53	4.24	1.41	-34	-96%	7.91	16	1	1	18	0	0	0	0	5.64	1.41	1.41	-18	-100%	5.99	27	2	0	29	20	0	0	20	1.37	2.00	0.00	-9	-30%	1.75
119 SITE 8	ARM A: Howes Ln (North)	ARM C: Vendee Dr (South)	593	61	4	658	553	74	13	640	1.66	1.53	3.03	-18	-3%	0.72	148	17	10	175	124	17	10	151	2.09	0.02	0.02	-24	-14%	1.90	275	23	2	300	204	23	3	230	4.58	0.01	0.45	-70	-23%	4.31
120 SITE 8	ARM A: Howes Ln (North)	ARM D: B4030 (West)	94	17	3	114	87	17	3	107	0.72	0.01	0.13	-7	-6%	0.67	29	5	6	40	47	5	2	54	2.96	0.00	1.88	14	36%	2.11	60	2	2	64	72	8	2	82	1.50	2.66	0.17	18	29%	2.15
121 SITE 8	ARM B: Middleton Stoney Rd (East)	ARM A: Howes Ln (North)	10	1	1	12	9	0	0	9	0.31	1.41	1.41	-3	-25%	0.91	14	3	1	18	14	0	0	14	0.10	2.45	1.41	-4	-24%	1.10	27	6	1	34	27	0	0	27	0.08	3.46	1.41	-7	-22%	1.34
122 SITE 8	ARM B: Middleton Stoney Rd (East)	ARM B: Middleton Stoney Rd (East)	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	1	0	0	1	0	0	0	0	1.41	0.00	0.00	-1	-100%	1.41	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
123 SITE 8	ARM B: Middleton Stoney Rd (East)	ARM C: Vendee Dr (South)	143	12	3	158	139	9	0	148	0.32	0.91	2.45	-10	-6%	0.79	55	8	3	66	55	8	1	64	0.02	0.10	1.31	-2	-3%	0.28	71	7	2	80	63	4	0	67	0.97	1.47	2.00	-13	-17%	1.56
124 SITE 8	ARM B: Middleton Stoney Rd (East)	ARM D: B4030 (West)	102	14	3	119	90	15	10	115	1.22	0.26	2.78	-4	-3%	0.35	67	8	4	79	66	8	5	79	0.14	0.05	0.47	0	0%	0.03	95	11	1	107	139	11	2	151	4.06	0.14	0.56	44	41%	3.88
125 SITE 8	ARM C: Vendee Dr (South)	ARM A: Howes Ln (North)	196	21	5	222	176	15	5	196	1.46	1.43	0.06	-26	-12%	1.79	162	21	9	192	130	29	9	169	2.61	1.64	0.01	-23	-12%	1.73	543	49	8	600	451	50	8	509	4.13	0.20	0.05	-91	-15%	3.85
126 SITE 8	ARM C: Vendee Dr (South)	ARM B: Middleton Stoney Rd (East)	64	15	3	82	68	7	1	75	0.44	2.55	1.78	-7	-9%	0.81	73	11	2	86	74	10	1	84	0.10	0.45	0.71	-2	-2%	0.16	185	22	2	209	174	21	0	195	0.80	0.23	2.00	-14	-7%	0.97
127 SITE 8	ARM C: Vendee Dr (South)	ARM C: Vendee Dr (South)	4	0	0	4	0	0	0	0	2.83	0.00	0.00	-4	-100%	2.83	1	0	0	1	0	0	0	0	1.41	0.00	0.00	-1	-100%	1.41	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
128 SITE 8	ARM C: Vendee Dr (South)	ARM D: B4030 (West)	40	9	5	54	26	0	5	31	2.41	4.03	0.02	-23	-42%	3.44	31	4	4	39	31	3	4	38	0.03	0.58	0.05	-1	-3%	0.22	53	8	5	66	39	1	2	42	2.10	3.20	1.42	-24	-36%	3.23
129 SITE 8	ARM D: B4030 (West)	ARM A: Howes Ln (North)	58	6	3	67	48	13	3	63	1.41	2.15	0.20	-4	-6%	0.50	33	6	5	44	37	1	2	40	0.64	2.44	1.49	-4	-8%	0.57	98	9	0	107	89	9	2	99	0.96	0.04	1.79	-8	-7%	0.74
130 SITE 8	ARM D: B4030 (West)	ARM B: Middleton Stoney Rd (East)	120	17	7	144	146	17	7	171	2.26	0.07	0.07	27	18%	2.11	78	11	6	95	89	15	6	110	1.21	0.98	0.05	15	15%	1.45	124	5	2	131	106	5	4	115	1.66	0.00	1.17	-16	-12%	1.42
131 SITE 8	ARM D: B4030 (West)	ARM C: Vendee Dr (South)	40	5	15	60	17	0	6	24	4.20	2.75	2.72	-36	-60%	5.54	26	3	10	39	16	3	10	29	2.15	0.03	0.03	-10	-25%	1.69	48	2	1	51	23	0	0	23	4.22	1.57	1.18	-28	-54%	4.54
132 SITE 8	ARM D: B4030 (West)	ARM D: B4030 (West)	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
133 SITE 9	ARM A: A4095 (North)	ARM A: A4095 (North)	5	0	0	5	0	0	0	0	3.16	0.00	0.00	-5	-100%	3.16	2	0	0	2	0	0	0	0	2.00	0.00	0.00	-2	-100%	2.00	7	0	0	7	0	0	0	0	3.74	0.00	0.00	-7	-100%	3.74
134 SITE 9	ARM A: A4095 (North)	ARM B: Bucknell Rd (South)	754	88	13	855	703	89	13	805	1.90	0.10	0.06	-50	-6%	1.75	268	36	18	322	252	29	12	293	1.00	1.25	1.48	-29	-9%	1.65	551	51	6	608	492	34	5	531	2.58	2.56	0.46	-77	-13%	3.21
135 SITE 9	ARM A: A4095 (North)	ARM C: Bucknell Rd (West)	85	13	1	99	82	17	0	99	0.30	0.94	1.41	0	0%	0.01	29	4	1	34	29	9	2	39	0.01	1.91	0.46	5	16%	0.88	53	8	1	62	56	19	0	75	0.42	3.04	1.41	13	21%	1.61
136 SITE 9	ARM B: Bucknell Rd (South)	ARM A: A4095 (North)	369	47	8	424	330	38	8	376	2.09	1.38	0.06	-48	-11%	2.41	266	36	17	319	253	30	11	294	0.82	1.11	1.54	-25	-8%	1.45	740	62	12	814	701	59	8	767	1.47	0.44	1.31	-47	-6%	1.67
137 SITE 9	ARM B: Bucknell Rd (South)	ARM B: Bucknell Rd (South)	3	0	0	3	0	0	0	0	2.45	0.00	0.00	-3	-100%	2.45	1	0	0	1	0	0	0	0	1.41	0.00	0.00	-1	-100%	1.41	1	1	0	2	0	0	0	0	1.41	1.41	0.00	-2	-100%	2.00
138 SITE 9	ARM B: Bucknell Rd (South)	ARM C: Bucknell Rd (West)	70	12	0	82	74	24	0	98	0.48	2.80	0.00	16	19%	1.68	47	8	2	57	50	16	0	66	0.37	2.39	2.00	9	16%	1.14	68	7	1	76	80	18	0	98	1.35	3.09	1.41	22	28%	2.31
139 SITE 9	ARM C: Bucknell Rd (West)	ARM A: A4095 (North)	38	2	1	41	38	6	0	44	0.02	1.90	1.41	3	7%	0.44	29	4	1	34	28	4	3	35	0.21	0.00	1.39	1	2%	0.14	48	9	0	57	33	9	0	42	2.39	0.01	0.00	-15	-27%	2.17
140 SITE 9	ARM C: Bucknell Rd (West)	ARM B: Bucknell Rd (South)	67	7	0	74	72	28	0	100	0.63	5.04	0.00	26	36%	2.82	40	3	1	44	50	15	0	65	1.53	4.03	1.41	21	49%	2.90	56	5	0	61	53	27	0	81	0.34	5.55	0.00	20	32%	2.35
141 SITE 9	ARM C: Bucknell Rd (West)	ARM C: Bucknell Rd (West)	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
142 SITE 10	ARM A: Oxford Rd (North)	ARM A: Oxford Rd (North)	9	1	0	10	0	0	0	0	4.24	1.41	0.00	-10	-100%	4.47	2	0	0	2	0	0	0	0	2.00	0.00	0.00	-2	-100%	2.00	3	0	1	4	0	0	0	0	2.45	0.00	1.41	-4	-100%	2.83
143 SITE 10	ARM A: Oxford Rd (North)	ARM B: Pingle Dr (East)	133	8	7	148	134	8	7	149	0.05	0.02	0.10	1	1%	0.07	137	5	3	145	137	5	3	145	0.02	0.01	0.13	0	0%	0.00	94	2	1	97	93	2	0	95	0.13	0.04	1.41	-2	-2%	0.23
144 SITE 10	ARM A: Oxford Rd (North)	ARM C: Oxford Rd (South)	687	102	29	818	692	126	21	839	0.19	2.24	1.63	21	3%	0.72	454	53	17	524	431	56	12	500	1.08	0.46	1.25	-24	-5%	1.07	617	54	6	677	547	61	6	614	2.91	0.88	0.02	-63	-9%	2.50
145 SITE 10	ARM B: Pingle Dr (East)	ARM A: Oxford Rd (North)	40	6	4	50	40	1	0	41	0.00	2.53	2.83	-9	-18%	1.30	98	5	3	106	98	5	1	104	0.00	0.00	1.56	-2	-2%	0.21	166	3	1	170	134	3	1	138	2.64	0.01	0.37	-32	-19%	2.57
146 SITE 10	ARM B: Pingle Dr (East)	ARM B: Pingle Dr (East)	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	2	1	1	4	0	0	0	0	2.00	1.41	1.41	-4	-100%	2.83	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
147 SITE 10	ARM B: Pingle Dr (East)	ARM C: Oxford Rd (South)	23	12	10	45	28	12	12	52	0.98	0.00	0.62	7	16%	1.01	246	14	5	265	246	14	6	266	0.00	0.00	0.28	1	0%	0.04	310	16	1	327	310	8	1	318	0.00	2.39	0.42	-9	-3%	0.48
148 SITE 10	ARM C: Oxford Rd (South)	ARM A: Oxford Rd (North)	498	74	12	584	500	82	12	593	0.08	0.87	0.02	9	2%	0.39	490	75	24	589	471	75	21	567	0.86	0.05	0.59	-22	-4%	0.92	702	96	14	812	749	114	9	872	1.73	1.80	1.51	60	7%	2.07
149 SITE 10	ARM C: Oxford Rd (South)	ARM B: Pingle Dr (East)	102	14	12	128	102	14	12	129	0.04	0.03	0.03	1	1%	0.06	321	13	4	338	314	13	9	336	0.38	0.02	1.82	-2	-1%	0.12	163	10	0	173	162	7	2	171	0.10	1.04	2.17	-2	-1%	0.15
150 SITE 10	ARM C: Oxford Rd (South)	ARM C: Oxford Rd (South)	1	1	1	3	0	0	0	0	1.41	1.41	1.41	-3	-100%	2.45	4	0	0	4	0	0	0	0	2.83	0.00	0.00	-4	-100%	2.83	13	2	0	15	0	0	0	0	5.10	2.00	0.00	-15	-100%	5.48
151 SITE 11	ARM A: Kings Ed (North)	ARM A: Kings Ed (North)	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	1	0	0	1	0	0	0	0	1.41	0.00	0.00	-1	-100%	1.41	1	0	0	1	0	0	0	0	1.41	0.00	0.00	-1	-100%	1.41
152 SITE 11	ARM A: Kings Ed (North)	ARM B: Oxford Rd (South)	567	75	28	670	563	98	28	688	0.19	2.43	0.05	18	3%	0.69	453	43	12	508	440	43	12	495	0.62	0.01	0.06	-13	-3%	0.58	525	40	2	567	464	48	2	514	2.74	1.23	0.13	-53	-9%	2.26
153 SITE 11	ARM A: Kings Ed (North)	ARM C: Middleton Stoney Rd (West)	69	11	3	83	67	14	0	81	0.26	0.85	2.45	-2	-3%	0.23	106	9	2	117	96	9	0	105	0.98	0.12	1.91	-12	-10%	1.15	172	9	1	182	158	8	1	167	1.12	0.35	0.09	-15	-8%	1.16
154 SITE 11	ARM B: Oxford Rd (South)	ARM A: Kings Ed (North)	467	63	13	543	468	66	10	544	0.07	0.37	0.94	1	0%	0.05	474	70	21	565	467	69	21	557	0.32	0.12	0.04	-8	-1%	0.38	641	73	9	723	623	100	10	733	0.73	2.91	0.25	10	1%	0.35
155 SITE 11	ARM B: Oxford Rd (South)	ARM B: Oxford Rd (South)	2	0	0	2	0	0	0	0	2.00	0.00	0.00	-2	-100%	2.00	1	0	0	1	0	0	0	0	1.41	0.00	0.00	-1	-100%	1.41	3	0	1	4	0	0	0	0	2.45	0.00	1.41	-4	-100%	2.83
156 SITE 11	ARM B: Oxford Rd (South)	ARM C: Middleton Stoney Rd (West)	75	18	3	96	71	17	2	90	0.44	0.26	0.45	-6	-6%	0.58	108	12	4	124	102	11	1	114	0.56	0.41	2.08	-10	-8%	0.95	218	26	6	250	260	17	1	278	2.70	1.85	3.02	28	11%	1.70
157 SITE 11	ARM C: Middleton Stoney Rd (West)	ARM A: Kings Ed (North)	185	16	4	205	179	16	7	203	0.45	0.09	1.45	-2	-1%	0.16	123	15	2	140	125	15	1	141	0.18	0.01	1.31	1	0%	0.05	154	13	1	168	139	13	0	152	1.23	0.01	1.41	-16	-9%	1.25
158 SITE 11	ARM C: Middleton Stoney Rd (West)	ARM B: Oxford Rd (South)	257	36	8	301	263	36	0	300	0.37	0.07	3.73	-1	0%	0.07	129	15	8	152	129	18	3	150	0.03	0.84	2.24	-2	-1%	0.17	184	17	4	205	176	14	4	194	0.61	0.67	0.04	-11	-5%	0.77
159 SITE 11	ARM C: Middleton Stoney Rd (West)	ARM C: Middleton Stoney Rd (West)	0	0	0	0	0	0	0	0	0.35	0.00	0.00	0	#DIV/0!	0.35	0	0	0	0	0	0	0	0	0.47	0.00	0.00	0	#DIV/0!	0.47	0	0	0	0	0	0	0	0	0.58	0.00	0.00	0	#DIV/0!	0.58
160 SITE 12	ARM A: Field St (North)	ARM A: Field St (North)	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
161 SITE 12	ARM A: Field St (North)	ARM B: St John's St (East)	198	21	3	222	211	23	10	244	0.94	0.33	2.63	22	10%	1.42	209	15	4	228	171	14	1	186	2.76	0.36	1.63	-42	-18%	2.92	234	17	2	253	170	0	5	175	4.47	5.83	1.60	-78	-31%	5.30
162 SITE 12	ARM A: Field St (North)	ARM C: Queens Av (South)	558	54	20	632	507	75	12	595	2.21	2.66	1.88	-37	-6%	1.50	355	28	6	389	365	25	9	399	0.51	0.60	1.03	9	2%	0.48	391	36	1	428	457	60	0	517	3.20	3.49	0.96	89	21%	4.11
163 SITE 12	ARM A: Field St (North)	ARM D: Bucknell Rd (West)	8	1	0	9	27	0	1	28	4.46	1.41	1.47	19	207%	4.35	13	2	1	15	11	2	0	14	0.29	0.05	1.00	-2	-10%	0.42	19	2	0	21	39	0	0	39	3.78	2.00	0.00	18	88%	3.36
164 SITE 12	ARM B: St John's St (East)	ARM A: Field St (North)	100	10	3	113	112	0	5	117	1.13	4.47	1.00	4	3%	0.34	212	14	2	228	184	7	4	195	1.98	1.99	0.80	-33	-14%	2.27	306	18	0	324	244	14	12	270	3.74	1.00	4.86	-54	-17%	3.15
165 SITE 12	ARM B: St John's St (East)	ARM B: St John's St (East)	1	0	0	1	0	0	0	0	1.41	0.00	0.00	-1	-100%	1.41	0	0	0	0	0	0	0	0	0.00	0.71	0.00	0	-100%	0.71	1	0	0	1	0	0	0	0	1.41	0.00	0.00	-1	-100%	1.41
166 SITE 12	ARM B: St John's St (East)	ARM C: Queens Av (South)	197	39	9	245	195	38	38	271	0.13	0.21	5.93	26	10%	1.59	268	25	8	301	267	26	14	307	0.03	0.09	1.69	6	2%	0.32	363	21	1	385	273	10	4	287	5.05	2.82	1.79	-98	-26%	5.37
167 SITE 12	ARM B: St John's St (East)	ARM D: Bucknell Rd (West)	76	11	0	87	63	5	0	68	1.56	2.19	0.00	-19	-22%	2.18	111	11	2	123	117	5	4	125	0.59	2.19	1.10	2	2%	0.18	188	17	0	205	124	1	0	124	5.17	5.36	0.00	-81	-39%	6.28
168 SITE 12	ARM C: Queens Av (South)	ARM A: Field St (North)	324	34	12	370	292	40	13	345	1.82	0.96	0.24	-25	-7%	1.34	308	44	14	365	270	40	14	324	2.24	0.59	0.24	-41	-11%	2.21	508	55	8	571	436	55	2	492	3.34	0.02	2.96	-79	-14%	3.43
169 SITE 12	ARM C: Queens Av (South)	ARM B: St John's St (East)	70	8	1	79	69	8	6	83	0.09	0.01	2.65	4	5%	0.46	119	8	4	131	112	8	12	132	0.63	0.16	3.07	1	1%	0.11	114	5	0	119	107	4	16	127	0.69	0.34	5.63	8	7%	0.71
170 SITE 12	ARM C: Queens Av (South)	ARM C: Queens Av (South)	1	0	0	1	0	0	0	0	1.41	0.00	0.00	-1	-100%	1.41	1	0	0	1	0	0	0	0	0.71	0.71	0.00	-1	-100%	1.00	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
171 SITE 12	ARM C: Queens Av (South)	ARM D: Bucknell Rd (West)	22	4	0	26	58	5	0	63	5.67	0.46	0.00	37	142%	5.52	27	3	1	31	47	7	12	66	3.35	1.53	4.46	35	113%	5.03	29	3	1	33	66	21	0	87	5.33	5.18	1.41	54	162%	6.93
172 SITE 12	ARM D: Bucknell Rd (West)	ARM A: Field St (North)	79	13	0	92	73	0	0	73	0.65	5.10	0.00	-19	-20%	2.06	41	6	1	48	39	6	0	45	0.25	0.10	1.22	-3	-5%	0.38	68	6	0	74	60	0	3	63	1.00	3.46	2.29	-11	-15%	1.37
173 SITE 12	ARM D: Bucknell Rd (West)	ARM B: St John's St (East)	49	7	1	57	56	7	0	63	0.90	0.05	1.41	6	10%	0.73	48	4	1	52	31	3	0	34	2.68	0.66	0.31	-18	-35%	2.78	55	8	0	63	45	10	0	55	1.49	0.74	0.00	-8	-13%	1.08
174 SITE 12	ARM D: Bucknell Rd (West)	ARM C: Queens Av (South)	21	3	0	24	15	3	0	18	1.54	0.00	0.00	-6	-27%	1.42	16	2	0	18	19	3	1	23	0.74	0.78	0.97	5	28%	1.13	12	3	0	15	15	0	0	15	0.74	2.27	0.00	0	-1%	0.04
175 SITE 12	ARM D: Bucknell Rd (West)	ARM D: Bucknell Rd (West)	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
176 SITE 13	ARM A: Banbury Rd (North)	ARM A: Banbury Rd (North)	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	0	0	0	1	0	0	0	0	0.71	0.71	0.00	-1	-100%	1.00	1	0	0	1	0	0	0	0	1.41	0.00	0.00	-1	-100%	1.41
177 SITE 13	ARM A: Banbury Rd (North)	ARM B: Buckingham Rd (North)	24	3	0	27	2	0	0	2	6.28	2.45	0.00	-25	-94%	6.73	14	3	0	18	2	0	0	2	4.46	2.55	0.00	-16	-90%	5.11	18	0	0	18	3	0	0	3	4.81	0.00	0.00	-15	-86%	4.81
178 SITE 13	ARM A: Banbury Rd (North)	ARM E: Field St (South)	353	30	10	393	329	25	0	354	1.29	0.90	4.47	-39	-10%	1.99	222	13	5	240	232	9	0	241	0.62	1.10	3.00	1	0%	0.07	210	18	0	228	209	18	0	228	0.04	0.01	0.00	0	0%	0.03
179 SITE 13	ARM B: Buckingham Rd (North)	ARM A: Banbury Rd (North)	6	0	0	6	1	0	0	1	2.83	0.00	0.00	-5	-87%	2.83	9	1	0	10	2	0	0	2	3.05	1.58	0.00	-8	-82%	3.39	16	0	0	16	3	0	0	3	4.29	0.00	0.00	-13	-82%	4.29
180 SITE 13	ARM B: Buckingham Rd (North)	ARM B: Buckingham Rd (North)	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	2	0	0	2	0	0	0	0	1.73	0.00	0.00	-2	-100%	1.73	0	0	1	1	0	0	0	0	0.00	0.00	1.41	-1	-100%	1.41
181 SITE 13	ARM B: Buckingham Rd (North)	ARM E: Field St (South)	415	49	13	477	415	73	13	500	0.02	3.03	0.04	23	5%	1.05	335	32	6	372	316	32	6	353	1.05	0.02	0.03	-19	-5%	0.98	412	36	3	451	457	42	3	502	2.17	0.98	0.03	51	11%	2.35

			AM Peak														Inter Peak														PM Peak													
			Observed				Modelled (Actual)				Car	LGV	HGVeh	Total Veh			Observed				Modelled (Actual)				Car	LGV	HGVeh	Total Veh			Observed				Modelled (Actual)				Car	LGV	HGVeh	Total Veh		
MCC	From	TO	Car	LGV	HGV	Total	Car	LGV	HGVeh	Total	GEH	GEH	GEH	Diff	% Diff	GEH	Car	LGV	HGV	Total	Car	LGV	HGV	Total	GEH	GEH	GEH	Diff	% Diff	GEH	Car	LGV	HGV	Total	Car	LGV	HGV	Total	GEH	GEH	GEH	Diff	% Diff	GEH
182 SITE 13	ARM E: Field St (South)	ARM A: Banbury Rd (North)	136	21	3	160	127	11	0	138	0.77	2.47	2.45	-22	-14%	1.78	198	16	6	220	190	16	0	205	0.61	0.06	3.32	-14	-6%	0.97	322	20	0	342	266	12	0	278	3.26	2.12	0.00	-64	-19%	3.65
183 SITE 13	ARM E: Field St (South)	ARM B: Buckingham Rd (North)	365	34	12	411	350	29	10	389	0.81	0.92	0.62	-22	-5%	1.12	345	48	10	403	303	38	10	351	2.33	1.51	0.07	-52	-13%	2.68	549	61	9	619	446	55	9	510	4.60	0.82	0.12	-109	-18%	4.59
184 SITE 13	ARM E: Field St (South)	ARM E: Field St (South)	7	2	0	9	0	0	0	0	3.74	2.00	0.00	-9	-100%	4.24	12	0	0	12	0	0	0	0	4.80	0.71	0.71	-12	-100%	4.90	17	0	0	17	0	0	0	0	5.83	0.00	0.00	-17	-100%	5.83
185 SITE 14	ARM A: Buckingham Rd (North)	ARM A: Buckingham Rd (North)	0	1	0	1	0	0	0	0	0.87	1.41	0.00	-1	-62%	0.75	1	0	0	1	0	0	0	0	0.65	0.00	0.00	0	-62%	0.65	0	0	0	0	0	0	0	0	0.85	0.00	0.00	0	#DIV/0!	0.85
186 SITE 14	ARM A: Buckingham Rd (North)	ARM B: Churchill Rd (East)	152	13	2	167	134	13	5	152	1.50	0.01	1.52	-15	-9%	1.20	71	10	3	83	65	7	0	72	0.70	1.14	2.24	-12	-14%	1.31	118	19	0	137	97	17	0	114	2.03	0.45	0.00	-23	-17%	2.05
187 SITE 14	ARM A: Buckingham Rd (North)	ARM C: Buckingham Rd (South)	318	33	10	361	330	57	23	410	0.67	3.56	3.23	49	14%	2.49	209	21	4	234	196	25	8	229	0.91	0.85	1.46	-5	-2%	0.35	237	25	4	266	230	26	5	262	0.43	0.22	0.47	-4	-2%	0.28
188 SITE 14	ARM A: Buckingham Rd (North)	ARM D: Brashfield Rd (West)	8	1	0	9	6	0	0	6	0.68	1.41	0.00	-3	-31%	1.02	8	0	0	8	8	0	0	8	0.02	0.71	0.00	0	-4%	0.11	13	0	0	13	13	2	0	15	0.09	1.88	0.00	2	16%	0.56
189 SITE 14	ARM B: Churchill Rd (East)	ARM A: Buckingham Rd (North)	93	15	1	109	70	8	0	78	2.59	2.10	1.41	-31	-29%	3.26	74	13	4	92	66	12	0	78	1.03	0.25	2.83	-13	-15%	1.47	208	16	2	226	170	12	0	181	2.78	1.21	2.00	-45	-20%	3.13
190 SITE 14	ARM B: Churchill Rd (East)	ARM B: Churchill Rd (East)	1	0	0	1	0	0	0	0	1.41	0.00	0.00	-1	-100%	1.41	1	0	0	1	0	0	0	0	1.22	0.00	0.71	-1	-100%	1.41	2	0	0	2	0	0	0	0	2.00	0.00	0.00	-2	-100%	2.00
191 SITE 14	ARM B: Churchill Rd (East)	ARM C: Buckingham Rd (South)	117	17	5	139	120	17	0	137	0.23	0.07	3.16	-2	-2%	0.18	120	13	3	136	118	9	3	129	0.19	1.32	0.18	-7	-5%	0.59	208	13	1	222	273	20	0	293	4.17	1.82	1.15	71	32%	4.44
192 SITE 14	ARM B: Churchill Rd (East)	ARM D: Brashfield Rd (West)	34	3	2	39	37	10	0	47	0.50	2.78	2.00	8	21%	1.24	45	4	1	49	51	5	0	56	0.81	0.73	1.00	7	13%	0.91	101	6	1	108	129	5	0	134	2.63	0.32	1.41	26	25%	2.41
193 SITE 14	ARM C: Buckingham Rd (South)	ARM A: Buckingham Rd (North)	202	19	9	230	194	19	18	230	0.60	0.11	2.42	0	0%	0.00	220	31	9	260	191	20	16	227	1.98	2.18	2.04	-32	-12%	2.07	401	45	8	454	331	43	15	389	3.67	0.30	2.17	-65	-14%	3.15
194 SITE 14	ARM C: Buckingham Rd (South)	ARM B: Churchill Rd (East)	150	20	3	173	147	19	0	167	0.23	0.16	2.45	-6	-4%	0.50	123	21	4	148	115	21	5	142	0.71	0.11	0.69	-6	-4%	0.49	149	16	3	168	118	15	0	133	2.73	0.22	2.45	-35	-21%	2.88
195 SITE 14	ARM C: Buckingham Rd (South)	ARM C: Buckingham Rd (South)	1	0	0	1	0	0	0	0	1.41	0.00	0.00	-1	-100%	1.41	2	0	0	2	0	0	0	0	1.73	0.00	0.00	-2	-100%	1.73	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
196 SITE 14	ARM C: Buckingham Rd (South)	ARM D: Brashfield Rd (West)	4	0	0	4	1	0	0	1	1.84	0.00	0.00	-3	-73%	1.84	10	1	0	11	4	0	0	4	2.40	1.41	0.00	-7	-66%	2.68	18	1	0	19	4	0	0	4	4.27	1.41	0.00	-15	-80%	4.47
197 SITE 14	ARM D: Brashfield Rd (West)	ARM A: Buckingham Rd (North)	14	0	0	14	13	4	0	17	0.18	2.87	0.00	3	25%	0.87	7	0	0	7	7	0	0	7	0.18	0.71	0.00	-1	-10%	0.27	17	2	1	20	17	0	0	17	0.08	2.00	1.41	-3	-17%	0.78
198 SITE 14	ARM D: Brashfield Rd (West)	ARM B: Churchill Rd (East)	64	8	1	73	83	5	0	88	2.18	1.16	1.41	15	20%	1.64	31	2	0	33	37	3	0	40	1.08	0.81	0.71	7	22%	1.21	47	2	1	50	65	4	0	69	2.45	1.12	1.41	19	39%	2.49
199 SITE 14	ARM D: Brashfield Rd (West)	ARM C: Buckingham Rd (South)	19	1	0	20	0	0	0	0	6.02	1.41	0.00	-20	-99%	6.18	8	1	0	8	0	0	0	0	3.77	1.22	0.00	-8	-98%	3.96	19	1	0	20	0	0	0	0	6.04	1.41	0.00	-20	-99%	6.21
200 SITE 14	ARM D: Brashfield Rd (West)	ARM D: Brashfield Rd (West)	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
201 SITE 15	ARM A: Launton Rd (East)	ARM A: Launton Rd (East)	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	2	0	0	2	0	0	0	0	2.00	0.00	0.00	-2	-100%	2.00
202 SITE 15	ARM A: Launton Rd (East)	ARM B: London Rd (South)	114	36	8	158	112	36	8	156	0.18	0.01	0.07	-2	-1%	0.17	120	32	9	161	116	30	9	154	0.41	0.44	0.03	-7	-4%	0.56	234	28	3	265	245	5	3	253	0.72	5.62	0.11	-12	-5%	0.74
203 SITE 15	ARM A: Launton Rd (East)	ARM C: Wessex Wy (West)	1	0	1	2	0	0	0	0	1.41	0.00	1.41	-2	-100%	2.00	2	0	0	2	0	5	0	5	2.00	3.31	0.00	3	174%	1.80	2	0	0	2	0	0	0	0	2.00	0.00	0.00	-2	-100%	2.00
204 SITE 15	ARM A: Launton Rd (East)	ARM D: London Rd (North)	67	24	3	94	65	8	0	73	0.25	3.87	2.45	-21	-22%	2.26	136	17	5	158	120	17	0	137	1.43	0.00	3.16	-21	-13%	1.74	132	14	0	146	30	14	0	44	11.33	0.00	0.00	-102	-70%	10.46
205 SITE 15	ARM B: London Rd (South)	ARM A: Launton Rd (East)	125	14	10	149	123	9	10	142	0.15	1.48	0.01	-7	-4%	0.55	101	29	9	139	99	41	9	149	0.17	1.97	0.03	10	7%	0.82	188	40	2	230	197	15	2	215	0.64	4.66	0.15	-15	-7%	1.03
206 SITE 15	ARM B: London Rd (South)	ARM B: London Rd (South)	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
207 SITE 15	ARM B: London Rd (South)	ARM C: Wessex Wy (West)	0	0	0	0	0	0	1	1	0.00	0.00	1.36	1	#DIV/0!	1.36	2	1	1	4	0	0	0	0	2.00	1.41	1.41	-4	-100%	2.83	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
208 SITE 15	ARM B: London Rd (South)	ARM D: London Rd (North)	138	15	3	156	139	15	0	154	0.07	0.02	2.45	-2	-1%	0.18	129	17	2	148	119	4	0	124	0.87	3.89	2.00	-24	-16%	2.09	258	21	0	279	192	0	0	192	4.41	6.45	0.00	-87	-31%	5.67
209 SITE 15	ARM C: Wessex Wy (West)	ARM A: Launton Rd (East)	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	2	0	0	2	0	10	0	10	2.00	4.42	0.00	8	390%	3.21	0	0	0	0	0	1	0	1	0.00	1.34	0.00	1	#DIV/0!	1.34
210 SITE 15	ARM C: Wessex Wy (West)	ARM B: London Rd (South)	0	0	1	1	0	0	0	0	0.00	0.00	1.41	-1	-100%	1.41	4	0	0	4	0	0	0	0	2.83	0.00	0.00	-4	-100%	2.83	0	0	0	0	0	0	1	1	0.00	0.00	1.08	1	#DIV/0!	1.08
211 SITE 15	ARM C: Wessex Wy (West)	ARM C: Wessex Wy (West)	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
212 SITE 15	ARM C: Wessex Wy (West)	ARM D: London Rd (North)	2	0	0	2	0	0	0	0	2.00	0.00	0.00	-2	-100%	2.00	3	1	0	4	0	0	0	0	2.45	1.41	0.00	-4	-100%	2.83	8	0	0	8	0	0	0	0	4.00	0.00	0.00	-8	-100%	4.00
213 SITE 15	ARM D: London Rd (North)	ARM A: Launton Rd (East)	176	40	6	222	177	45	0	222	0.11	0.71	3.46	0	0%	0.00	195	28	8	231	204	28	0	232	0.66	0.09	4.00	1	0%	0.05	218	33	3	254	254	32	0	287	2.36	0.13	2.45	33	13%	1.98
214 SITE 15	ARM D: London Rd (North)	ARM B: London Rd (South)	135	19	1	155	133	11	0	144	0.20	2.00	1.41	-11	-7%	0.90	132	15	4	151	129	2	0	131	0.27	4.52	2.83	-20	-13%	1.70	213	18	2	233	208	18	0	226	0.34	0.02	2.00	-7	-3%	0.46
215 SITE 15	ARM D: London Rd (North)	ARM C: Wessex Wy (West)	2	0	0	2	0	0	0	0	2.00	0.00	0.00	-2	-100%	2.00	3	0	0	3	0	0	0	0	2.45	0.00	0.00	-3	-100%	2.45	3	0	0	3	0	0	0	0	2.45	0.00	0.00	-3	-100%	2.45
216 SITE 15	ARM D: London Rd (North)	ARM D: London Rd (North)	1	0	0	1	0	0	0	0	1.41	0.00	0.00	-1	-100%	1.41	3	1	0	4	0	0	0	0	2.45	1.41	0.00	-4	-100%	2.83	1	0	0	1	0	0	0	0	1.41	0.00	0.00	-1	-100%	1.41
217 SITE 16	ARM A: A4421 (North)	ARM A: A4421 (North)	3	0	0	3	0	0	0	0	2.45	0.00	0.00	-3	-100%	2.45	2	1	0	3	0	0	0	0	2.00	1.41	0.00	-3	-100%	2.45	1	0	0	1	0	0	0	0	1.41	0.00	0.00	-1	-100%	1.41
218 SITE 16	ARM A: A4421 (North)	ARM B: Bicester Rd (East)	200	39	6	245	203	52	6	261	0.21	1.93	0.05	16	7%	1.01	127	24	5	156	127	37	5	169	0.02	2.39	0.01	13	8%	1.02	264	28	2	294	266	40	4	310	0.10	2.12	1.23	16	5%	0.93
219 SITE 16	ARM A: A4421 (North)	ARM C: Charbridge Ln (South)	515	87	57	659	487	72	36	594	1.26	1.69	3.13	-65	-10%	2.58	280	46	42	368	276	22	42	340	0.23	4.06	0.03	-28	-8%	1.48	454	43	23	520	434	36	7	477	0.97	1.10	4.13	-43	-8%	1.94
220 SITE 16	ARM B: Bicester Rd (East)	ARM A: A4421 (North)	222	41	5	268	211	46	8	265	0.75	0.76	1.27	-3	-1%	0.17	117	25	6	148	116	58	6	180	0.06	5.10	0.05	32	22%	2.52	217	32	0	249	215	41	0	256	0.15	1.52	0.72	7	3%	0.46
221 SITE 16	ARM B: Bicester Rd (East)	ARM B: Bicester Rd (East)	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	1	0	0	1	0	0	0	0	1.41	0.00	0.00	-1	-100%	1.41	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
222 SITE 16	ARM B: Bicester Rd (East)	ARM C: Charbridge Ln (South)	57	8	1	66	55	8	1	64	0.32	0.05	0.11	-2	-4%	0.31	31	6	1	38	30	18	2	51	0.11	3.46	1.06	13	34%	1.92	38	4	1	43	38	4	0	42	0.07	0.18	1.41	-1	-3%	0.17
223 SITE 16	ARM C: Charbridge Ln (South)	ARM A: A4421 (North)	464	51	31	546	436	50	13	499	1.31	0.17	3.89	-47	-9%	2.07	266	50	39	355	253	21	39	313	0.78	4.90	0.00	-42	-12%	2.29	566	51	9	626	531	41	6	577	1.52	1.47	1.14	-49	-8%	1.98
224 SITE 16	ARM C: Charbridge Ln (South)	ARM B: Bicester Rd (East)	18	7	0	25	21	7	0	28	0.60	0.02	0.00	3	11%	0.52	36	9	2	47	36	10	4	50	0.05	0.27	1.29	3	6%	0.41	45	5	1	51	43	5	1	49	0.29	0.00	0.12	-2	-4%	0.26
225 SITE 16	ARM C: Charbridge Ln (South)	ARM C: Charbridge Ln (South)	2	0	0	2	0	0	0	0	2.00	0.00	0.00	-2	-100%	2.00	2	1	0	3	0	0	0	0	2.00	1.41	0.00	-3	-100%	2.45	1	0	0	1	0	0	0	0	1.41	0.00	0.00	-1	-100%	1.41
226 SITE 17	ARM A: Shakespeare Dr (North)	ARM A: Shakespeare Dr (North)	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	1	0	0	1	0	0	0	0	1.41	0.00	0.00	-1	-100%	1.41	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
227 SITE 17	ARM A: Shakespeare Dr (North)	ARM B: Middleton Stoney Rd (East)	152	14	1	167	149	14	0	163	0.28	0.02	1.41	-4	-3%	0.34	77	7	1	85	79	7	0	86	0.27	0.00	1.41	1	2%	0.14	109	9	1	119	111	9	0	120	0.17	0.00	1.41	1	1%	0.07
228 SITE 17	ARM A: Shakespeare Dr (North)	ARM C: B4100 (South)	28	7	0	35	27	3	0	30	0.24	1.88	0.00	-5	-15%	0.95	20	2	0	22	23	2	3	28	0.58	0.03	2.41	6	26%	1.13	25	2	0	27	27	2	3	32	0.35	0.35	2.58	5	17%	0.85
229 SITE 17	ARM A: Shakespeare Dr (North)	ARM D: A4095 (West)	93	6	0	99	88	6	0	94	0.51	0.00	0.00	-5	-5%	0.49	26	3	1	30	20	3	1	24	1.28	0.19	0.11	-6	-21%	1.22	32	10	0	42	26	0	0	26	1.06	4.47	0.00	-16	-37%	2.69
230 SITE 17	ARM B: Middleton Stoney Rd (East)	ARM A: Shakespeare Dr (North)	32	4	0	36	34	4	0	38	0.33	0.11	0.00	2	5%	0.28	67	6	2	75	69	3	0	71	0.23	1.65	2.00	-4	-5%	0.42	118	9	0	127	126	9	0	135	0.72	0.08	0.00	8	6%	0.67
231 SITE 17	ARM B: Middleton Stoney Rd (East)	ARM B: Middleton Stoney Rd (East)	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	1	0	0	1	0	0	0	0	1.41	0.00	0.00	-1	-100%	1.41	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
232 SITE 17	ARM B: Middleton Stoney Rd (East)	ARM C: B4100 (South)	13	3	1	17	8	0	0	8	1.66	2.45	1.41	-9	-55%	2.66	27	2	1	30	17	0	0	17	2.19	2.00	1.41	-13	-44%	2.74	45	3	0	48	52	0	0	52	0.98	2.45	0.00	4	8%	0.54
233 SITE 17	ARM B: Middleton Stoney Rd (East)	ARM D: A4095 (West)	106	18	6	130	101	18	10	129	0.47	0.00	1.45	-1	-1%	0.06	99	13	5	117	100	13	5	118	0.09	0.03	0.00	1	1%	0.07	157	11	4	172	174	14	2	190	1.31	0.88	1.41	18	10%	1.31
234 SITE 17	ARM C: B4100 (South)	ARM A: Shakespeare Dr (North)	20	1	0	21	20	1	2	23	0.02	0.00	2.13	2	11%	0.50	19	2	0	21	19	2	2	23	0.03	0.00	1.75	2	8%	0.36	44	3	0	47	43	3	0	46	0.12	0.19	0.00	-1	-2%	0.17
235 SITE 17	ARM C: B4100 (South)	ARM B: Middleton Stoney Rd (East)	51	5	1	57	51	0	0	51	0.02	3.16	1.41	-6	-10%	0.80	24	1	2	27	24	0	0	24	0.05	1.41	2.00	-3	-12%	0.65	22	0	1	23	21	0	0	21	0.21	0.00	1.41	-2	-9%	0.42
236 SITE 17	ARM C: B4100 (South)	ARM C: B4100 (South)	0	0	1	1	0	0	0	0	0.00	0.00	1.41	-1	-100%	1.41	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
237 SITE 17	ARM C: B4100 (South)	ARM D: A4095 (West)	51	2	0	53	49	0	0	49	0.28	2.00	0.00	-4	-7%	0.55	11	4	1	16	15	0	0	15	1.01	2.83	1.41	-1	-9%	0.35	8	4	0	12	28	0	0	28	4.79	2.83	0.00	16	137%	3.65
238 SITE 17	ARM D: A4095 (West)	ARM A: Shakespeare Dr (North)	25	4	3	32	26	0	0	26	0.12	2.83	2.45	-6	-20%	1.19	34	4	1	39	31	0	1	32	0.58	2.57	0.11	-7	-18%	1.17	122	10	2	134	107	10	0	117	1.38	0.01	2.00	-17	-13%	1.50
239 SITE 17	ARM D: A4095 (West)	ARM B: Middleton Stoney Rd (East)	170	24	7	201	175	24	8	207	0.38	0.02	0.30	6	3%	0.40	124	18	7	149	123	24	6	153	0.13	1.27	0.34	4	2%	0.29	177	16	2	195	158	16	4	178	1.44	0.01	1.17	-17	-9%	1.22
240 SITE 17	ARM D: A4095 (West)	ARM C: B4100 (South)	14	11	1	26	14	0	0	14	0.11	4.69	1.41	-12	-45%	2.57	10	2	1	13	10	0	0	10	0.11	2.00	1.41	-3	-26%	1.00	35	6	0	41	35	0	0	35	0.05	3.46	0.00	-6	-14%	0.92
241 SITE 17	ARM D: A4095 (West)	ARM D: A4095 (West)	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	1	0	0	1	0	0	0	0	1.41	0.00	0.00	-1	-100%	1.41	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
242 SITE 18	ARM A: Vendee Dr (North)	ARM B: Vendee Dr (South)	428	38	19	485	373	38	19	430	2.76	0.05	0.01	-55	-11%	2.57	122	16	18	156	87	7	18	112	3.39	2.76	0.04	-44	-28%	3.81	207	14	3	224	105	5	3	113	8.13	3.05	0.12	-111	-50%	8.57
243 SITE 18	ARM A: Vendee Dr (North)	ARM C: A4095 (West)	338	44	3	385	337	45	0	382	0.04	0.11	2.38	-3	-1%	0.15	106	13	3	122	107	21	3	132	0.13	1.98	0.14	10	8%	0.87	187	18	2	207	185	22	0	207	0.17	0.96	2.00	0	0%	0.00
244 SITE 18	ARM B: Vendee Dr (South)	ARM A: Vendee Dr (North)	141	23	7	171	106	6	8	119	3.16	4.60	0.20	-52	-30%	4.32	142	19	10	171	106	17	10	134	3.19	0.39	0.00	-37	-22%	3.02	441	40	8	489	311	30	9	349	6.71	1.76	0.22	-140	-29%	6.83
245 SITE 18	ARM B: Vendee Dr (South)	ARM C: A4095 (West)	38	7	4	49	23	0	0	23	2.62	3.74	2.83	-26	-52%	4.24	20	4	3	27	16	0	0	16	1.02	2.83	2.45	-11	-42%	2.45	35	5	2	42	35	0	0	35	0.04	3.16	2.00	-7	-17%	1.17
246 SITE 18	ARM C: A4095 (West)	ARM A: Vendee Dr (North)	164	22	7	193	164	16	3	183	0.01	1.31	1.65	-10	-5%	0.70	128	18	4	150	129	24	4	157	0.06	1.38	0.03	7	5%	0.57	342	35	7	384	353	43	2	398	0.60	1.26	2.64	14	4%	0.69
247 SITE 18	ARM C: A4095 (West)	ARM B: Vendee Dr (South)	17	1	4	22	18	0	0	18	0.27	1.41	2.83	-4	-18%	0.86	23	3	3	29	30	0	0	30	1.43	2.45	2.45	1	5%	0.26	40	5	2	47	40	0	0	40	0.05	3.16	2.00	-7	-16%	1.11
248 SITE 19	ARM A: Churchill Rd (North)	ARM A: Churchill Rd (North)	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	0	1	0	1	0	0	0	0	0.00	1.41	0.00	-1	-100%	1.41	1	0	0	1	0	0	0	0	1.41	0.00	0.00	-1	-100%	1.41
249 SITE 19	ARM A: Churchill Rd (North)	ARM B: Launton Rd (East)	115	27	16	158	108	24	0	131	0.71	0.68	5.66	-27	-17%	2.24	113	24	11	148	113	6	11	130	0.05	4.60	0.15	-18	-12%	1.52	164	19	2	185	153	9	2	165	0.87	2.55	0.17	-20	-11%	1.53
250 SITE 19	ARM A: Churchill Rd (North)	ARM C: Launton Rd (South)	158	23	1	182	156	0	0	156	0.12	6.78	1.41	-26	-14%	1.96	109	29	4	142	111	12	0	123	0.15	3.67	2.83	-19	-13%	1.66	127	16	0	143	130	0	0	130	0.27	5.66	0.00	-13	-9%	1.10
251 SITE 19	ARM B: Launton Rd (East)	ARM A: Churchill Rd (North)	153	25	7	185	114	10	6	130	3.36	3.55	0.37	-55	-30%	4.35	109	24	8	141	93	2	6	101	1.59	6.05	0.82	-40	-28%	3.63	172	19	6	197	169	19	0	188	0.22	0.00	3.46	-9	-4%	0.64
252 SITE 19	ARM B: Launton Rd (East)	ARM B: Launton Rd (East)	0	2	0	2	0	0	0	0	0.00	2.00	0.00	-2	-100%	2.00	2	0	1	3	0	0	0	0	2.00	0.00	1.41	-3	-100%	2.45	3	0	0	3	0	0	0	0	2.45	0.00	0.00	-3	-100%	2.45
253 SITE 19	ARM B: Launton Rd (East)	ARM C: Launton Rd (South)	314	59	11	384	302	59	10	370	0.71	0.01	0.32	-14	-4%	0.70	234	45	19	298	226	45	14	285	0.51	0.02	1.32	-13	-4%	0.76	224	27	10	261	228	14	10	252	0.24	2.88	0.04	-9	-4%	0.58
254 SITE 19	ARM C: Launton Rd (South)	ARM A: Churchill Rd (North)	66	20	6	92	67	0	0	67	0.08	6.32	3.46	-25	-28%	2.84	128	26	8	162	132	12	0	144	0.33	3.17	4.00	-18	-11%	1.47	283	28	3	314	324	27	0	351	2.36	0.16	2.45	37	12%	2.05
255 SITE 19	ARM C: Launton Rd (South)	ARM B: Launton Rd (East)	141	52	20	213	138	40	20	198	0.26	1.81	0.01	-15	-7%	1.07	274	47	20	341	251	59	15	326	1.41	1.69	1.13	-15	-4%	0.83	430	31	9	470	448	31	2	481	0.84	0.01	2.78	11	2%	0.50
256 SITE 19	ARM C: Launton Rd (South)	ARM C: Launton Rd (South)	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00	0	1	0	1	0	0	0	0	0.00	1.41	0.00	-1	-100%	1.41	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
257 SITE 20	ARM A: Bucknell Rd (North)	ARM B: Bucknell Rd (South)	80	13	1	94	175	13	0	188	8.38	0.01	1.41	94	100%	7.88	89	13	1	103	71	13	0	84	2.01	0.02	1.41	-19	-18%	1.97	177	22	1	200	172	19	0	190	0.39	0.76	1.41	-10	-5%	0.69
258 SITE 20	ARM A: Bucknell Rd (North)	ARM C: Howes Ln (West)	577	104	17	698	600	104	13	717	0.97	0.01	1.09	19	3%	0.73	243	31	11	285	231	31	12	274	0.77	0.02	0.37	-11	-4%	0.63	427	41	10	478	374	43	5	422	2.66	0.31	1.86	-56	-12%	2.65
259 SITE 20	ARM B: Bucknell Rd (South)	ARM A: Bucknell Rd (North)	112	25	1	138	166	33	0	199	4.61	1.49	1.41	61	45%	4.73	92	11	1	104	91	11	0	102	0.14	0.02	1.41	-2	-2%	0.24	161	16	1	178	168	16	0	184	0.55	0.05	1.41	6	3%	0.44
260 SITE 20	ARM B: Bucknell Rd (South)	ARM C: Howes Ln (West)	52	12	1	65	40	2	3	45	1.72	4.02	1.30	-20	-31%	2.75	39	4	1	44	32	0	0	32	1.19	2.64	1.41	-12	-27%	1.93	58	3	0	61	46	2	0	49	1.62	0.37	0.00	-12	-20%	1.66
261 SITE 20	ARM C: Howes Ln (West)	ARM A: Bucknell Rd (North)	254	42	8	304	238	29	8	274	1.05	2.21	0.07	-30	-10%	1.75	231	35	10	276	212	35	11	258	1.29	0.01	0.37	-18	-7%	1.10	667	60	8	735	612	61	8	681	2.17	0.09	0.05	-54	-7%	2.05
262 SITE 20	ARM C: Howes Ln (West)	ARM B: Bucknell Rd (South)	16	1	0	17	16	1	0	17	0.02	0.00	0.00	0	-1%	0.02	27	3	0	30	16	0	0	16	2.43	2.10	0.00	-14	-46%	2.90	65	3	4	72	56	1	2	58	1.18	1.62	1.44	-14	-19%	1.71
263 A1	B4011	Left Turn Out	175		5	180	135	20	5	160			0.00	-20	-11%	1.56															300		1	301	236	32	6	274			2.74	-27	-9%	1.59
264 A1	B4011	Right Turn Out	31		0	31	26	0	0	26			0.00	-5	-16%	0.93															34		2	36	29	0	0	29			2.00	-7	-20%	1.26
265 A1	A41 SB	Southbound	422		20	442	331	63	34	428			2.76	-14	-3%	0.65															588		27	615	458	61	27	547			0.05	-68	-11%	2.83
266 A1	A41 SB	Right Turn In	356		5	361	228	52	9	289			1.62	-72	-20%	4.01															182		1	183	164	5	3	172			1.40	-11	-6%	0.84
267 A1	A41 NB	Left Turn In	31		0	31	60	0	0	60			0.00	29	93%	4.29															42		0	42	38	0	0	38			0.00	-4	-10%	0.67
268 A1	A41 NB	Northbound	559		20	579	360	68	53	481			5.43	-98	-17%	4.27															494		13	507	405	55	13	472			0.12	-35	-7%	1.56
269 A3	Ploughey Rd	Left Turn Out	259	31	13	303	215	39	0	254			5.10	-49	-16%	2.94															279	35	1	315	240	30	0	270			1.41	-45	-14%	2.62
270 A3	Ploughey Rd	Right Turn Out	0	2	0	2	7	0	0	7			0.00	5	273%	2.51															4	0	0	4	4	0	0	4			0.00	0	0%	0.00
271 A3	A41 SB	Southbound	565	122	34	721	551	115	44	710			1.56	-11	-2%	0.42															628	82	15	725	618	66	30	715			3.21	-10	-1%	0.39
272 A3	A41 SB	Right Turn In	300	71	20	391	262	44	0	307			6.32	-84	-22%	4.52															260	35	0	295	237	28	0	265			0.00	-30	-10%	1.80
273 A3	A41 NB	Left Turn In	9	2	0	11	8	0	0	8			0.00	-3	-28%	0.98															10	3	1	14	10	0	0	10			1.41	-4	-29%	1.16
274 A3	A41 NB	Northbound	575	92	56	723	487	87	58	632			0.23	-91	-13%	3.48															521	101	19	641	631	87	19	736			0.05	95	15%	3.64
291 2b	A43 North	Services	110	45	11	166	110	45	55	210	0.00	0.00	7.62	44	26%	3.18															175	34	10	219	174	34	47	255	0.08	0.02	6.90	36	16%	2.31
294 2b	Services	A43 North	38	5	11	54	38	5	11	54	0.02	0.04	0.10	0	0%	0.02															57	6	12	75	57	6	12	75	0.02	0.00	0.06	0	0%	0.00
295 2b	Services	M40 SB On Slip	108	57	27	192	108	31	58	197	0.00	3.89	4.72	5	3%	0.35															165	16	20	201	165	16	43	224	0.00	0.00	4.03	23	11%	1.55
296 2b	Services	A43 West	107	19	23	149	107	19	43	170	0.02	0.00	3.54	21	14%	1.63															106	13	14	133	106	13	34	153	0.00	0.00	4.12	20	15%	1.69
298 2b	A43 West	Services	159	16	24	199	158	17	13	188	0.09	0.36	2.66	-11	-6%	0.79															128	15	40	183	126	15	39	180	0.20	0.07	0.12	-3	-2%	0.24
306 3	A43 North	A43 North	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00															0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
307 3	A43 North	B4100 South East	237	35	13	285	239	35	0	274	0.12	0.00	5.10	-11	-4%	0.67															209	19	3	231	212	19	9	240	0.22	0.00	2.33	9	4%	0.58
308 3	A43 North	A43 South	1033	217	52	1302	1034	194	183	1411	0.04	1.62	12.08	109	8%	2.96															893	61	21	975	957	151	84	1192	2.10	8.78	8.66	217	22%	6.59
309 3	A43 North	B4100 North West	41	12	10	63	37	12	0	49	0.57	0.00	4.47	-14	-21%	1.81															43	8	2	53	63	0	0	63	2.77	4.00	2.00	10	19%	1.34
310 3	B4100 South East	A43 North	214	16	11	241	199	16	14	229	1.04	0.00	0.89	-12	-5%	0.77															277	21	1	299	265	18	0	283	0.74	0.70	1.41	-16	-5%	0.96
311 3	B4100 South East	B4100 South East	3	0	0	3	0	0	0	0	2.45	0.00	0.00	-3	-100%	2.45															1	0	0	1	0	0	0	0	1.41	0.00	0.00	-1	-100%	1.41
312 3	B4100 South East	A43 South	77	14	11	102	18	14	0	32	8.54	0.00	4.69	-70	-69%	8.53															102	24	4	130	32	24	4	60	8.57	0.03	0.04	-70	-54%	7.23
313 3	B4100 South East	B4100 North West	160	36	6	202	159	36	11	205	0.12	0.00	1.68	3	2%	0.24															217	12	2	231	208	14	0	222	0.64	0.68	1.54	-9	-4%	0.57
314 3	A43 South	A43 North	831	108	122	1061	816	129	121	1067	0.51	1.97	0.07	6	1%	0.19															1286	144	114	1544	1263	201	112	1576	0.63	4.32	0.18	32	2%	0.81
315 3	A43 South	B4100 South East	63	25	14	102	170	34	22	226	9.89	1.64	1.89	124	121%	9.66															64	10	2	76	143	28	0	171	7.77	4.18	2.00	95	126%	8.58
316 3	A43 South	A43 South	1	0	0	1	0	0	0	0	1.41	0.00	0.00	-1	-100%	1.41															6	0	0	6	0	0	0	0	3.46	0.00	0.00	-6	-100%	3.46
317 3	A43 South	B4100 North West	94	0	5	99	61	0	0	61	3.80	0.00	3.16	-38	-39%	4.30															93	0	3	96	12	0	0	12	11.21	0.00	2.45	-84	-88%	11.47
318 3	B4100 North West	A43 North	61	10	13	84	67	0	0	67	0.73	4.47	5.10	-17	-20%	1.98															39	2	2	43	34	2	0	36	0.85	0.00	2.00	-7	-17%	1.13
319 3	B4100 North West	B4100 South East	262	51	13	326	231	33	6	271	1.98	2.74	2.10	-55	-17%	3.21															191	13	4	208	186	1	5	192	0.37	4.48	0.25	-16	-8%	1.16
320 3	B4100 North West	A43 South	100	9	10	119	91	0	0	91	0.87	4.24	4.47	-28	-23%	2.69															71	24	7	102	57	0	4	60	1.80	6.93	1.44	-42	-41%	4.63
321 3	B4100 North West	B4100 North West	3	0	2	5	0	0	0	0	2.45	0.00	2.00	-5	-100%	3.16															2	0	0	2	0	0	0	0	2.00	0.00	0.00	-2	-100%	2.00
322 4a	B430 Northampton Road North	B430 Northampton Road North	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00															0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
323 4a	B430 Northampton Road North	B430 Overbridge	341	58	5	404	296	50	0	346	2.51	1.14	3.16	-58	-14%	3.01															126	26	4	156	118	0	0	118	0.73	7.21	2.83	-38	-24%	3.25
324 4a	B430 Northampton Road North	B430 Northampton Road South	23	11	0	34	21	0	0	21	0.34	4.69	0.00	-13	-37%	2.39															20	3	4	27	19	2	0	21	0.15	0.52	2.83	-6	-20%	1.12
325 4a	B430 Overbridge	B430 Northampton Road North	20	2	1	23	23	2	0	25	0.61	0.06	1.41	2	8%	0.39															28	7	3	38	20	5	0	25	1.61	0.77	2.45	-13	-34%	2.28
326 4a	B430 Overbridge	B430 Overbridge	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00															0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
327 4a	B430 Overbridge	B430 Northampton Road South	3	2	1	6	0	0	0	0	2.45	2.00	1.41	-6	-100%	3.46															5	1	0	6	0	0	0	0	3.16	1.41	0.00	-6	-100%	3.46
328 4a	B430 Northampton Road South	B430 Northampton Road North	62	29	7	98	63	0	0	63	0.08	7.62	3.74	-35	-36%	3.94															220	42	12	274	196	27	6	230	1.65	2.57	1.83	-44	-16%	2.80
329 4a	B430 Northampton Road South	B430 Overbridge	13	7	2	22	13	0	0	13	0.08	3.74	2.00	-9	-42%	2.23															24	5	3	32	24	0	0	24	0.04	3.16	2.45	-8	-26%	1.55
330 4a	B430 Northampton Road South	B430 Northampton Road South	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00															0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
331 4b	B430 Slips	Oxford Road	7	2	0	9	3	0	0	3	1.90	2.00	0.00	-6	-69%	2.56															6	2	0	8	7	0	0	7	0.24	2.00	0.00	-1	-18%	0.52
332 4b	B430 Slips	B430 Overbridge	20	2	0	22	1	2	0	3	5.74	0.03	0.00	-19	-85%	5.28															23	4	1	28	20	5	0	25	0.73	0.52	1.41	-3	-12%	0.64
333 4b	Oxford Road	B430 Slips	33	2	1	36	16	0	0	16	3.47	2.00	1.41	-20	-56%	3.96															19	8	2	29	9	0	0	9	2.75	4.00	2.00	-20	-70%	4.66
334 4b	Oxford Road	B430 Overbridge	5	2	2	9	22	0	0	22	4.58	2.00	2.00	13	142%	3.25															11	3	2	16	0	0	0	0	4.39	2.45	2.00	-16	-97%	5.41
335 4b	B430 Overbridge	B430 Slips	331	59	4	394	293	50	0	343	2.15	1.27	2.83	-51	-13%	2.68															121	23	3	147	114	0	0	114	0.66	6.78	2.45	-33	-23%	2.91
336 4b	B430 Overbridge	Oxford Road	16	6	3	25	16	0	0	16	0.03	3.46	2.45	-9	-37%	2.02															28	11	4	43	28	0	0	28	0.01	4.69	2.83	-15	-35%	2.53
337 5	B430 North	B430 South	497	57	21	576	389	57	16	461	5.15	0.03	1.29	-114	-20%	5.02															177	11	2	190	160	0	3	163	1.29	4.79	0.81	-27	-14%	2.02
338 5	B430 North	Unclassified	112	26	16	154	110	11	0	121	0.22	3.53	5.70	-34	-22%	2.88															59	6	4	69	61	0	0	61	0.28	3.54	2.85	-8	-12%	1.01
339 5	B430 South	B430 North	177	22	28	227	158	3	20	182	1.43	5.36	1.62	-45	-20%	3.17															340	36	12	389	295	27	6	327	2.55	1.73	2.04	-61	-16%	3.24
340 5	B430 South	Unclassified	0	0	3	3	0	0	0	0	0.00	0.00	2.47	-3	-100%	2.47															4	0	0	4	0	0	0	0	2.87	0.00	0.00	-4	-100%	2.87
341 5	Unclassified	B430 North	65	8	11	84	62	0	0	62	0.39	4.08	4.73	-23	-27%	2.65															93	16	4	113	93	1	0	94	0.07	5.09	2.85	-19	-17%	1.91
342 5	Unclassified	B430 South	3	0	0	3	0	0	0	0	2.48	0.00	0.00	-3	-100%	2.48															2	0	0	2	0	0	0	0	2.03	0.00	0.00	-2	-100%	2.03
343 6	Ardley Road	Bicester Road	20	15	8	43	4	0	7	11	4.54	5.48	0.41	-32	-74%	6.13															24	2	1	27	9	0	1	10	3.83	2.00	0.12	-17	-64%	4.05
344 6	Ardley Road	Oxford Road	376	41	12	429	373	57	9	439	0.15	2.29	0.97	10	2%	0.48															154	9	0	163	142	0	2	145	0.96	4.24	2.12	-18	-11%	1.49
345 6	Ardley Road	Heyford Road	4	4	0	8	12	0	0	12	2.79	2.83	0.00	4	48%	1.23															9	2	0	11	9	0	0	9	0.02	2.00	0.00	-2	-18%	0.61
346 6	Bicester Road	Ardley Road	33	6	9	48	33	0	9	42	0.04	3.46	0.02	-6	-12%	0.87															25	3	0	28	25	0	1	26	0.09	2.45	1.49	-2	-8%	0.45
347 6	Bicester Road	Oxford Road	39	12	2	53	22	0	2	24	3.17	4.90	0.16	-29	-55%	4.71															17	2	0	19	11	2	0	13	1.65	0.07	0.00	-6	-32%	1.51
348 6	Bicester Road	Heyford Road	202	24	9	235	202	24	9	235	0.01	0.08	0.02	0	0%	0.02															223	16	5	244	232	19	5	257	0.62	0.79	0.01	13	5%	0.80
349 6	Oxford Road	Ardley Road	136	24	12	172	115	0	11	126	1.90	6.93	0.17	-46	-27%	3.75															351	26	10	387	266	27	5	298	4.84	0.14	1.86	-89	-23%	4.83
350 6	Oxford Road	Bicester Road	12	7	0	19	10	4	0	14	0.74	1.06	0.00	-5	-26%	1.22															36	3	1	40	35	0	1	36	0.15	2.45	0.12	-4	-9%	0.61
351 6	Oxford Road	Heyford Road	7	0	0	7	7	5	0	11	0.19	3.02	0.00	4	58%	1.35															4	1	2	7	10	0	5	15	2.27	1.41	1.72	8	118%	2.48
352 6	Heyford Road	Ardley Road	6	3	0	9	9	3	0	12	0.97	0.03	0.00	3	28%	0.80															4	1	0	5	4	0	0	4	0.00	1.41	0.00	-1	-20%	0.48
353 6	Heyford Road	Bicester Road	216	24	7	247	210	29	8	247	0.40	1.01	0.30	0	0%	0.02															198	12	2	212	202	13	4	220	0.31	0.40	1.03	8	4%	0.51
354 6	Heyford Road	Oxford Road	58	10	1	69	47	0	1	48	1.49	4.47	0.09	-21	-30%	2.71															54	1	0	55	38	1	0	39	2.44	0.05	0.00	-16	-30%	2.40
355 7	Oxford Road	A4095 East	3	0	0	3	0	0	0	0	2.45	0.00	0.00	-3	-100%	2.45															5	0	0	5	0	0	0	0	3.16	0.00	0.00	-5	-100%	3.16
356 7	Oxford Road	Northampton Road	379	52	7	438	345	50	3	398	1.80	0.34	1.62	-40	-9%	1.97															89	21	5	115	107	0	0	107	1.78	6.48	3.16	-8	-7%	0.79
357 7	Oxford Road	A4095 West	63	19	5	87	94	7	9	110	3.53	3.34	1.44	23	26%	2.32															72	11	2	85	84	3	2	89	1.33	2.94	0.16	4	5%	0.45
358 7	A4095 East	Oxford Road	1	1	1	3	2	1	0	3	0.90	0.00	1.41	0	4%	0.07															4	0	0	4	0	0	0	0	2.83	0.00	0.00	-4	-100%	2.83
359 7	A4095 East	Northampton Road	30	7	0	37	12	0	0	12	3.89	3.74	0.00	-25	-67%	5.01															15	0	2	17	13	0	0	13	0.45	0.00	2.00	-4	-22%	0.95
360 7	A4095 East	A4095 West	87	25	3	115	91	26	0	117	0.45	0.10	2.38	2	2%	0.17															84	17	2	103	83	17	0	101	0.07	0.10	2.00	-2	-2%	0.22
361 7	Northampton Road	Oxford Road	62	19	5	86	62	0	0	62	0.01	6.16	3.16	-24	-28%	2.80															263	51	19	333	226	27	6	259	2.37	3.86	3.52	-74	-22%	4.28
362 7	Northampton Road	A4095 East	2	3	1	6	1	0	0	1	0.72	2.45	1.41	-5	-82%	2.60															31	5	1	37	8	0	0	8	5.19	3.16	1.41	-29	-78%	6.09
363 7	Northampton Road	A4095 West	4	0	0	4	0	0	0	0	2.83	0.00	0.00	-4	-100%	2.83															6	1	2	9	0	0	0	0	3.46	1.41	2.00	-9	-100%	4.24
364 7	A4095 West	Oxford Road	72	8	7	87	67	8	11	86	0.57	0.03	1.41	-1	-1%	0.06															95	15	3	113	85	0	5	90	1.06	5.48	0.92	-23	-21%	2.30
365 7	A4095 West	A4095 East	47	6	3	56	44	7	3	54	0.38	0.42	0.26	-2	-3%	0.26															118	29	3	150	124	28	2	153	0.51	0.18	0.99	3	2%	0.26
366 7	A4095 West	Northampton Road	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00															1	0	0	1	0	0	0	0	1.41	0.00	0.00	-1	-100%	1.41
389 10	Camp Road East	Kirtlington Road	3	0	0	3	5	0	1	7	1.14	0.00	1.49	3	111%	1.57															25	4	0	29	20	0	0	20	0.96	2.91	0.00	-9	-30%	1.77
390 10	Camp Road East	Camp Road West	63	15	3	81	67	4	5	76	0.40	3.52	1.00	-6	-7%	0.63															122	12	2	135	120	6	2	128	0.19	1.90	0.14	-7	-6%	0.65
391 10	Kirtlington Road	Camp Road East	14	0	0	14	14	0	0	14	0.04	0.00	0.00	0	1%	0.04															9	2	1	12	12	0	0	12	0.92	2.06	1.43	0	-1%	0.02
392 10	Kirtlington Road	Camp Road West	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00															10	0	3	13	0	0	0	0	4.56	0.00	2.47	-13	-100%	5.19
393 10	Camp Road West	Camp Road East	106	5	3	114	108	5	3	115	0.16	0.18	0.21	1	1%	0.08															50	6	4	60	62	6	3	71	1.68	0.18	0.57	11	18%	1.37
394 10	Camp Road West	Kirtlington Road	5	2	0	7	0	0	0	0	3.22	2.06	0.00	-7	-100%	3.82															5	0	0	5	0	0	0	0	3.22	0.00	0.00	-5	-100%	3.22
395 11	Somerton Road	Camp Road	59	5	3	68	62	5	3	70	0.35	0.12	0.16	2	3%	0.26															29	3	2	34	37	6	3	46	1.42	1.29	0.61	12	35%	1.88
396 11	Somerton Road	Station Road	34	10	1	45	33	0	0	33	0.25	4.36	1.43	-12	-27%	1.92															24	4	0	28	24	0	0	24	0.01	2.91	0.00	-4	-15%	0.84
397 11	Camp Road	Somerton Road	19	4	3	26	22	4	5	31	0.70	0.11	1.00	5	19%	0.92															70	6	3	79	70	6	2	78	0.03	0.14	0.50	-1	-1%	0.10
398 11	Camp Road	Station Road	47	13	1	60	45	0	0	45	0.30	5.03	1.43	-16	-26%	2.17															58	5	2	66	50	0	0	50	1.16	3.25	2.02	-16	-24%	2.09
399 11	Station Road	Somerton Road	12	1	0	14	15	0	0	15	0.77	1.45	0.00	2	13%	0.48															57	12	1	70	55	0	0	55	0.33	4.82	1.43	-15	-22%	1.91
400 11	Station Road	Camp Road	55	4	1	60	46	0	0	46	1.35	2.91	1.43	-15	-25%	2.03															22	2	3	27	25	0	0	25	0.69	2.06	2.47	-2	-7%	0.36
413 13	Station Road	B4030 East	29	1	0	30	27	0	0	27	0.33	1.41	0.00	-3	-9%	0.51															5	1	0	6	9	0	0	9	1.63	1.41	0.00	3	56%	1.22
414 13	Station Road	B4030 South	101	13	11	125	45	0	0	45	6.49	5.10	4.69	-80	-64%	8.62															81	4	1	86	62	0	0	62	2.23	2.83	1.41	-24	-28%	2.77
415 13	Station Road	Freehold Street	5	0	0	5	5	0	0	5	0.06	0.00	0.00	0	-3%	0.06															2	1	0	3	2	0	0	2	0.01	1.41	0.00	-1	-34%	0.64
416 13	B4030 East	Station Road	3	0	0	3	7	0	0	7	1.70	0.00	0.00	4	125%	1.70															18	1	0	19	16	0	0	16	0.36	1.41	0.00	-3	-13%	0.60
417 13	B4030 East	B4030 South	140	27	9	176	109	17	0	126	2.76	2.23	4.24	-50	-29%	4.09															150	6	1	157	142	6	0	148	0.67	0.01	1.41	-9	-6%	0.74
418 13	B4030 East	Freehold Street	5	4	0	9	5	4	0	9	0.04	0.01	0.00	0	1%	0.02															14	1	0	15	12	1	0	13	0.51	0.00	0.00	-2	-12%	0.49

				AM Peak														Inter Peak														PM Peak													
				Observed				Modelled (Actual)				Car	LGV	HGVeh	Total Veh			Observed				Modelled (Actual)				Car	LGV	HGVeh	Total Veh			Observed				Modelled (Actual)				Car	LGV	HGVeh	Total Veh		
MCC		From	TO	Car	LGV	HGV	Total	Car	LGV	HGVeh	Total	GEH	GEH	GEH	Diff	% Diff	GEH	Car	LGV	HGV	Total	Car	LGV	HGV	Total	GEH	GEH	GEH	Diff	% Diff	GEH	Car	LGV	HGV	Total	Car	LGV	HGV	Total	GEH	GEH	GEH	Diff	% Diff	GEH
419	13	B4030 South	Station Road	68	5	2	75	46	0	0	46	2.91	3.16	2.00	-29	-39%	3.73															75	7	7	89	59	0	0	59	2.01	3.74	3.74	-30	-34%	3.54
420	13	B4030 South	B4030 East	143	28	4	175	123	13	0	137	1.70	3.22	2.83	-38	-22%	3.06															106	10	0	116	107	7	0	114	0.10	0.94	0.00	-2	-1%	0.16
421	13	B4030 South	Freehold Street	1	0	1	2	1	0	0	1	0.16	0.00	1.41	-1	-58%	0.96															3	0	0	3	5	0	0	5	0.97	0.00	0.00	2	64%	0.97
422	13	Freehold Street	Station Road	8	2	0	10	8	0	0	8	0.00	2.00	0.00	-2	-20%	0.67															6	0	0	6	5	0	0	5	0.52	0.00	0.00	-1	-20%	0.52
423	13	Freehold Street	B4030 East	12	2	0	14	12	2	0	14	0.08	0.00	0.00	0	2%	0.07															1	0	0	1	2	0	0	2	0.49	0.45	0.00	1	66%	0.57
424	13	Freehold Street	B4030 South	4	1	0	5	2	0	0	2	1.13	1.41	0.00	-3	-59%	1.58															0	0	0	0	2	0	0	2	1.91	0.00	0.00	2	#DIV/0!	1.91
425	14	A4260 Oxford Road North	Somerton Road	12	3	2	17	26	3	0	29	3.24	0.00	2.00	12	72%	2.53															28	1	0	29	31	1	0	32	0.59	0.00	0.00	3	11%	0.58
426	14	A4260 Oxford Road North	A4260 Oxford Road South	632	83	29	744	763	83	25	871	4.96	0.00	0.76	127	17%	4.47															314	22	7	343	292	22	0	314	1.29	0.00	3.74	-29	-9%	1.62
427	14	A4260 Oxford Road North	N Aston Road	37	5	1	43	0	0	0	0	8.60	3.16	1.41	-43	-100%	9.27															38	3	0	41	13	0	0	13	4.94	2.45	0.00	-28	-68%	5.38
428	14	Somerton Road	A4260 Oxford Road North	21	5	2	28	19	1	0	20	0.52	2.16	2.00	-8	-29%	1.66															42	4	0	46	42	0	0	42	0.06	2.52	0.00	-4	-9%	0.61
429	14	Somerton Road	A4260 Oxford Road South	19	5	0	24	18	5	0	23	0.28	0.00	0.00	-1	-5%	0.25															8	0	0	8	19	0	0	19	2.91	0.00	0.00	11	133%	2.91
430	14	Somerton Road	N Aston Road	16	10	0	26	16	5	0	21	0.00	1.94	0.00	-5	-20%	1.09															9	0	0	9	20	2	0	22	2.89	2.17	0.00	13	148%	3.37
431	14	A4260 Oxford Road South	A4260 Oxford Road North	269	43	20	332	262	52	28	342	0.41	1.29	1.54	10	3%	0.53															658	26	6	690	645	33	9	687	0.51	1.28	1.21	-3	0%	0.11
432	14	A4260 Oxford Road South	Somerton Road	14	5	1	20	23	0	0	23	2.17	3.16	1.41	3	17%	0.72															5	0	0	5	16	1	0	16	3.28	1.38	0.00	11	229%	3.50
433	14	A4260 Oxford Road South	N Aston Road	7	3	2	12	7	0	0	7	0.03	2.45	2.00	-5	-41%	1.59															3	3	1	7	6	0	0	6	1.53	2.45	1.41	-1	-10%	0.27
434	14	N Aston Road	A4260 Oxford Road North	28	5	2	35	14	0	0	14	3.11	3.16	1.96	-21	-61%	4.29															16	0	0	16	0	0	0	0	5.66	0.00	0.00	-16	-100%	5.66
435	14	N Aston Road	Somerton Road	12	1	0	13	29	2	0	30	3.71	0.49	0.00	17	133%	3.72															12	0	0	12	12	3	0	15	0.01	2.60	0.00	3	29%	0.92
436	14	N Aston Road	A4260 Oxford Road South	33	2	0	35	39	0	0	39	0.96	2.00	0.00	4	11%	0.61															10	0	0	10	10	0	0	10	0.03	0.00	0.00	0	1%	0.03
437	15	A4260 Oxford Road	B4030 East	39	9	2	50	31	0	0	31	1.29	4.24	2.00	-19	-37%	2.92															29	1	2	32	30	5	0	35	0.22	2.18	2.00	3	9%	0.49
438	15	A4260 Oxford Road	A4260 Banbury Road	625	76	25	726	799	83	25	907	6.50	0.79	0.01	181	25%	6.32															256	22	5	283	271	17	0	288	0.91	1.06	3.16	5	2%	0.30
439	15	A4260 Oxford Road	B4030 West	23	2	0	25	22	5	0	27	0.25	1.61	0.00	2	7%	0.36															22	4	1	27	22	0	0	22	0.01	2.83	1.41	-5	-19%	1.02
440	15	B4030 East	A4260 Oxford Road	31	9	5	45	31	9	0	40	0.04	0.00	3.16	-5	-12%	0.81															57	4	2	63	64	0	0	64	0.84	2.83	2.00	1	1%	0.07
441	15	B4030 East	A4260 Banbury Road	74	8	8	90	0	0	0	0	12.17	4.00	4.00	-90	-100%	13.42															31	1	0	32	0	0	0	0	7.87	1.41	0.00	-32	-100%	8.00
442	15	B4030 East	B4030 West	84	20	5	109	85	8	0	92	0.08	3.33	3.16	-17	-15%	1.66															85	6	1	92	72	5	0	77	1.45	0.61	1.41	-15	-17%	1.66
443	15	A4260 Banbury Road	A4260 Oxford Road	239	41	20	300	235	43	28	306	0.24	0.32	1.57	6	2%	0.34															598	33	7	638	601	33	9	643	0.12	0.05	0.81	5	1%	0.19
444	15	A4260 Banbury Road	B4030 East	23	4	3	30	21	0	0	21	0.50	2.83	2.45	-9	-31%	1.85															49	7	2	58	52	0	0	52	0.38	3.74	2.00	-6	-11%	0.85
445	15	A4260 Banbury Road	B4030 West	9	0	3	12	1	0	0	1	3.75	0.00	2.45	-11	-94%	4.47															3	3	1	7	16	0	1	16	4.16	2.45	0.29	9	135%	2.76
446	15	B4030 West	A4260 Oxford Road	16	2	2	20	16	0	0	16	0.01	2.00	2.00	-4	-20%	0.96															24	0	0	24	23	1	0	24	0.30	1.41	0.00	0	-2%	0.09
447	15	B4030 West	B4030 East	102	16	2	120	102	12	0	113	0.05	1.16	2.00	-7	-6%	0.63															76	6	2	84	79	3	0	81	0.28	1.59	2.00	-3	-3%	0.31
448	15	B4030 West	A4260 Banbury Road	71	6	0	77	59	0	0	59	1.48	3.46	0.00	-18	-23%	2.17															18	1	0	19	18	0	0	18	0.01	1.41	0.00	-1	-5%	0.23
449	16	A4260 North	Heyford Road	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00															2	0	0	2	0	0	0	0	2.00	0.00	0.00	-2	-100%	2.00
450	16	A4260 North	A4260 South	782	83	20	885	747	72	22	841	1.28	1.22	0.39	-44	-5%	1.51															303	8	3	314	289	17	0	306	0.82	2.62	2.45	-8	-3%	0.45
451	16	Heyford Road	A4260 North	0	1	1	2	0	0	0	0	0.00	1.41	1.41	-2	-100%	2.00															0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00
452	16	Heyford Road	A4260 South	23	4	0	27	26	0	0	26	0.53	2.83	0.00	-1	-5%	0.27															13	1	0	14	27	0	0	27	3.20	1.41	0.00	13	96%	2.94
453	16	A4260 South	A4260 North	266	43	11	320	257	43	28	327	0.58	0.01	3.79	7	2%	0.41															736	22	4	762	668	33	10	711	2.56	2.05	2.28	-51	-7%	1.88
454	16	A4260 South	Heyford Road	7	1	0	8	1	0	0	1	3.06	1.41	0.00	-7	-89%	3.35															21	0	0	21	0	0	0	0	6.48	0.00	0.00	-21	-100%	6.48
455	17	A4260 North	A4260 South	797	67	21	885	746	73	22	840	1.84	0.64	0.24	-45	-5%	1.52															281	34	4	319	290	17	0	308	0.55	3.30	2.81	-11	-4%	0.64
456	17	A4260 North	Banbury Road	43	3	0	46	26	0	0	26	3.02	2.42	0.00	-21	-45%	3.45															26	0	0	26	26	0	0	26	0.08	0.00	0.00	0	2%	0.08
457	17	A4260 South	A4260 North	244	54	17	316	234	43	28	305	0.67	1.63	2.30	-11	-3%	0.62															601	63	6	670	615	33	10	658	0.57	4.42	1.44	-12	-2%	0.48
458	17	A4260 South	Banbury Road	6	3	2	11	0	0	0	0	3.44	2.42	1.99	-11	-100%	4.65															3	3	3	9	0	0	0	0	2.43	2.42	2.44	-9	-100%	4.21
459	17	Banbury Road	A4260 North	22	1	1	24	23	0	0	23	0.38	1.39	1.41	0	-1%	0.04															53	1	0	54	53	0	0	53	0.01	1.39	0.00	-1	-2%	0.12
460	17	Banbury Road	A4260 South	37	3	0	40	0	0	0	0	8.65	2.42	0.00	-40	-100%	8.99															4	0	0	4	0	0	0	0	2.81	0.00	0.00	-4	-100%	2.81
461	18	A4260 North	B4027 East	142	5	5	152	64	0	0	64	7.71	3.16	3.16	-88	-58%	8.50															27	1	2	30	23	0	0	23	0.76	1.41	2.00	-7	-23%	1.32
462	18	A4260 North	A4260 South	676	87	30	793	682	73	22	777	0.24	1.62	1.59	-16	-2%	0.58															304	6	2	312	267	17	0	285	2.18	3.32	2.00	-27	-9%	1.59
464	18	B4027 East	A4260 North	20	2	2	24	8	0	0	8	3.20	2.00	2.00	-16	-67%	3.99															57	4	0	61	17	0	1	18	6.48	2.83	1.24	-43	-70%	6.79
465	18	B4027 East	A4260 South	91	5	2	98	0	0	0	0	13.49	3.16	2.00	-98	-100%	14.00															5	0	0	5	0	0	0	0	3.16	0.00	0.00	-5	-100%	3.16
466	18	B4027 East	B4027 West	75	26	3	104	84	29	5	118	1.03	0.52	1.07	14	13%	1.33															57	4	0	61	109	8	0	118	5.75	1.72	0.00	57	93%	6.00
467	18	A4260 South	A4260 North	215	39	19	273	229	43	28	300	0.92	0.66	1.81	27	10%	1.57															645	45	10	700	593	32	9	634	2.11	2.05	0.27	-66	-9%	2.56
468	18	A4260 South	B4027 East	43	5	2	50	0	0	0	0	9.27	3.16	2.00	-50	-100%	10.00															39	4	0	43	0	0	0	0	8.83	2.83	0.00	-43	-100%	9.27
469	18	A4260 South	B4027 West	7	1	2	10	0	0	0	0	3.74	1.41	2.00	-10	-100%	4.47															3	2	3	8	0	0	0	0	2.45	2.00	2.45	-8	-100%	4.00
473	19	Port Way	A4095 East	41	5	3	49	34	0	0	34	1.15	3.16	2.45	-15	-31%	2.33															71	16	0	87	58	0	0	58	1.68	5.66	0.00	-29	-34%	3.46
474	19	Port Way	A4095 South	57	5	0	62	56	0	1	57	0.13	3.16	1.47	-5	-8%	0.63															44	4	0	48	43	0	0	43	0.19	2.83	0.00	-5	-11%	0.78
475	19	A4095 East	Port Way	36	12	2	50	36	0	0	36	0.00	4.90	2.00	-14	-28%	2.13															43	7	0	50	43	0	0	43	0.02	3.74	0.00	-7	-14%	1.05
476	19	A4095 East	A4095 South	116	32	7	155	150	32	9	191	2.91	0.07	0.67	36	23%	2.72															117	21	4	142	124	21	2	147	0.66	0.09	1.00	5	4%	0.42
477	19	A4095 South	Port Way	46	10	2	58	48	0	0	48	0.31	4.47	2.00	-10	-17%	1.35															86	4	1	91	83	0	0	83	0.32	2.83	1.41	-8	-9%	0.85
478	19	A4095 South	A4095 East	78	9	7	94	78	15	14	107	0.01	1.71	2.10	13	13%	1.26															143	28	6	177	151	28	6	186	0.69	0.04	0.12	9	5%	0.63
479	20	A4095 Oxford Rd North	Bletchindon Road	180	16	1	197	40	0	1	41	13.39	5.66	0.10	-156	-79%	14.33															49	4	0	53	41	0	0	41	1.15	2.83	0.00	-12	-22%	1.71
480	20	A4095 Oxford Rd North	A4095 Oxford Rd South	271	56	10	337	221	56	9	286	3.19	0.04	0.37	-51	-15%	2.92															224	14	0	238	242	34	2	278	1.15	4.07	2.12	40	17%	2.48
481	20	Bletchindon Road	A4095 Oxford Rd North	36	4	0	40	23	0	0	23	2.42	2.83	0.00	-17	-43%	3.06															90	4	1	95	37	0	0	37	6.66	2.83	1.41	-58	-61%	7.15
482	20	Bletchindon Road	A4095 Oxford Rd South	3	0	0	3	0	0	0	0	2.45	0.00	0.00	-3	-100%	2.45															2	0	0	2	0	0	0	0	2.00	0.00	0.00	-2	-100%	2.00
483	20	A4095 Oxford Rd South	A4095 Oxford Rd North	227	32	14	273	133	15	14	161	7.04	3.54	0.08	-112	-41%	7.59															433	18	2	453	281	28	6	315	8.07	2.02	2.10	-138	-31%	7.07
484	20	A4095 Oxford Rd South	Bletchindon Road	2	1	0	3	0	0	0	0	2.00	1.41	0.00	-3	-100%	2.45															5	0	0	5	0	0	0	0	3.16	0.00	0.00	-5	-100%	3.16
485	21	A4095 Lince Ln	B4027 Station Road	2	1	0	3	0	0	0	0	2.00	1.41	0.00	-3	-100%	2.45															4	2	0	6	0	0	0	0	2.83	2.00	0.00	-6	-100%	3.46
486	21	A4095 Lince Ln	A4095 Station Road	153	43	9	205	221	56	9	286	4.97	1.81	0.05	81	39%	5.14															180	34	5	219	242	34	2	278	4.24	0.01	1.45	59	27%	3.73
487	21	B4027 Station Road	A4095 Lince Ln	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0	0%	0.00															2	2	0	4	0	0	0	0	2.00	2.00	0.00	-4	-100%	2.83
488	21	B4027 Station Road	A4095 Station Road	49	16	5	70	49	16	5	70	0.06	0.02	0.02	0	0%	0.03															262	47	7	316	213	9	7	229	3.19	7.09	0.09	-87	-28%	5.27
489	21	A4095 Station Road	A4095 Lince Ln	136	23	14	173	133	15	14	161	0.30	1.87	0.08	-12	-7%	0.92															289	66	15	370	281	28	6	315	0.50	5.60	2.68	-55	-15%	3.00
490	21	A4095 Station Road	B4027 Station Road	239	40	2	281	241	45	22	308	0.13	0.76	5.79	27	10%	1.58															141	27	7	175	121	27	7	155	1.74	0.04	0.12	-20	-12%	1.59

Appendix F

GEH Statistc Analysis

A41

		AM Peak		PM Peak		GEH	
		2016 validation da	2018 survey	2016 validation data	2018 survey		
		Total Veh	Total Veh	Total Veh	Total Veh	AM	PM
comparison of survey data (2018 and observed data (OCC Validation)	northbound	1078	1133	1620	1860	1.7	5.8

A34

		AM Peak		PM Peak		GEH	
		2018 Trads Data	2018 survey	2018 Trads Data	2018 survey		
		Total Veh	Total Veh	Total Veh	Total Veh	AM	PM
compare survey data to observed data	northbound	2349	2499	2802	3009	3.0	3.8

Appendix G

Committed Developments Included in Assessment Summary Table

Planning Application	Traffic Data
10/01780/Hybrid	Traffic data available in TA and traffic flow diagrams
17/00455/Hybrid	Traffic data available in TA and traffic flow diagrams. Scope extended to M40 J9 and distribution based on 2018 OCC Survey Data
14/02121/OUT	Information provided in TA states that traffic diminishes through J9 as a result of development
11/01494/OUT	Traffic data available in TA and traffic flow diagrams
06/00967/OUT	Traffic data available in TA and traffic flow diagrams. Scope extended to M40 J9 and distribution based on 2018 OCC Survey Data
13/00847/OUT	Information provided in TA states traffic impact through J9 is minimal
16/01268/OUT	Planning application resolution to Grant so not included
15/00837/OUT	Planning application refused so not included
10/01642/OUT	Traffic data available in TA at M40 J10, assumptions have been made for distribution towards M40 J9
19/02550/F	Traffic data available in TA and traffic flow diagrams

Total Development (i.e. total set out in planning application)

BIC1 North West Bicester Eco-Town — total dwellings: 392

AM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	0	0	0
B - A41	0	0	3	25
C - M40 South	0	0	0	0
D - A34	0	45	0	0

PM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	0	0	0
B - A41	0	0	4	33
C - M40 South	0	3	0	0
D - A34	0	35	0	0

Taken from TA associted with Planning Application 10/01780/Hybrid (392 dwellings)

BIC1 Phase 2 — total dwellings: 1850

AM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	1	0	0
B - A41	1	0	4	8
C - M40 South	0	1	0	0
D - A34	0	7	0	0

PM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	3	0	0
B - A41	4	0	5	15
C - M40 South	0	4	0	0
D - A34	0	18	0	0

Taken from TA associted with Planning Application 17/00455/Hybrid (150 dwellings)
Information provided in TA fr Planning Application 14/02121/OUT states traffic diminishes through J9 as a result of development

BIC2 Graven Hill — total dwellings: 1900

AM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	8	0	0
B - A41	3	0	73	278
C - M40 South	0	32	0	0
D - A34	0	132	0	0

PM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	0	0	0
B - A41	6	0	48	194
C - M40 South	0	64	0	0
D - A34	0	252	0	0

Taken from TA associted with Planning Application 11/01494/OUT (1900 homes)

BIC3 South West Bicester Phase 1 (Kingsmere) — total dwellings: 1585

AM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	46	0	0
B - A41	37	0	108	210
C - M40 South	0	44	0	0
D - A34	0	210	0	0

PM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	36		0
B - A41	44	0	52	171
C - M40 South	0	87	0	0
D - A34	0	249	0	0

Taken from TA associted with Planning Application 06/00967/OUT (1585 homes)

Villages 5 RAF Upper Heyford — total dwellings: 1075

AM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	10	10	10
B - A41	6	0	0	0
C - M40 South	6	0	0	0
D - A34	6	0	0	0

PM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	14	14	14
B - A41	8	0	0	0
C - M40 South	8	0	0	0
D - A34	8	0	0	0

Taken from TA associted with Planning Application 10/01642/OUT for 1075 dwellings

Great Wolf

AM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	0	0	0
B - A41	0	0	10	0
C - M40 South	0	13	0	13
D - A34	0	0	10	0

PM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	0	0	0
B - A41	0	0	18	0
C - M40 South	0	13	0	13
D - A34	0	0	18	0

Taken from TA associted with Planning Application 19/02550/F for Waterpark, Family entertainment centre, hotel and restaurants

Total — total dwellings: 7511

AM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	65	10	10
B - A41	47	0	199	522
C - M40 South	6	91	0	13
D - A34	6	394	10	0

PM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	53	14	14
B - A41	62	0	126	413
C - M40 South	8	171	0	13
D - A34	8	554	18	0

Expected Build out from 2018 to 2024

BIC1 North West Bicester Eco-Town — Projected Delivery by 2023/24: 208 — *0.53*

AM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	0	0	0
B - A41	0	0	2	13
C - M40 South	0	0	0	0
D - A34	0	24	0	0

PM	A - M40 N	B - A41	C - M40 South	D - A34
A - M40 North	0	0	0	0
B - A41	0	0	2	18
C - M40 South	0	2	0	0
D - A34	0	19	0	0

BIC1 North West Bicester Eco-Town — Projected Delivery by 2023/24: 150

AM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	1	0	0
B - A41	1	0	4	8
C - M40 South	0	1	0	0
D - A34	0	7	0	0

PM	A - M40 N	B - A41	C - M40 South	D - A34
A - M40 North	0	3	0	0
B - A41	4	0	5	15
C - M40 South	0	4	0	0
D - A34	0	18	0	0

BIC2 Graven Hill — Projected Delivery by 2023/24: 360 — *0.19*

AM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	2	0	0
B - A41	1	0	14	53
C - M40 South	0	6	0	0
D - A34	0	25	0	0

PM	A - M40 N	B - A41	C - M40 South	D - A34
A - M40 North	0	0	0	0
B - A41	1	0	9	37
C - M40 South	0	12	0	0
D - A34	0	48	0	0

BIC3 South West Bicester Phase 1 (Kingsmere) — Projected Delivery by 2023/24: 410 — *0.26*

AM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	12	0	0
B - A41	10	0	28	54
C - M40 South	0	12	0	0
D - A34	0	54	0	0

PM	A - M40 N	B - A41	C - M40 South	D - A34
A - M40 North	0	9	0	0
B - A41	11	0	13	44
C - M40 South	0	23	0	0
D - A34	0	64	0	0

Villages 5 RAF Upper Heyford — Projected Delivery by 2023/24: 458 — 0.43

AM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	4	4	4
B - A41	2	0	0	0
C - M40 South	2	0	0	0
D - A34	2	0	0	0

PM	A - M40 N	B - A41	C - M40 South	D - A34
A - M40 North	0	6	6	6
B - A41	4	0	0	0
C - M40 South	4	0	0	0
D - A34	4	0	0	0

Great Wolf

AM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	0	0	0
B - A41	0	0	10	0
C - M40 South	0	13	0	13
D - A34	0	0	10	0

PM	A - M40 N	B - A41	C - M40 South	D - A34
A - M40 North	0	0	0	0
B - A41	0	0	18	0
C - M40 South	0	13	0	13
D - A34	0	0	18	0

Total — total dwellings: 2056

AM	A - M40 North	B - A41	C - M40 South	D - A34
A - M40 North	0	19	4	4
B - A41	14	0	58	129
C - M40 South	2	32	0	13
D - A34	2	110	10	0

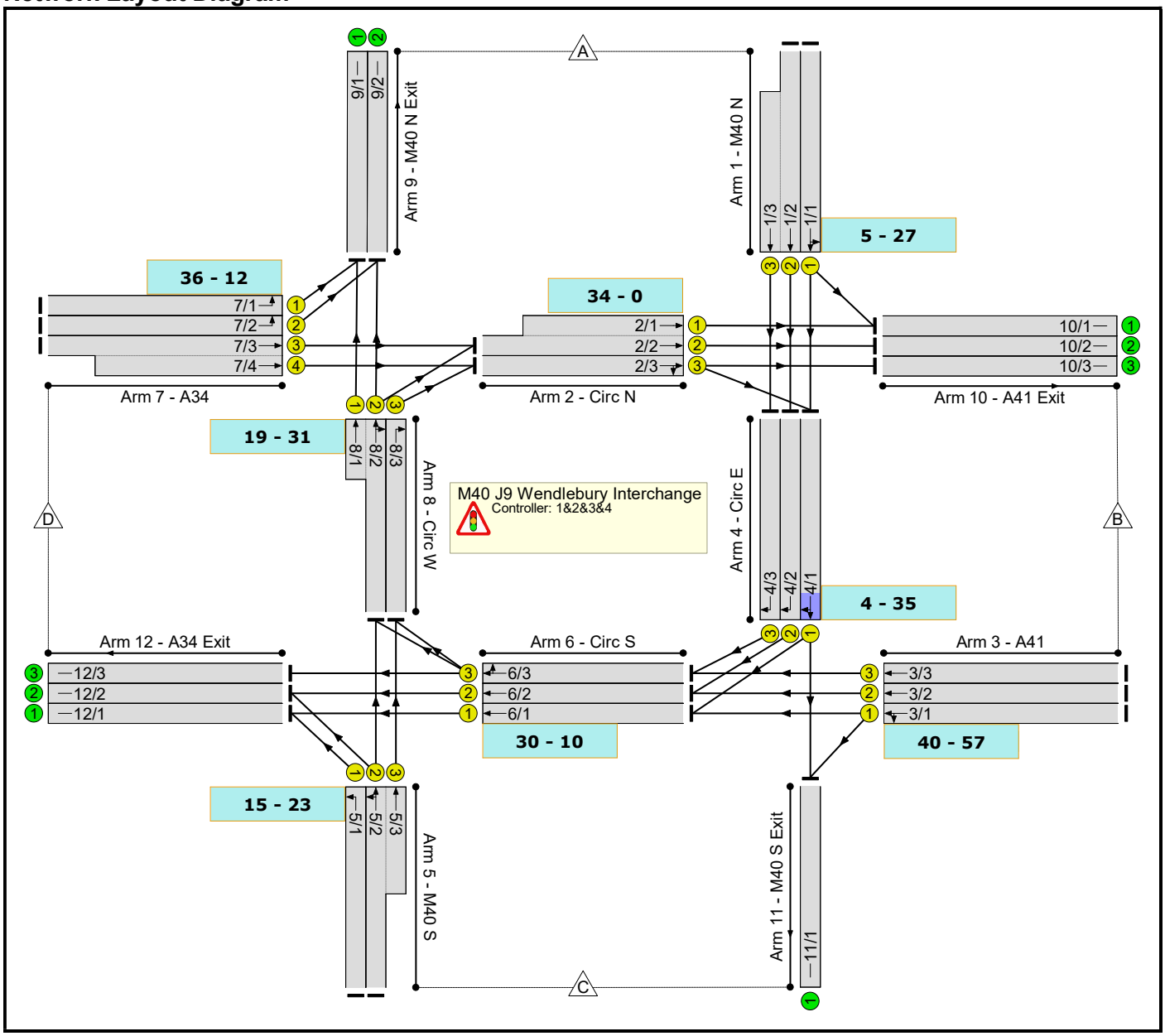
PM	A - M40 N	B - A41	C - M40 South	D - A34
A - M40 North	0	18	6	6
B - A41	20	0	47	114
C - M40 South	4	53	0	13
D - A34	4	149	18	0

Full Input Data And Results

User and Project Details

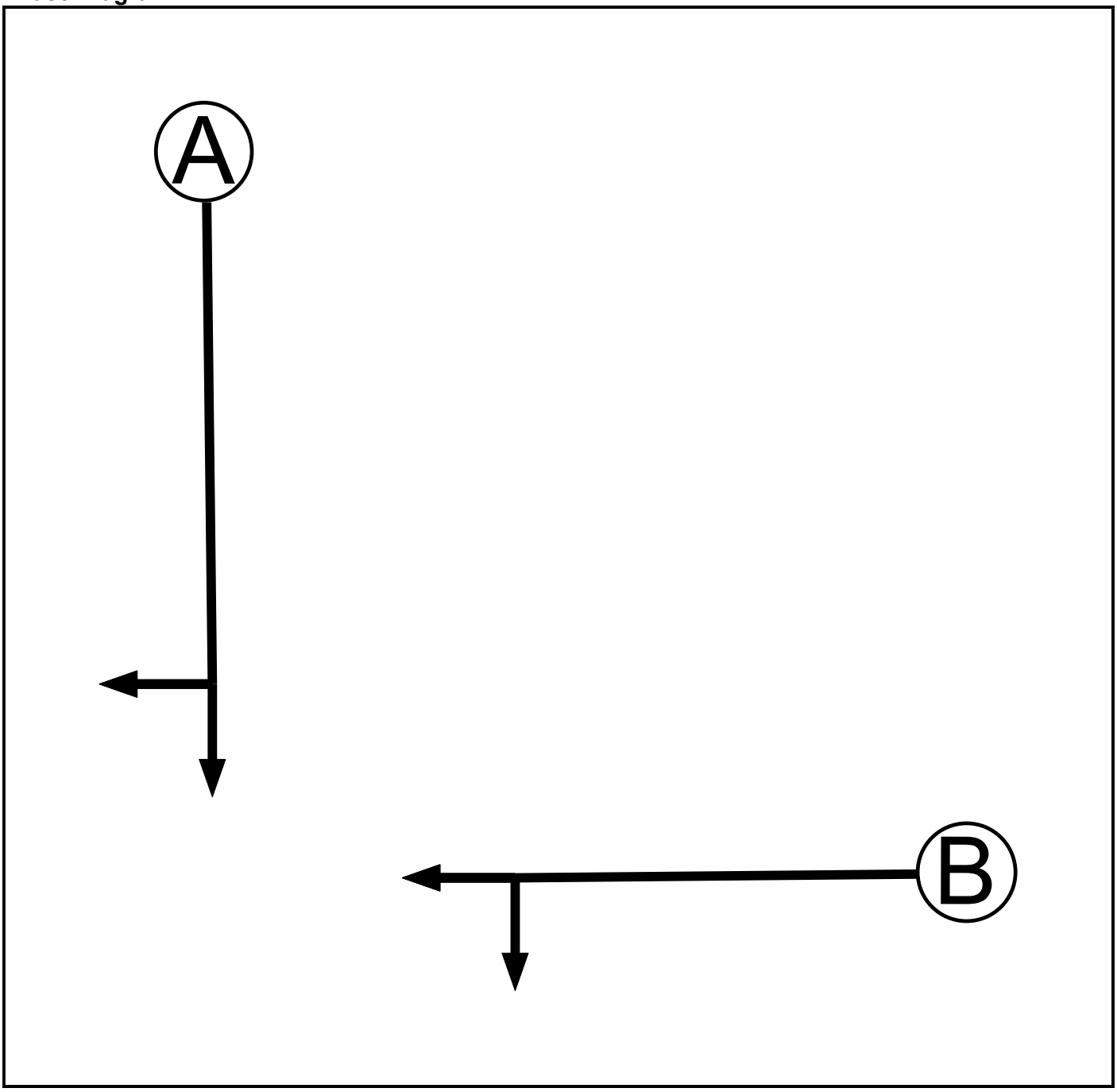
Project:	**Project 205223 - M40 J9 Wendlebury Interchange**
Title:	**Reference Case Model**
Location:	
Client:	Tritax
Site Ref(s):	M40 Junction 9 / A34 / A41
Model Purpose:	Reference Case
Additional detail:	
File name:	205223 M40 J9 - Existing Layout - Reference Case_V2a.lsg3x
Author:	R Bishop
Company:	Vectos SLR
Address:	

Network Layout Diagram



C1 - A41 W/B HAS051A

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7

Full Input Data And Results

Phase Intergreens Matrix

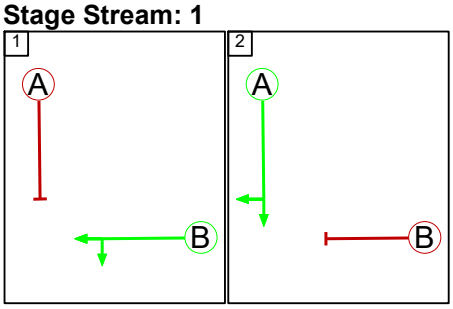
	Starting Phase		
Terminating Phase		A	B
	A		5
	B	7	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	B
1	2	A

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

Prohibited Stage Change

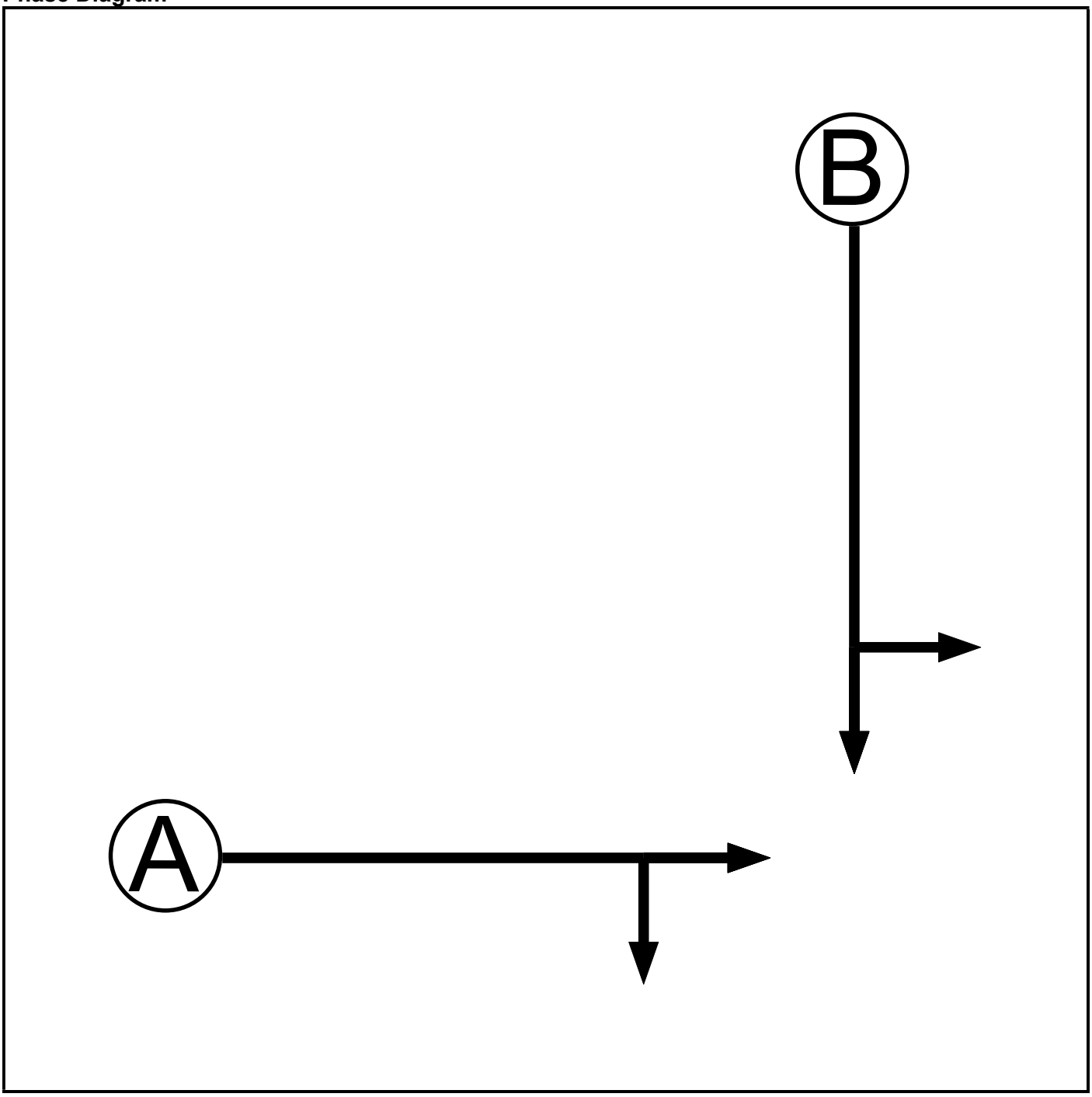
Stage Stream: 1

	To Stage		
From Stage		1	2
	1		7
	2	5	

Full Input Data And Results

C2 - M40 S/B HAS051B

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7

Full Input Data And Results

Phase Intergreens Matrix

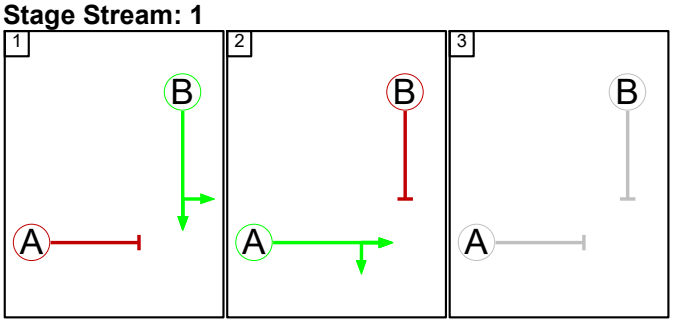
	Starting Phase		
Terminating Phase		A	B
	A		5
	B	7	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	B
1	2	A
1	3	

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

Prohibited Stage Change

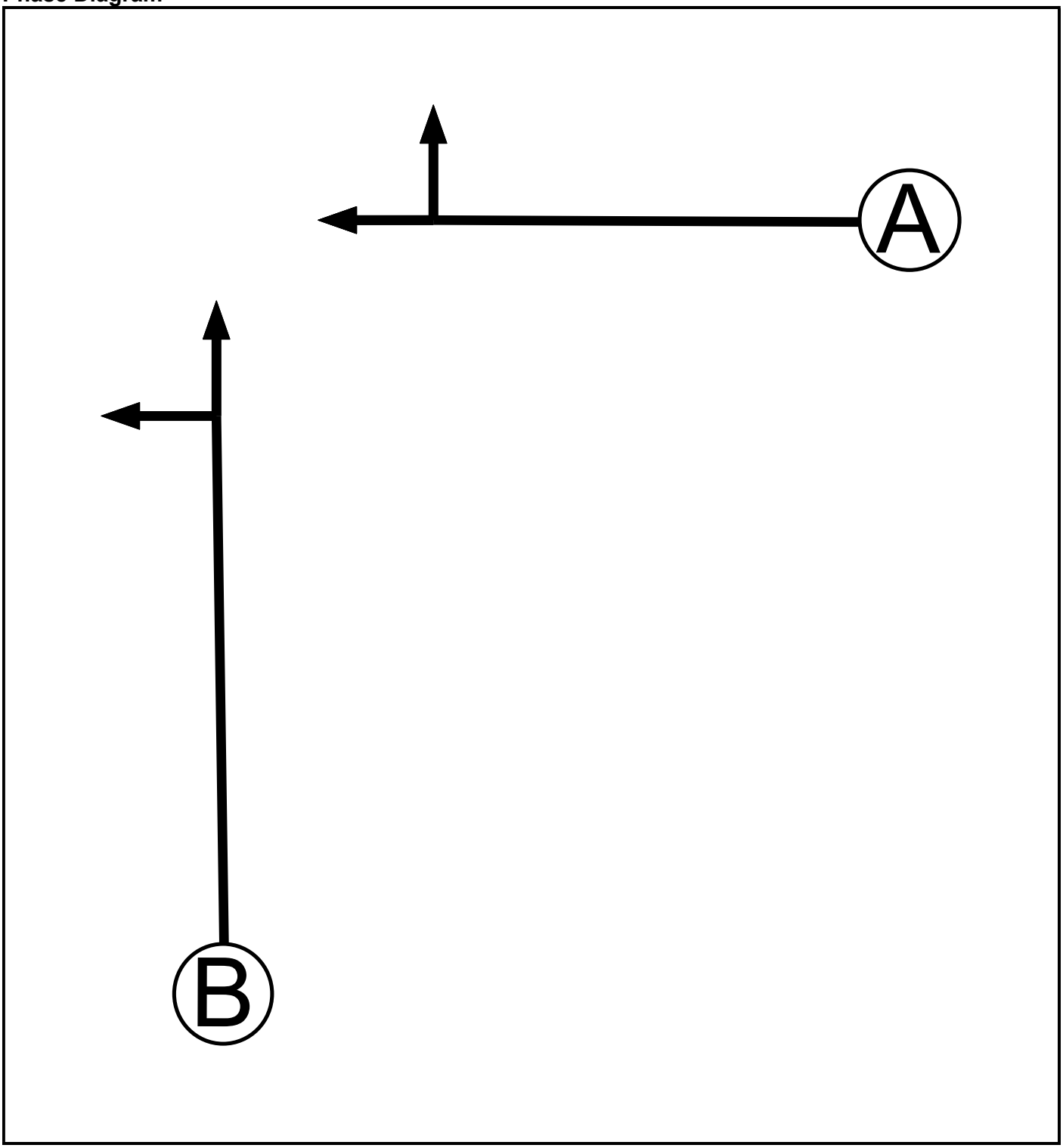
Stage Stream: 1

	To Stage			
From Stage		1	2	3
	1		7	X
	2	5		X
	3	X	X	

Full Input Data And Results

C3 - M40 N/B HAS051C

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7

Full Input Data And Results

Phase Intergreens Matrix

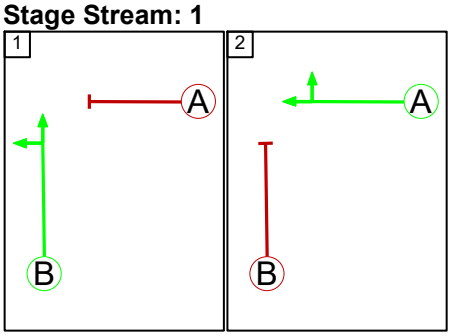
	Starting Phase		
Terminating Phase		A	B
	A		5
	B	7	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	B
1	2	A

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

Prohibited Stage Change

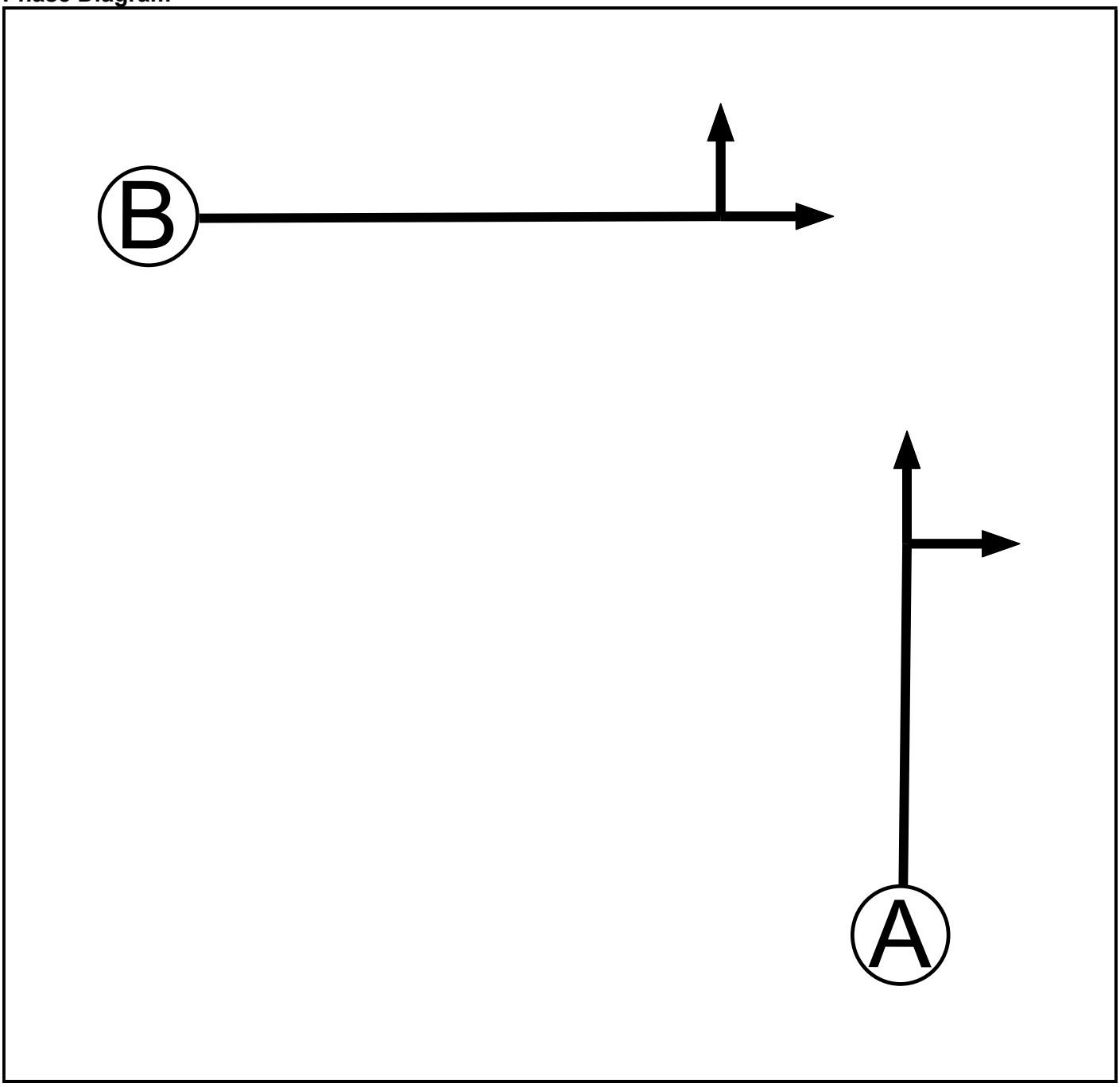
Stage Stream: 1

	To Stage		
From Stage		1	2
	1		7
	2	5	

Full Input Data And Results

C4 - A34 E/B HAS051D

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7

Full Input Data And Results

Phase Intergreens Matrix

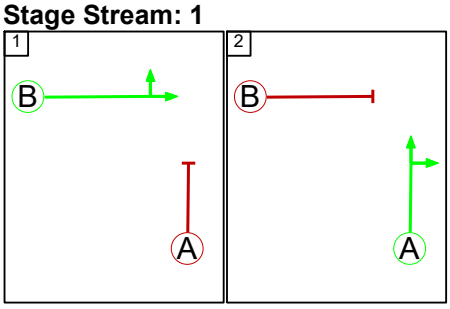
	Starting Phase		
Terminating Phase		A	B
	A		5
	B	7	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	B
1	2	A

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		7
	2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: M40 J9 Wendlebury Interchange
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: M40 J9 Wendlebury Interchange												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (M40 N)	U	B	2	3	60.0	User	1850	-	-	-	-	-
1/2 (M40 N)	U	B	2	3	60.0	User	1988	-	-	-	-	-
1/3 (M40 N)	U	B	2	3	29.6	User	1967	-	-	-	-	-
2/1 (Circ N)	U	A	2	3	22.0	User	1950	-	-	-	-	-
2/2 (Circ N)	U	A	2	3	26.0	User	1950	-	-	-	-	-
2/3 (Circ N)	U	A	2	3	26.0	User	1950	-	-	-	-	-
3/1 (A41)	U	B	2	3	60.0	User	1920	-	-	-	-	-
3/2 (A41)	U	B	2	3	60.0	User	1920	-	-	-	-	-
3/3 (A41)	U	B	2	3	60.0	User	2000	-	-	-	-	-
4/1 (Circ E)	U	A	2	3	4.0	User	2000	-	-	-	-	-
4/2 (Circ E)	U	A	2	3	5.0	User	2000	-	-	-	-	-
4/3 (Circ E)	U	A	2	3	6.0	User	2000	-	-	-	-	-
5/1 (M40 S)	U	B	2	3	60.0	User	1900	-	-	-	-	-
5/2 (M40 S)	U	B	2	3	60.0	User	1850	-	-	-	-	-
5/3 (M40 S)	U	B	2	3	8.0	User	1850	-	-	-	-	-
6/1 (Circ S)	U	A	2	3	20.0	User	2000	-	-	-	-	-
6/2 (Circ S)	U	A	2	3	31.0	User	2000	-	-	-	-	-
6/3 (Circ S)	U	A	2	3	31.0	User	2000	-	-	-	-	-
7/1 (A34)	U	B	2	3	60.0	Geom	-	3.80	0.00	Y	Arm 9 Left	60.00
7/2 (A34)	U	B	2	3	60.0	Geom	-	3.80	0.00	N	Arm 9 Left	60.00
7/3 (A34)	U	B	2	3	60.0	Geom	-	3.80	0.00	Y	Arm 2 Ahead	60.00
7/4 (A34)	U	B	2	3	30.0	Geom	-	3.80	0.00	Y	Arm 2 Ahead	60.00
8/1 (Circ W)	U	A	2	3	4.5	Geom	-	4.09	0.00	Y	Arm 9 Ahead	63.00

Full Input Data And Results

8/2 (Circ W)	U	A	2	3	4.0	Geom	-	4.19	0.00	Y	Arm 2 Right	63.00
											Arm 9 Ahead	63.00
8/3 (Circ W)	U	A	2	3	4.0	Geom	-	4.27	0.00	N	Arm 2 Right	59.00
9/1 (M40 N Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
9/2 (M40 N Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
10/1 (A41 Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
10/2 (A41 Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
10/3 (A41 Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
11/1 (M40 S Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
12/1 (A34 Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
12/2 (A34 Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-
12/3 (A34 Exit)	U		2	3	8.7	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM 2018 Observed'	08:00	09:00	01:00	
2: 'PM 2018 Observed'	17:00	18:00	01:00	
3: 'AM 2024 Base'	08:00	09:00	01:00	
4: 'PM 2024 Base'	17:00	18:00	01:00	
5: 'AM 2024 Base + Comm'	08:00	09:00	01:00	
6: 'PM 2024 Base + Comm'	17:00	18:00	01:00	

Scenario 1: 'AM 2018 Observed' (FG1: 'AM 2018 Observed', Plan 1: 'Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	9	197	0	1600	1806
	B	143	0	388	789	1320
	C	0	176	1	190	367
	D	1576	834	291	12	2713
	Tot.	1728	1207	680	2591	6206

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM 2018 Observed
Junction: M40 J9 Wendlebury Interchange	
1/1	539
1/2 (with short)	1267(In) 652(Out)
1/3 (short)	615
2/1 (short)	376
2/2 (with short)	708(In) 332(Out)
2/3	606
3/1	498
3/2	498
3/3	324
4/1	646
4/2	652
4/3	615
5/1	184
5/2 (with short)	183(In) 180(Out)
5/3 (short)	3
6/1	464
6/2	1150
6/3	939
7/1	752
7/2	824
7/3 (with short)	1137(In) 534(Out)
7/4 (short)	603
8/1 (short)	81
8/2 (with short)	326(In) 245(Out)
8/3	3
9/1	833
9/2	895
10/1	573
10/2	332
10/3	302
11/1	680
12/1	648
12/2	1156
12/3	787

Full Input Data And Results

Lane Saturation Flows

Junction: M40 J9 Wendlebury Interchange								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M40 N Lane 1)	This lane uses a directly entered Saturation Flow						1850	1850
1/2 (M40 N Lane 2)	This lane uses a directly entered Saturation Flow						1988	1988
1/3 (M40 N Lane 3)	This lane uses a directly entered Saturation Flow						1967	1967
2/1 (Circ N Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (Circ N Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/3 (Circ N Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (A41 Lane 1)	This lane uses a directly entered Saturation Flow						1920	1920
3/2 (A41 Lane 2)	This lane uses a directly entered Saturation Flow						1920	1920
3/3 (A41 Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000
4/1 (Circ E Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
4/2 (Circ E Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
4/3 (Circ E Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000
5/1 (M40 S Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (M40 S Lane 2)	This lane uses a directly entered Saturation Flow						1850	1850
5/3 (M40 S Lane 3)	This lane uses a directly entered Saturation Flow						1850	1850
6/1 (Circ S Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
6/2 (Circ S Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
6/3 (Circ S Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000
7/1 (A34)	3.80	0.00	Y	Arm 9 Left	60.00	100.0 %	1946	1946
7/2 (A34)	3.80	0.00	N	Arm 9 Left	60.00	100.0 %	2083	2083
7/3 (A34)	3.80	0.00	Y	Arm 2 Ahead	60.00	100.0 %	1946	1946
7/4 (A34)	3.80	0.00	Y	Arm 2 Ahead	60.00	100.0 %	1946	1946
8/1 (Circ W)	4.09	0.00	Y	Arm 9 Ahead	63.00	100.0 %	1977	1977
8/2	4.19	0.00	Y	Arm 2 Right	63.00	71.0 %	1987	1987

Full Input Data And Results

(Circ W)				Arm 9 Ahead	63.00	29.0 %		
8/3 (Circ W)	4.27	0.00	N	Arm 2 Right	59.00	100.0 %	2128	2128
9/1 (M40 N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M40 N Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A41 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A41 Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/3 (A41 Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
11/1 (M40 S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A34 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (A34 Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (A34 Exit Lane 3)	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'PM 2018 Observed' (FG2: 'PM 2018 Observed', Plan 1: 'Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	4	192	2	1685	1883
	B	203	1	236	788	1228
	C	0	439	0	282	721
	D	1864	1263	86	4	3217
	Tot.	2071	1895	324	2759	7049

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: PM 2018 Observed
Junction: M40 J9 Wendlebury Interchange	
1/1	550
1/2 (with short)	1333(In) 673(Out)
1/3 (short)	660
2/1 (short)	554
2/2 (with short)	1105(In) 551(Out)
2/3	688
3/1	436
3/2	338
3/3	454
4/1	448
4/2	673
4/3	660
5/1	241
5/2 (with short)	480(In) 232(Out)
5/3 (short)	248
6/1	560
6/2	1011
6/3	1114
7/1	892
7/2	972
7/3 (with short)	1353(In) 913(Out)
7/4 (short)	440
8/1 (short)	203
8/2 (with short)	399(In) 196(Out)
8/3	248
9/1	1095
9/2	976
10/1	746
10/2	551
10/3	598
11/1	324
12/1	801
12/2	1052
12/3	906

Full Input Data And Results

Lane Saturation Flows

Junction: M40 J9 Wendlebury Interchange								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M40 N Lane 1)	This lane uses a directly entered Saturation Flow						1850	1850
1/2 (M40 N Lane 2)	This lane uses a directly entered Saturation Flow						1988	1988
1/3 (M40 N Lane 3)	This lane uses a directly entered Saturation Flow						1967	1967
2/1 (Circ N Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (Circ N Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/3 (Circ N Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (A41 Lane 1)	This lane uses a directly entered Saturation Flow						1920	1920
3/2 (A41 Lane 2)	This lane uses a directly entered Saturation Flow						1920	1920
3/3 (A41 Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000
4/1 (Circ E Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
4/2 (Circ E Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
4/3 (Circ E Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000
5/1 (M40 S Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (M40 S Lane 2)	This lane uses a directly entered Saturation Flow						1850	1850
5/3 (M40 S Lane 3)	This lane uses a directly entered Saturation Flow						1850	1850
6/1 (Circ S Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
6/2 (Circ S Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
6/3 (Circ S Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000
7/1 (A34)	3.80	0.00	Y	Arm 9 Left	60.00	100.0 %	1946	1946
7/2 (A34)	3.80	0.00	N	Arm 9 Left	60.00	100.0 %	2083	2083
7/3 (A34)	3.80	0.00	Y	Arm 2 Ahead	60.00	100.0 %	1946	1946
7/4 (A34)	3.80	0.00	Y	Arm 2 Ahead	60.00	100.0 %	1946	1946
8/1 (Circ W)	4.09	0.00	Y	Arm 9 Ahead	63.00	100.0 %	1977	1977
8/2	4.19	0.00	Y	Arm 2 Right	63.00	98.0 %	1987	1987

Full Input Data And Results

(Circ W)				Arm 9 Ahead	63.00	2.0 %		
8/3 (Circ W)	4.27	0.00	N	Arm 2 Right	59.00	100.0 %	2128	2128
9/1 (M40 N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M40 N Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A41 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A41 Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/3 (A41 Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
11/1 (M40 S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A34 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (A34 Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (A34 Exit Lane 3)	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'AM 2024 Base' (FG3: 'AM 2024 Base', Plan 1: 'Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	9	197	0	1605	1811
	B	144	0	389	791	1324
	C	0	177	1	191	369
	D	1581	837	292	12	2722
	Tot.	1734	1211	682	2599	6226

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: AM 2024 Base
Junction: M40 J9 Wendlebury Interchange	
1/1	539
1/2 (with short)	1272(In) 652(Out)
1/3 (short)	620
2/1 (short)	400
2/2 (with short)	713(In) 313(Out)
2/3	606
3/1	499
3/2	498
3/3	327
4/1	647
4/2	652
4/3	620
5/1	185
5/2 (with short)	184(In) 182(Out)
5/3 (short)	2
6/1	464
6/2	1150
6/3	947
7/1	754
7/2	827
7/3 (with short)	1141(In) 537(Out)
7/4 (short)	604
8/1 (short)	81
8/2 (with short)	329(In) 248(Out)
8/3	2
9/1	835
9/2	899
10/1	597
10/2	313
10/3	301
11/1	682
12/1	649
12/2	1156
12/3	794

Full Input Data And Results

Lane Saturation Flows

Junction: M40 J9 Wendlebury Interchange								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M40 N Lane 1)	This lane uses a directly entered Saturation Flow						1850	1850
1/2 (M40 N Lane 2)	This lane uses a directly entered Saturation Flow						1988	1988
1/3 (M40 N Lane 3)	This lane uses a directly entered Saturation Flow						1967	1967
2/1 (Circ N Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (Circ N Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/3 (Circ N Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (A41 Lane 1)	This lane uses a directly entered Saturation Flow						1920	1920
3/2 (A41 Lane 2)	This lane uses a directly entered Saturation Flow						1920	1920
3/3 (A41 Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000
4/1 (Circ E Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
4/2 (Circ E Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
4/3 (Circ E Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000
5/1 (M40 S Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (M40 S Lane 2)	This lane uses a directly entered Saturation Flow						1850	1850
5/3 (M40 S Lane 3)	This lane uses a directly entered Saturation Flow						1850	1850
6/1 (Circ S Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
6/2 (Circ S Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
6/3 (Circ S Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000
7/1 (A34)	3.80	0.00	Y	Arm 9 Left	60.00	100.0 %	1946	1946
7/2 (A34)	3.80	0.00	N	Arm 9 Left	60.00	100.0 %	2083	2083
7/3 (A34)	3.80	0.00	Y	Arm 2 Ahead	60.00	100.0 %	1946	1946
7/4 (A34)	3.80	0.00	Y	Arm 2 Ahead	60.00	100.0 %	1946	1946
8/1 (Circ W)	4.09	0.00	Y	Arm 9 Ahead	63.00	100.0 %	1977	1977
8/2	4.19	0.00	Y	Arm 2 Right	63.00	71.0 %	1987	1987

Full Input Data And Results

(Circ W)				Arm 9 Ahead	63.00	29.0 %		
8/3 (Circ W)	4.27	0.00	N	Arm 2 Right	59.00	100.0 %	2128	2128
9/1 (M40 N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M40 N Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A41 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A41 Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/3 (A41 Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
11/1 (M40 S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A34 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (A34 Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (A34 Exit Lane 3)	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'PM 2024 Base' (FG4: 'PM 2024 Base', Plan 1: 'Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	4	197	2	1724	1927
	B	208	1	242	807	1258
	C	0	449	0	289	738
	D	1908	1293	88	4	3293
	Tot.	2120	1940	332	2824	7216

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: PM 2024 Base
Junction: M40 J9 Wendlebury Interchange	
1/1	594
1/2 (with short)	1333(In) 673(Out)
1/3 (short)	660
2/1 (short)	566
2/2 (with short)	1139(In) 573(Out)
2/3	696
3/1	458
3/2	341
3/3	459
4/1	489
4/2	673
4/3	660
5/1	247
5/2 (with short)	491(In) 237(Out)
5/3 (short)	254
6/1	615
6/2	1014
6/3	1119
7/1	914
7/2	994
7/3 (with short)	1385(In) 943(Out)
7/4 (short)	442
8/1 (short)	208
8/2 (with short)	408(In) 200(Out)
8/3	254
9/1	1122
9/2	998
10/1	763
10/2	573
10/3	604
11/1	332
12/1	862
12/2	1056
12/3	906

Full Input Data And Results

Lane Saturation Flows

Junction: M40 J9 Wendlebury Interchange								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M40 N Lane 1)	This lane uses a directly entered Saturation Flow						1850	1850
1/2 (M40 N Lane 2)	This lane uses a directly entered Saturation Flow						1988	1988
1/3 (M40 N Lane 3)	This lane uses a directly entered Saturation Flow						1967	1967
2/1 (Circ N Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (Circ N Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/3 (Circ N Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (A41 Lane 1)	This lane uses a directly entered Saturation Flow						1920	1920
3/2 (A41 Lane 2)	This lane uses a directly entered Saturation Flow						1920	1920
3/3 (A41 Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000
4/1 (Circ E Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
4/2 (Circ E Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
4/3 (Circ E Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000
5/1 (M40 S Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (M40 S Lane 2)	This lane uses a directly entered Saturation Flow						1850	1850
5/3 (M40 S Lane 3)	This lane uses a directly entered Saturation Flow						1850	1850
6/1 (Circ S Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
6/2 (Circ S Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
6/3 (Circ S Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000
7/1 (A34)	3.80	0.00	Y	Arm 9 Left	60.00	100.0 %	1946	1946
7/2 (A34)	3.80	0.00	N	Arm 9 Left	60.00	100.0 %	2083	2083
7/3 (A34)	3.80	0.00	Y	Arm 2 Ahead	60.00	100.0 %	1946	1946
7/4 (A34)	3.80	0.00	Y	Arm 2 Ahead	60.00	100.0 %	1946	1946
8/1 (Circ W)	4.09	0.00	Y	Arm 9 Ahead	63.00	100.0 %	1977	1977
8/2	4.19	0.00	Y	Arm 2 Right	63.00	98.0 %	1987	1987

Full Input Data And Results

(Circ W)				Arm 9 Ahead	63.00	2.0 %		
8/3 (Circ W)	4.27	0.00	N	Arm 2 Right	59.00	100.0 %	2128	2128
9/1 (M40 N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M40 N Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A41 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A41 Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/3 (A41 Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
11/1 (M40 S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A34 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (A34 Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (A34 Exit Lane 3)	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'AM 2024 Base + Comm' (FG5: 'AM 2024 Base + Comm', Plan 1: 'Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	9	216	4	1609	1838
	B	158	0	446	920	1524
	C	2	209	1	204	416
	D	1583	947	302	12	2844
	Tot.	1752	1372	753	2745	6622

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: AM 2024 Base + Comm
Junction: M40 J9 Wendlebury Interchange	
1/1	562
1/2 (with short)	1276(In) 652(Out)
1/3 (short)	624
2/1 (short)	405
2/2 (with short)	856(In) 451(Out)
2/3	615
3/1	506
3/2	508
3/3	510
4/1	661
4/2	652
4/3	624
5/1	204
5/2 (with short)	212(In) 211(Out)
5/3 (short)	1
6/1	414
6/2	1160
6/3	1134
7/1	755
7/2	828
7/3 (with short)	1261(In) 647(Out)
7/4 (short)	614
8/1 (short)	92
8/2 (with short)	378(In) 286(Out)
8/3	1
9/1	847
9/2	905
10/1	621
10/2	451
10/3	300
11/1	753
12/1	618
12/2	1160
12/3	967

Full Input Data And Results

Lane Saturation Flows

Junction: M40 J9 Wendlebury Interchange								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M40 N Lane 1)	This lane uses a directly entered Saturation Flow						1850	1850
1/2 (M40 N Lane 2)	This lane uses a directly entered Saturation Flow						1988	1988
1/3 (M40 N Lane 3)	This lane uses a directly entered Saturation Flow						1967	1967
2/1 (Circ N Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (Circ N Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/3 (Circ N Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (A41 Lane 1)	This lane uses a directly entered Saturation Flow						1920	1920
3/2 (A41 Lane 2)	This lane uses a directly entered Saturation Flow						1920	1920
3/3 (A41 Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000
4/1 (Circ E Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
4/2 (Circ E Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
4/3 (Circ E Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000
5/1 (M40 S Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (M40 S Lane 2)	This lane uses a directly entered Saturation Flow						1850	1850
5/3 (M40 S Lane 3)	This lane uses a directly entered Saturation Flow						1850	1850
6/1 (Circ S Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
6/2 (Circ S Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
6/3 (Circ S Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000
7/1 (A34)	3.80	0.00	Y	Arm 9 Left	60.00	100.0 %	1946	1946
7/2 (A34)	3.80	0.00	N	Arm 9 Left	60.00	100.0 %	2083	2083
7/3 (A34)	3.80	0.00	Y	Arm 2 Ahead	60.00	100.0 %	1946	1946
7/4 (A34)	3.80	0.00	Y	Arm 2 Ahead	60.00	100.0 %	1946	1946
8/1 (Circ W)	4.09	0.00	Y	Arm 9 Ahead	63.00	100.0 %	1977	1977
8/2	4.19	0.00	Y	Arm 2 Right	63.00	73.1 %	1987	1987

Full Input Data And Results

(Circ W)				Arm 9 Ahead	63.00	26.9 %		
8/3 (Circ W)	4.27	0.00	N	Arm 2 Right	59.00	100.0 %	2128	2128
9/1 (M40 N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M40 N Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A41 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A41 Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/3 (A41 Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
11/1 (M40 S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A34 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (A34 Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (A34 Exit Lane 3)	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'PM 2024 Base + Comm' (FG6: 'PM 2024 Base + Comm', Plan 1: 'Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	4	215	8	1730	1957
	B	227	1	289	921	1438
	C	4	502	0	302	808
	D	1911	1441	106	4	3462
	Tot.	2146	2159	403	2957	7665

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: PM 2024 Base + Comm
Junction: M40 J9 Wendlebury Interchange	
1/1	624
1/2 (with short)	1333(In) 673(Out)
1/3 (short)	660
2/1 (short)	660
2/2 (with short)	1320(In) 660(Out)
2/3	734
3/1	550
3/2	410
3/3	478
4/1	519
4/2	673
4/3	660
5/1	272
5/2 (with short)	536(In) 262(Out)
5/3 (short)	274
6/1	666
6/2	1083
6/3	1138
7/1	915
7/2	996
7/3 (with short)	1551(In) 1091(Out)
7/4 (short)	460
8/1 (short)	228
8/2 (with short)	464(In) 236(Out)
8/3	274
9/1	1143
9/2	1003
10/1	875
10/2	660
10/3	624
11/1	403
12/1	938
12/2	1113
12/3	906

Full Input Data And Results

Lane Saturation Flows

Junction: M40 J9 Wendlebury Interchange								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M40 N Lane 1)	This lane uses a directly entered Saturation Flow						1850	1850
1/2 (M40 N Lane 2)	This lane uses a directly entered Saturation Flow						1988	1988
1/3 (M40 N Lane 3)	This lane uses a directly entered Saturation Flow						1967	1967
2/1 (Circ N Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (Circ N Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/3 (Circ N Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (A41 Lane 1)	This lane uses a directly entered Saturation Flow						1920	1920
3/2 (A41 Lane 2)	This lane uses a directly entered Saturation Flow						1920	1920
3/3 (A41 Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000
4/1 (Circ E Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
4/2 (Circ E Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
4/3 (Circ E Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000
5/1 (M40 S Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (M40 S Lane 2)	This lane uses a directly entered Saturation Flow						1850	1850
5/3 (M40 S Lane 3)	This lane uses a directly entered Saturation Flow						1850	1850
6/1 (Circ S Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
6/2 (Circ S Lane 2)	This lane uses a directly entered Saturation Flow						2000	2000
6/3 (Circ S Lane 3)	This lane uses a directly entered Saturation Flow						2000	2000
7/1 (A34)	3.80	0.00	Y	Arm 9 Left	60.00	100.0 %	1946	1946
7/2 (A34)	3.80	0.00	N	Arm 9 Left	60.00	100.0 %	2083	2083
7/3 (A34)	3.80	0.00	Y	Arm 2 Ahead	60.00	100.0 %	1946	1946
7/4 (A34)	3.80	0.00	Y	Arm 2 Ahead	60.00	100.0 %	1946	1946
8/1 (Circ W)	4.09	0.00	Y	Arm 9 Ahead	63.00	100.0 %	1977	1977
8/2	4.19	0.00	Y	Arm 2 Right	63.00	97.0 %	1987	1987

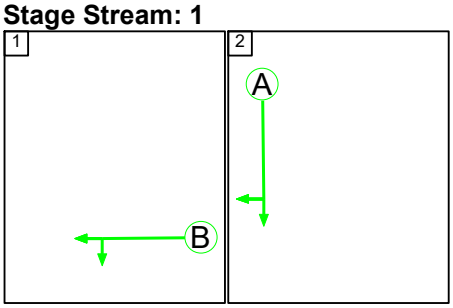
Full Input Data And Results

(Circ W)				Arm 9 Ahead	63.00	3.0 %		
8/3 (Circ W)	4.27	0.00	N	Arm 2 Right	59.00	100.0 %	2128	2128
9/1 (M40 N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M40 N Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A41 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A41 Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/3 (A41 Exit Lane 3)	Infinite Saturation Flow						Inf	Inf
11/1 (M40 S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A34 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (A34 Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (A34 Exit Lane 3)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'AM 2018 Observed' (FG1: 'AM 2018 Observed', Plan 1: 'Plan 1')
C1 - A41 W/B HAS051A

Stage Sequence Diagram

Stage Stream: 1



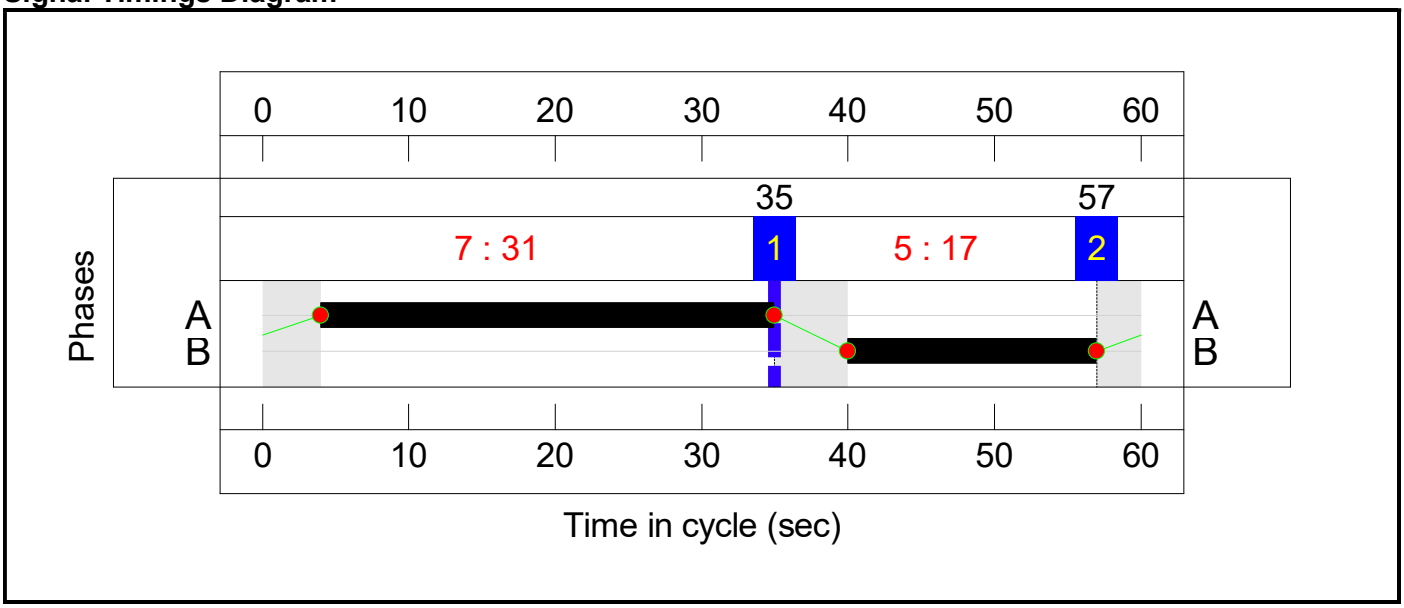
Stage Timings

Stage Stream: 1

Stage	1	2
Duration	17	31
Change Point	35	57

Full Input Data And Results

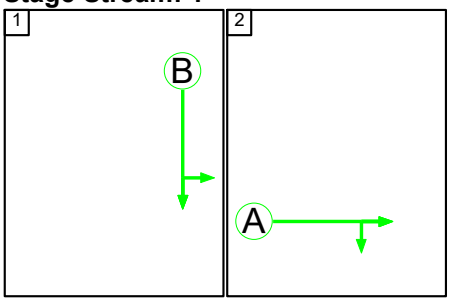
Signal Timings Diagram



C2 - M40 S/B HAS051B

Stage Sequence Diagram

Stage Stream: 1



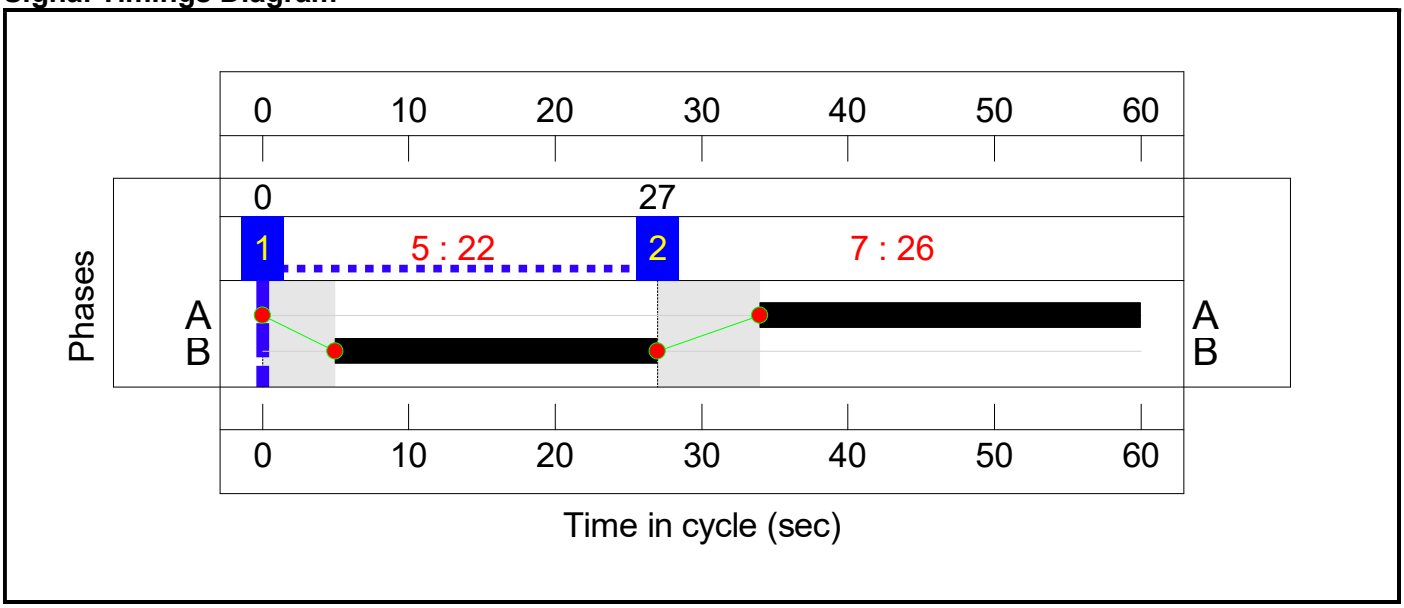
Stage Timings

Stage Stream: 1

Stage	1	2
Duration	22	26
Change Point	0	27

Full Input Data And Results

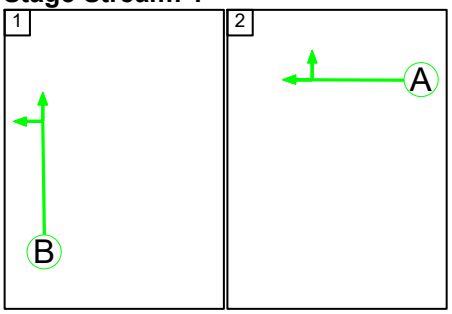
Signal Timings Diagram



C3 - M40 N/B HAS051C

Stage Sequence Diagram

Stage Stream: 1



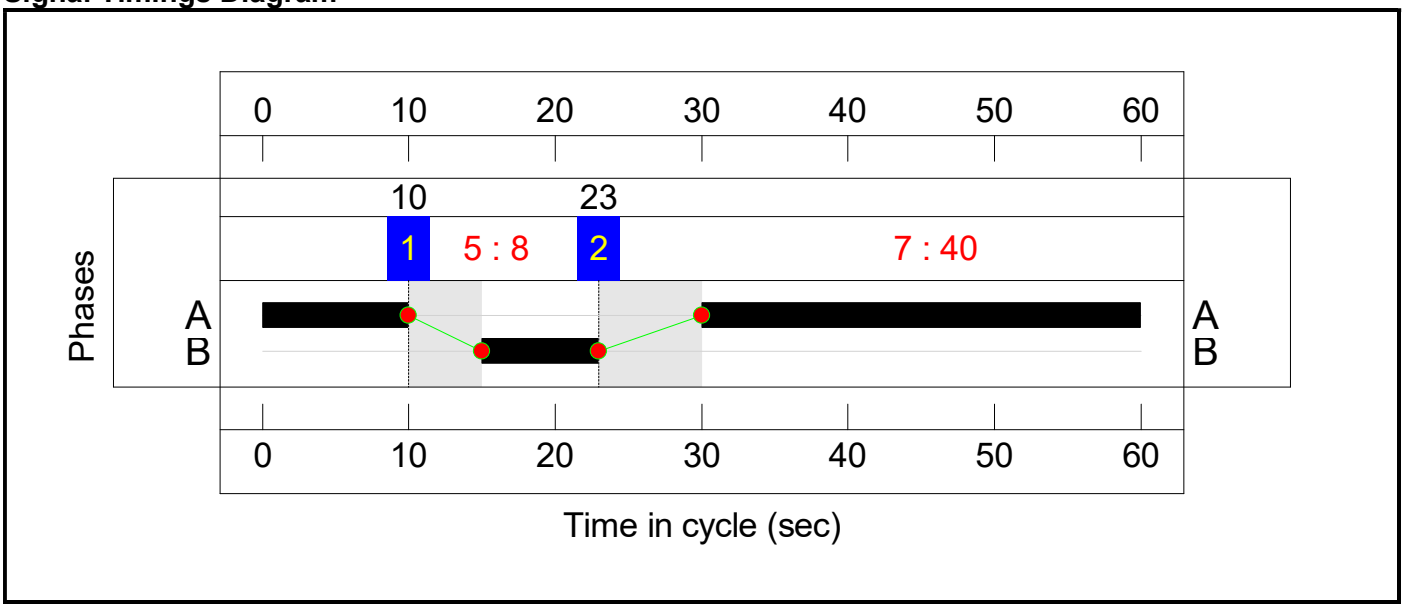
Stage Timings

Stage Stream: 1

Stage	1	2
Duration	8	40
Change Point	10	23

Full Input Data And Results

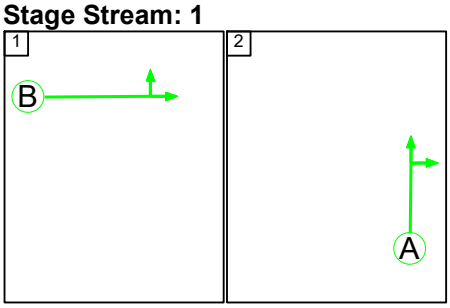
Signal Timings Diagram



C4 - A34 E/B HAS051D

Stage Sequence Diagram

Stage Stream: 1



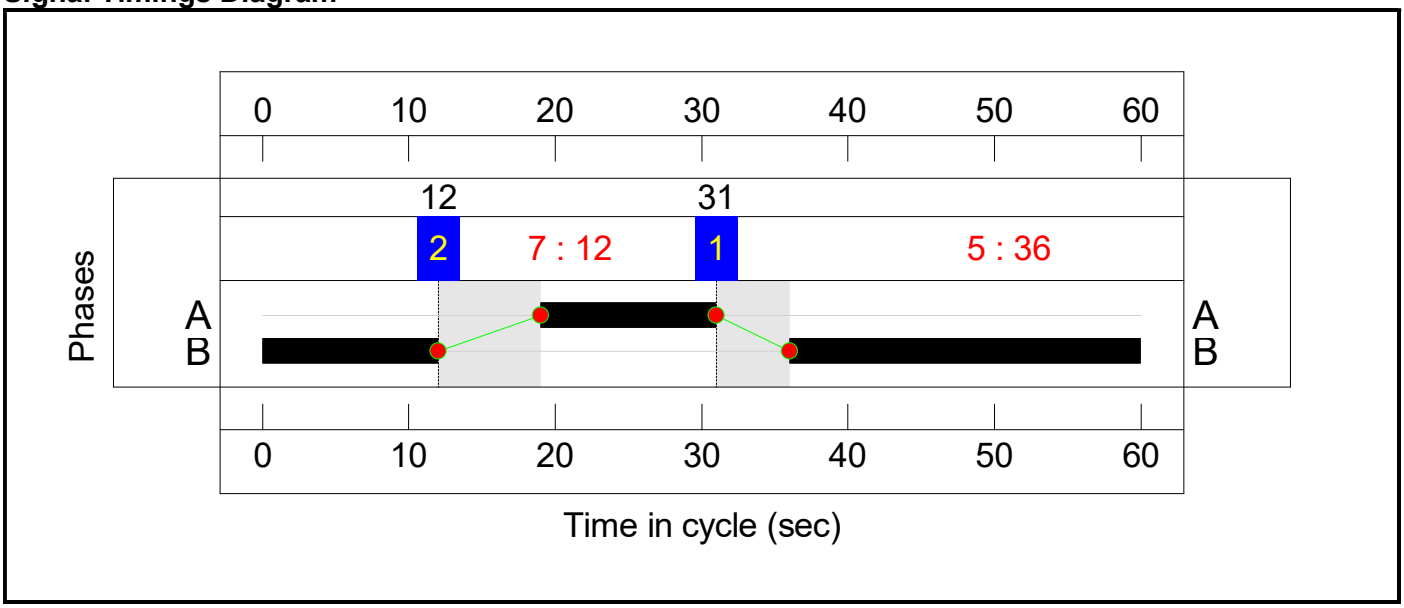
Stage Timings

Stage Stream: 1

Stage	1	2
Duration	36	12
Change Point	31	12

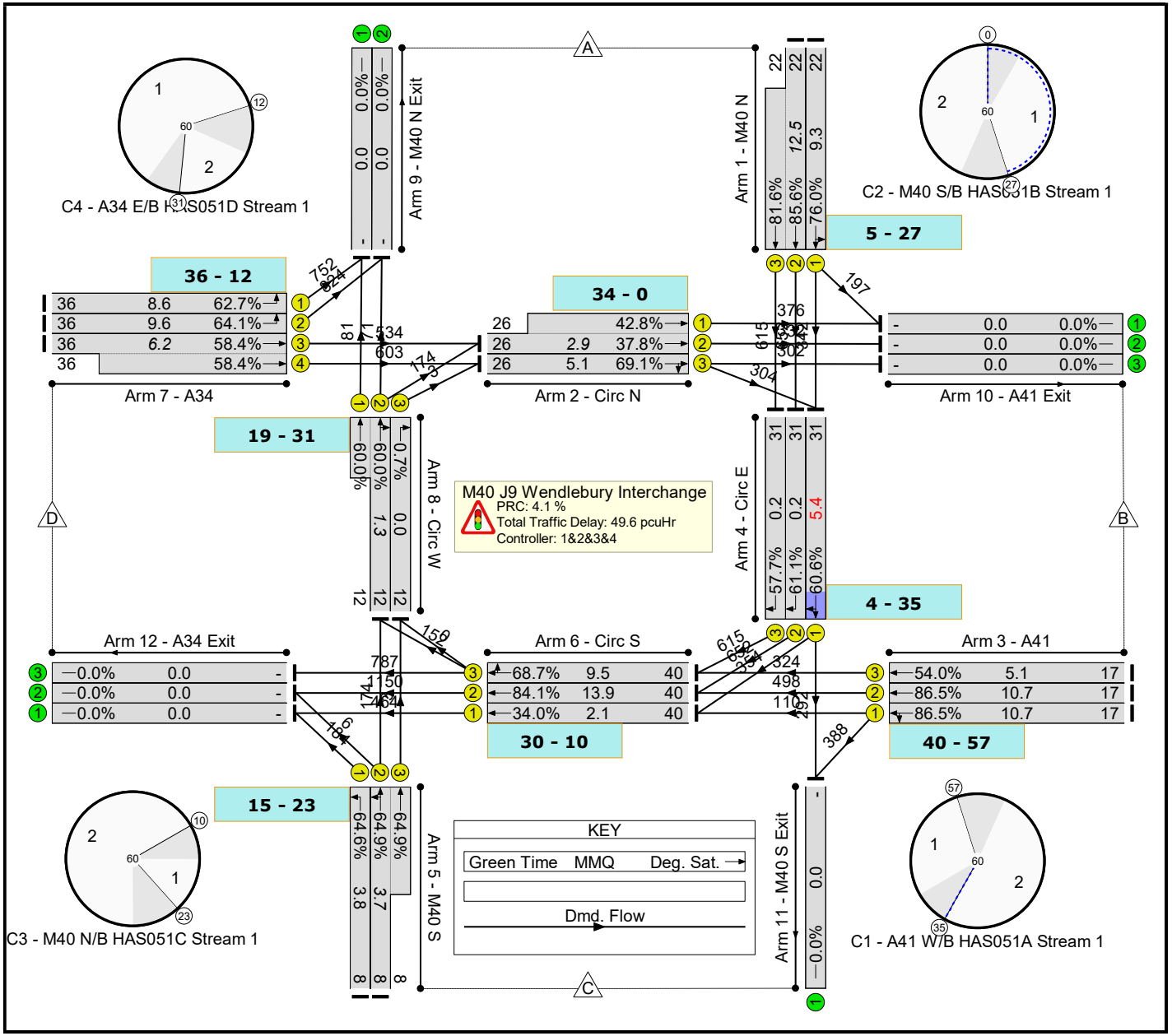
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Reference Case Model	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.5%**
M40 J9 Wendlebury Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.5%**
1/1	M40 N Ahead Left	U	2:1	N/A	C2:B		1	22	-	539	1850	709	76.0%
1/2+1/3	M40 N Ahead	U	2:1	N/A	C2:B		1	22	-	1267	1988:1967	762+754	85.6 : 81.6%
2/2+2/1	Circ N Ahead	U	2:1	N/A	C2:A		1	26	-	708	1950:1950	878+878	37.8 : 42.8%
2/3	Circ N Right Ahead	U	2:1	N/A	C2:A		1	26	-	606	1950	878	69.1%
3/1	A41 Ahead Left	U	1:1	N/A	C1:B		1	17	-	498	1920	576	86.5%
3/2	A41 Ahead	U	1:1	N/A	C1:B		1	17	-	498	1920	576	86.5%
3/3	A41 Ahead	U	1:1	N/A	C1:B		1	17	-	324	2000	600	54.0%
4/1	Circ E Right Ahead	U	1:1	N/A	C1:A		1	31	-	646	2000	1067	60.6%
4/2	Circ E Right	U	1:1	N/A	C1:A		1	31	-	652	2000	1067	61.1%
4/3	Circ E Right	U	1:1	N/A	C1:A		1	31	-	615	2000	1067	57.7%
5/1	M40 S Left	U	3:1	N/A	C3:B		1	8	-	184	1900	285	64.6%
5/2+5/3	M40 S Ahead Left	U	3:1	N/A	C3:B		1	8	-	183	1850:1850	277+5	64.9 : 64.9%
6/1	Circ S Ahead	U	3:1	N/A	C3:A		1	40	-	464	2000	1367	34.0%
6/2	Circ S Ahead	U	3:1	N/A	C3:A		1	40	-	1150	2000	1367	84.1%
6/3	Circ S Right Ahead	U	3:1	N/A	C3:A		1	40	-	939	2000	1367	68.7%
7/1	A34 Left	U	4:1	N/A	C4:B		1	36	-	752	1946	1200	62.7%
7/2	A34 Left	U	4:1	N/A	C4:B		1	36	-	824	2083	1285	64.1%
7/3+7/4	A34 Ahead	U	4:1	N/A	C4:B		1	36	-	1137	1946:1946	914+1032	58.4 : 58.4%

Full Input Data And Results

8/2+8/1	Circ W Right Ahead	U	4:1	N/A	C4:A		1	12	-	326	1987:1977	408+135	60.0 : 60.0%
8/3	Circ W Right	U	4:1	N/A	C4:A		1	12	-	3	2128	461	0.7%
9/1	M40 N Exit	U	N/A	N/A	-		-	-	-	833	Inf	Inf	0.0%
9/2	M40 N Exit	U	N/A	N/A	-		-	-	-	895	Inf	Inf	0.0%
10/1	A41 Exit	U	N/A	N/A	-		-	-	-	573	Inf	Inf	0.0%
10/2	A41 Exit	U	N/A	N/A	-		-	-	-	332	Inf	Inf	0.0%
10/3	A41 Exit	U	N/A	N/A	-		-	-	-	302	Inf	Inf	0.0%
11/1	M40 S Exit	U	N/A	N/A	-		-	-	-	680	Inf	Inf	0.0%
12/1	A34 Exit	U	N/A	N/A	-		-	-	-	648	Inf	Inf	0.0%
12/2	A34 Exit	U	N/A	N/A	-		-	-	-	1156	Inf	Inf	0.0%
12/3	A34 Exit	U	N/A	N/A	-		-	-	-	787	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Reference Case Model	**-**	**-**	**0**	**0**	**0**	**30.9**	**18.7**	**0.0**	**49.6**	**-**	**-**	**-**	**-**
M40 J9 Wendlebury Interchange	**-**	**-**	**0**	**0**	**0**	**30.9**	**18.7**	**0.0**	**49.6**	**-**	**-**	**-**	**-**
1/1	539	539	-	-	-	2.4	1.6	-	4.0	26.5	7.8	1.6	9.3
1/2+1/3	1267	1267	-	-	-	5.9	2.5	-	8.4 (4.4+4.0)	23.9 (24.1:23.7)	10.0	2.5	12.5
2/2+2/1	708	708	-	-	-	2.1	0.0	-	2.1 (1.1+1.1)	10.9 (11.6:10.3)	2.9	0.0	2.9
2/3	606	606	-	-	-	2.1	0.0	-	2.1	12.4	5.1	0.0	5.1
3/1	498	498	-	-	-	2.7	3.0	-	5.7	41.3	7.7	3.0	10.7
3/2	498	498	-	-	-	2.7	3.0	-	5.7	41.3	7.7	3.0	10.7
3/3	324	324	-	-	-	1.6	0.6	-	2.2	24.0	4.5	0.6	5.1
4/1	646	646	-	-	-	1.2	0.0	-	1.2	6.9	5.4	0.0	5.4
4/2	652	652	-	-	-	0.1	0.0	-	0.1	0.5	0.2	0.0	0.2
4/3	615	615	-	-	-	0.1	0.0	-	0.1	0.5	0.2	0.0	0.2
5/1	184	184	-	-	-	1.2	0.9	-	2.1	41.5	2.9	0.9	3.8
5/2+5/3	183	183	-	-	-	1.2	0.9	-	2.1 (2.1+0.0)	41.8 (41.9:39.9)	2.8	0.9	3.7
6/1	464	464	-	-	-	0.2	0.3	-	0.4	3.2	1.8	0.3	2.1
6/2	1150	1150	-	-	-	0.9	2.6	-	3.5	11.0	11.3	2.6	13.9
6/3	939	939	-	-	-	0.4	1.1	-	1.5	5.8	8.4	1.1	9.5
7/1	752	752	-	-	-	1.5	0.8	-	2.3	11.2	7.7	0.8	8.6
7/2	824	824	-	-	-	1.7	0.9	-	2.6	11.2	8.7	0.9	9.6
7/3+7/4	1137	1137	-	-	-	2.0	0.7	-	2.7 (1.2+1.4)	8.5 (8.3:8.6)	5.5	0.7	6.2
8/2+8/1	326	326	-	-	-	0.7	0.0	-	0.7 (0.4+0.3)	7.8 (5.4:15.2)	1.3	0.0	1.3
8/3	3	3	-	-	-	0.0	0.0	-	0.0	5.2	0.0	0.0	0.0

Full Input Data And Results

9/1	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	895	895	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	573	573	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	332	332	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	302	302	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	680	680	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1156	1156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	787	787	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A41 W/B HAS051A	Stream: 1 PRC for Signalled Lanes (%):	4.1	Total Delay for Signalled Lanes (pcuHr):	15.01	Cycle Time (s): 60
C2 - M40 S/B HAS051B	Stream: 1 PRC for Signalled Lanes (%):	5.2	Total Delay for Signalled Lanes (pcuHr):	16.61	Cycle Time (s): 60
C3 - M40 N/B HAS051C	Stream: 1 PRC for Signalled Lanes (%):	7.0	Total Delay for Signalled Lanes (pcuHr):	9.69	Cycle Time (s): 60
C4 - A34 E/B HAS051D	Stream: 1 PRC for Signalled Lanes (%):	40.3	Total Delay for Signalled Lanes (pcuHr):	8.29	Cycle Time (s): 60
	PRC Over All Lanes (%):	4.1	Total Delay Over All Lanes(pcuHr):	49.60	

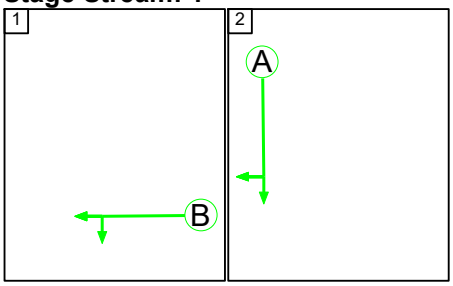
Full Input Data And Results

Scenario 2: 'PM 2018 Observed' (FG2: 'PM 2018 Observed', Plan 1: 'Plan 1')

C1 - A41 W/B HAS051A

Stage Sequence Diagram

Stage Stream: 1

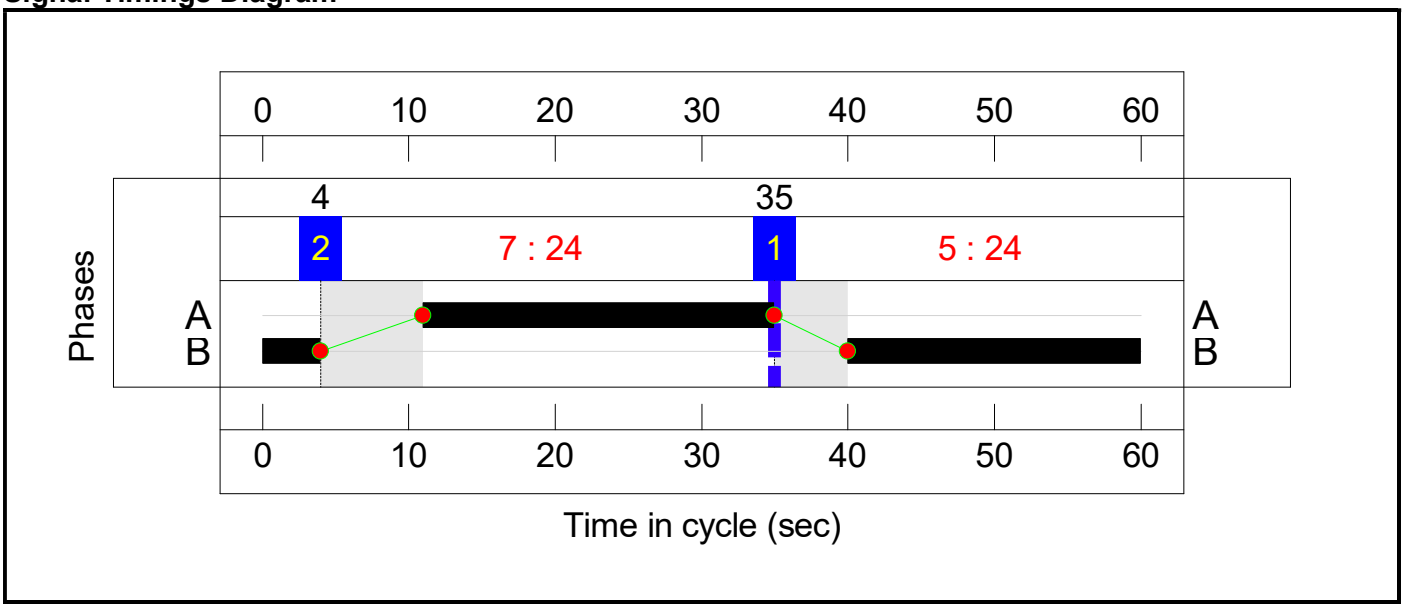


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	24	24
Change Point	35	4

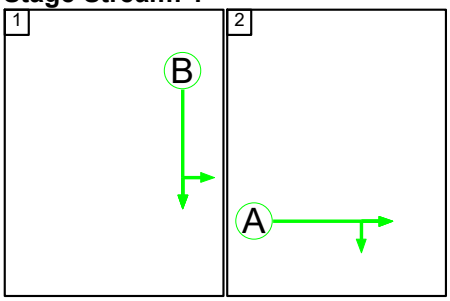
Signal Timings Diagram



C2 - M40 S/B HAS051B

Stage Sequence Diagram

Stage Stream: 1

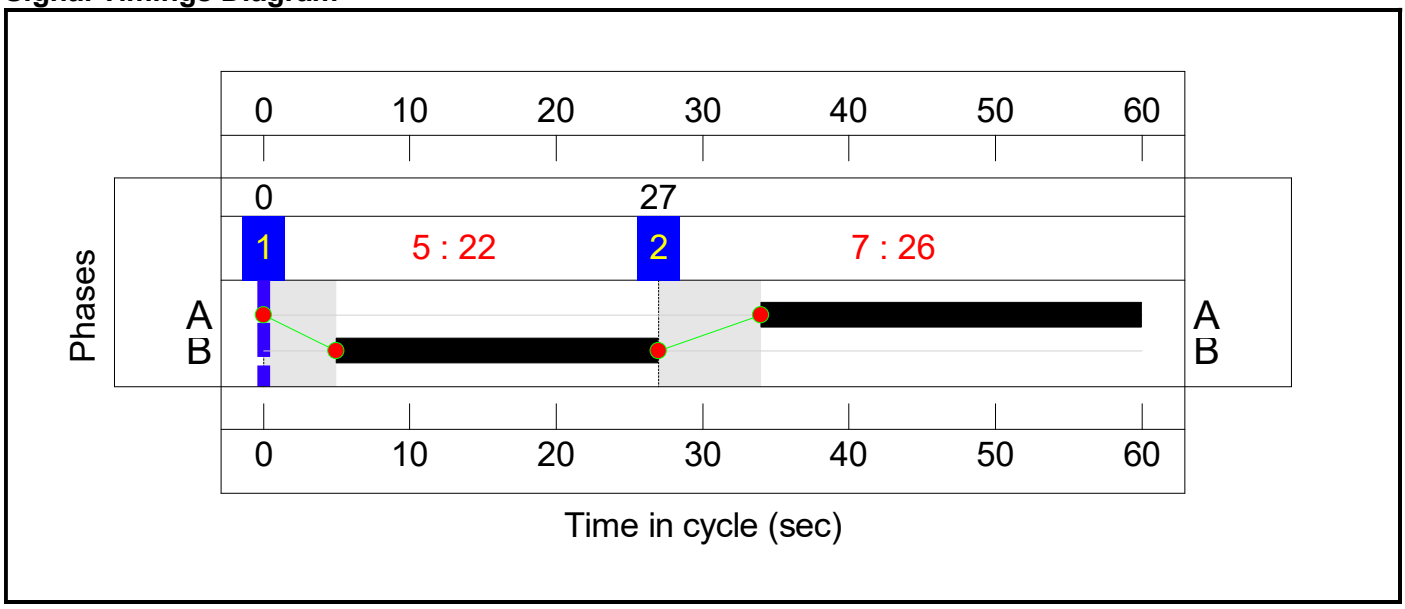


Full Input Data And Results

Stage Timings
Stage Stream: 1

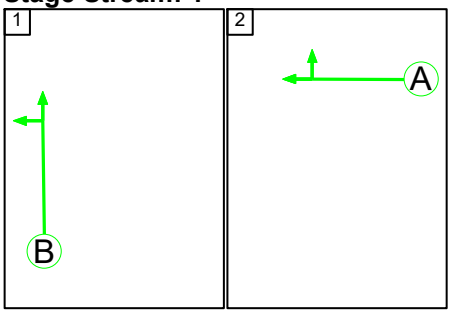
Stage	1	2
Duration	22	26
Change Point	0	27

Signal Timings Diagram



C3 - M40 N/B HAS051C

Stage Sequence Diagram
Stage Stream: 1

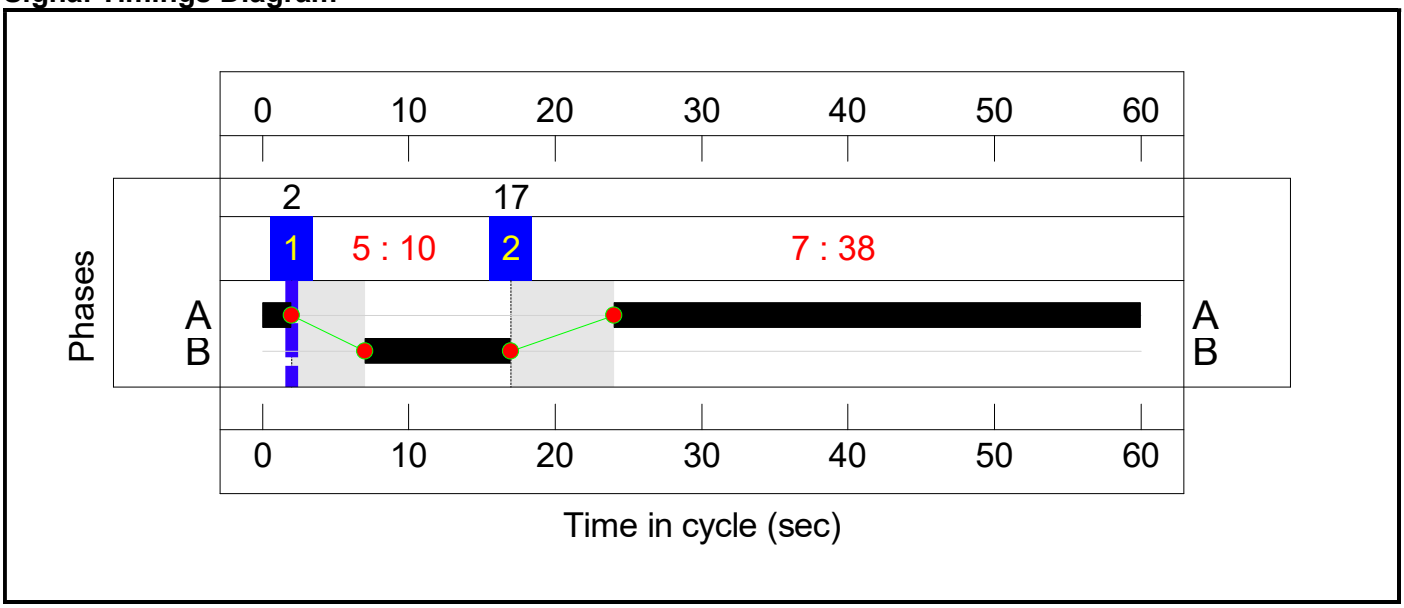


Stage Timings
Stage Stream: 1

Stage	1	2
Duration	10	38
Change Point	2	17

Full Input Data And Results

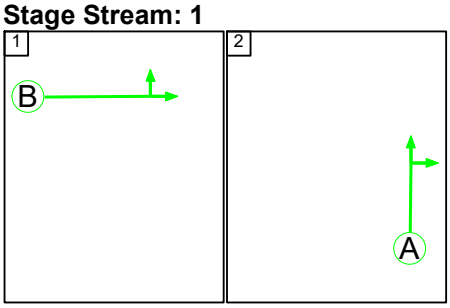
Signal Timings Diagram



C4 - A34 E/B HAS051D

Stage Sequence Diagram

Stage Stream: 1



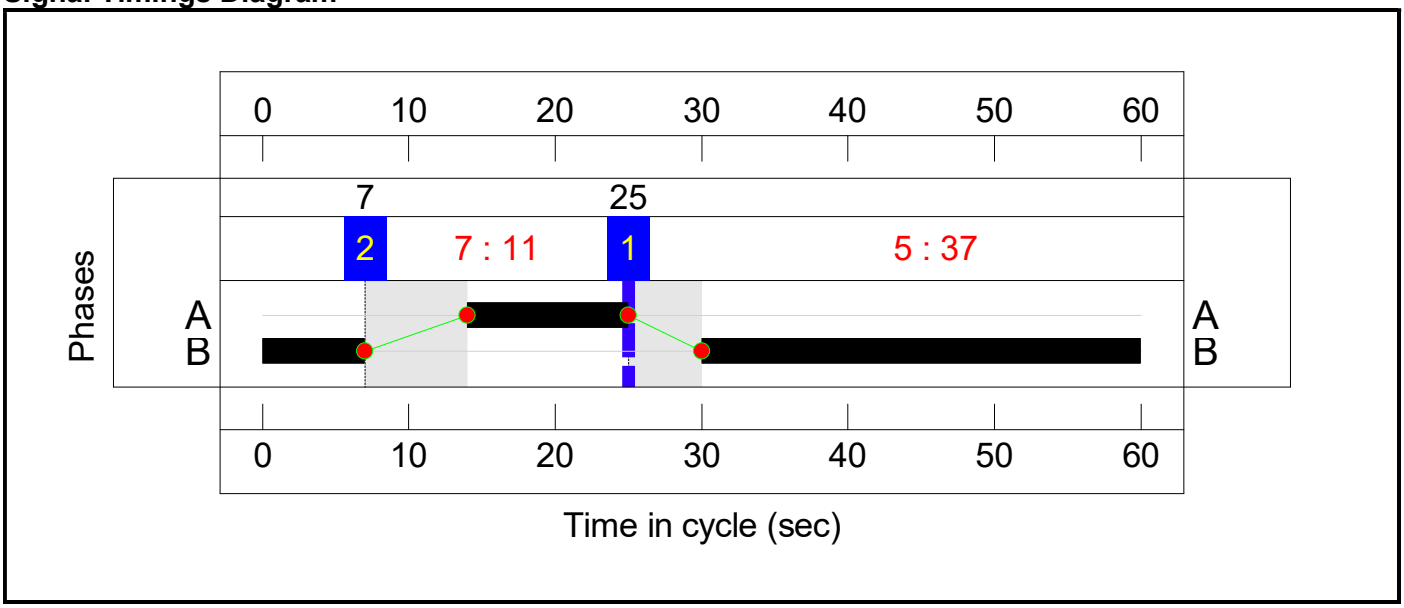
Stage Timings

Stage Stream: 1

Stage	1	2
Duration	37	11
Change Point	25	7

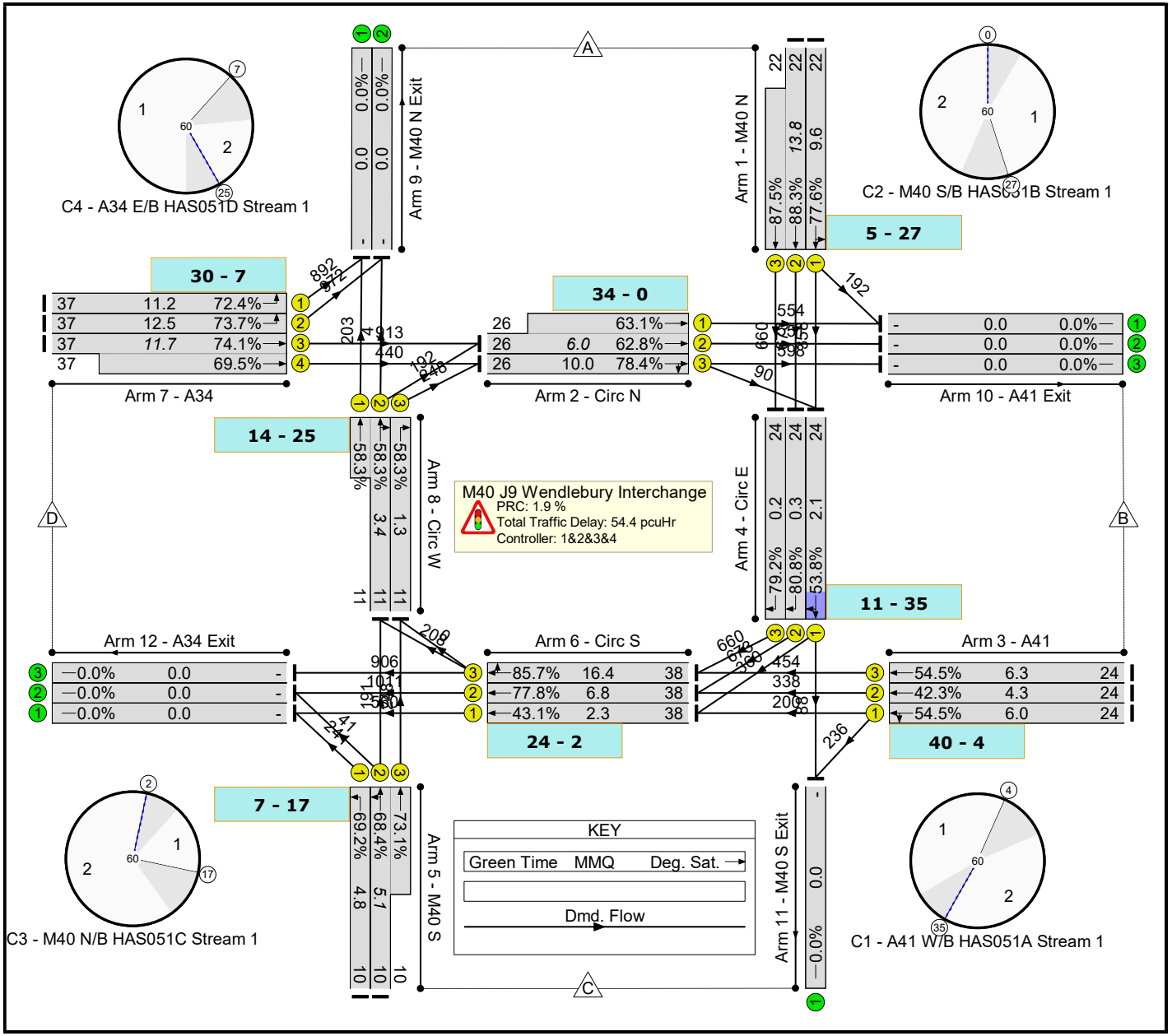
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Reference Case Model	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.3%**
M40 J9 Wendlebury Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.3%**
1/1	M40 N Ahead Left	U	2:1	N/A	C2:B		1	22	-	550	1850	709	77.6%
1/2+1/3	M40 N Ahead	U	2:1	N/A	C2:B		1	22	-	1333	1988:1967	762+754	88.3 : 87.5%
2/2+2/1	Circ N Ahead	U	2:1	N/A	C2:A		1	26	-	1105	1950:1950	878+878	62.8 : 63.1%
2/3	Circ N Right Ahead	U	2:1	N/A	C2:A		1	26	-	688	1950	878	78.4%
3/1	A41 Ahead Left	U	1:1	N/A	C1:B		1	24	-	436	1920	800	54.5%
3/2	A41 Ahead	U	1:1	N/A	C1:B		1	24	-	338	1920	800	42.3%
3/3	A41 Ahead	U	1:1	N/A	C1:B		1	24	-	454	2000	833	54.5%
4/1	Circ E Right Ahead	U	1:1	N/A	C1:A		1	24	-	448	2000	833	53.8%
4/2	Circ E Right	U	1:1	N/A	C1:A		1	24	-	673	2000	833	80.8%
4/3	Circ E Right	U	1:1	N/A	C1:A		1	24	-	660	2000	833	79.2%
5/1	M40 S Left	U	3:1	N/A	C3:B		1	10	-	241	1900	348	69.2%
5/2+5/3	M40 S Ahead Left	U	3:1	N/A	C3:B		1	10	-	480	1850:1850	339+339	68.4 : 73.1%
6/1	Circ S Ahead	U	3:1	N/A	C3:A		1	38	-	560	2000	1300	43.1%
6/2	Circ S Ahead	U	3:1	N/A	C3:A		1	38	-	1011	2000	1300	77.8%
6/3	Circ S Right Ahead	U	3:1	N/A	C3:A		1	38	-	1114	2000	1300	85.7%
7/1	A34 Left	U	4:1	N/A	C4:B		1	37	-	892	1946	1232	72.4%
7/2	A34 Left	U	4:1	N/A	C4:B		1	37	-	972	2083	1319	73.7%
7/3+7/4	A34 Ahead	U	4:1	N/A	C4:B		1	37	-	1353	1946:1946	1232+633	74.1 : 69.5%

Full Input Data And Results

8/2+8/1	Circ W Right Ahead	U	4:1	N/A	C4:A		1	11	-	399	1987:1977	336+348	58.3 : 58.3%
8/3	Circ W Right	U	4:1	N/A	C4:A		1	11	-	248	2128	426	58.3%
9/1	M40 N Exit	U	N/A	N/A	-		-	-	-	1095	Inf	Inf	0.0%
9/2	M40 N Exit	U	N/A	N/A	-		-	-	-	976	Inf	Inf	0.0%
10/1	A41 Exit	U	N/A	N/A	-		-	-	-	746	Inf	Inf	0.0%
10/2	A41 Exit	U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
10/3	A41 Exit	U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%
11/1	M40 S Exit	U	N/A	N/A	-		-	-	-	324	Inf	Inf	0.0%
12/1	A34 Exit	U	N/A	N/A	-		-	-	-	801	Inf	Inf	0.0%
12/2	A34 Exit	U	N/A	N/A	-		-	-	-	1052	Inf	Inf	0.0%
12/3	A34 Exit	U	N/A	N/A	-		-	-	-	906	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Reference Case Model	**-**	**-**	**0**	**0**	**0**	**35.7**	**18.8**	**0.0**	**54.4**	**-**	**-**	**-**	**-**
M40 J9 Wendlebury Interchange	**-**	**-**	**0**	**0**	**0**	**35.7**	**18.8**	**0.0**	**54.4**	**-**	**-**	**-**	**-**
1/1	550	550	-	-	-	2.5	1.7	-	4.2	27.3	7.9	1.7	9.6
1/2+1/3	1333	1333	-	-	-	6.4	3.5	-	9.9 (5.0+4.9)	26.7 (26.7:26.6)	10.3	3.5	13.8
2/2+2/1	1105	1105	-	-	-	4.1	0.0	-	4.1 (2.1+2.1)	13.4 (13.5:13.4)	6.0	0.0	6.0
2/3	688	688	-	-	-	1.9	0.0	-	1.9	9.9	10.0	0.0	10.0
3/1	436	436	-	-	-	1.6	0.6	-	2.2	18.1	5.4	0.6	6.0
3/2	338	338	-	-	-	1.2	0.4	-	1.5	16.3	3.9	0.4	4.3
3/3	454	454	-	-	-	1.7	0.6	-	2.3	17.9	5.7	0.6	6.3
4/1	448	448	-	-	-	0.5	0.0	-	0.5	4.3	2.1	0.0	2.1
4/2	673	673	-	-	-	0.1	0.0	-	0.1	0.7	0.3	0.0	0.3
4/3	660	660	-	-	-	0.1	0.0	-	0.1	0.7	0.2	0.0	0.2
5/1	241	241	-	-	-	1.5	1.1	-	2.6	39.4	3.7	1.1	4.8
5/2+5/3	480	480	-	-	-	3.1	1.2	-	4.3 (2.1+2.2)	32.0 (31.8:32.1)	3.9	1.2	5.1
6/1	560	560	-	-	-	0.5	0.4	-	0.8	5.4	1.9	0.4	2.3
6/2	1011	1011	-	-	-	0.8	1.7	-	2.5	8.9	5.0	1.7	6.8
6/3	1114	1114	-	-	-	1.5	2.9	-	4.4	14.4	13.5	2.9	16.4
7/1	892	892	-	-	-	1.8	1.3	-	3.1	12.7	9.9	1.3	11.2
7/2	972	972	-	-	-	2.0	1.4	-	3.4	12.7	11.1	1.4	12.5
7/3+7/4	1353	1353	-	-	-	2.6	1.3	-	3.9 (2.8+1.1)	10.3 (11.1:8.7)	10.4	1.3	11.7
8/2+8/1	399	399	-	-	-	1.6	0.0	-	1.6 (0.1+1.5)	14.5 (1.7:26.9)	3.4	0.0	3.4
8/3	248	248	-	-	-	0.1	0.7	-	0.8	12.0	0.6	0.7	1.3

Full Input Data And Results

9/1	1095	1095	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	976	976	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	746	746	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	801	801	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1052	1052	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	906	906	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A41 W/B HAS051A	Stream: 1 PRC for Signalled Lanes (%):	11.4	Total Delay for Signalled Lanes (pcuHr):	6.80	Cycle Time (s): 60
C2 - M40 S/B HAS051B	Stream: 1 PRC for Signalled Lanes (%):	1.9	Total Delay for Signalled Lanes (pcuHr):	20.07	Cycle Time (s): 60
C3 - M40 N/B HAS051C	Stream: 1 PRC for Signalled Lanes (%):	5.0	Total Delay for Signalled Lanes (pcuHr):	14.67	Cycle Time (s): 60
C4 - A34 E/B HAS051D	Stream: 1 PRC for Signalled Lanes (%):	21.5	Total Delay for Signalled Lanes (pcuHr):	12.90	Cycle Time (s): 60
	PRC Over All Lanes (%):	1.9	Total Delay Over All Lanes(pcuHr):	54.44	

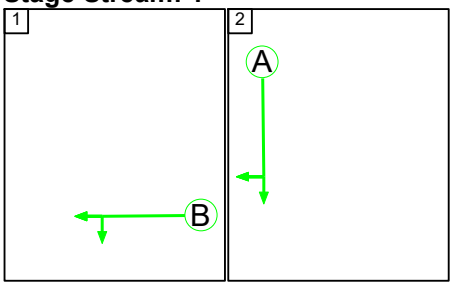
Full Input Data And Results

Scenario 3: 'AM 2024 Base' (FG3: 'AM 2024 Base', Plan 1: 'Plan 1')

C1 - A41 W/B HAS051A

Stage Sequence Diagram

Stage Stream: 1

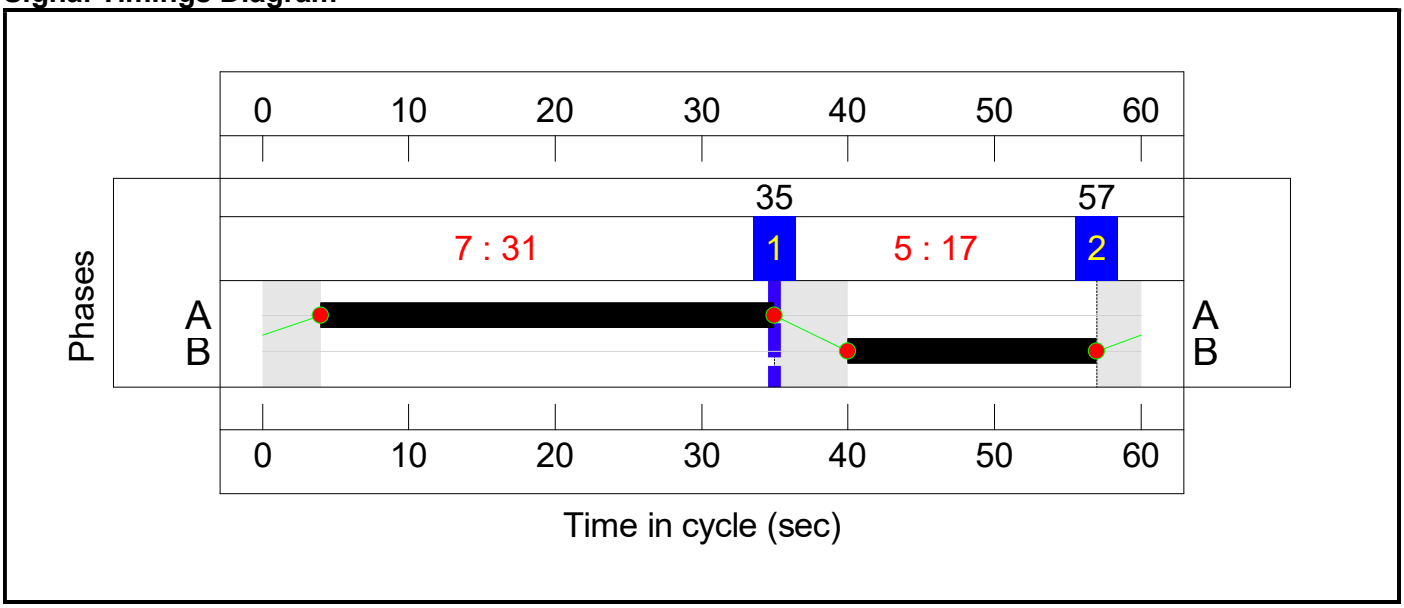


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	17	31
Change Point	35	57

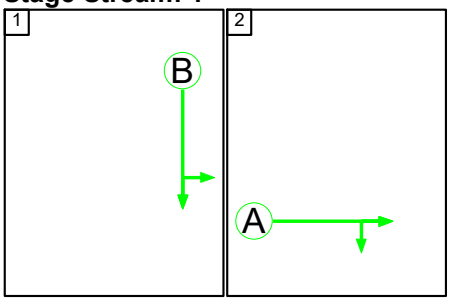
Signal Timings Diagram



C2 - M40 S/B HAS051B

Stage Sequence Diagram

Stage Stream: 1



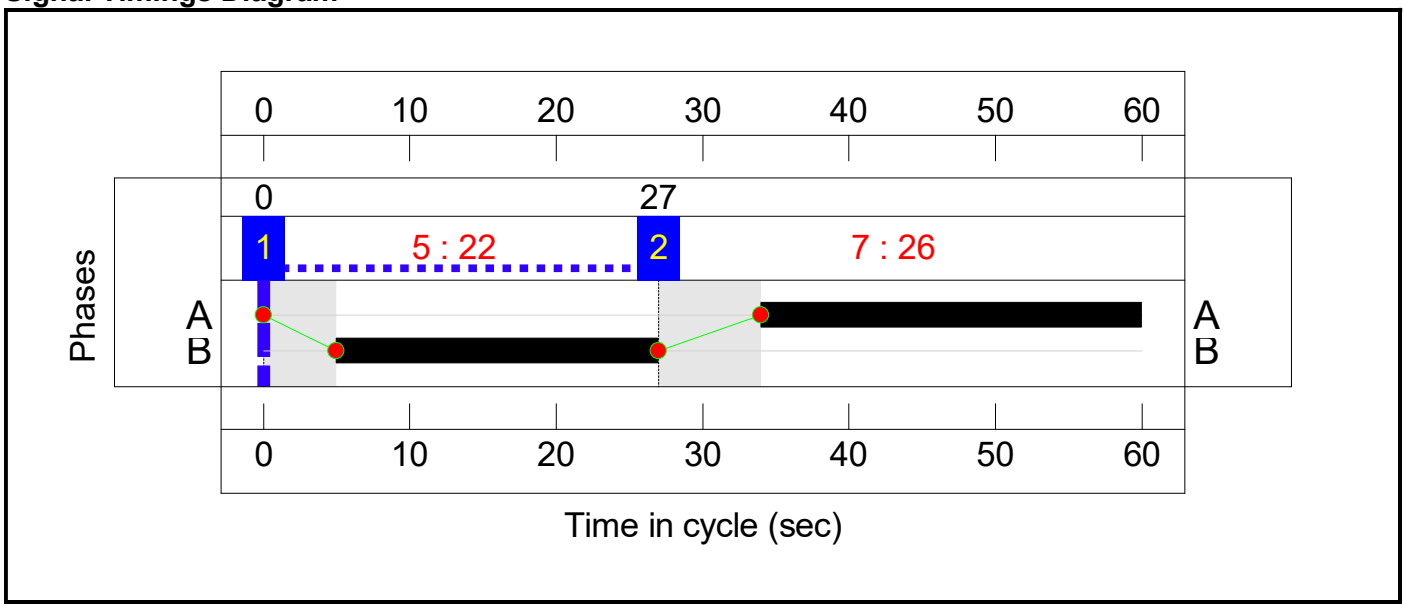
Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	22	26
Change Point	0	27

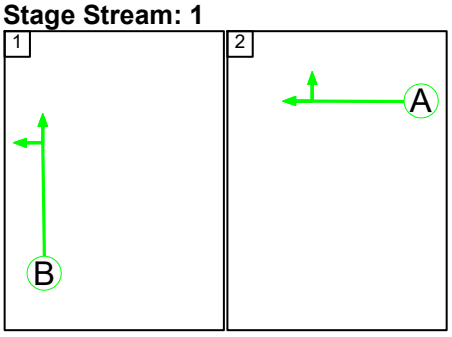
Signal Timings Diagram



C3 - M40 N/B HAS051C

Stage Sequence Diagram

Stage Stream: 1



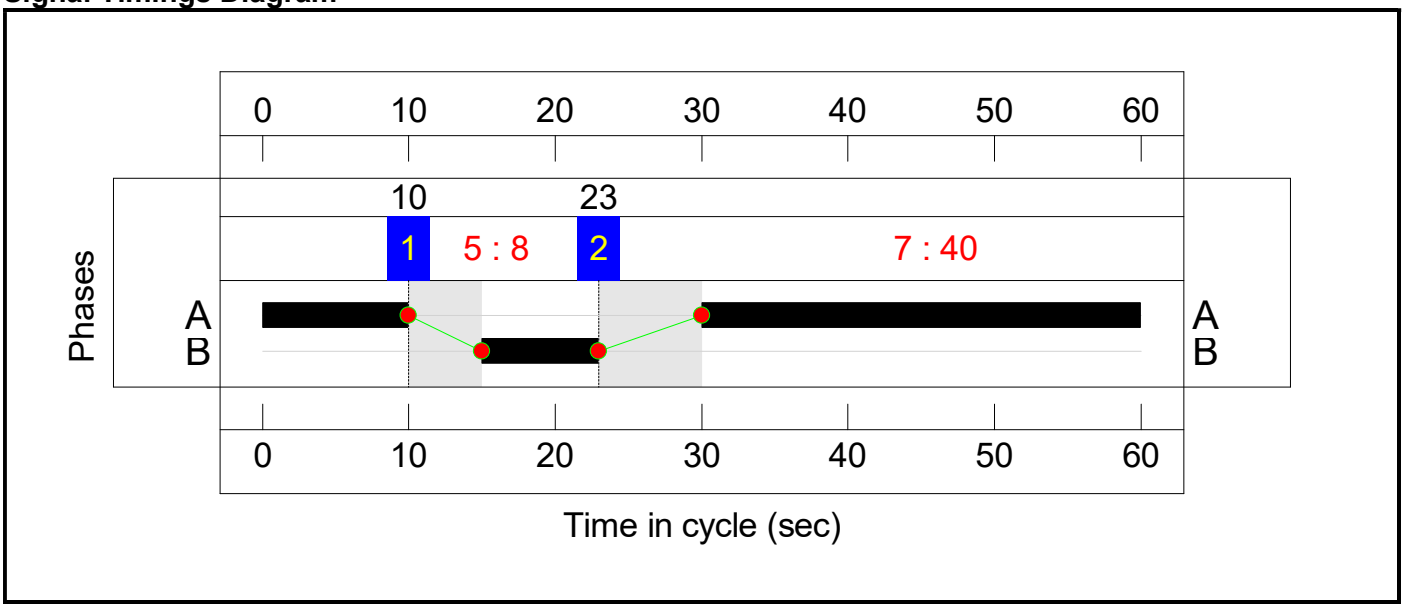
Stage Timings

Stage Stream: 1

Stage	1	2
Duration	8	40
Change Point	10	23

Full Input Data And Results

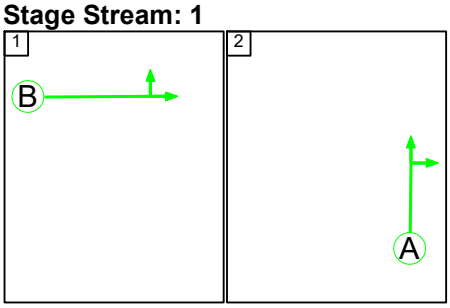
Signal Timings Diagram



C4 - A34 E/B HAS051D

Stage Sequence Diagram

Stage Stream: 1



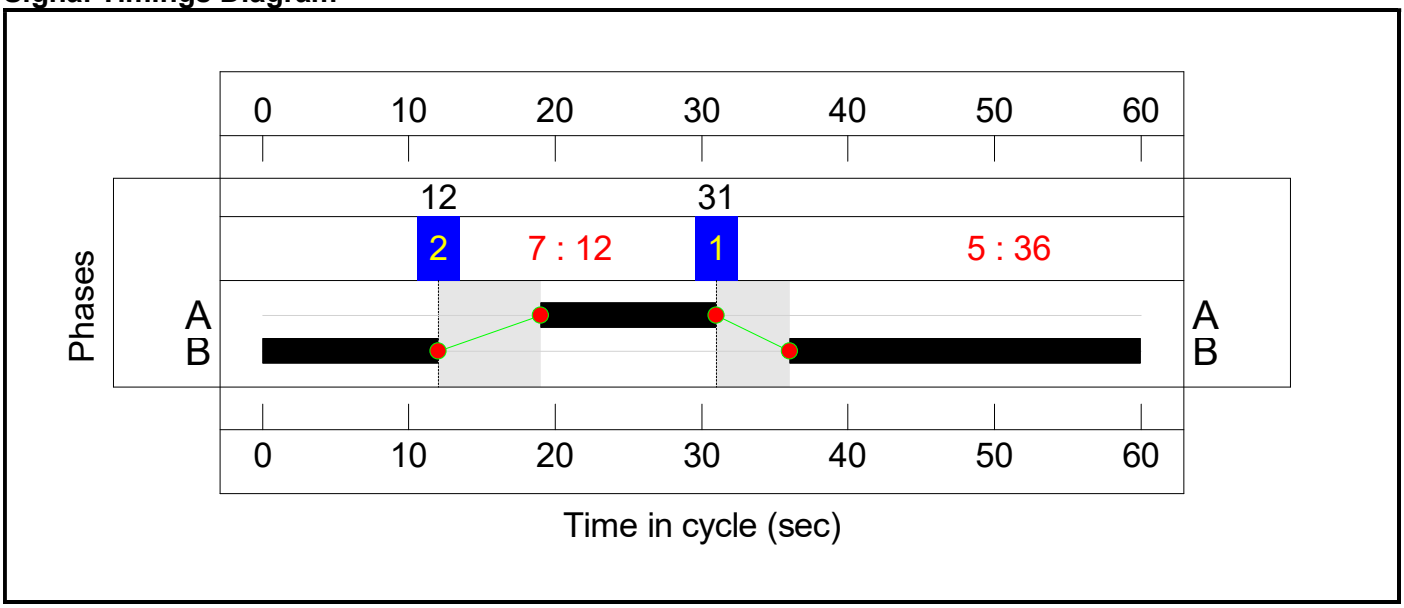
Stage Timings

Stage Stream: 1

Stage	1	2
Duration	36	12
Change Point	31	12

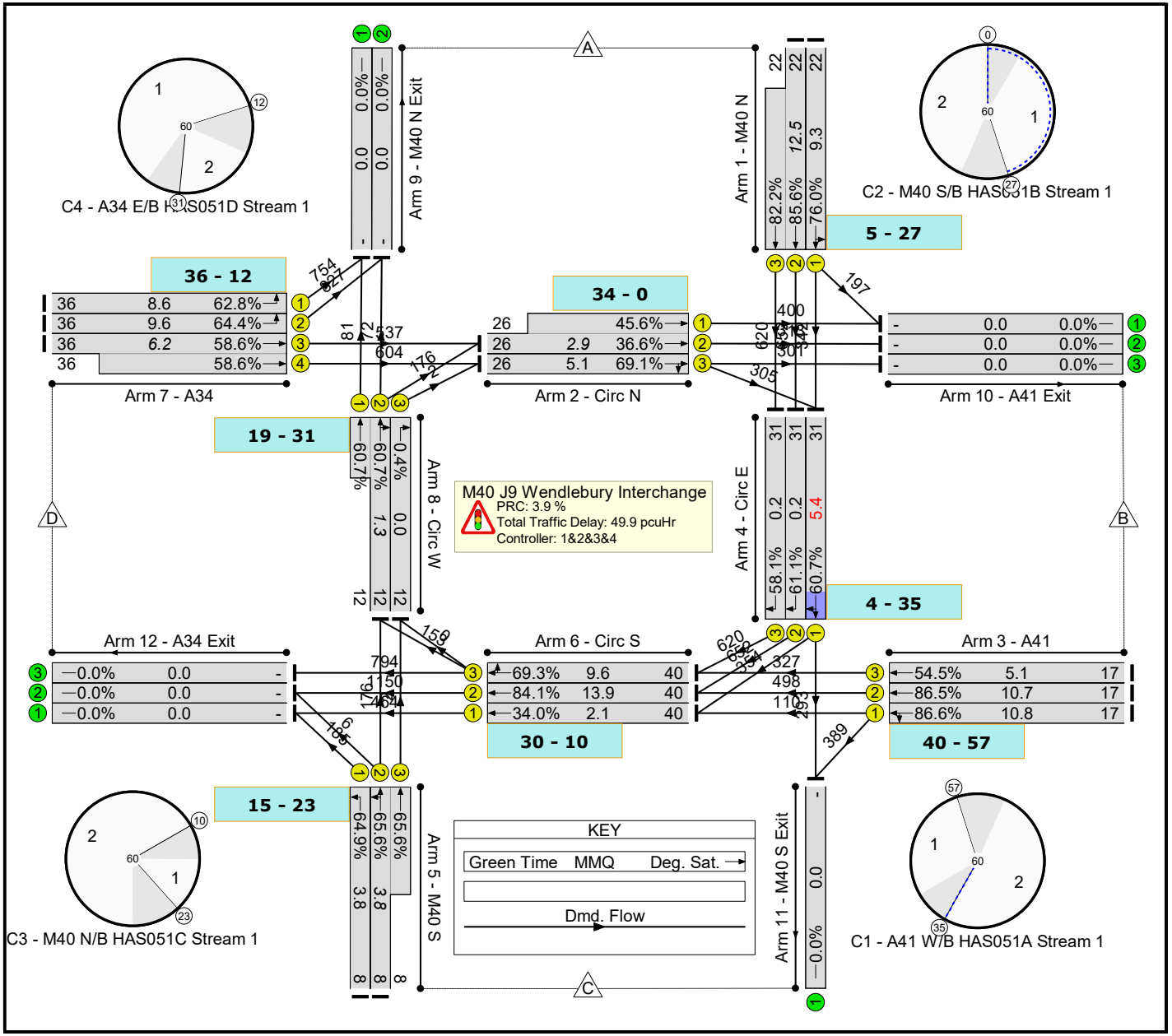
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Reference Case Model	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.6%**
M40 J9 Wendlebury Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.6%**
1/1	M40 N Ahead Left	U	2:1	N/A	C2:B		1	22	-	539	1850	709	76.0%
1/2+1/3	M40 N Ahead	U	2:1	N/A	C2:B		1	22	-	1272	1988:1967	762+754	85.6 : 82.2%
2/2+2/1	Circ N Ahead	U	2:1	N/A	C2:A		1	26	-	713	1950:1950	856+878	36.6 : 45.6%
2/3	Circ N Right Ahead	U	2:1	N/A	C2:A		1	26	-	606	1950	878	69.1%
3/1	A41 Ahead Left	U	1:1	N/A	C1:B		1	17	-	499	1920	576	86.6%
3/2	A41 Ahead	U	1:1	N/A	C1:B		1	17	-	498	1920	576	86.5%
3/3	A41 Ahead	U	1:1	N/A	C1:B		1	17	-	327	2000	600	54.5%
4/1	Circ E Right Ahead	U	1:1	N/A	C1:A		1	31	-	647	2000	1067	60.7%
4/2	Circ E Right	U	1:1	N/A	C1:A		1	31	-	652	2000	1067	61.1%
4/3	Circ E Right	U	1:1	N/A	C1:A		1	31	-	620	2000	1067	58.1%
5/1	M40 S Left	U	3:1	N/A	C3:B		1	8	-	185	1900	285	64.9%
5/2+5/3	M40 S Ahead Left	U	3:1	N/A	C3:B		1	8	-	184	1850:1850	277+3	65.6 : 65.6%
6/1	Circ S Ahead	U	3:1	N/A	C3:A		1	40	-	464	2000	1367	34.0%
6/2	Circ S Ahead	U	3:1	N/A	C3:A		1	40	-	1150	2000	1367	84.1%
6/3	Circ S Right Ahead	U	3:1	N/A	C3:A		1	40	-	947	2000	1367	69.3%
7/1	A34 Left	U	4:1	N/A	C4:B		1	36	-	754	1946	1200	62.8%
7/2	A34 Left	U	4:1	N/A	C4:B		1	36	-	827	2083	1285	64.4%
7/3+7/4	A34 Ahead	U	4:1	N/A	C4:B		1	36	-	1141	1946:1946	916+1030	58.6 : 58.6%

Full Input Data And Results

8/2+8/1	Circ W Right Ahead	U	4:1	N/A	C4:A		1	12	-	329	1987:1977	409+134	60.7 : 60.7%
8/3	Circ W Right	U	4:1	N/A	C4:A		1	12	-	2	2128	461	0.4%
9/1	M40 N Exit	U	N/A	N/A	-		-	-	-	835	Inf	Inf	0.0%
9/2	M40 N Exit	U	N/A	N/A	-		-	-	-	899	Inf	Inf	0.0%
10/1	A41 Exit	U	N/A	N/A	-		-	-	-	597	Inf	Inf	0.0%
10/2	A41 Exit	U	N/A	N/A	-		-	-	-	313	Inf	Inf	0.0%
10/3	A41 Exit	U	N/A	N/A	-		-	-	-	301	Inf	Inf	0.0%
11/1	M40 S Exit	U	N/A	N/A	-		-	-	-	682	Inf	Inf	0.0%
12/1	A34 Exit	U	N/A	N/A	-		-	-	-	649	Inf	Inf	0.0%
12/2	A34 Exit	U	N/A	N/A	-		-	-	-	1156	Inf	Inf	0.0%
12/3	A34 Exit	U	N/A	N/A	-		-	-	-	794	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Reference Case Model	**-**	**-**	**0**	**0**	**0**	**31.0**	**18.9**	**0.0**	**49.9**	**-**	**-**	**-**	**-**
M40 J9 Wendlebury Interchange	**-**	**-**	**0**	**0**	**0**	**31.0**	**18.9**	**0.0**	**49.9**	**-**	**-**	**-**	**-**
1/1	539	539	-	-	-	2.4	1.6	-	4.0	26.5	7.8	1.6	9.3
1/2+1/3	1272	1272	-	-	-	5.9	2.6	-	8.5 (4.4+4.1)	24.0 (24.2:23.9)	10.0	2.6	12.5
2/2+2/1	713	713	-	-	-	2.2	0.0	-	2.2 (1.1+1.1)	11.0 (12.5:9.8)	2.9	0.0	2.9
2/3	606	606	-	-	-	2.1	0.0	-	2.1	12.5	5.1	0.0	5.1
3/1	499	499	-	-	-	2.8	3.0	-	5.8	41.6	7.8	3.0	10.8
3/2	498	498	-	-	-	2.7	3.0	-	5.7	41.3	7.7	3.0	10.7
3/3	327	327	-	-	-	1.6	0.6	-	2.2	24.1	4.5	0.6	5.1
4/1	647	647	-	-	-	1.2	0.0	-	1.2	6.9	5.4	0.0	5.4
4/2	652	652	-	-	-	0.1	0.0	-	0.1	0.5	0.2	0.0	0.2
4/3	620	620	-	-	-	0.1	0.0	-	0.1	0.5	0.2	0.0	0.2
5/1	185	185	-	-	-	1.2	0.9	-	2.1	41.7	2.9	0.9	3.8
5/2+5/3	184	184	-	-	-	1.2	0.9	-	2.2 (2.1+0.0)	42.3 (42.3:40.4)	2.8	0.9	3.8
6/1	464	464	-	-	-	0.2	0.3	-	0.4	3.2	1.8	0.3	2.1
6/2	1150	1150	-	-	-	0.9	2.6	-	3.5	11.0	11.3	2.6	13.9
6/3	947	947	-	-	-	0.4	1.1	-	1.5	5.9	8.5	1.1	9.6
7/1	754	754	-	-	-	1.5	0.8	-	2.4	11.2	7.7	0.8	8.6
7/2	827	827	-	-	-	1.7	0.9	-	2.6	11.2	8.7	0.9	9.6
7/3+7/4	1141	1141	-	-	-	2.0	0.7	-	2.7 (1.2+1.4)	8.5 (8.3:8.6)	5.5	0.7	6.2
8/2+8/1	329	329	-	-	-	0.7	0.0	-	0.7 (0.4+0.3)	7.8 (5.4:15.1)	1.3	0.0	1.3
8/3	2	2	-	-	-	0.0	0.0	-	0.0	5.1	0.0	0.0	0.0

Full Input Data And Results

9/1	835	835	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	899	899	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	313	313	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	301	301	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	649	649	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1156	1156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	794	794	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A41 W/B HAS051A	Stream: 1 PRC for Signalled Lanes (%):	3.9	Total Delay for Signalled Lanes (pcuHr):	15.09	Cycle Time (s): 60
C2 - M40 S/B HAS051B	Stream: 1 PRC for Signalled Lanes (%):	5.2	Total Delay for Signalled Lanes (pcuHr):	16.73	Cycle Time (s): 60
C3 - M40 N/B HAS051C	Stream: 1 PRC for Signalled Lanes (%):	7.0	Total Delay for Signalled Lanes (pcuHr):	9.79	Cycle Time (s): 60
C4 - A34 E/B HAS051D	Stream: 1 PRC for Signalled Lanes (%):	39.8	Total Delay for Signalled Lanes (pcuHr):	8.34	Cycle Time (s): 60
	PRC Over All Lanes (%):	3.9	Total Delay Over All Lanes(pcuHr):	49.95	

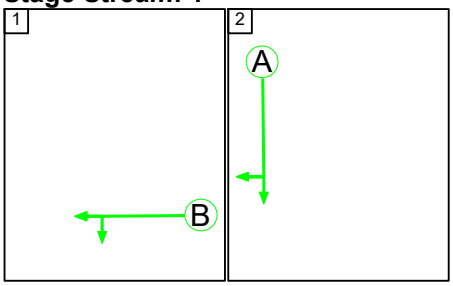
Full Input Data And Results

Scenario 4: 'PM 2024 Base' (FG4: 'PM 2024 Base', Plan 1: 'Plan 1')

C1 - A41 W/B HAS051A

Stage Sequence Diagram

Stage Stream: 1

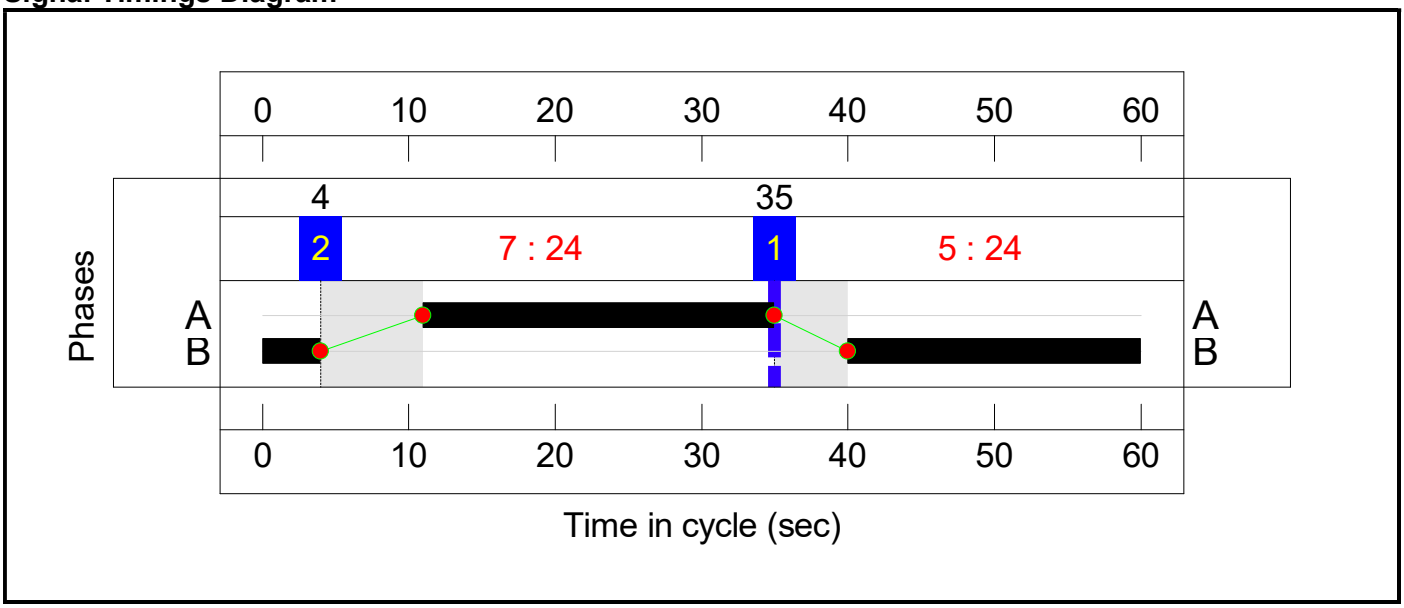


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	24	24
Change Point	35	4

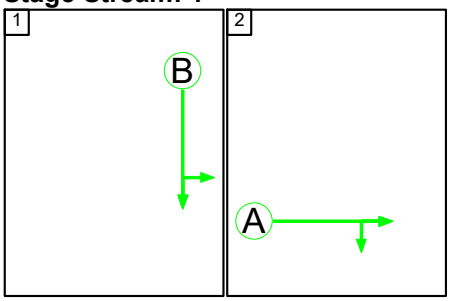
Signal Timings Diagram



C2 - M40 S/B HAS051B

Stage Sequence Diagram

Stage Stream: 1

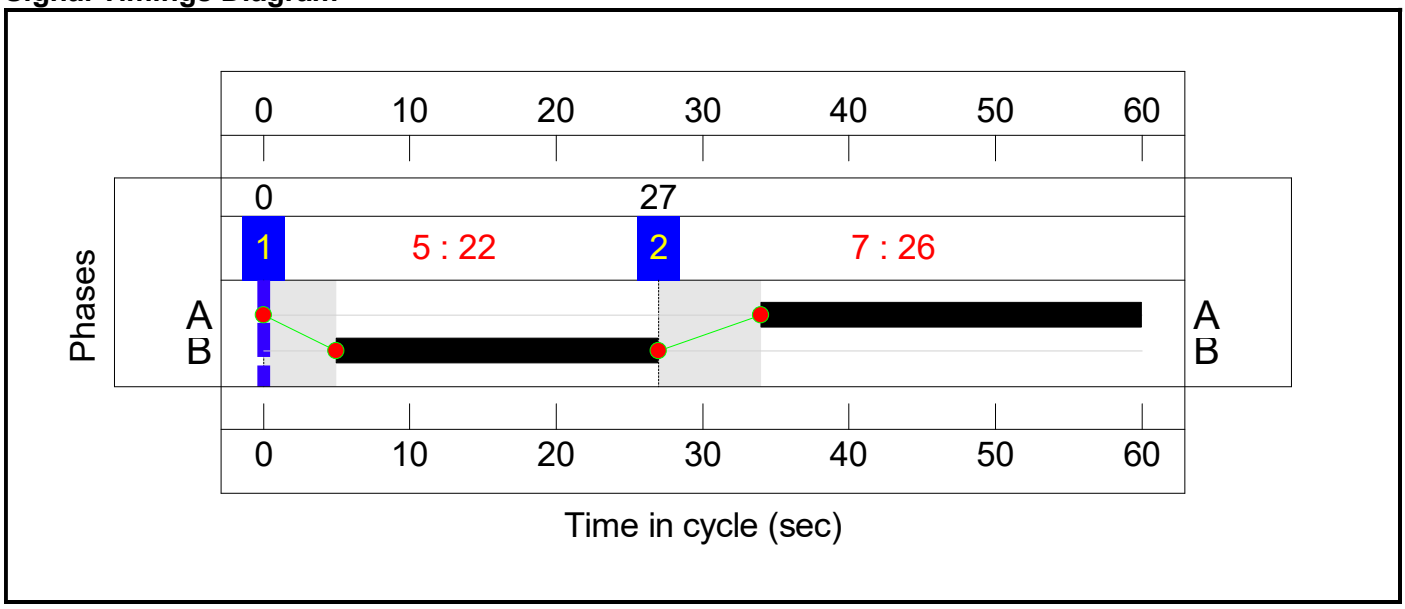


Full Input Data And Results

Stage Timings
Stage Stream: 1

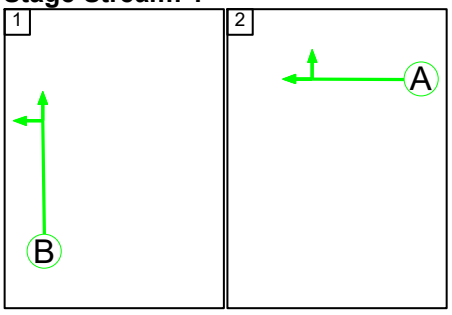
Stage	1	2
Duration	22	26
Change Point	0	27

Signal Timings Diagram



C3 - M40 N/B HAS051C

Stage Sequence Diagram
Stage Stream: 1

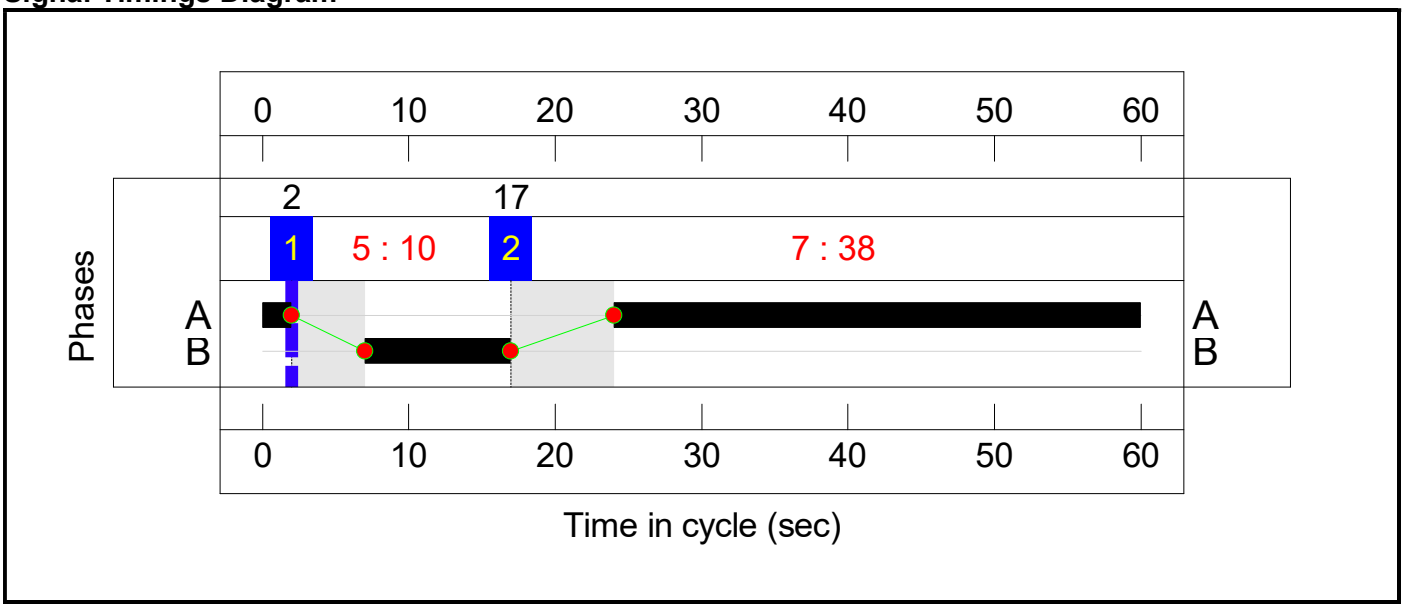


Stage Timings
Stage Stream: 1

Stage	1	2
Duration	10	38
Change Point	2	17

Full Input Data And Results

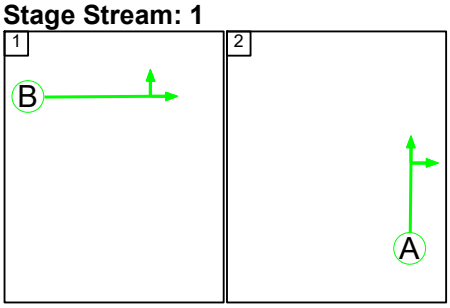
Signal Timings Diagram



C4 - A34 E/B HAS051D

Stage Sequence Diagram

Stage Stream: 1



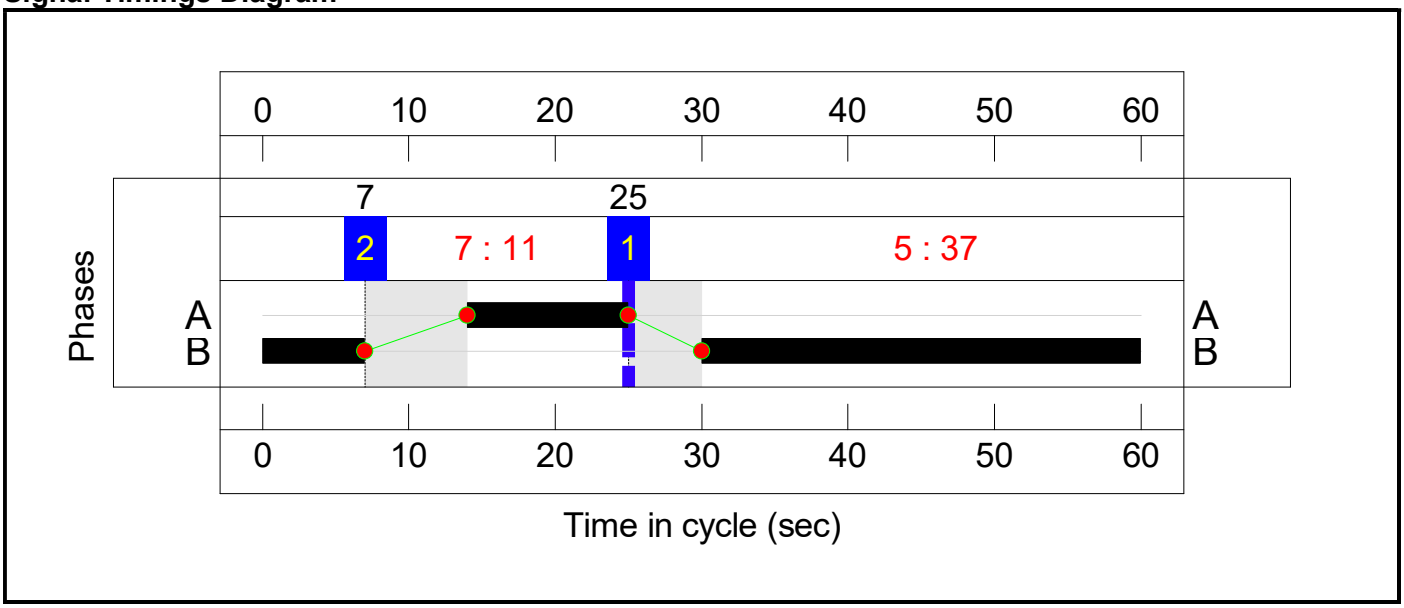
Stage Timings

Stage Stream: 1

Stage	1	2
Duration	37	11
Change Point	25	7

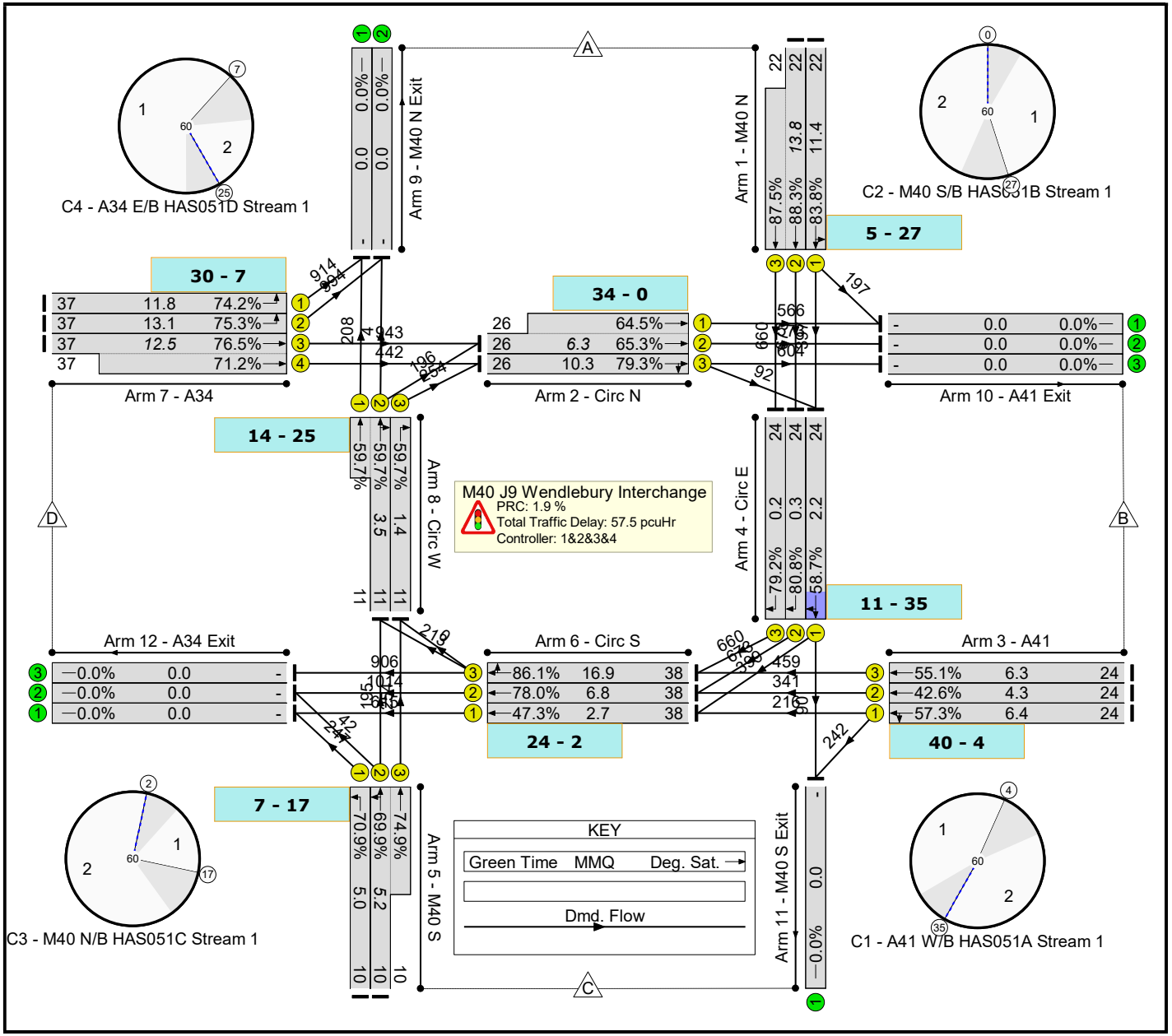
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Reference Case Model	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.3%**
M40 J9 Wendlebury Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.3%**
1/1	M40 N Ahead Left	U	2:1	N/A	C2:B		1	22	-	594	1850	709	83.8%
1/2+1/3	M40 N Ahead	U	2:1	N/A	C2:B		1	22	-	1333	1988:1967	762+754	88.3 : 87.5%
2/2+2/1	Circ N Ahead	U	2:1	N/A	C2:A		1	26	-	1139	1950:1950	878+878	65.3 : 64.5%
2/3	Circ N Right Ahead	U	2:1	N/A	C2:A		1	26	-	696	1950	878	79.3%
3/1	A41 Ahead Left	U	1:1	N/A	C1:B		1	24	-	458	1920	800	57.3%
3/2	A41 Ahead	U	1:1	N/A	C1:B		1	24	-	341	1920	800	42.6%
3/3	A41 Ahead	U	1:1	N/A	C1:B		1	24	-	459	2000	833	55.1%
4/1	Circ E Right Ahead	U	1:1	N/A	C1:A		1	24	-	489	2000	833	58.7%
4/2	Circ E Right	U	1:1	N/A	C1:A		1	24	-	673	2000	833	80.8%
4/3	Circ E Right	U	1:1	N/A	C1:A		1	24	-	660	2000	833	79.2%
5/1	M40 S Left	U	3:1	N/A	C3:B		1	10	-	247	1900	348	70.9%
5/2+5/3	M40 S Ahead Left	U	3:1	N/A	C3:B		1	10	-	491	1850:1850	339+339	69.9 : 74.9%
6/1	Circ S Ahead	U	3:1	N/A	C3:A		1	38	-	615	2000	1300	47.3%
6/2	Circ S Ahead	U	3:1	N/A	C3:A		1	38	-	1014	2000	1300	78.0%
6/3	Circ S Right Ahead	U	3:1	N/A	C3:A		1	38	-	1119	2000	1300	86.1%
7/1	A34 Left	U	4:1	N/A	C4:B		1	37	-	914	1946	1232	74.2%
7/2	A34 Left	U	4:1	N/A	C4:B		1	37	-	994	2083	1319	75.3%
7/3+7/4	A34 Ahead	U	4:1	N/A	C4:B		1	37	-	1385	1946:1946	1232+621	76.5 : 71.2%

Full Input Data And Results

8/2+8/1	Circ W Right Ahead	U	4:1	N/A	C4:A		1	11	-	408	1987:1977	335+348	59.7 : 59.7%
8/3	Circ W Right	U	4:1	N/A	C4:A		1	11	-	254	2128	426	59.7%
9/1	M40 N Exit	U	N/A	N/A	-		-	-	-	1122	Inf	Inf	0.0%
9/2	M40 N Exit	U	N/A	N/A	-		-	-	-	998	Inf	Inf	0.0%
10/1	A41 Exit	U	N/A	N/A	-		-	-	-	763	Inf	Inf	0.0%
10/2	A41 Exit	U	N/A	N/A	-		-	-	-	573	Inf	Inf	0.0%
10/3	A41 Exit	U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
11/1	M40 S Exit	U	N/A	N/A	-		-	-	-	332	Inf	Inf	0.0%
12/1	A34 Exit	U	N/A	N/A	-		-	-	-	862	Inf	Inf	0.0%
12/2	A34 Exit	U	N/A	N/A	-		-	-	-	1056	Inf	Inf	0.0%
12/3	A34 Exit	U	N/A	N/A	-		-	-	-	906	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Reference Case Model	**-**	**-**	**0**	**0**	**0**	**37.1**	**20.4**	**0.0**	**57.5**	**-**	**-**	**-**	**-**
M40 J9 Wendlebury Interchange	**-**	**-**	**0**	**0**	**0**	**37.1**	**20.4**	**0.0**	**57.5**	**-**	**-**	**-**	**-**
1/1	594	594	-	-	-	2.8	2.5	-	5.2	31.8	8.9	2.5	11.4
1/2+1/3	1333	1333	-	-	-	6.4	3.5	-	9.9 (5.0+4.9)	26.7 (26.7:26.6)	10.3	3.5	13.8
2/2+2/1	1139	1139	-	-	-	4.4	0.0	-	4.4 (2.2+2.2)	13.9 (13.9:14.0)	6.3	0.0	6.3
2/3	696	696	-	-	-	1.9	0.0	-	1.9	10.0	10.3	0.0	10.3
3/1	458	458	-	-	-	1.7	0.7	-	2.4	18.6	5.7	0.7	6.4
3/2	341	341	-	-	-	1.2	0.4	-	1.5	16.3	4.0	0.4	4.3
3/3	459	459	-	-	-	1.7	0.6	-	2.3	18.0	5.7	0.6	6.3
4/1	489	489	-	-	-	0.6	0.0	-	0.6	4.1	2.2	0.0	2.2
4/2	673	673	-	-	-	0.1	0.0	-	0.1	0.7	0.3	0.0	0.3
4/3	660	660	-	-	-	0.1	0.0	-	0.1	0.7	0.2	0.0	0.2
5/1	247	247	-	-	-	1.6	1.2	-	2.8	40.4	3.8	1.2	5.0
5/2+5/3	491	491	-	-	-	3.1	1.3	-	4.4 (2.1+2.3)	32.6 (32.4:32.7)	4.0	1.3	5.2
6/1	615	615	-	-	-	0.5	0.4	-	1.0	5.8	2.3	0.4	2.7
6/2	1014	1014	-	-	-	0.8	1.8	-	2.5	9.0	5.1	1.8	6.8
6/3	1119	1119	-	-	-	1.6	3.0	-	4.6	14.8	13.9	3.0	16.9
7/1	914	914	-	-	-	1.9	1.4	-	3.4	13.2	10.4	1.4	11.8
7/2	994	994	-	-	-	2.1	1.5	-	3.6	13.2	11.6	1.5	13.1
7/3+7/4	1385	1385	-	-	-	2.7	1.5	-	4.2 (3.1+1.1)	10.8 (11.6:9.0)	11.0	1.5	12.5
8/2+8/1	408	408	-	-	-	1.7	0.0	-	1.7 (0.1+1.6)	14.7 (1.8:27.1)	3.5	0.0	3.5
8/3	254	254	-	-	-	0.1	0.7	-	0.9	12.5	0.6	0.7	1.4

Full Input Data And Results

9/1	1122	1122	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	998	998	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	763	763	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	573	573	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	332	332	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	862	862	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1056	1056	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	906	906	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A41 W/B HAS051A	Stream: 1 PRC for Signalled Lanes (%):	11.4	Total Delay for Signalled Lanes (pcuHr):	7.06	Cycle Time (s): 60
C2 - M40 S/B HAS051B	Stream: 1 PRC for Signalled Lanes (%):	1.9	Total Delay for Signalled Lanes (pcuHr):	21.47	Cycle Time (s): 60
C3 - M40 N/B HAS051C	Stream: 1 PRC for Signalled Lanes (%):	4.6	Total Delay for Signalled Lanes (pcuHr):	15.30	Cycle Time (s): 60
C4 - A34 E/B HAS051D	Stream: 1 PRC for Signalled Lanes (%):	17.6	Total Delay for Signalled Lanes (pcuHr):	13.70	Cycle Time (s): 60
	PRC Over All Lanes (%):	1.9	Total Delay Over All Lanes(pcuHr):	57.53	

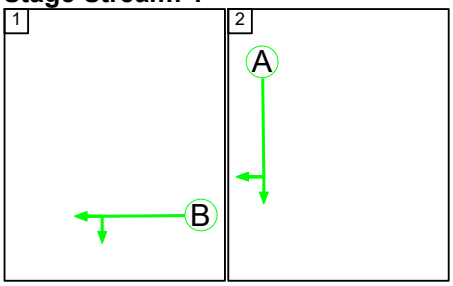
Full Input Data And Results

Scenario 5: 'AM 2024 Base + Comm' (FG5: 'AM 2024 Base + Comm', Plan 1: 'Plan 1')

C1 - A41 W/B HAS051A

Stage Sequence Diagram

Stage Stream: 1

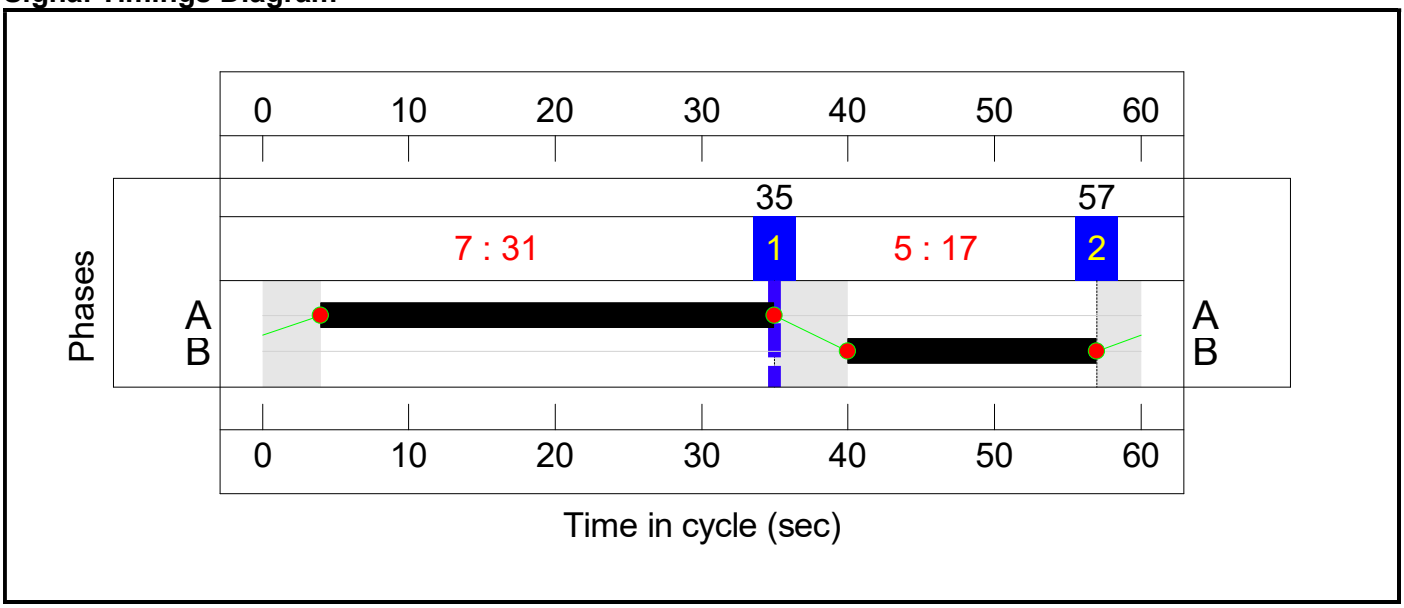


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	17	31
Change Point	35	57

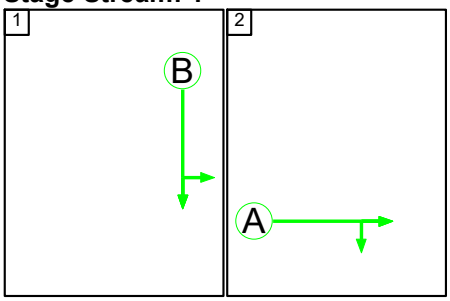
Signal Timings Diagram



C2 - M40 S/B HAS051B

Stage Sequence Diagram

Stage Stream: 1



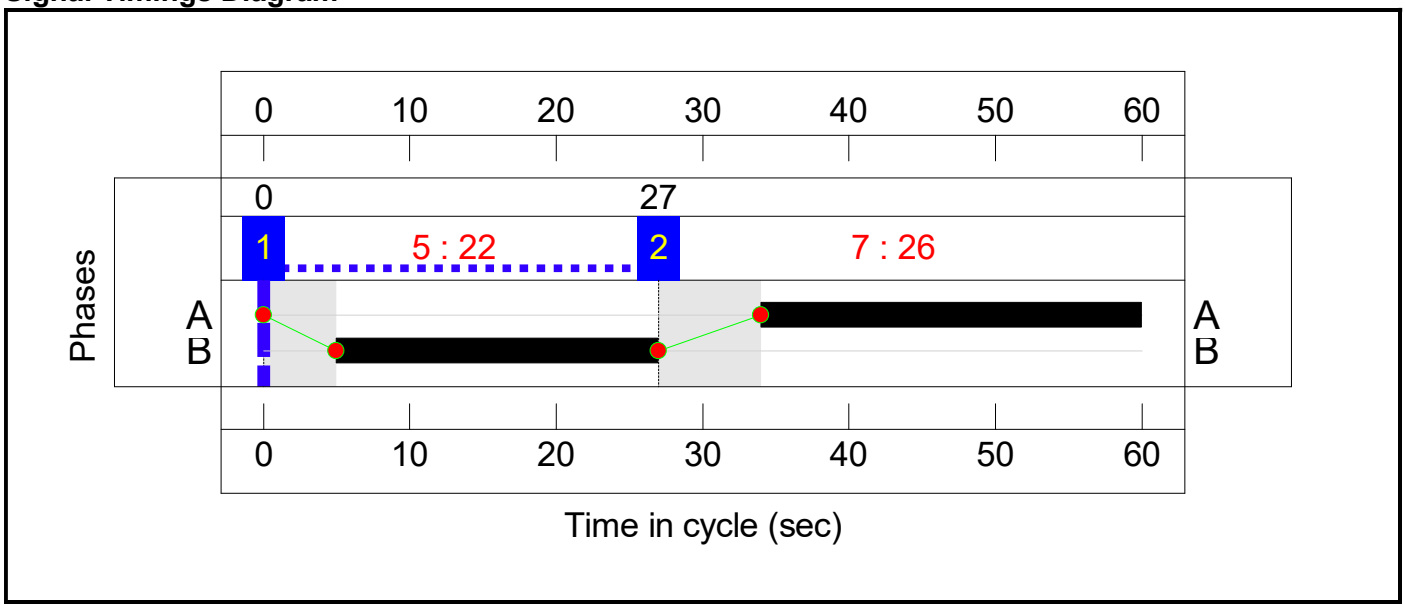
Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	22	26
Change Point	0	27

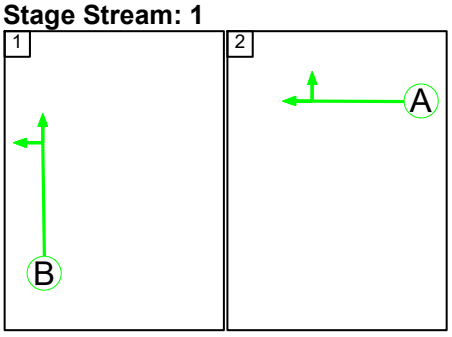
Signal Timings Diagram



C3 - M40 N/B HAS051C

Stage Sequence Diagram

Stage Stream: 1



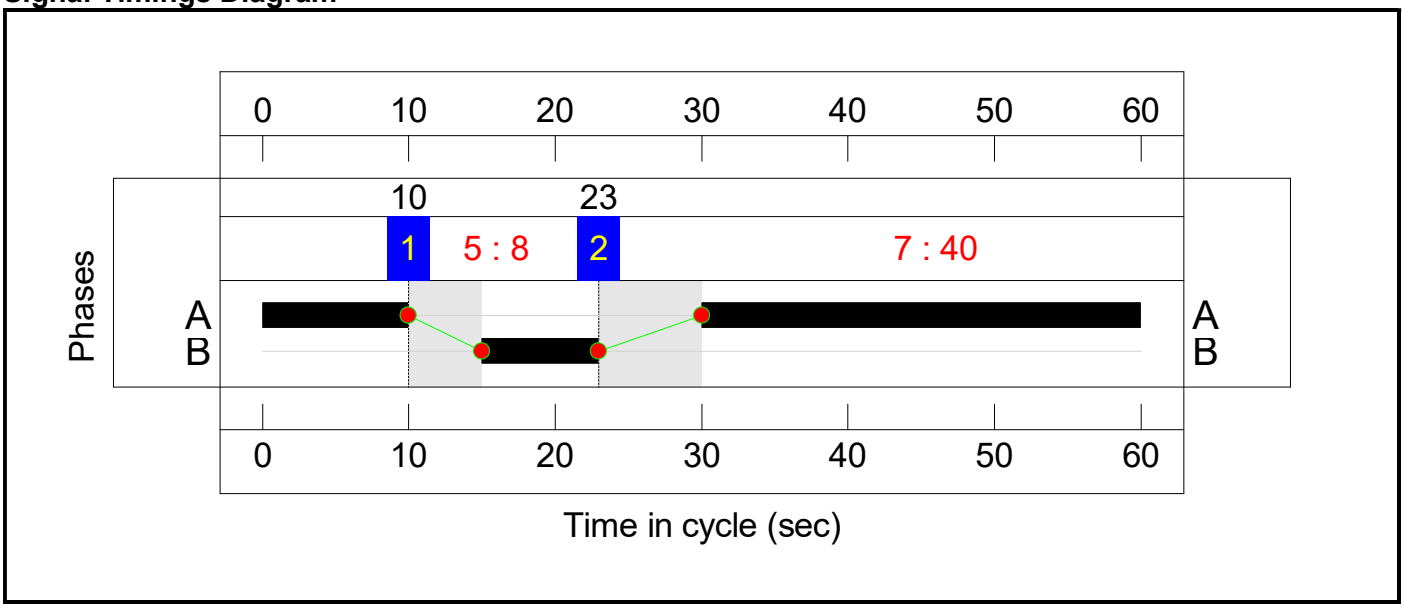
Stage Timings

Stage Stream: 1

Stage	1	2
Duration	8	40
Change Point	10	23

Full Input Data And Results

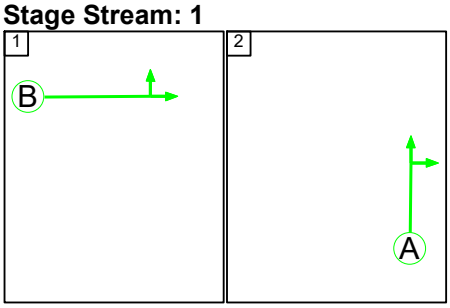
Signal Timings Diagram



C4 - A34 E/B HAS051D

Stage Sequence Diagram

Stage Stream: 1



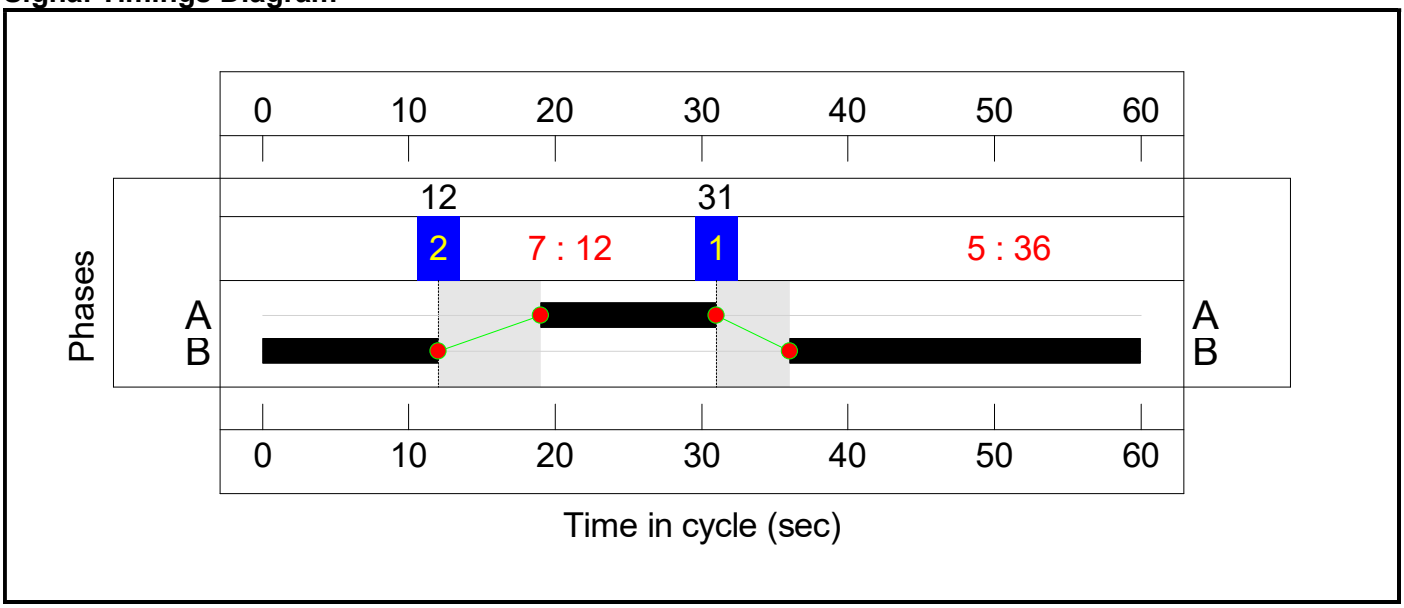
Stage Timings

Stage Stream: 1

Stage	1	2
Duration	36	12
Change Point	31	12

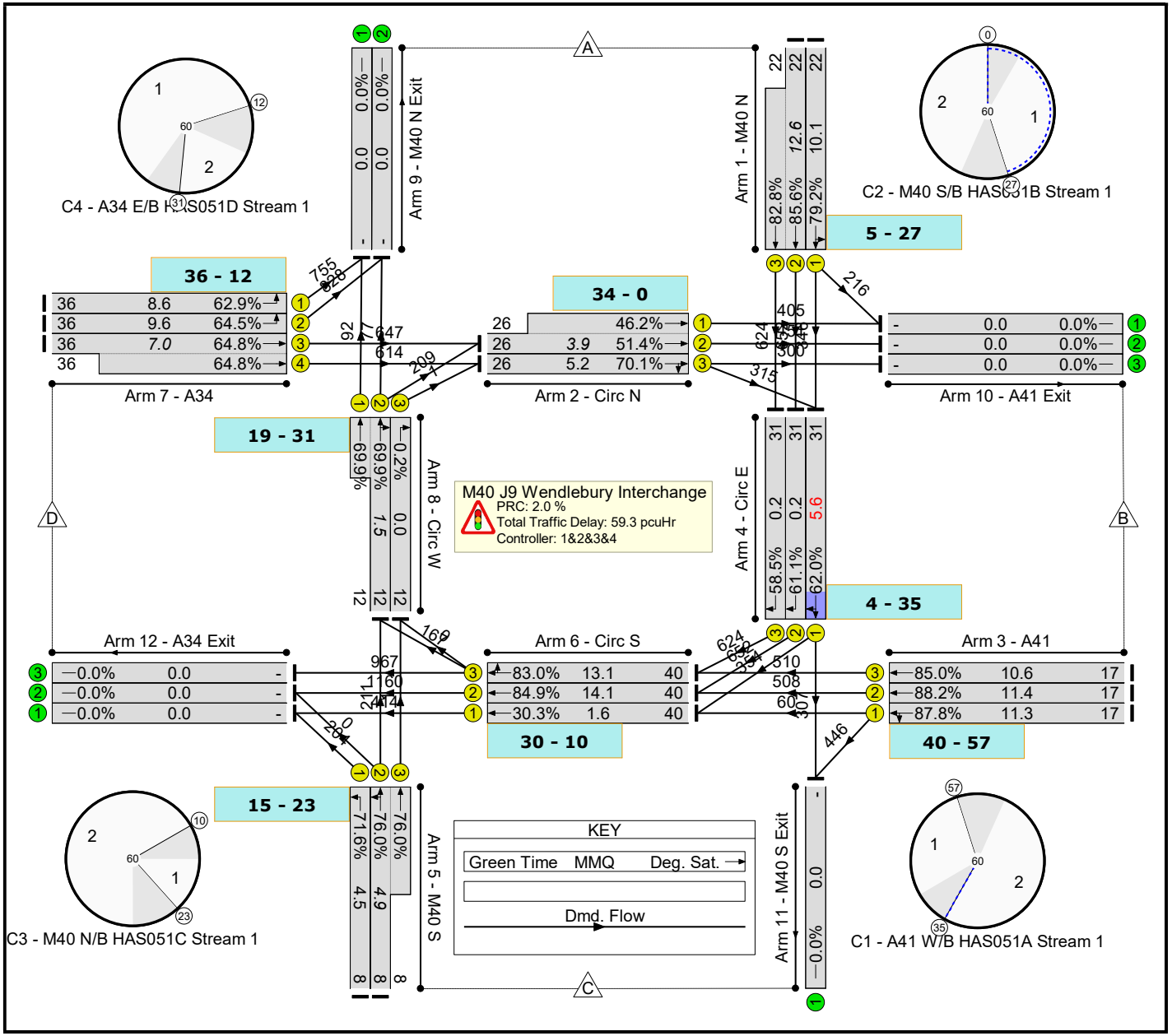
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Reference Case Model	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.2%**
M40 J9 Wendlebury Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.2%**
1/1	M40 N Ahead Left	U	2:1	N/A	C2:B		1	22	-	562	1850	709	79.2%
1/2+1/3	M40 N Ahead	U	2:1	N/A	C2:B		1	22	-	1276	1988:1967	762+754	85.6 : 82.8%
2/2+2/1	Circ N Ahead	U	2:1	N/A	C2:A		1	26	-	856	1950:1950	878+878	51.4 : 46.2%
2/3	Circ N Right Ahead	U	2:1	N/A	C2:A		1	26	-	615	1950	878	70.1%
3/1	A41 Ahead Left	U	1:1	N/A	C1:B		1	17	-	506	1920	576	87.8%
3/2	A41 Ahead	U	1:1	N/A	C1:B		1	17	-	508	1920	576	88.2%
3/3	A41 Ahead	U	1:1	N/A	C1:B		1	17	-	510	2000	600	85.0%
4/1	Circ E Right Ahead	U	1:1	N/A	C1:A		1	31	-	661	2000	1067	62.0%
4/2	Circ E Right	U	1:1	N/A	C1:A		1	31	-	652	2000	1067	61.1%
4/3	Circ E Right	U	1:1	N/A	C1:A		1	31	-	624	2000	1067	58.5%
5/1	M40 S Left	U	3:1	N/A	C3:B		1	8	-	204	1900	285	71.6%
5/2+5/3	M40 S Ahead Left	U	3:1	N/A	C3:B		1	8	-	212	1850:1850	277+1	76.0 : 76.0%
6/1	Circ S Ahead	U	3:1	N/A	C3:A		1	40	-	414	2000	1367	30.3%
6/2	Circ S Ahead	U	3:1	N/A	C3:A		1	40	-	1160	2000	1367	84.9%
6/3	Circ S Right Ahead	U	3:1	N/A	C3:A		1	40	-	1134	2000	1367	83.0%
7/1	A34 Left	U	4:1	N/A	C4:B		1	36	-	755	1946	1200	62.9%
7/2	A34 Left	U	4:1	N/A	C4:B		1	36	-	828	2083	1285	64.5%
7/3+7/4	A34 Ahead	U	4:1	N/A	C4:B		1	36	-	1261	1946:1946	998+948	64.8 : 64.8%

Full Input Data And Results

8/2+8/1	Circ W Right Ahead	U	4:1	N/A	C4:A		1	12	-	378	1987:1977	409+132	69.9 : 69.9%
8/3	Circ W Right	U	4:1	N/A	C4:A		1	12	-	1	2128	461	0.2%
9/1	M40 N Exit	U	N/A	N/A	-		-	-	-	847	Inf	Inf	0.0%
9/2	M40 N Exit	U	N/A	N/A	-		-	-	-	905	Inf	Inf	0.0%
10/1	A41 Exit	U	N/A	N/A	-		-	-	-	621	Inf	Inf	0.0%
10/2	A41 Exit	U	N/A	N/A	-		-	-	-	451	Inf	Inf	0.0%
10/3	A41 Exit	U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
11/1	M40 S Exit	U	N/A	N/A	-		-	-	-	753	Inf	Inf	0.0%
12/1	A34 Exit	U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%
12/2	A34 Exit	U	N/A	N/A	-		-	-	-	1160	Inf	Inf	0.0%
12/3	A34 Exit	U	N/A	N/A	-		-	-	-	967	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Reference Case Model	**-**	**-**	**0**	**0**	**0**	**34.7**	**24.6**	**0.0**	**59.3**	**-**	**-**	**-**	**-**
M40 J9 Wendlebury Interchange	**-**	**-**	**0**	**0**	**0**	**34.7**	**24.6**	**0.0**	**59.3**	**-**	**-**	**-**	**-**
1/1	562	562	-	-	-	2.6	1.9	-	4.4	28.3	8.3	1.9	10.1
1/2+1/3	1276	1276	-	-	-	6.0	2.6	-	8.6 (4.4+4.2)	24.2 (24.3:24.1)	10.0	2.6	12.6
2/2+2/1	856	856	-	-	-	3.1	0.0	-	3.1 (1.5+1.5)	12.9 (12.2:13.6)	3.9	0.0	3.9
2/3	615	615	-	-	-	2.2	0.0	-	2.2	12.6	5.2	0.0	5.2
3/1	506	506	-	-	-	2.8	3.3	-	6.1	43.5	8.0	3.3	11.3
3/2	508	508	-	-	-	2.8	3.4	-	6.2	44.1	8.0	3.4	11.4
3/3	510	510	-	-	-	2.8	2.7	-	5.5	38.6	7.9	2.7	10.6
4/1	661	661	-	-	-	1.3	0.0	-	1.3	7.1	5.6	0.0	5.6
4/2	652	652	-	-	-	0.1	0.0	-	0.1	0.5	0.2	0.0	0.2
4/3	624	624	-	-	-	0.1	0.0	-	0.1	0.5	0.2	0.0	0.2
5/1	204	204	-	-	-	1.4	1.2	-	2.6	45.9	3.2	1.2	4.5
5/2+5/3	212	212	-	-	-	1.4	1.5	-	3.0 (2.9+0.0)	50.2 (50.3:47.9)	3.3	1.5	4.9
6/1	414	414	-	-	-	0.1	0.2	-	0.3	2.8	1.4	0.2	1.6
6/2	1160	1160	-	-	-	1.0	2.7	-	3.7	11.5	11.3	2.7	14.1
6/3	1134	1134	-	-	-	0.9	2.4	-	3.3	10.4	10.7	2.4	13.1
7/1	755	755	-	-	-	1.5	0.8	-	2.4	11.2	7.8	0.8	8.6
7/2	828	828	-	-	-	1.7	0.9	-	2.6	11.2	8.7	0.9	9.6
7/3+7/4	1261	1261	-	-	-	2.3	0.9	-	3.2 (1.7+1.5)	9.1 (9.2:9.1)	6.1	0.9	7.0
8/2+8/1	378	378	-	-	-	0.8	0.0	-	0.8 (0.4+0.4)	7.9 (5.5:15.2)	1.5	0.0	1.5
8/3	1	1	-	-	-	0.0	0.0	-	0.0	5.1	0.0	0.0	0.0

Full Input Data And Results

9/1	847	847	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	905	905	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	621	621	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	451	451	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	753	753	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1160	1160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	967	967	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A41 W/B HAS051A	Stream: 1 PRC for Signalled Lanes (%):	2.0	Total Delay for Signalled Lanes (pcuHr):	19.28	Cycle Time (s): 60
C2 - M40 S/B HAS051B	Stream: 1 PRC for Signalled Lanes (%):	5.2	Total Delay for Signalled Lanes (pcuHr):	18.21	Cycle Time (s): 60
C3 - M40 N/B HAS051C	Stream: 1 PRC for Signalled Lanes (%):	6.0	Total Delay for Signalled Lanes (pcuHr):	12.86	Cycle Time (s): 60
C4 - A34 E/B HAS051D	Stream: 1 PRC for Signalled Lanes (%):	28.8	Total Delay for Signalled Lanes (pcuHr):	8.98	Cycle Time (s): 60
	PRC Over All Lanes (%):	2.0	Total Delay Over All Lanes(pcuHr):	59.32	

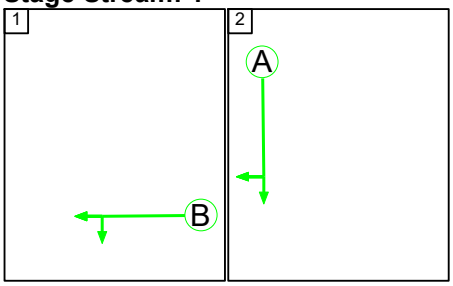
Full Input Data And Results

Scenario 6: 'PM 2024 Base + Comm' (FG6: 'PM 2024 Base + Comm', Plan 1: 'Plan 1')

C1 - A41 W/B HAS051A

Stage Sequence Diagram

Stage Stream: 1

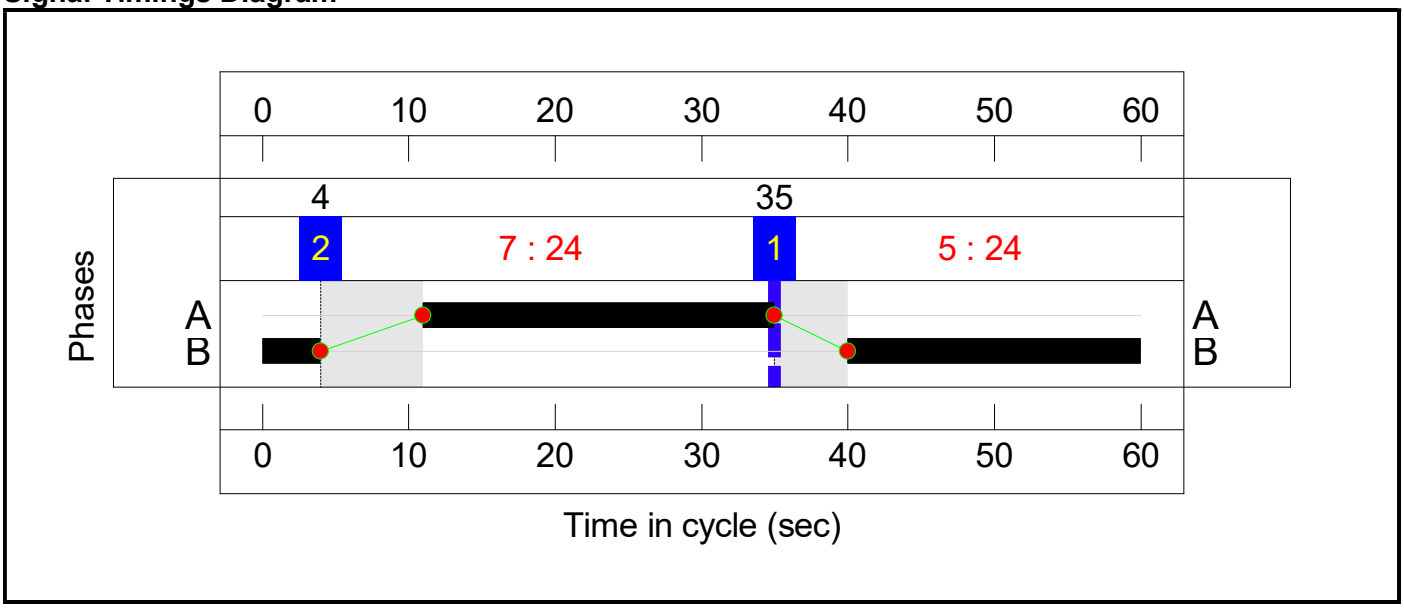


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	24	24
Change Point	35	4

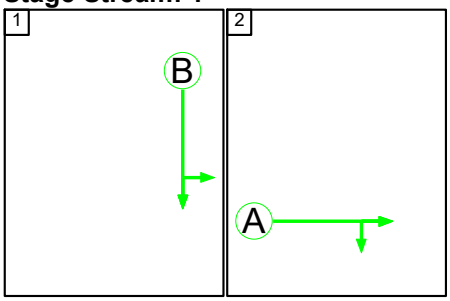
Signal Timings Diagram



C2 - M40 S/B HAS051B

Stage Sequence Diagram

Stage Stream: 1

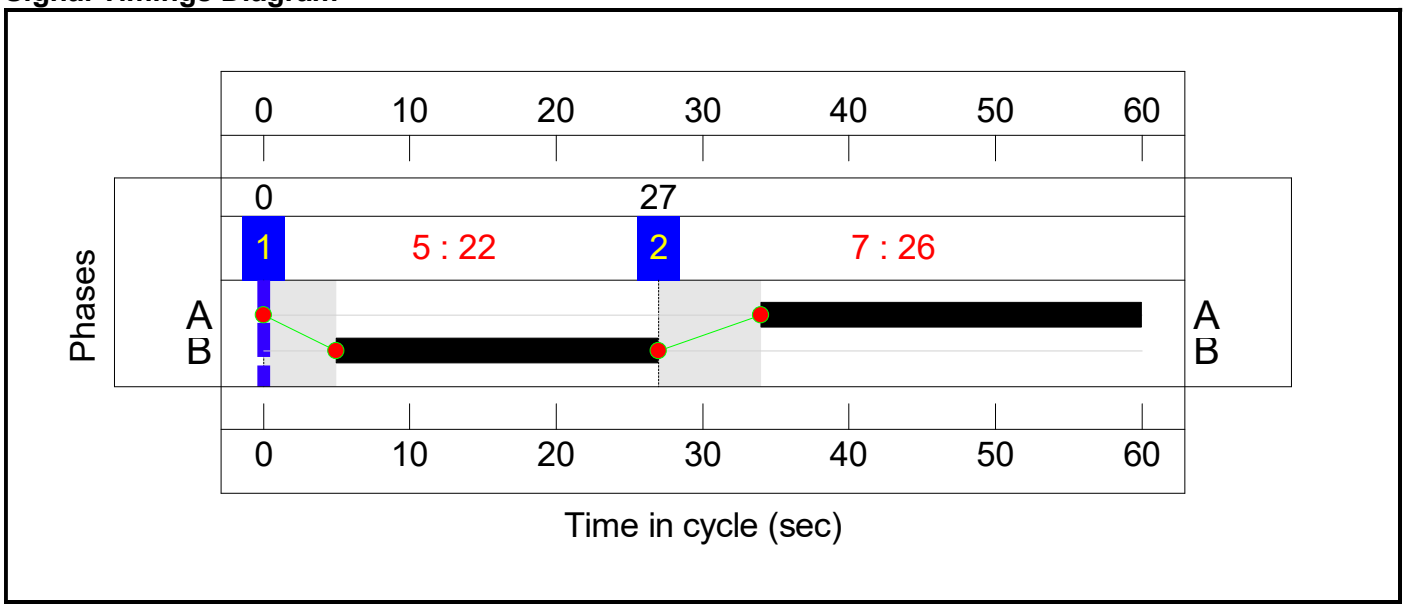


Full Input Data And Results

Stage Timings
Stage Stream: 1

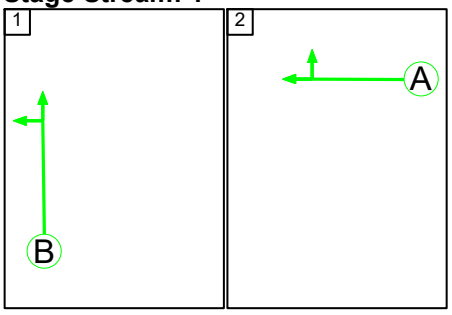
Stage	1	2
Duration	22	26
Change Point	0	27

Signal Timings Diagram



C3 - M40 N/B HAS051C

Stage Sequence Diagram
Stage Stream: 1

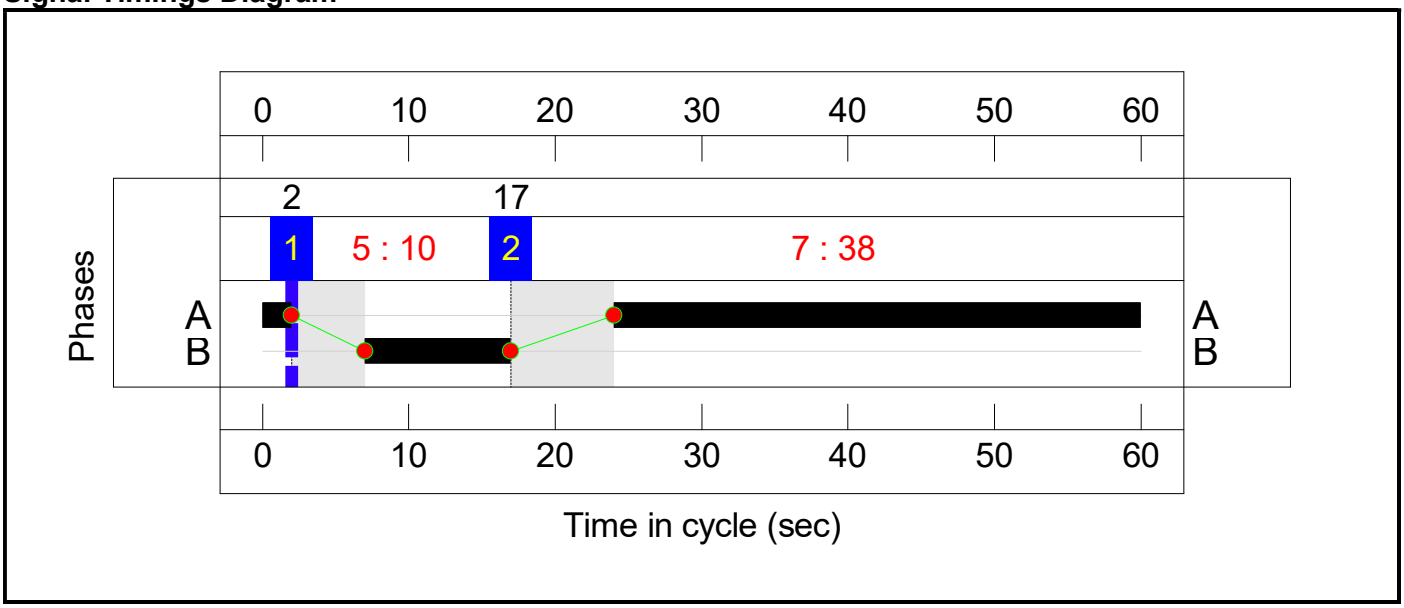


Stage Timings
Stage Stream: 1

Stage	1	2
Duration	10	38
Change Point	2	17

Full Input Data And Results

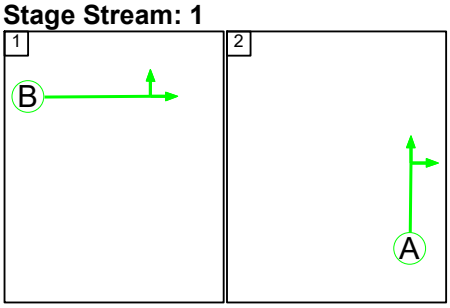
Signal Timings Diagram



C4 - A34 E/B HAS051D

Stage Sequence Diagram

Stage Stream: 1



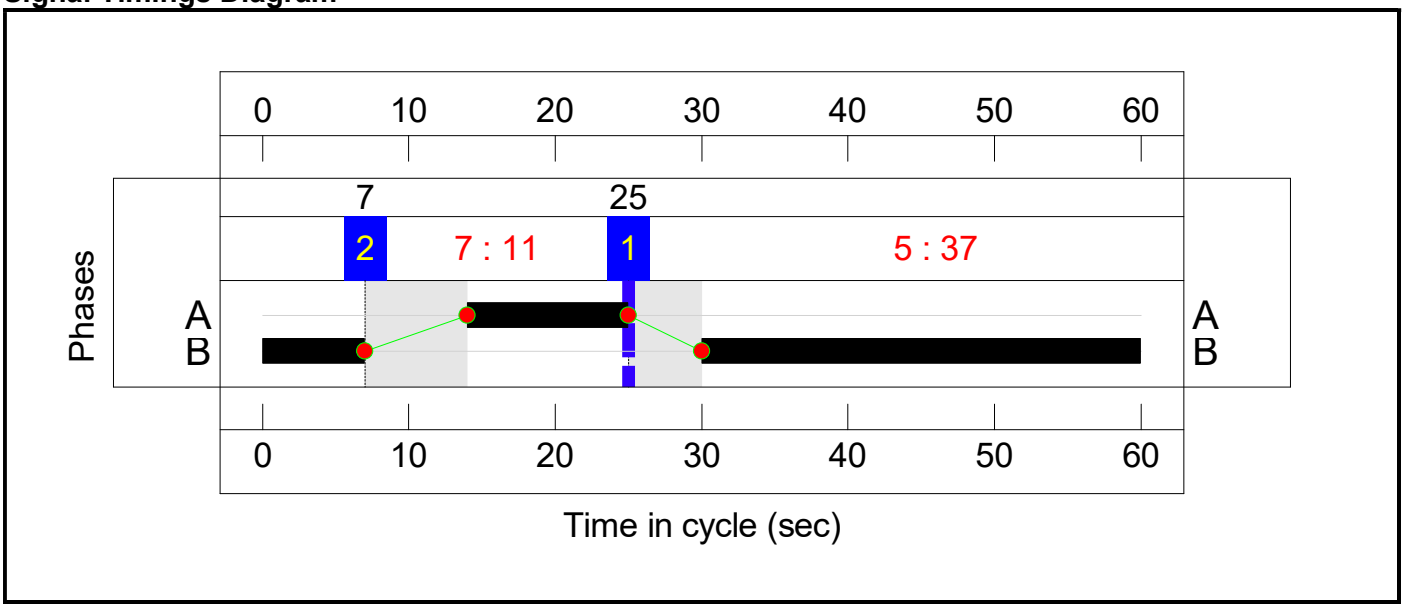
Stage Timings

Stage Stream: 1

Stage	1	2
Duration	37	11
Change Point	25	7

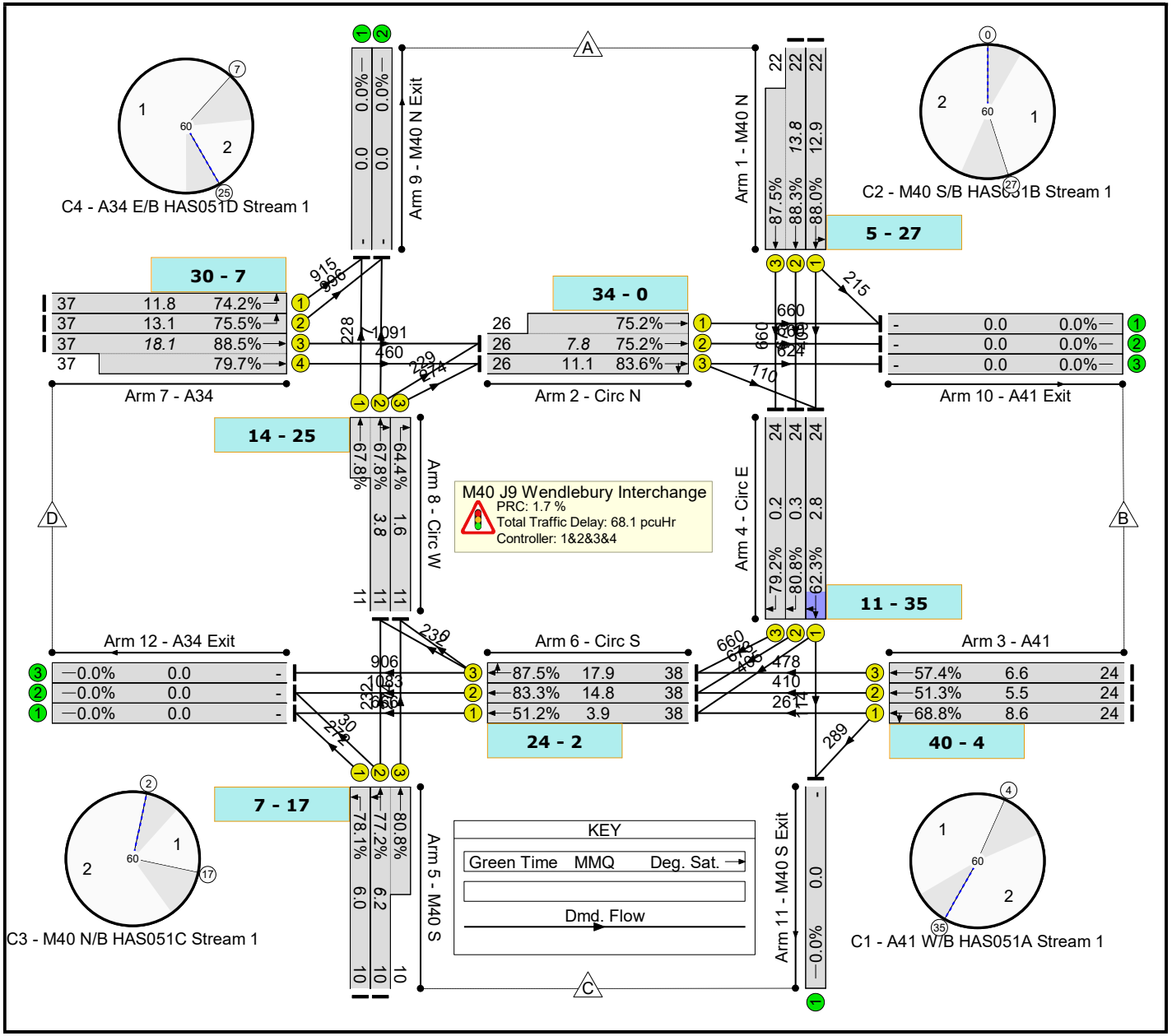
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Reference Case Model	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.5%**
M40 J9 Wendlebury Interchange	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.5%**
1/1	M40 N Ahead Left	U	2:1	N/A	C2:B		1	22	-	624	1850	709	88.0%
1/2+1/3	M40 N Ahead	U	2:1	N/A	C2:B		1	22	-	1333	1988:1967	762+754	88.3 : 87.5%
2/2+2/1	Circ N Ahead	U	2:1	N/A	C2:A		1	26	-	1320	1950:1950	878+878	75.2 : 75.2%
2/3	Circ N Right Ahead	U	2:1	N/A	C2:A		1	26	-	734	1950	878	83.6%
3/1	A41 Ahead Left	U	1:1	N/A	C1:B		1	24	-	550	1920	800	68.8%
3/2	A41 Ahead	U	1:1	N/A	C1:B		1	24	-	410	1920	800	51.3%
3/3	A41 Ahead	U	1:1	N/A	C1:B		1	24	-	478	2000	833	57.4%
4/1	Circ E Right Ahead	U	1:1	N/A	C1:A		1	24	-	519	2000	833	62.3%
4/2	Circ E Right	U	1:1	N/A	C1:A		1	24	-	673	2000	833	80.8%
4/3	Circ E Right	U	1:1	N/A	C1:A		1	24	-	660	2000	833	79.2%
5/1	M40 S Left	U	3:1	N/A	C3:B		1	10	-	272	1900	348	78.1%
5/2+5/3	M40 S Ahead Left	U	3:1	N/A	C3:B		1	10	-	536	1850:1850	339+339	77.2 : 80.8%
6/1	Circ S Ahead	U	3:1	N/A	C3:A		1	38	-	666	2000	1300	51.2%
6/2	Circ S Ahead	U	3:1	N/A	C3:A		1	38	-	1083	2000	1300	83.3%
6/3	Circ S Right Ahead	U	3:1	N/A	C3:A		1	38	-	1138	2000	1300	87.5%
7/1	A34 Left	U	4:1	N/A	C4:B		1	37	-	915	1946	1232	74.2%
7/2	A34 Left	U	4:1	N/A	C4:B		1	37	-	996	2083	1319	75.5%
7/3+7/4	A34 Ahead	U	4:1	N/A	C4:B		1	37	-	1551	1946:1946	1232+577	88.5 : 79.7%

Full Input Data And Results

8/2+8/1	Circ W Right Ahead	U	4:1	N/A	C4:A		1	11	-	464	1987:1977	348+336	67.8 : 67.8%
8/3	Circ W Right	U	4:1	N/A	C4:A		1	11	-	274	2128	426	64.4%
9/1	M40 N Exit	U	N/A	N/A	-		-	-	-	1143	Inf	Inf	0.0%
9/2	M40 N Exit	U	N/A	N/A	-		-	-	-	1003	Inf	Inf	0.0%
10/1	A41 Exit	U	N/A	N/A	-		-	-	-	875	Inf	Inf	0.0%
10/2	A41 Exit	U	N/A	N/A	-		-	-	-	660	Inf	Inf	0.0%
10/3	A41 Exit	U	N/A	N/A	-		-	-	-	624	Inf	Inf	0.0%
11/1	M40 S Exit	U	N/A	N/A	-		-	-	-	403	Inf	Inf	0.0%
12/1	A34 Exit	U	N/A	N/A	-		-	-	-	938	Inf	Inf	0.0%
12/2	A34 Exit	U	N/A	N/A	-		-	-	-	1113	Inf	Inf	0.0%
12/3	A34 Exit	U	N/A	N/A	-		-	-	-	906	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Reference Case Model	**-**	**-**	**0**	**0**	**0**	**42.3**	**25.8**	**0.0**	**68.1**	**-**	**-**	**-**	**-**
M40 J9 Wendlebury Interchange	**-**	**-**	**0**	**0**	**0**	**42.3**	**25.8**	**0.0**	**68.1**	**-**	**-**	**-**	**-**
1/1	624	624	-	-	-	3.0	3.4	-	6.4	36.8	9.5	3.4	12.9
1/2+1/3	1333	1333	-	-	-	6.4	3.5	-	9.9 (5.0+4.9)	26.7 (26.7:26.6)	10.3	3.5	13.8
2/2+2/1	1320	1320	-	-	-	5.8	0.0	-	5.8 (2.9+2.9)	15.8 (15.8:15.8)	7.8	0.0	7.8
2/3	734	734	-	-	-	2.1	0.0	-	2.1	10.4	11.1	0.0	11.1
3/1	550	550	-	-	-	2.2	1.1	-	3.3	21.4	7.5	1.1	8.6
3/2	410	410	-	-	-	1.5	0.5	-	2.0	17.6	5.0	0.5	5.5
3/3	478	478	-	-	-	1.8	0.7	-	2.5	18.5	6.0	0.7	6.6
4/1	519	519	-	-	-	0.7	0.0	-	0.7	4.7	2.8	0.0	2.8
4/2	673	673	-	-	-	0.1	0.0	-	0.1	0.7	0.3	0.0	0.3
4/3	660	660	-	-	-	0.1	0.0	-	0.1	0.7	0.2	0.0	0.2
5/1	272	272	-	-	-	1.8	1.7	-	3.5	45.9	4.3	1.7	6.0
5/2+5/3	536	536	-	-	-	3.5	1.8	-	5.3 (2.6+2.7)	35.7 (35.6:35.8)	4.3	1.8	6.2
6/1	666	666	-	-	-	0.8	0.5	-	1.3	6.9	3.4	0.5	3.9
6/2	1083	1083	-	-	-	1.2	2.4	-	3.7	12.1	12.3	2.4	14.8
6/3	1138	1138	-	-	-	1.8	3.4	-	5.2	16.4	14.5	3.4	17.9
7/1	915	915	-	-	-	1.9	1.4	-	3.4	13.2	10.4	1.4	11.8
7/2	996	996	-	-	-	2.1	1.5	-	3.7	13.2	11.6	1.5	13.1
7/3+7/4	1551	1551	-	-	-	3.5	2.9	-	6.4 (4.8+1.5)	14.8 (16.0:12.1)	15.2	2.9	18.1
8/2+8/1	464	464	-	-	-	1.9	0.0	-	1.9 (0.1+1.7)	14.5 (1.9:27.6)	3.8	0.0	3.8
8/3	274	274	-	-	-	0.2	0.9	-	1.1	14.1	0.7	0.9	1.6

Full Input Data And Results

9/1	1143	1143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1003	1003	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	875	875	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	660	660	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	624	624	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	938	938	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1113	1113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	906	906	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A41 W/B HAS051A	Stream: 1 PRC for Signalled Lanes (%):	11.4	Total Delay for Signalled Lanes (pcuHr):	8.67	Cycle Time (s): 60
C2 - M40 S/B HAS051B	Stream: 1 PRC for Signalled Lanes (%):	1.9	Total Delay for Signalled Lanes (pcuHr):	24.17	Cycle Time (s): 60
C3 - M40 N/B HAS051C	Stream: 1 PRC for Signalled Lanes (%):	2.8	Total Delay for Signalled Lanes (pcuHr):	18.90	Cycle Time (s): 60
C4 - A34 E/B HAS051D	Stream: 1 PRC for Signalled Lanes (%):	1.7	Total Delay for Signalled Lanes (pcuHr):	16.37	Cycle Time (s): 60
	PRC Over All Lanes (%):	1.7	Total Delay Over All Lanes(pcuHr):	68.11	

Appendix R

vectos.

M40 Junction 9 Wendlebury Interchange
Model Calibration/Validation and Forecasting Update

205223/N15/RB Rev A (DRAFT)

Introduction

1. Vectos is appointed by Tritax with respect to highways matters for their proposed development off the A41, south of Bicester.

2. Tritax have commissioned a traffic survey of M40 Junction 9 to support their application. These surveys were completed on November 9th and 11th 2021. These were by CCTV for local junction conditions and supported with drone footage to monitor any wider queueing and to demonstrate general operation. Survey times were 0700 – 0800 and 1600 – 1900.

3. This note sets out how the junction model previously reviewed by National Highways (NH) through the pre-application process has been updated to align with observations.

4. Below is an aerial image of the junction for context.

Figure 1 – Aerial image of M40 Junction 9

Model Calibration / Validation

5. The hourly flow matrices used for calibration were 0800 – 0900 on Tuesday 9th November and 1700 – 1800 on Thursday 11th November. These matrices, in pcu, were:

	A	B	C	D	Tot
A	0	208	0	1809	2017
B	194	2	295	923	1413
C	0	258	0	261	519
D	1859	905	184	0	2948
Tot	2053	1373	478	2993	6897

Table 1 – Summary of AM Hourly Flows

	A	B	C	D	Tot
A	0	200	0	1547	1747
B	193	2	270	879	1344
C	2	392	0	247	642
D	1991	1089	75	0	3155
Tot	2186	1684	346	2673	6888

Table 2 – Summary of PM Hourly Flows

6. The survey recorded queue lengths for each entry lane at the beginning of every green. The time of the beginning of green was also recorded, meaning that green splits, offsets and cycle time could be determined. The observed cycle times and green splits are included at **Annex A.** The survey data is presented at **Annex D.**

7. The cycle time used was based upon observations at the M40N, Northeast node. MOVA linking was consistent when considering the A41 entry node, but varied slightly at the M40S and A34 nodes where linking fluctuated in some periods of the hour. It is likely that the MOVA datasets are coded to give some flexibility on the West side of the roundabout. A common cycle time has been used in order to properly assess queueing behaviour in the model with green splits factored to suit.

8. Average observed queues have been calculated and are presented at **Annex B**.

9. Saturation flows were observed for the AM and PM peaks for both days. The values used in the model are the average of those values, for each lane. RR67 Saturation flow rate estimates were used where flows were too low. The values used are presented at **Annex A**. There has been some minor satflow rationalisation in three instances to avoid sliver queues due to higher upstream satflows; these were:

- A34 Lane 4 – as the downstream lane.
- Eastern circulatory lane 2 – as the upstream M40N entry.
- Southern circulatory lane 3 – as the upstream A41 lane.

10. Transient exit blocking was observed early in the AM peak hour, around 8am. The A34 exit has a 3-2 lane merge which was subject to a relatively short period of congestion due to the volume of traffic. This was transient and resolved within around 15 minutes. The level of lost green due to exit blocking was assessed as -1s per cycle for lanes 1 and 2 when considered over the whole hour. There was some transient exit blocking in the PM in lane 3 of the southern circulatory carriageway, however, this did not reach a value of more than 0.5s per cycle over the hour and therefore was not included as a negative lane green.

11. Link speeds were based upon a number of observations from drone footage at various points on the junction. A value of 36kph has been used throughout the model.

12. Lane connectivity was modified to reflect actual use which was clearly observed from drone footage. These extra 'weaving' connectors were to reflect North-to-West lane changes to the nearside on the south circulatory and similarly for the South-to-East movements relating to the Northern circulatory. Flows were balanced by the use of cruise time weighting for certain routes and flows were allocated per delay.

13. Operation of the junction in the AM and PM is summarised below. A detailed LinSig output is included at **Annex C**.

2021 Observed	0800 – 0900		1700 – 1800	
	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)
M40(N)	86.0	14.3	70.3	9.4
A41	88.5	11.6	79.5	9.3
M40(S)	44.0	3.5	83.2	16.4
A34	78.3	14.3	56.8	4.7
North Circ	71.9	7.8	80.3	11.1
East Circ	67.6	3.4	65.9	0.2
South Circ	92.0	18.6	83.0	16.1
West Circ	44.5	2.8	63.3	4.2
Junction PRC/Delay	-2.3%	77.67 pcu.hrs	+8.2%	66.47 pcu.hrs

Table 3 – Calibrated capacity assessment summary for the existing junction

14. The information provided at **Annex B** summarises the modelled queue lengths against the surveyed queues.

Forecasting

15. Highways England growth factors were used to inflate 2021 observed flows to the 2024 assessment year. These factors were 1.0015 for the AM and 1.0117 for the PM. Details of growth factors and committed development flows are established in notes already submitted to National Highways and not detailed further here.

16. The general pattern of congestion for entry and circulating sections fell into three distinct groups. These were:

- 2021 Observed.
- 2024 Forecast reference and Development Case models (based on CTC). These included committed development.
- 2024 and 2031 BTM flows.

17. To achieve a reasonable balance, it was necessary to make minor adjustments to splits, applied consistently within these groups, i.e. while there were minor adjustments, they were consistent over Reference and Development cases in each group to maintain an appropriate test of the impacts. An example of this is where the BTM flows were larger on the M40N slip, but lighter on the A41 compared to observations – keeping the unbalanced observed splits would result in unnecessarily poor overall junction performance and cloud the comparison between Reference and Development cases.

18. The splits used for each group of scenarios are recorded in the LinSig model outputs at **Annex C** and listed for easy reference at **Annex A**.

19. Cycle times were retained for each AM and PM model (per observed) while flows were allocated per delay.

20. All BTM AM scenarios had particularly poor results with queues on the Eastern circulatory that would far exceed available queueing capacity. This was due to a very large flow from the A34 to M40 South which was 679 pcu in 2024 and 706 pcu in 2031. While there is some flexibility in the current method of control, generally this right turning traffic moves into a red signal on the East circulatory, which can only accommodate 4 or 5 pcu per cycle, giving a capacity of 280 pcu/cycle. It is extremely unlikely that the BTM forecast values can be safely accommodated within the current layout and method of control. Previous CTCs have observed values of around 300 pcu/cycle, which is reasonable at a 60s cycle time.

21. For the ‘adjusted’ AM BTM scenarios the A34 – M40 South O-D pair was replaced with the 2024 CTC-based value, 194 pcu. The uplift from 2024 to 2031 was calculated by maintaining the difference between BTM values. This forecasting reports the adjusted AM BTM scenarios, not the unmodified inputs, although the latter is reported in the LinSig outputs at **Annex C**.

22. The forecasting model results for Reference and Development cases are summarised below.

2024 CTC Based	Reference Case				Development Case			
	0800 - 0900		1700 – 1800		0800 - 0900		1700 – 1800	
	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)
M40(N)	92.6	16.7	85.2	12.1	93.2	17.1	84.0	11.8
A41	93.9	15.0	87.9	11.9	94.4	15.4	90.0	13.0
M40(S)	46.4	3.7	61.3	5.2	46.5	3.7	61.5	5.2
A34	78.5	14.6	84.2	16.7	78.5	14.6	84.2	16.7
North Circ	74.0	8.0	76.1	11.1	74.7	8.0	76.0	11.1
East Circ	70.8	3.6	66.6	1.7	71.2	3.6	65.7	1.7
South Circ	96.0	25.5	87.3	18.1	96.4	26.1	88.5	18.8
West Circ	47.7	3.2	68.2	4.6	48.6	3.2	68.9	4.7
Junction PRC/Delay	-6.7%	103.55 pcu.hrs	+2.4%	78.73 pcu.hrs	-7.1%	107.00 pcu.hrs	+0.0%	82.64 pcu.hrs

Table 4 – Capacity assessment of CTC based forecast flows

2024 BTM Based	Reference Case				Development Case			
	0800 - 0900*		1700 – 1800		0800 - 0900*		1700 – 1800	
	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)
M40(N)	88.1	15.0	92.9	18.4	87.1	15.1	93.2	18.5
A41	84.4	9.4	80.1	7.2	85.4	9.6	83.0	8.0
M40(S)	46.4	3.8	92.2	11.0	46.5	3.8	91.7	10.7
A34	86.4	18.7	94.4	26.8	86.4	18.7	94.4	26.8
North Circ	71.2	8.5	72.7	8.6	72.4	8.9	73.0	8.7
East Circ	78.5	3.8	81.4	3.1	77.6	3.6	81.3	3.1
South Circ	92.6	18.9	88.4	20.8	93.2	18.9	89.6	21.4
West Circ	36.7	2.2	66.6	3.2	36.3	2.2	69.3	3.3
Junction PRC/Delay	-2.9%	77.54 pcu.hrs	-4.9%	90.99 pcu.hrs	-3.5%	79.50 pcu.hrs	-4.9%	93.78 pcu.hrs

Table 5 – Capacity assessment of 2024 BTM based forecast flows (* adjusted A34 R/T)

2031 BTM Based	Reference Case				Development Case			
	0800 - 0900*		1700 – 1800		0800 - 0900*		1700 – 1800	
	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)
M40(N)	95.7	21.1	99.7	35.5	95.9	21.4	100.0	35.7
A41	88.3	10.6	95.2	12.8	88.8	10.8	99.1	16.1
M40(S)	59.9	4.9	98.0	16.6	60.1	5.0	98.0	16.6
A34	92.5	23.5	101.9	51.2	92.5	23.5	101.9	51.2
North Circ	73.2	9.5	77.8	9.6	74.4	9.7	78.0	9.6
East Circ	86.5	4.6	93.1	4.1	86.2	4.6	93.0	4.1
South Circ	93.9	20.1	98.7	33.4	93.3	20.7	99.8	36.7
West Circ	43.1	1.4	97.1	5.0	43.5	1.4	97.1	5.0
Junction PRC/Delay	-6.3%	97.52 pcu.hrs	-13.2%	210.17 pcu.hrs	-6.6%	99.90 pcu.hrs	-13.2%	229.74 pcu.hrs

Table 6 – Capacity assessment of 2031 BTM based forecast flows (* adjusted A34 R/T)

Conclusion

23. Forecasting based upon Classified Turning Counts

The morning peak shows that the junction was at capacity with degrees of saturation near or slightly over 90%. The A34 exit was occasionally blocked due to traffic volumes. There was a small relative impact between the Reference and Development cases of 0.4 percentage points in the AM with a worst case increase in mean maximum queues of fewer than 1 pcu. From 5-6pm there was a larger overall impact of 2.4 percentage points, however, reserve capacity remained positive with the largest increase in mean maximum queue of 1.1 pcu. The impact of development is therefore minor and not considered significant in terms of operation and/or the severe planning test threshold outlined in the NPPF.

24. Forecasting based upon BTM

There was an overall reserve capacity impact for 2024 tests of 0.6 percentage points in the AM and 0 percentage points in the PM. In 2031 these values were 0.3 in the AM and 0 in the PM. The worst increase in mean maximum queue in 2024 and 2031 was less than 1 pcu, with the exception of the A41 entry in PM 2031 which is forecast a 3.3 pcu increase. In both the 2024 and 2031 PM scenarios it was the A34 left turn to the M40 North that dictated overall junction reserve capacity. The impact of development is therefore also minor and not considered significant in terms of operation and/or the severe planning test threshold outlined in the NPPF.

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Annex A

Model Calibration Summary

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Observed Flows

AM 2021 0800 - 0900 (PCU)

	A	B	C	D	Tot
A	0	208	0	1809	2017
B	194	2	295	923	1413
C	0	258	0	261	519
D	1859	905	184	0	2948
Tot	2053	1373	478	2993	6897

PM 2021 1700 - 1800 (PCU)

	A	B	C	D	Tot
A	0	200	0	1547	1747
B	193	2	270	879	1344
C	2	392	0	247	642
D	1991	1089	75	0	3155
Tot	2186	1684	346	2673	6888

Sat Flow Rates

Entry	M40N			A41			M40S			A34			
Lane No.	1	2	3	1	2	3	1	2	3	1	2	3	4
Sat Flow	1828	1868	1908	1824	1876	1887	RR67	RR67	RR67	1830	2003	1973	As d/stream

Circulating	North Circulatory			East Circulatory			South Circulatory			West Circulatory			
Lane No.	1	2	3	1	2	3	1	2	3	1	2	3	-
Sat Flow	1945	1977	1869	1869	As u/stream	1951	1866	1904	As u/stream	RR67	RR67	RR67	-

Observed and Modelled Greens

Scenarios	Roundabout Entry Green (s)				Cycle Time (s)
	M40N	A41	M40S	A34	
AM Observed	***26***	***18***	***16***	***39***	***64***
AM Future Ref and Dev Cases	25	19	16	39	64
AM BTM Ref and Dev Cases	28	16	14	39	64
PM Observed	***29***	***19***	***15***	***38***	***62***
PM Future Ref and Dev Cases	24	19	15	38	62
PM BTM Ref and Dev Cases	29	13	12	42	62

Circulating greens are a function of their associated entry. Entry to circulating i/g for all nodes is 7s, and 5s from circulating to entry.
Cycle times are based upon observations for the M40N entry node of the roundabout. Observed splits are factored for other nodes where appropriate.

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Annex B

Queue Calibration Comparison

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0800 – 0900	M40 SB			A41			M40 NB			A34			
	1	2	3	1	2	3	1	2	3	1	2	3	4
Observed	6.7	7.4	7.2	19.2	11.8	6.5	2.9	1.6	1.2	2.7	2.3	1.9	1.0
Model UQ EoR	6.2	6.7	-	5.7	5.3	5.9	1.5	2.7	-	5.4	6.0	4.4	-
Model R&OSQ	2.2	3.2	-	3.5	1.9	3.2	0.2	0.4	-	1.6	1.8	0.7	-
Tot Q EoR	8.7	10.5	-	9.0	6.9	8.8	1.9	3.1	-	7.1	7.8	5.2	-
Model MMQ	12.6	15.1	-	11.2	8.7	11.1	2.1	3.7	-	13.0	14.7	8.4	-

1700 - 1800	M40 SB			A41			M40 NB			A34			
	1	2	3	1	2	3	1	2	3	1	2	3	4
Observed	5.2	6.2	5.1	13.0	8.3	4.7	2.6	2.3	1.7	6.9	6.3	4.7	1.5
Model UQ EoR	4.9	5.3	-	5.2	4.4	5.3	2.0	3.3	-	5.5	6.1	4.5	-
Model R&OSQ	1.0	1.0	-	1.9	0.9	1.8	0.2	0.7	-	2.2	2.4	0.8	-
Tot Q EoR	5.9	6.3	-	7.1	5.3	7.1	2.2	4.0	-	7.7	8.5	5.3	-
Model MMQ	8.6	9.4	-	9.2	6.8	9.3	2.6	4.7	-	14.5	16.4	8.7	-

Definitions

Observed: Average observed queue at the beginning of green (2s after end of red).
Model UQ EoR: The model output for Uniform Queue at End of Red.
Model R&OSQ: Queueing element due to Random and Oversaturation delay.
Tot Q EoR: Total of UQ @ EoR and R&OSQ.
Model MMQ: The Mean Maximum Queue.

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Annex C

LinSig Model Output

Basic Results Summary

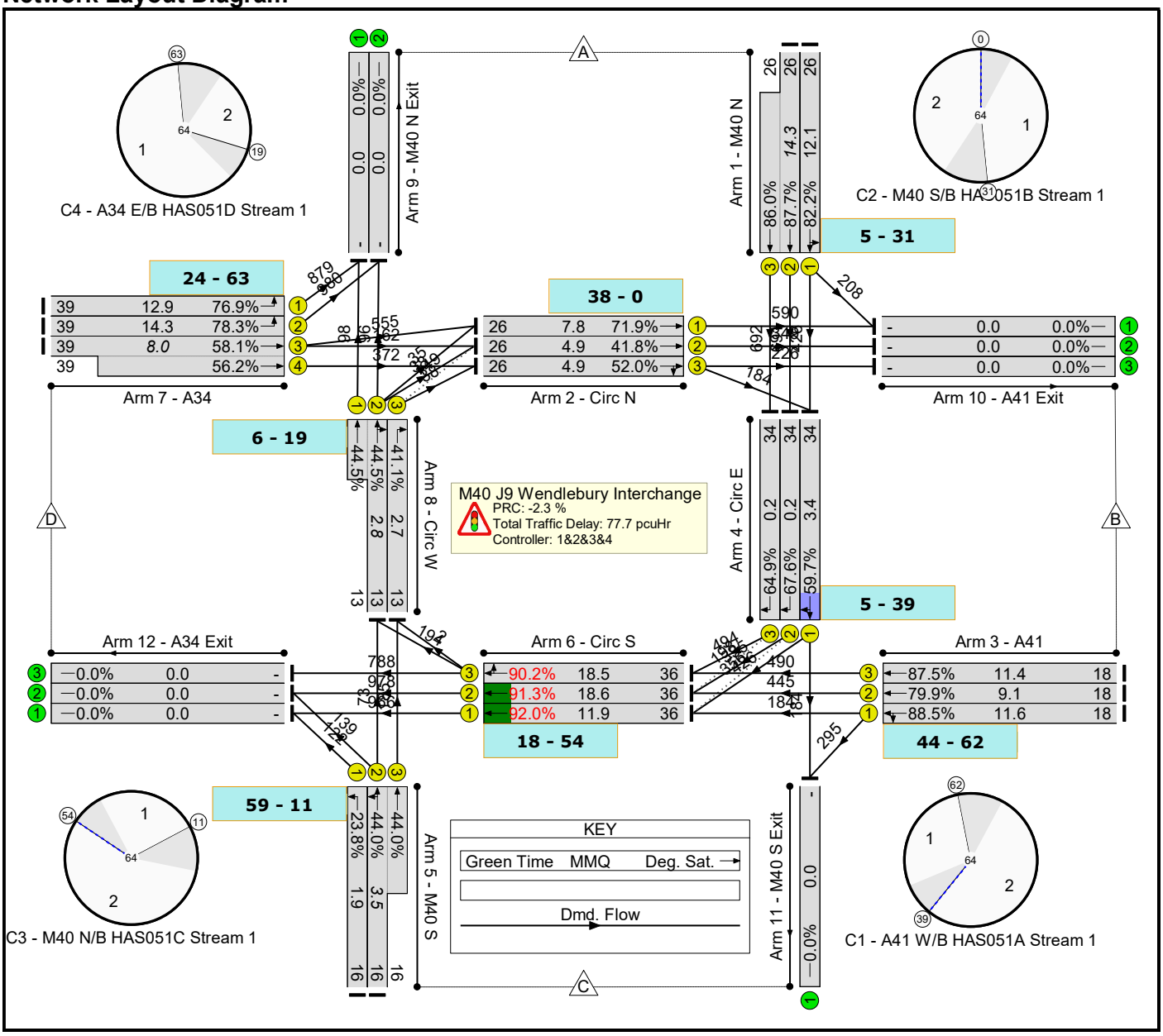
User and Project Details

Project:	**Project 205223 - M40 J9 Wendlebury Interchange**
Title:	**Reference Case Model**
Location:	
Client:	Tritax
Site Ref(s):	M40 Junction 9 / A34 / A41
Model Purpose:	Reference Case and Development Case on the existing layout
Model Assumptions:	Sat Flows are observed 2021 values. Green splits for observed scenarios are based upon observed 2021 values.
Flow Details:	BTM Flows from OCC. Observed flows from 2021 CTC.
Additional detail:	
File name:	205223 M40 J9 - Calibrated Base Forecasting (Rev 1a).lsg3x
Author:	R Bishop
Company:	Vectos SLR
Address:	

Basic Results Summary

Scenario 1: 'AM 2021 Observed (1)' (FG15: 'AM 2021 Observed', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Reference Case Model	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.0%**	**0**	**0**	**0**	**77.7**	**-**	**-**
M40 J9 Wendlebury Interchange	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.0%**	**0**	**0**	**0**	**77.7**	**-**	**-**
1/1	M40 N Ahead Left	U	C2:B		1	26	-	634	1828	771	82.2%	-	-	-	5.1	29.1	12.1
1/2+1/3	M40 N Ahead	U	C2:B		1	26	-	1383	1868:1908	788+805	87.7 : 86.0%	-	-	-	9.7 (4.9+4.8)	25.2 (25.3:25.1)	14.3
2/1	Circ N Ahead	U	C2:A		1	26	-	590	1945	821	71.9%	-	-	-	2.9	17.8	7.8
2/2	Circ N Ahead	U	C2:A		1	26	-	349	1977	834	41.8%	-	-	-	1.4	14.8	4.9
2/3	Circ N Right Ahead	U	C2:A		1	26	-	410	1869	788	52.0%	-	-	-	1.6	14.3	4.9
3/1	A41 Ahead Left	U	C1:B		1	18	-	479	1824	542	88.5%	-	-	-	6.3	47.4	11.6
3/2	A41 Ahead	U	C1:B		1	18	-	445	1876	557	79.9%	-	-	-	4.5	36.3	9.1
3/3	A41 Ahead	U	C1:B		1	18	-	490	1887	560	87.5%	-	-	-	6.1	44.9	11.4
4/1	Circ E Right Ahead	U	C1:A		1	34	-	610	1869	1022	59.7%	-	-	-	0.9	5.4	3.4
4/2	Circ E Right	U	C1:A		1	34	-	691	1868	1022	67.6%	-	-	-	0.1	0.5	0.2
4/3	Circ E Right	U	C1:A		1	34	-	692	1951	1067	64.9%	-	-	-	0.1	0.5	0.2
5/1	M40 S Left	U	C3:B		1	16	-	122	1932	513	23.8%	-	-	-	0.8	23.0	1.9
5/2+5/3	M40 S Ahead Left	U	C3:B		1	16	-	397	1888:1888	482+420	44.0 : 44.0%	-	-	-	2.5 (1.4+1.2)	22.9 (23.0:22.7)	3.5
6/1	Circ S Ahead	U	C3:A		1	36	-	966	1866	1050	92.0%	-	-	-	7.2	27.0	11.9
6/2	Circ S Ahead	U	C3:A		1	36	-	978	1904	1071	91.3%	-	-	-	8.1	29.8	18.6
6/3	Circ S Right Ahead	U	C3:A		1	36	-	984	1887	1091	90.2%	-	-	-	7.6	27.7	18.5

Basic Results Summary

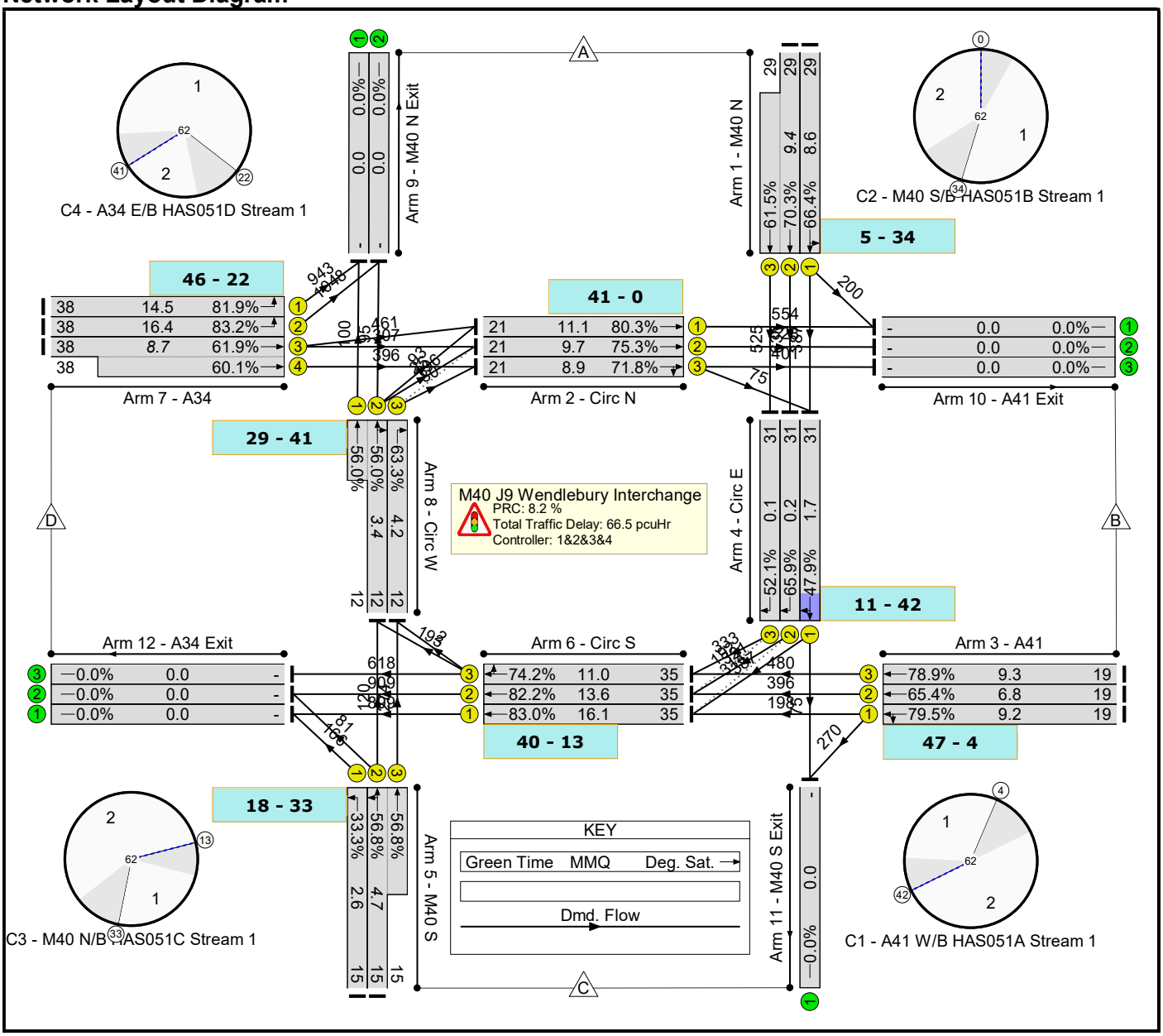
7/1	A34 Left	U	C4:B		1	39	-	879	1830	1144	76.9%	-	-	-	3.8	15.4	12.9
7/2	A34 Left	U	C4:B		1	39	-	980	2003	1252	78.3%	-	-	-	4.2	15.3	14.3
7/3+7/4	A34 Ahead	U	C4:B		1	39	-	1089	1973:1869	1233+661	58.1 : 56.2%	-	-	-	2.7 (1.9+0.8)	8.8 (9.3:7.9)	8.0
8/2+8/1	Circ W Right Ahead	U	C4:A		1	13	-	267	1942:1942	380+220	44.5 : 44.5%	-	-	-	1.9 (1.0+0.9)	25.6 (20.9:33.8)	2.8
8/3	Circ W Right	U	C4:A		1	13	-	187	2078	455	41.1%	-	-	-	0.2	3.6	2.7

C1 - A41 W/B HAS051A	Stream: 1 PRC for Signalled Lanes (%):	1.7	Total Delay for Signalled Lanes (pcuHr):	18.00	Cycle Time (s):	64
C2 - M40 S/B HAS051B	Stream: 1 PRC for Signalled Lanes (%):	2.6	Total Delay for Signalled Lanes (pcuHr):	20.78	Cycle Time (s):	64
C3 - M40 N/B HAS051C	Stream: 1 PRC for Signalled Lanes (%):	-2.3	Total Delay for Signalled Lanes (pcuHr):	26.21	Cycle Time (s):	64
C4 - A34 E/B HAS051D	Stream: 1 PRC for Signalled Lanes (%):	15.0	Total Delay for Signalled Lanes (pcuHr):	12.68	Cycle Time (s):	64
	PRC Over All Lanes (%):	-2.3	Total Delay Over All Lanes(pcuHr):	77.67		

Basic Results Summary

Scenario 2: 'PM 2021 Observed (1)' (FG16: 'PM 2021 Observed', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Reference Case Model	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.2%**	**0**	**0**	**0**	**66.5**	**-**	**-**
M40 J9 Wendlebury Interchange	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.2%**	**0**	**0**	**0**	**66.5**	**-**	**-**
1/1	M40 N Ahead Left	U	C2:B		1	29	-	587	1828	885	66.4%	-	-	-	3.0	18.2	8.6
1/2+1/3	M40 N Ahead	U	C2:B		1	29	-	1160	1868:1908	904+854	70.3 : 61.5%	-	-	-	4.8 (2.7+2.1)	15.0 (15.5:14.4)	9.4
2/1	Circ N Ahead	U	C2:A		1	21	-	554	1945	690	80.3%	-	-	-	5.8	37.6	11.1
2/2	Circ N Ahead	U	C2:A		1	21	-	528	1977	702	75.3%	-	-	-	4.0	27.5	9.7
2/3	Circ N Right Ahead	U	C2:A		1	21	-	476	1869	663	71.8%	-	-	-	4.5	34.1	8.9
3/1	A41 Ahead Left	U	C1:B		1	19	-	468	1824	588	79.5%	-	-	-	4.4	33.6	9.2
3/2	A41 Ahead	U	C1:B		1	19	-	396	1876	605	65.4%	-	-	-	2.9	26.6	6.8
3/3	A41 Ahead	U	C1:B		1	19	-	480	1887	609	78.9%	-	-	-	4.4	32.7	9.3
4/1	Circ E Right Ahead	U	C1:A		1	31	-	462	1869	965	47.9%	-	-	-	0.4	3.4	1.7
4/2	Circ E Right	U	C1:A		1	31	-	635	1868	964	65.9%	-	-	-	0.1	0.4	0.2
4/3	Circ E Right	U	C1:A		1	31	-	525	1951	1007	52.1%	-	-	-	0.1	0.4	0.1
5/1	M40 S Left	U	C3:B		1	15	-	166	1932	499	33.3%	-	-	-	1.1	24.1	2.6
5/2+5/3	M40 S Ahead Left	U	C3:B		1	15	-	475	1888:1888	354+482	56.8 : 56.8%	-	-	-	3.2 (1.3+1.9)	24.6 (24.1:24.9)	4.7
6/1	Circ S Ahead	U	C3:A		1	35	-	899	1866	1083	83.0%	-	-	-	4.8	19.1	16.1
6/2	Circ S Ahead	U	C3:A		1	35	-	909	1904	1106	82.2%	-	-	-	4.6	18.3	13.6
6/3	Circ S Right Ahead	U	C3:A		1	35	-	813	1887	1096	74.2%	-	-	-	4.0	17.7	11.0

Basic Results Summary

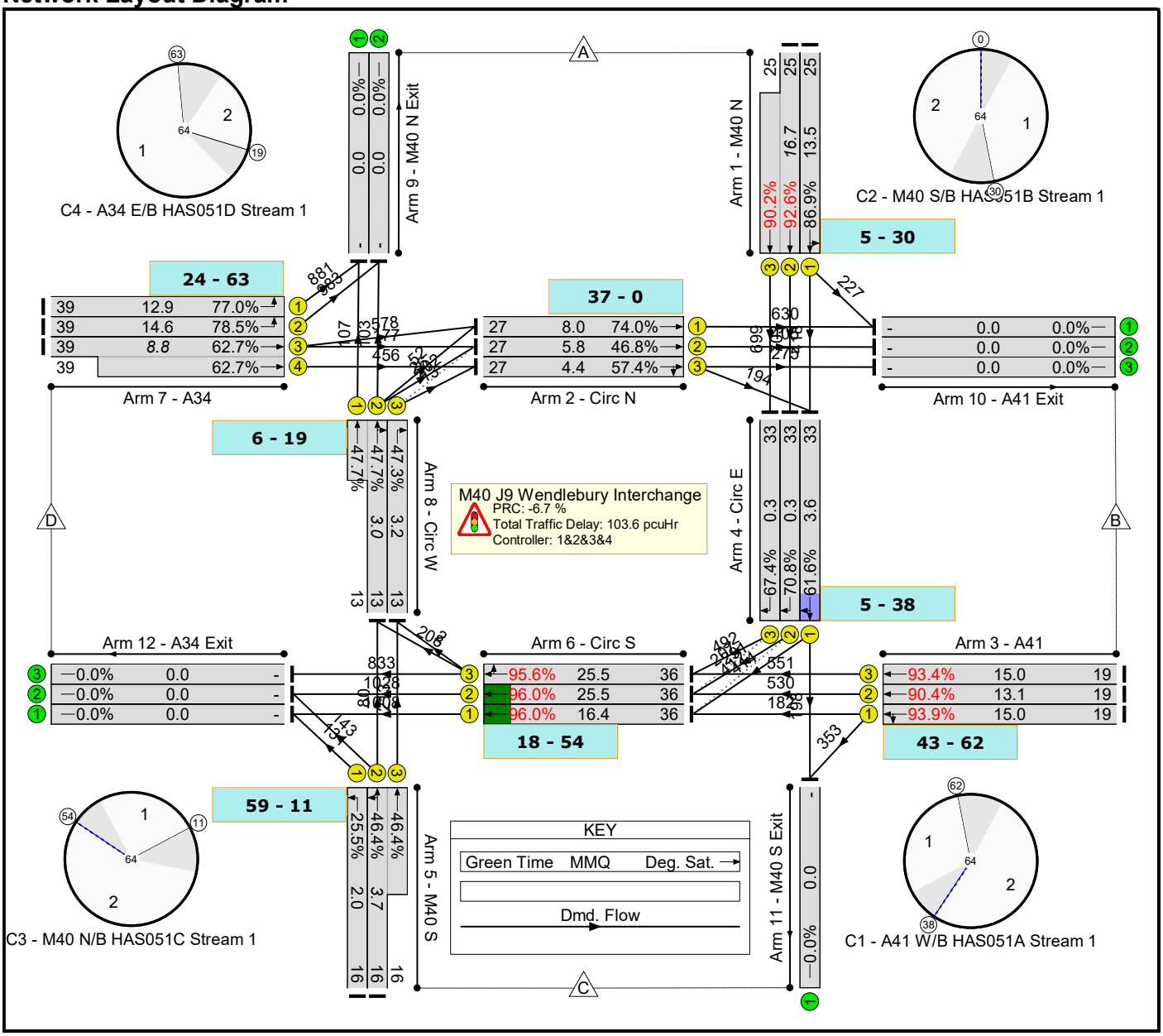
7/1	A34 Left	U	C4:B		1	38	-	943	1830	1151	81.9%	-	-	-	4.5	17.3	14.5
7/2	A34 Left	U	C4:B		1	38	-	1048	2003	1260	83.2%	-	-	-	5.0	17.3	16.4
7/3+7/4	A34 Ahead	U	C4:B		1	38	-	1164	1973:1869	1241+659	61.9 : 60.1%	-	-	-	2.9 (2.0+0.9)	8.9 (9.4:7.9)	8.7
8/2+8/1	Circ W Right Ahead	U	C4:A		1	12	-	313	1942:1942	381+179	56.0 : 56.0%	-	-	-	1.6 (0.9+0.8)	18.8 (14.9:27.3)	3.4
8/3	Circ W Right	U	C4:A		1	12	-	276	2078	436	63.3%	-	-	-	0.3	3.6	4.2

C1 - A41 W/B HAS051A	Stream: 1 PRC for Signalled Lanes (%):	13.2	Total Delay for Signalled Lanes (pcuHr):	12.24	Cycle Time (s): 62
C2 - M40 S/B HAS051B	Stream: 1 PRC for Signalled Lanes (%):	12.1	Total Delay for Signalled Lanes (pcuHr):	22.13	Cycle Time (s): 62
C3 - M40 N/B HAS051C	Stream: 1 PRC for Signalled Lanes (%):	8.5	Total Delay for Signalled Lanes (pcuHr):	17.77	Cycle Time (s): 62
C4 - A34 E/B HAS051D	Stream: 1 PRC for Signalled Lanes (%):	8.2	Total Delay for Signalled Lanes (pcuHr):	14.34	Cycle Time (s): 62
	PRC Over All Lanes (%):	8.2	Total Delay Over All Lanes(pcuHr):	66.47	

Basic Results Summary

Scenario 3: 'AM 2024 Reference (1)' (FG17: 'AM 2024 Base + Comm', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Reference Case Model	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.0%**	**0**	**0**	**0**	**103.6**	**-**	**-**
M40 J9 Wendlebury Interchange	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.0%**	**0**	**0**	**0**	**103.6**	**-**	**-**
1/1	M40 N Ahead Left	U	C2:B		1	25	-	645	1828	743	86.9%	-	-	-	6.2	34.8	13.5
1/2+1/3	M40 N Ahead	U	C2:B		1	25	-	1402	1868:1908	759+775	92.6 : 90.2%	-	-	-	11.9 (6.0+5.9)	30.6 (30.8:30.5)	16.7
2/1	Circ N Ahead	U	C2:A		1	27	-	630	1945	851	74.0%	-	-	-	3.1	17.9	8.0
2/2	Circ N Ahead	U	C2:A		1	27	-	405	1977	865	46.8%	-	-	-	1.7	14.8	5.8
2/3	Circ N Right Ahead	U	C2:A		1	27	-	469	1869	818	57.4%	-	-	-	1.8	14.0	4.4
3/1	A41 Ahead Left	U	C1:B		1	19	-	535	1824	570	93.9%	-	-	-	8.9	60.1	15.0
3/2	A41 Ahead	U	C1:B		1	19	-	530	1876	586	90.4%	-	-	-	7.2	49.0	13.1
3/3	A41 Ahead	U	C1:B		1	19	-	551	1887	590	93.4%	-	-	-	8.8	57.5	15.0
4/1	Circ E Right Ahead	U	C1:A		1	33	-	612	1869	993	61.6%	-	-	-	1.0	5.8	3.6
4/2	Circ E Right	U	C1:A		1	33	-	703	1868	992	70.8%	-	-	-	0.1	0.6	0.3
4/3	Circ E Right	U	C1:A		1	33	-	699	1951	1036	67.4%	-	-	-	0.1	0.6	0.3
5/1	M40 S Left	U	C3:B		1	16	-	131	1932	513	25.5%	-	-	-	0.8	23.2	2.0
5/2+5/3	M40 S Ahead Left	U	C3:B		1	16	-	436	1888:1888	480+459	46.4 : 46.4%	-	-	-	2.8 (1.4+1.4)	23.1 (23.2:23.0)	3.7
6/1	Circ S Ahead	U	C3:A		1	36	-	1008	1866	1050	96.0%	-	-	-	11.1	39.6	16.4
6/2	Circ S Ahead	U	C3:A		1	36	-	1028	1904	1071	96.0%	-	-	-	12.5	43.9	25.5
6/3	Circ S Right Ahead	U	C3:A		1	36	-	1043	1887	1091	95.6%	-	-	-	12.0	41.5	25.5

Basic Results Summary

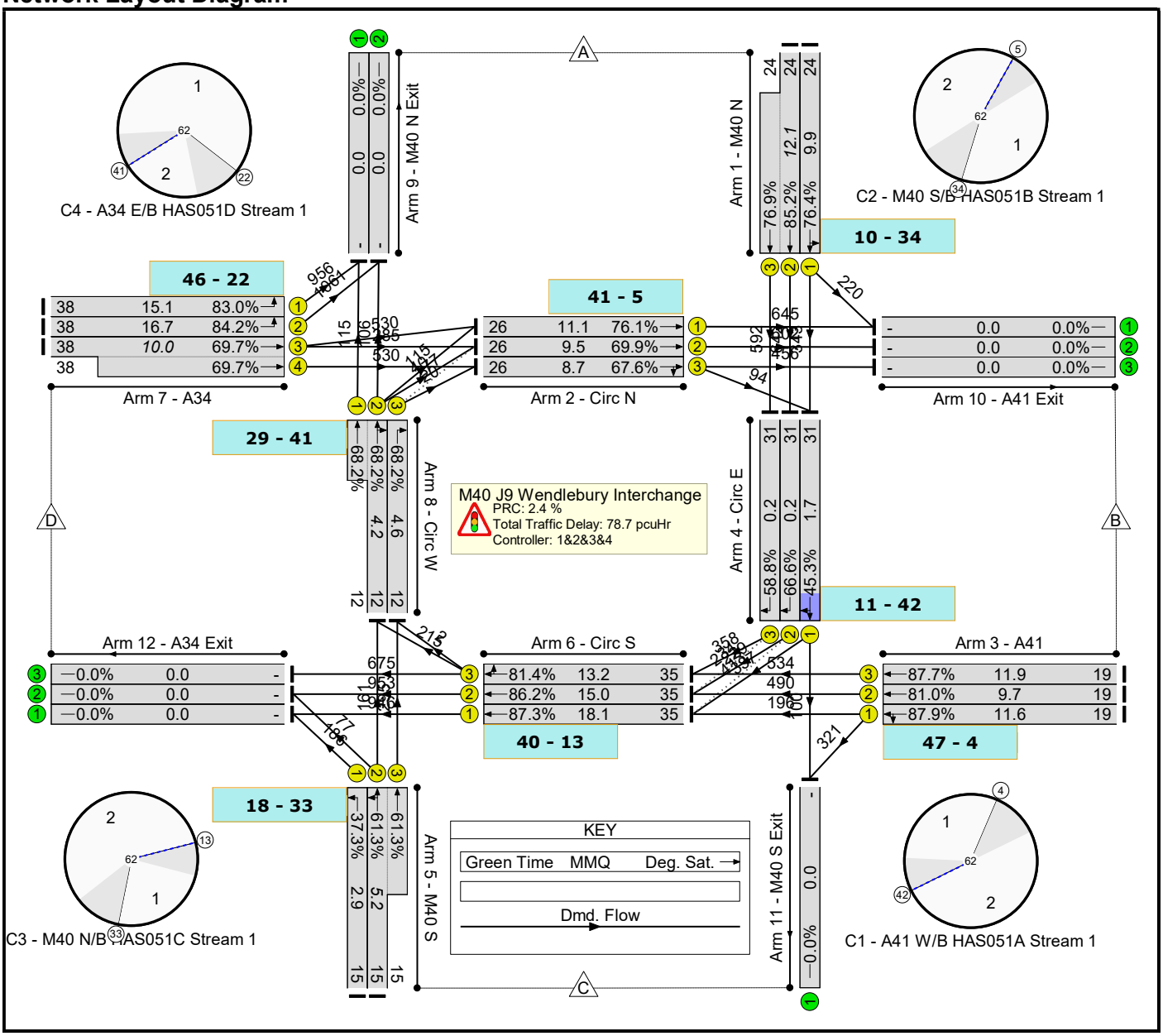
7/1	A34 Left	U	C4:B		1	39	-	881	1830	1144	77.0%	-	-	-	3.8	15.4	12.9
7/2	A34 Left	U	C4:B		1	39	-	983	2003	1252	78.5%	-	-	-	4.2	15.4	14.6
7/3+7/4	A34 Ahead	U	C4:B		1	39	-	1211	1973:1869	1205+728	62.7 : 62.7%	-	-	-	3.1 (2.1+1.1)	9.3 (9.8:8.4)	8.8
8/2+8/1	Circ W Right Ahead	U	C4:A		1	13	-	288	1942:1942	379+224	47.7 : 47.7%	-	-	-	2.0 (1.0+1.0)	24.9 (20.5:32.4)	3.0
8/3	Circ W Right	U	C4:A		1	13	-	215	2078	455	47.3%	-	-	-	0.2	3.6	3.2

C1 - A41 W/B HAS051A	Stream: 1 PRC for Signalled Lanes (%):	-4.3	Total Delay for Signalled Lanes (pcuHr):	26.18	Cycle Time (s): 64
C2 - M40 S/B HAS051B	Stream: 1 PRC for Signalled Lanes (%):	-2.9	Total Delay for Signalled Lanes (pcuHr):	24.79	Cycle Time (s): 64
C3 - M40 N/B HAS051C	Stream: 1 PRC for Signalled Lanes (%):	-6.7	Total Delay for Signalled Lanes (pcuHr):	39.27	Cycle Time (s): 64
C4 - A34 E/B HAS051D	Stream: 1 PRC for Signalled Lanes (%):	14.6	Total Delay for Signalled Lanes (pcuHr):	13.32	Cycle Time (s): 64
	PRC Over All Lanes (%):	-6.7	Total Delay Over All Lanes(pcuHr):	103.55	

Basic Results Summary

Scenario 4: 'PM 2024 Reference (1)' (FG18: 'PM 2024 Base + Comm', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Reference Case Model	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.9%**	**0**	**0**	**0**	**78.7**	**-**	**-**
M40 J9 Wendlebury Interchange	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.9%**	**0**	**0**	**0**	**78.7**	**-**	**-**
1/1	M40 N Ahead Left	U	C2:B		1	24	-	563	1828	737	76.4%	-	-	-	4.1	26.1	9.9
1/2+1/3	M40 N Ahead	U	C2:B		1	24	-	1234	1868:1908	753+769	85.2 : 76.9%	-	-	-	7.7 (4.1+3.6)	22.6 (23.0:22.2)	12.1
2/1	Circ N Ahead	U	C2:A		1	26	-	645	1945	847	76.1%	-	-	-	5.1	28.7	11.1
2/2	Circ N Ahead	U	C2:A		1	26	-	602	1977	861	69.9%	-	-	-	3.0	17.8	9.5
2/3	Circ N Right Ahead	U	C2:A		1	26	-	550	1869	814	67.6%	-	-	-	4.2	27.7	8.7
3/1	A41 Ahead Left	U	C1:B		1	19	-	517	1824	588	87.9%	-	-	-	6.2	42.9	11.6
3/2	A41 Ahead	U	C1:B		1	19	-	490	1876	605	81.0%	-	-	-	4.7	34.3	9.7
3/3	A41 Ahead	U	C1:B		1	19	-	534	1887	609	87.7%	-	-	-	6.2	42.0	11.9
4/1	Circ E Right Ahead	U	C1:A		1	31	-	437	1869	965	45.3%	-	-	-	0.4	3.7	1.7
4/2	Circ E Right	U	C1:A		1	31	-	642	1868	964	66.6%	-	-	-	0.1	0.5	0.2
4/3	Circ E Right	U	C1:A		1	31	-	592	1951	1007	58.8%	-	-	-	0.1	0.5	0.2
5/1	M40 S Left	U	C3:B		1	15	-	186	1932	499	37.3%	-	-	-	1.3	24.6	2.9
5/2+5/3	M40 S Ahead Left	U	C3:B		1	15	-	533	1888:1888	388+481	61.3 : 61.3%	-	-	-	3.7 (1.6+2.1)	25.2 (24.9:25.6)	5.2
6/1	Circ S Ahead	U	C3:A		1	35	-	946	1866	1083	87.3%	-	-	-	5.3	20.1	18.1
6/2	Circ S Ahead	U	C3:A		1	35	-	953	1904	1106	86.2%	-	-	-	5.7	21.5	15.0
6/3	Circ S Right Ahead	U	C3:A		1	35	-	892	1887	1096	81.4%	-	-	-	5.0	20.0	13.2

Basic Results Summary

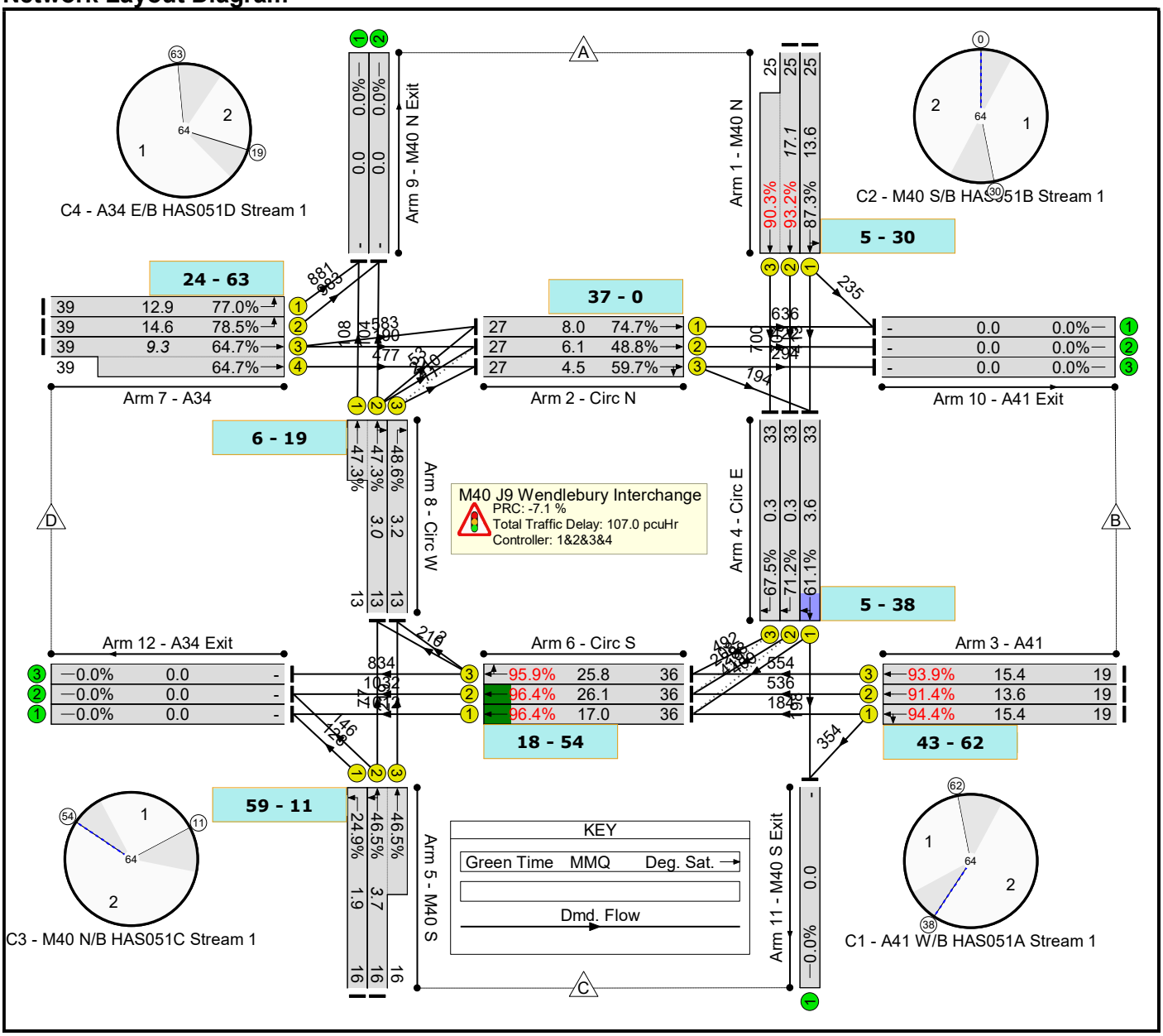
7/1	A34 Left	U	C4:B		1	38	-	956	1830	1151	83.0%	-	-	-	4.8	17.9	15.1
7/2	A34 Left	U	C4:B		1	38	-	1061	2003	1260	84.2%	-	-	-	5.3	17.9	16.7
7/3+7/4	A34 Ahead	U	C4:B		1	38	-	1345	1973:1869	1170+761	69.7 : 69.7%	-	-	-	3.7 (2.3+1.3)	9.8 (10.3:9.0)	10.0
8/2+8/1	Circ W Right Ahead	U	C4:A		1	12	-	376	1942:1942	383+169	68.2 : 68.2%	-	-	-	1.9 (1.1+0.9)	18.4 (14.5:27.3)	4.2
8/3	Circ W Right	U	C4:A		1	12	-	297	2078	436	68.2%	-	-	-	0.3	3.7	4.6

C1 - A41 W/B HAS051A	Stream: 1 PRC for Signalled Lanes (%):	2.4	Total Delay for Signalled Lanes (pcuHr):	17.69	Cycle Time (s): 62
C2 - M40 S/B HAS051B	Stream: 1 PRC for Signalled Lanes (%):	5.6	Total Delay for Signalled Lanes (pcuHr):	24.18	Cycle Time (s): 62
C3 - M40 N/B HAS051C	Stream: 1 PRC for Signalled Lanes (%):	3.1	Total Delay for Signalled Lanes (pcuHr):	20.93	Cycle Time (s): 62
C4 - A34 E/B HAS051D	Stream: 1 PRC for Signalled Lanes (%):	6.9	Total Delay for Signalled Lanes (pcuHr):	15.93	Cycle Time (s): 62
	PRC Over All Lanes (%):	2.4	Total Delay Over All Lanes(pcuHr):	78.73	

Basic Results Summary

Scenario 5: 'AM 2024 Development (1)' (FG19: 'AM 2024 Base + Comm + Dev', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Reference Case Model	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.4%**	**0**	**0**	**0**	**107.0**	**-**	**-**
M40 J9 Wendlebury Interchange	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.4%**	**0**	**0**	**0**	**107.0**	**-**	**-**
1/1	M40 N Ahead Left	U	C2:B		1	25	-	648	1828	743	87.3%	-	-	-	6.4	35.3	13.6
1/2+1/3	M40 N Ahead	U	C2:B		1	25	-	1407	1868:1908	759+775	93.2 : 90.3%	-	-	-	12.2 (6.1+6.0)	31.1 (31.3:30.9)	17.1
2/1	Circ N Ahead	U	C2:A		1	27	-	636	1945	851	74.7%	-	-	-	3.2	18.2	8.0
2/2	Circ N Ahead	U	C2:A		1	27	-	422	1977	865	48.8%	-	-	-	1.8	15.1	6.1
2/3	Circ N Right Ahead	U	C2:A		1	27	-	488	1869	818	59.7%	-	-	-	1.9	14.4	4.5
3/1	A41 Ahead Left	U	C1:B		1	19	-	538	1824	570	94.4%	-	-	-	9.3	62.2	15.4
3/2	A41 Ahead	U	C1:B		1	19	-	536	1876	586	91.4%	-	-	-	7.7	51.5	13.6
3/3	A41 Ahead	U	C1:B		1	19	-	554	1887	590	93.9%	-	-	-	9.1	59.4	15.4
4/1	Circ E Right Ahead	U	C1:A		1	33	-	607	1869	993	61.1%	-	-	-	1.0	5.8	3.6
4/2	Circ E Right	U	C1:A		1	33	-	707	1868	992	71.2%	-	-	-	0.1	0.6	0.3
4/3	Circ E Right	U	C1:A		1	33	-	700	1951	1036	67.5%	-	-	-	0.1	0.6	0.3
5/1	M40 S Left	U	C3:B		1	16	-	128	1932	513	24.9%	-	-	-	0.8	23.2	1.9
5/2+5/3	M40 S Ahead Left	U	C3:B		1	16	-	442	1888:1888	480+471	46.5 : 46.5%	-	-	-	2.8 (1.4+1.4)	23.1 (23.1:23.1)	3.7
6/1	Circ S Ahead	U	C3:A		1	36	-	1012	1866	1050	96.4%	-	-	-	11.6	41.3	17.0
6/2	Circ S Ahead	U	C3:A		1	36	-	1032	1904	1071	96.4%	-	-	-	13.1	45.6	26.1
6/3	Circ S Right Ahead	U	C3:A		1	36	-	1046	1887	1091	95.9%	-	-	-	12.4	42.6	25.8

Basic Results Summary

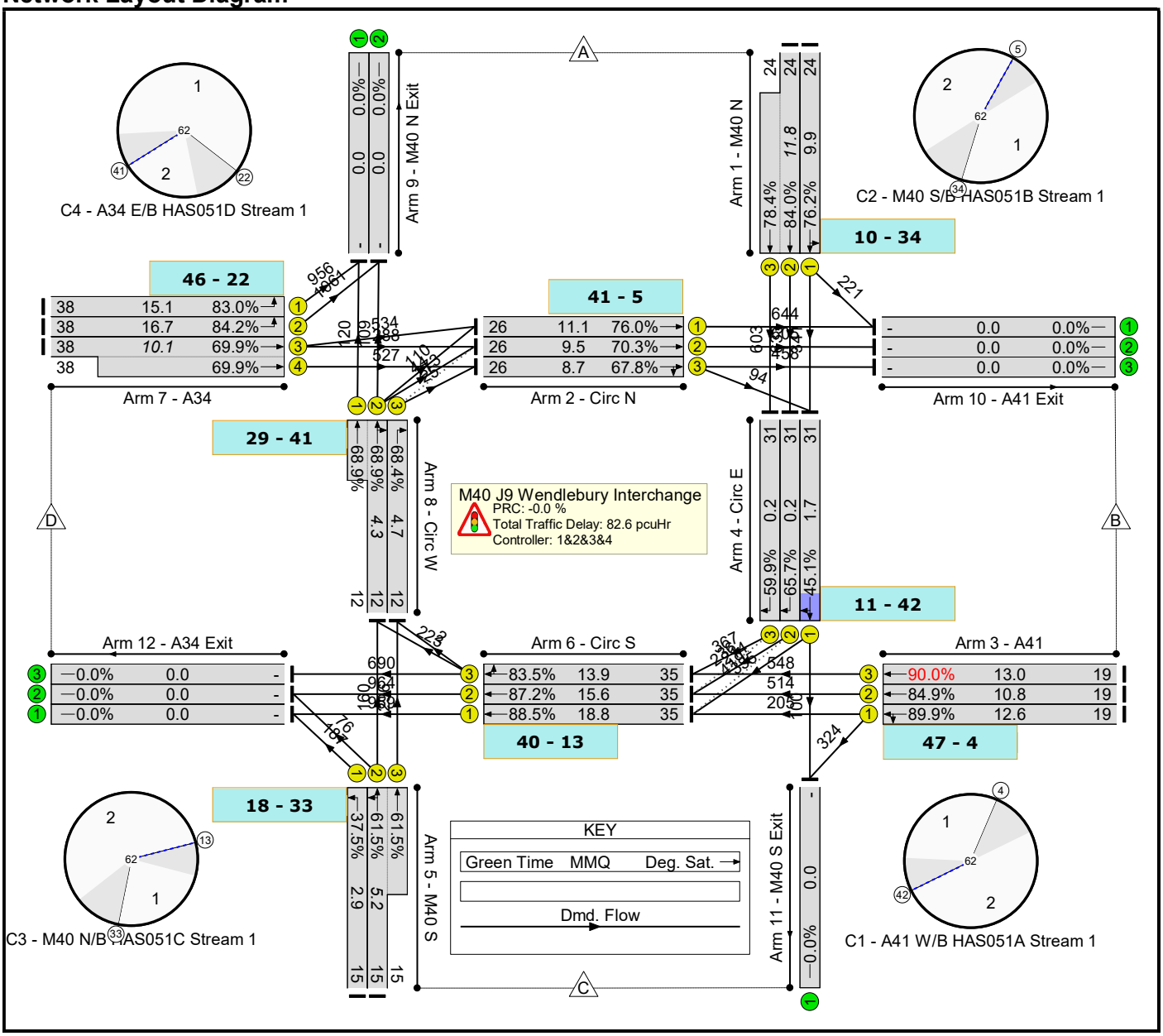
7/1	A34 Left	U	C4:B		1	39	-	881	1830	1144	77.0%	-	-	-	3.8	15.4	12.9
7/2	A34 Left	U	C4:B		1	39	-	983	2003	1252	78.5%	-	-	-	4.2	15.4	14.6
7/3+7/4	A34 Ahead	U	C4:B		1	39	-	1250	1973:1869	1195+737	64.7 : 64.7%	-	-	-	3.3 (2.2+1.1)	9.5 (10.0:8.7)	9.3
8/2+8/1	Circ W Right Ahead	U	C4:A		1	13	-	287	1942:1942	378+228	47.3 : 47.3%	-	-	-	2.0 (1.0+1.0)	25.2 (20.8:32.4)	3.0
8/3	Circ W Right	U	C4:A		1	13	-	221	2078	455	48.6%	-	-	-	0.2	3.6	3.2

C1 - A41 W/B HAS051A	Stream: 1 PRC for Signalled Lanes (%):	-4.9	Total Delay for Signalled Lanes (pcuHr):	27.33	Cycle Time (s): 64
C2 - M40 S/B HAS051B	Stream: 1 PRC for Signalled Lanes (%):	-3.5	Total Delay for Signalled Lanes (pcuHr):	25.43	Cycle Time (s): 64
C3 - M40 N/B HAS051C	Stream: 1 PRC for Signalled Lanes (%):	-7.1	Total Delay for Signalled Lanes (pcuHr):	40.71	Cycle Time (s): 64
C4 - A34 E/B HAS051D	Stream: 1 PRC for Signalled Lanes (%):	14.6	Total Delay for Signalled Lanes (pcuHr):	13.53	Cycle Time (s): 64
	PRC Over All Lanes (%):	-7.1	Total Delay Over All Lanes(pcuHr):	107.00	

Basic Results Summary

Scenario 6: 'PM 2024 Development (1)' (FG20: 'PM 2024 Base + Comm + Dev', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Reference Case Model	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.0%**	**0**	**0**	**0**	**82.6**	**-**	**-**
M40 J9 Wendlebury Interchange	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.0%**	**0**	**0**	**0**	**82.6**	**-**	**-**
1/1	M40 N Ahead Left	U	C2:B		1	24	-	562	1828	737	76.2%	-	-	-	4.1	26.0	9.9
1/2+1/3	M40 N Ahead	U	C2:B		1	24	-	1236	1868:1908	753+769	84.0 : 78.4%	-	-	-	7.8 (4.0+3.7)	22.6 (22.9:22.3)	11.8
2/1	Circ N Ahead	U	C2:A		1	26	-	644	1945	847	76.0%	-	-	-	5.2	28.8	11.1
2/2	Circ N Ahead	U	C2:A		1	26	-	605	1977	861	70.3%	-	-	-	3.0	18.0	9.5
2/3	Circ N Right Ahead	U	C2:A		1	26	-	552	1869	814	67.8%	-	-	-	4.2	27.6	8.7
3/1	A41 Ahead Left	U	C1:B		1	19	-	529	1824	588	89.9%	-	-	-	6.9	46.8	12.6
3/2	A41 Ahead	U	C1:B		1	19	-	514	1876	605	84.9%	-	-	-	5.5	38.3	10.8
3/3	A41 Ahead	U	C1:B		1	19	-	548	1887	609	90.0%	-	-	-	7.0	46.3	13.0
4/1	Circ E Right Ahead	U	C1:A		1	31	-	435	1869	965	45.1%	-	-	-	0.4	3.7	1.7
4/2	Circ E Right	U	C1:A		1	31	-	633	1868	964	65.7%	-	-	-	0.1	0.5	0.2
4/3	Circ E Right	U	C1:A		1	31	-	603	1951	1007	59.9%	-	-	-	0.1	0.5	0.2
5/1	M40 S Left	U	C3:B		1	15	-	187	1932	499	37.5%	-	-	-	1.3	24.7	2.9
5/2+5/3	M40 S Ahead Left	U	C3:B		1	15	-	532	1888:1888	384+481	61.5 : 61.5%	-	-	-	3.7 (1.6+2.1)	25.3 (24.9:25.6)	5.2
6/1	Circ S Ahead	U	C3:A		1	35	-	959	1866	1083	88.5%	-	-	-	5.8	21.6	18.8
6/2	Circ S Ahead	U	C3:A		1	35	-	964	1904	1106	87.2%	-	-	-	6.1	22.9	15.6
6/3	Circ S Right Ahead	U	C3:A		1	35	-	915	1887	1096	83.5%	-	-	-	5.4	21.4	13.9

Basic Results Summary

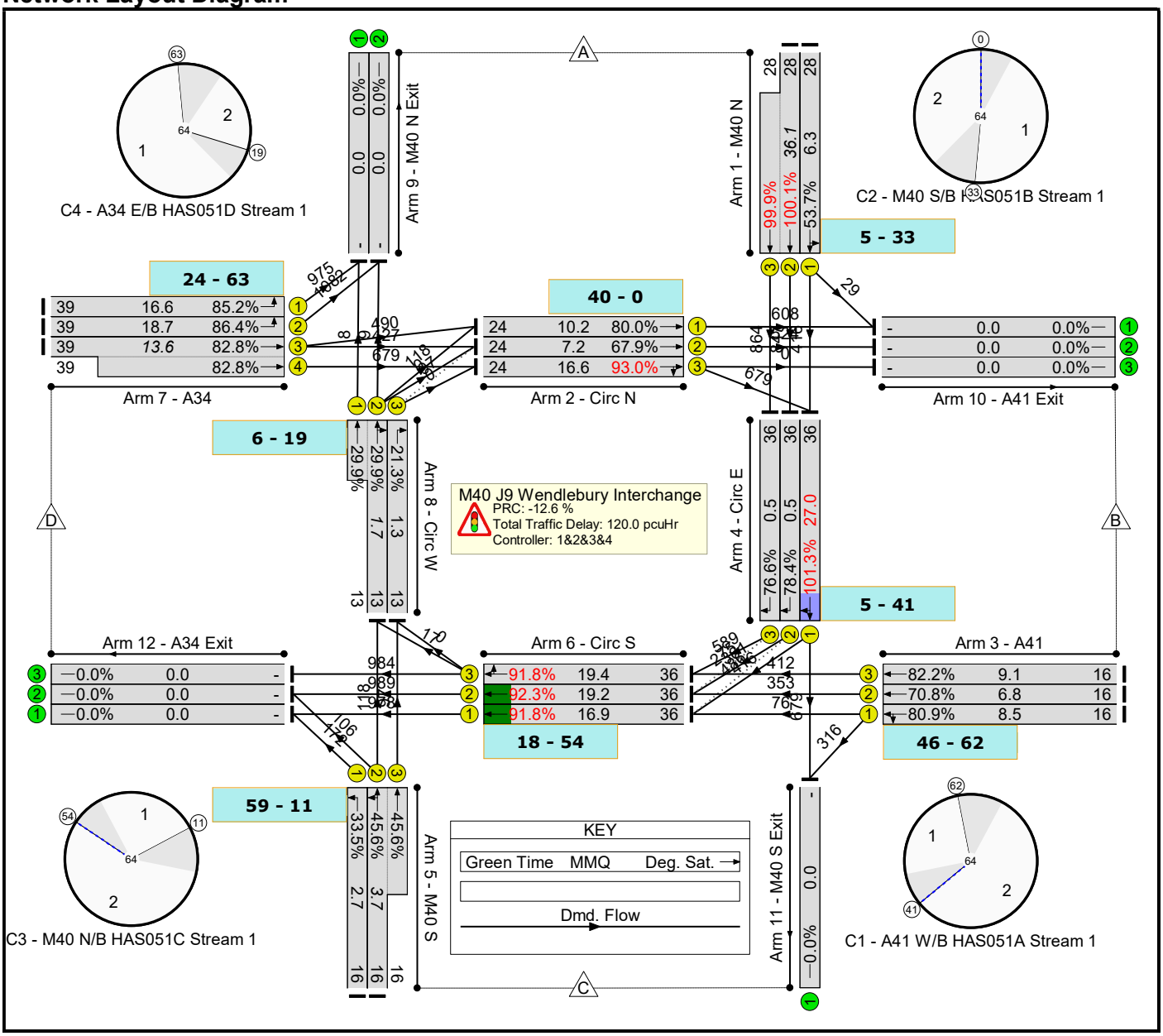
7/1	A34 Left	U	C4:B		1	38	-	956	1830	1151	83.0%	-	-	-	4.8	17.9	15.1
7/2	A34 Left	U	C4:B		1	38	-	1061	2003	1260	84.2%	-	-	-	5.3	17.9	16.7
7/3+7/4	A34 Ahead	U	C4:B		1	38	-	1349	1973:1869	1177+754	69.9 : 69.9%	-	-	-	3.7 (2.4+1.3)	9.9 (10.4:9.0)	10.1
8/2+8/1	Circ W Right Ahead	U	C4:A		1	12	-	383	1942:1942	382+174	68.9 : 68.9%	-	-	-	2.0 (1.1+0.9)	18.8 (14.9:27.6)	4.3
8/3	Circ W Right	U	C4:A		1	12	-	298	2078	436	68.4%	-	-	-	0.3	3.7	4.7

C1 - A41 W/B HAS051A	Stream: 1 PRC for Signalled Lanes (%):	-0.0	Total Delay for Signalled Lanes (pcuHr):	20.00	Cycle Time (s): 62
C2 - M40 S/B HAS051B	Stream: 1 PRC for Signalled Lanes (%):	7.1	Total Delay for Signalled Lanes (pcuHr):	24.24	Cycle Time (s): 62
C3 - M40 N/B HAS051C	Stream: 1 PRC for Signalled Lanes (%):	1.7	Total Delay for Signalled Lanes (pcuHr):	22.37	Cycle Time (s): 62
C4 - A34 E/B HAS051D	Stream: 1 PRC for Signalled Lanes (%):	6.9	Total Delay for Signalled Lanes (pcuHr):	16.04	Cycle Time (s): 62
	PRC Over All Lanes (%):	-0.0	Total Delay Over All Lanes(pcuHr):	82.64	

Basic Results Summary

Scenario 7: 'AM 2024 BTM Reference (2)' (FG1: 'AM 2024 BTM', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Reference Case Model	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.3%**	**0**	**0**	**0**	**120.0**	**-**	**-**
M40 J9 Wendlebury Interchange	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.3%**	**0**	**0**	**0**	**120.0**	**-**	**-**
1/1	M40 N Ahead Left	U	C2:B		1	28	-	445	1828	828	53.7%	-	-	-	2.1	17.3	6.3
1/2+1/3	M40 N Ahead	U	C2:B		1	28	-	1711	1868:1908	846+865	100.1 : 99.9%	-	-	-	29.3 (14.7+14.6)	61.6 (62.3:61.0)	36.1
2/1	Circ N Ahead	U	C2:A		1	24	-	608	1945	760	80.0%	-	-	-	4.2	24.9	10.2
2/2	Circ N Ahead	U	C2:A		1	24	-	524	1977	772	67.9%	-	-	-	2.9	19.7	7.2
2/3	Circ N Right Ahead	U	C2:A		1	24	-	679	1869	730	93.0%	-	-	-	7.8	41.6	16.6
3/1	A41 Ahead Left	U	C1:B		1	16	-	392	1824	484	80.9%	-	-	-	4.4	40.6	8.5
3/2	A41 Ahead	U	C1:B		1	16	-	353	1876	498	70.8%	-	-	-	3.3	33.4	6.8
3/3	A41 Ahead	U	C1:B		1	16	-	412	1887	501	82.2%	-	-	-	4.7	41.3	9.1
4/1	Circ E Right Ahead	U	C1:A		1	36	-	1095	1869	1081	101.3%	-	-	-	13.1	43.0	27.0
4/2	Circ E Right	U	C1:A		1	36	-	847	1868	1080	78.4%	-	-	-	0.2	0.8	0.5
4/3	Circ E Right	U	C1:A		1	36	-	864	1951	1128	76.6%	-	-	-	0.2	0.8	0.5
5/1	M40 S Left	U	C3:B		1	16	-	172	1932	513	33.5%	-	-	-	1.2	24.2	2.7
5/2+5/3	M40 S Ahead Left	U	C3:B		1	16	-	321	1888:1888	491+213	45.6 : 45.6%	-	-	-	2.1 (1.5+0.6)	23.9 (24.3:22.9)	3.7
6/1	Circ S Ahead	U	C3:A		1	36	-	978	1866	1050	91.8%	-	-	-	9.3	34.9	16.9
6/2	Circ S Ahead	U	C3:A		1	36	-	989	1904	1071	92.3%	-	-	-	9.0	32.7	19.2
6/3	Circ S Right Ahead	U	C3:A		1	36	-	1001	1887	1091	91.8%	-	-	-	8.6	31.0	19.4

Basic Results Summary

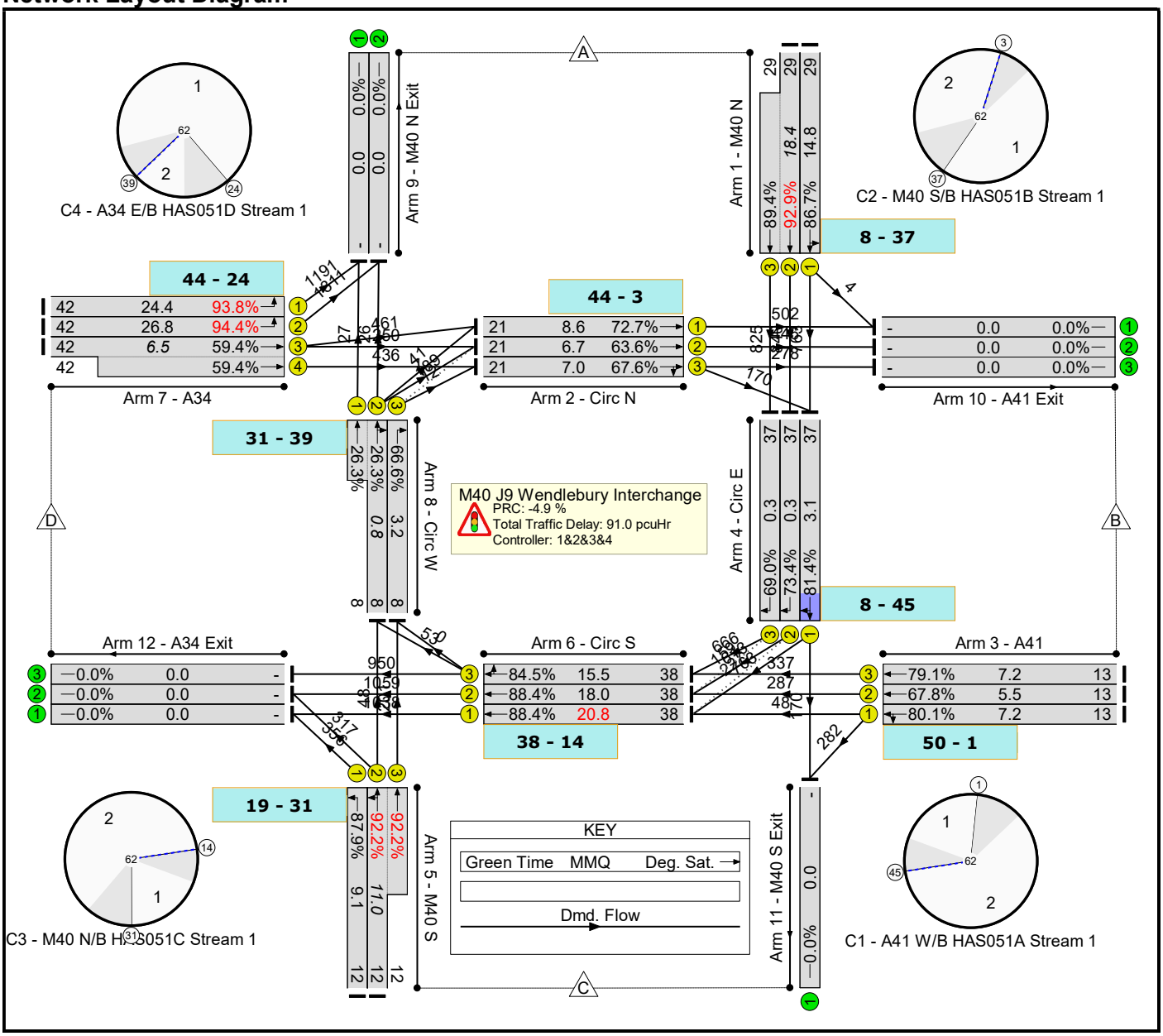
7/1	A34 Left	U	C4:B		1	39	-	975	1830	1144	85.2%	-	-	-	5.4	20.0	16.6
7/2	A34 Left	U	C4:B		1	39	-	1082	2003	1252	86.4%	-	-	-	6.0	20.0	18.7
7/3+7/4	A34 Ahead	U	C4:B		1	39	-	1596	1973:1869	1107+820	82.8 : 82.8%	-	-	-	5.8 (3.5+2.3)	13.2 (13.8:12.4)	13.6
8/2+8/1	Circ W Right Ahead	U	C4:A		1	13	-	135	1942:1942	425+27	29.9 : 29.9%	-	-	-	0.2 (0.1+0.1)	5.7 (4.1:31.3)	1.7
8/3	Circ W Right	U	C4:A		1	13	-	97	2078	455	21.3%	-	-	-	0.1	3.2	1.3

C1 - A41 W/B HAS051A	Stream: 1 PRC for Signalled Lanes (%):	-12.6	Total Delay for Signalled Lanes (pcuHr):	25.91	Cycle Time (s): 64
C2 - M40 S/B HAS051B	Stream: 1 PRC for Signalled Lanes (%):	-11.2	Total Delay for Signalled Lanes (pcuHr):	46.35	Cycle Time (s): 64
C3 - M40 N/B HAS051C	Stream: 1 PRC for Signalled Lanes (%):	-2.6	Total Delay for Signalled Lanes (pcuHr):	30.21	Cycle Time (s): 64
C4 - A34 E/B HAS051D	Stream: 1 PRC for Signalled Lanes (%):	4.1	Total Delay for Signalled Lanes (pcuHr):	17.57	Cycle Time (s): 64
	PRC Over All Lanes (%):	-12.6	Total Delay Over All Lanes(pcuHr):	120.04	

Basic Results Summary

Scenario 8: 'PM 2024 BTM Reference (2)' (FG2: 'PM 2024 BTM', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Reference Case Model	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.4%**	**0**	**0**	**0**	**91.0**	**-**	**-**
M40 J9 Wendlebury Interchange	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.4%**	**0**	**0**	**0**	**91.0**	**-**	**-**
1/1	M40 N Ahead Left	U	C2:B		1	29	-	767	1828	885	86.7%	-	-	-	6.1	28.8	14.8
1/2+1/3	M40 N Ahead	U	C2:B		1	29	-	1665	1868:1908	904+923	92.9 : 89.4%	-	-	-	11.7 (5.9+5.7)	25.3 (25.5:25.0)	18.4
2/1	Circ N Ahead	U	C2:A		1	21	-	502	1945	690	72.7%	-	-	-	4.5	32.3	8.6
2/2	Circ N Ahead	U	C2:A		1	21	-	446	1977	702	63.6%	-	-	-	2.6	20.7	6.7
2/3	Circ N Right Ahead	U	C2:A		1	21	-	448	1869	663	67.6%	-	-	-	3.6	29.1	7.0
3/1	A41 Ahead Left	U	C1:B		1	13	-	330	1824	412	80.1%	-	-	-	4.0	43.7	7.2
3/2	A41 Ahead	U	C1:B		1	13	-	287	1876	424	67.8%	-	-	-	2.8	34.9	5.5
3/3	A41 Ahead	U	C1:B		1	13	-	337	1887	426	79.1%	-	-	-	3.9	42.0	7.2
4/1	Circ E Right Ahead	U	C1:A		1	37	-	933	1869	1146	81.4%	-	-	-	0.7	2.6	3.1
4/2	Circ E Right	U	C1:A		1	37	-	840	1868	1145	73.4%	-	-	-	0.1	0.4	0.3
4/3	Circ E Right	U	C1:A		1	37	-	825	1951	1196	69.0%	-	-	-	0.1	0.4	0.3
5/1	M40 S Left	U	C3:B		1	12	-	356	1932	405	87.9%	-	-	-	5.6	56.2	9.1
5/2+5/3	M40 S Ahead Left	U	C3:B		1	12	-	566	1888:1888	396+218	92.2 : 92.2%	-	-	-	8.6 (5.6+3.0)	54.4 (55.2:52.9)	11.0
6/1	Circ S Ahead	U	C3:A		1	38	-	1038	1866	1174	88.4%	-	-	-	5.0	17.3	20.8
6/2	Circ S Ahead	U	C3:A		1	38	-	1059	1904	1198	88.4%	-	-	-	5.2	17.6	18.0
6/3	Circ S Right Ahead	U	C3:A		1	38	-	1003	1887	1187	84.5%	-	-	-	4.4	15.7	15.5

Basic Results Summary

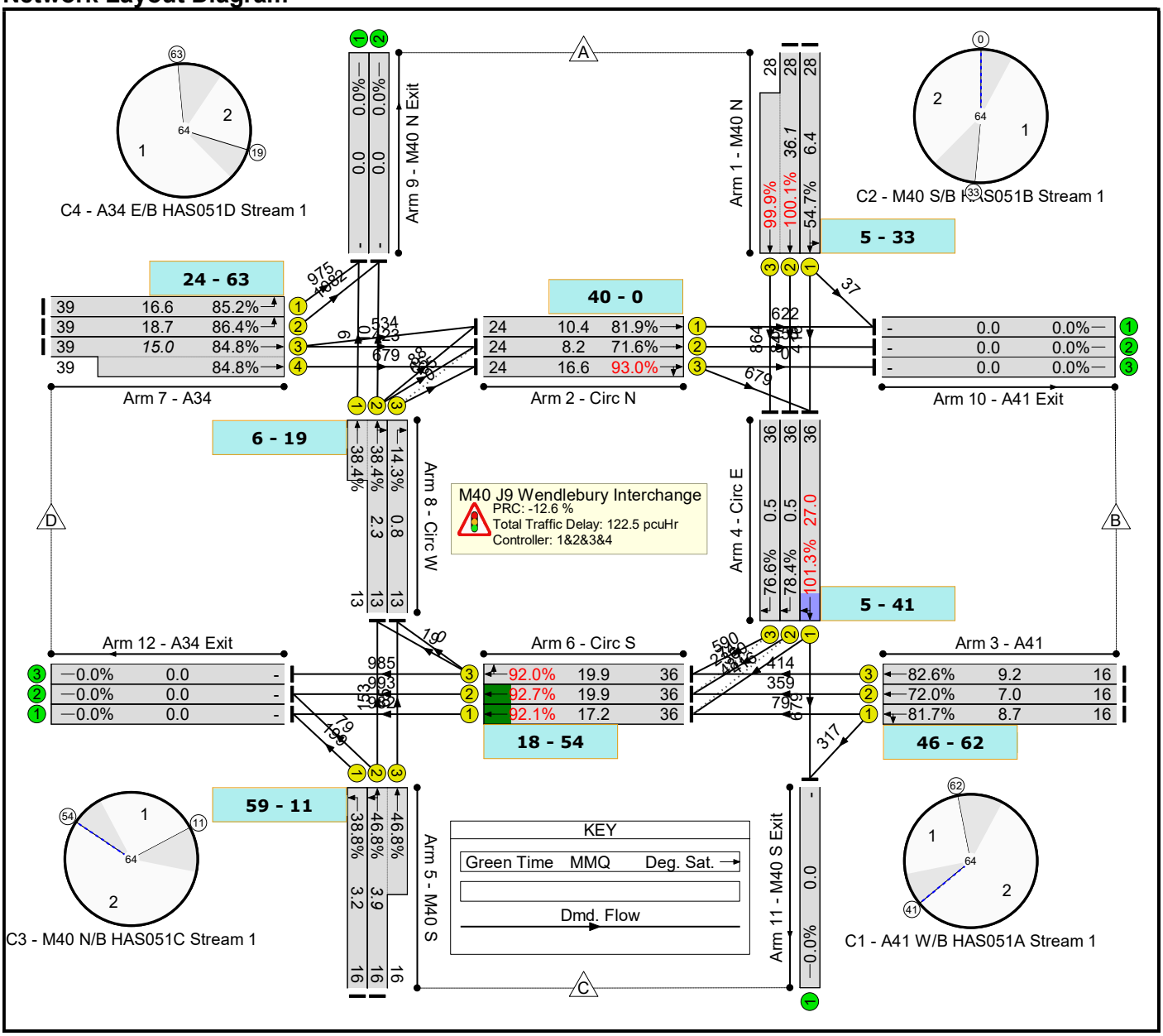
7/1	A34 Left	U	C4:B		1	42	-	1191	1830	1269	93.8%	-	-	-	9.3	28.1	24.4
7/2	A34 Left	U	C4:B		1	42	-	1311	2003	1389	94.4%	-	-	-	10.2	27.9	26.8
7/3+7/4	A34 Ahead	U	C4:B		1	42	-	1147	1973:1869	1198+734	59.4 : 59.4%	-	-	-	2.1 (1.4+0.7)	6.6 (6.8:6.1)	6.5
8/2+8/1	Circ W Right Ahead	U	C4:A		1	8	-	101	1942:1942	282+103	26.3 : 26.3%	-	-	-	0.5 (0.3+0.2)	16.6 (12.2:28.6)	0.8
8/3	Circ W Right	U	C4:A		1	8	-	201	2078	302	66.6%	-	-	-	0.3	4.7	3.2

C1 - A41 W/B HAS051A	Stream: 1 PRC for Signalled Lanes (%):	10.5	Total Delay for Signalled Lanes (pcuHr):	11.59	Cycle Time (s): 62
C2 - M40 S/B HAS051B	Stream: 1 PRC for Signalled Lanes (%):	-3.3	Total Delay for Signalled Lanes (pcuHr):	28.50	Cycle Time (s): 62
C3 - M40 N/B HAS051C	Stream: 1 PRC for Signalled Lanes (%):	-2.4	Total Delay for Signalled Lanes (pcuHr):	28.64	Cycle Time (s): 62
C4 - A34 E/B HAS051D	Stream: 1 PRC for Signalled Lanes (%):	-4.9	Total Delay for Signalled Lanes (pcuHr):	22.27	Cycle Time (s): 62
	PRC Over All Lanes (%):	-4.9	Total Delay Over All Lanes(pcuHr):	90.99	

Basic Results Summary

Scenario 9: 'AM 2024 BTM Development (2)' (FG3: 'AM 2024 BTM + Dev', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Reference Case Model	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.3%**	**0**	**0**	**0**	**122.5**	**-**	**-**
M40 J9 Wendlebury Interchange	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.3%**	**0**	**0**	**0**	**122.5**	**-**	**-**
1/1	M40 N Ahead Left	U	C2:B		1	28	-	453	1828	828	54.7%	-	-	-	2.2	17.5	6.4
1/2+1/3	M40 N Ahead	U	C2:B		1	28	-	1711	1868:1908	846+865	100.1 : 99.9%	-	-	-	29.3 (14.7+14.6)	61.6 (62.3:61.0)	36.1
2/1	Circ N Ahead	U	C2:A		1	24	-	622	1945	760	81.9%	-	-	-	4.5	25.9	10.4
2/2	Circ N Ahead	U	C2:A		1	24	-	553	1977	772	71.6%	-	-	-	3.3	21.5	8.2
2/3	Circ N Right Ahead	U	C2:A		1	24	-	679	1869	730	93.0%	-	-	-	7.8	41.6	16.6
3/1	A41 Ahead Left	U	C1:B		1	16	-	396	1824	484	81.7%	-	-	-	4.6	41.4	8.7
3/2	A41 Ahead	U	C1:B		1	16	-	359	1876	498	72.0%	-	-	-	3.4	34.0	7.0
3/3	A41 Ahead	U	C1:B		1	16	-	414	1887	501	82.6%	-	-	-	4.8	41.7	9.2
4/1	Circ E Right Ahead	U	C1:A		1	36	-	1095	1869	1081	101.3%	-	-	-	13.1	43.0	27.0
4/2	Circ E Right	U	C1:A		1	36	-	847	1868	1080	78.4%	-	-	-	0.2	0.8	0.5
4/3	Circ E Right	U	C1:A		1	36	-	864	1951	1128	76.6%	-	-	-	0.2	0.8	0.5
5/1	M40 S Left	U	C3:B		1	16	-	199	1932	513	38.8%	-	-	-	1.4	25.0	3.2
5/2+5/3	M40 S Ahead Left	U	C3:B		1	16	-	297	1888:1888	496+139	46.8 : 46.8%	-	-	-	2.0 (1.6+0.4)	24.6 (25.0:23.2)	3.9
6/1	Circ S Ahead	U	C3:A		1	36	-	982	1866	1050	92.1%	-	-	-	9.6	35.7	17.2
6/2	Circ S Ahead	U	C3:A		1	36	-	993	1904	1071	92.7%	-	-	-	9.3	33.6	19.9
6/3	Circ S Right Ahead	U	C3:A		1	36	-	1004	1887	1091	92.0%	-	-	-	8.8	31.5	19.9

Basic Results Summary

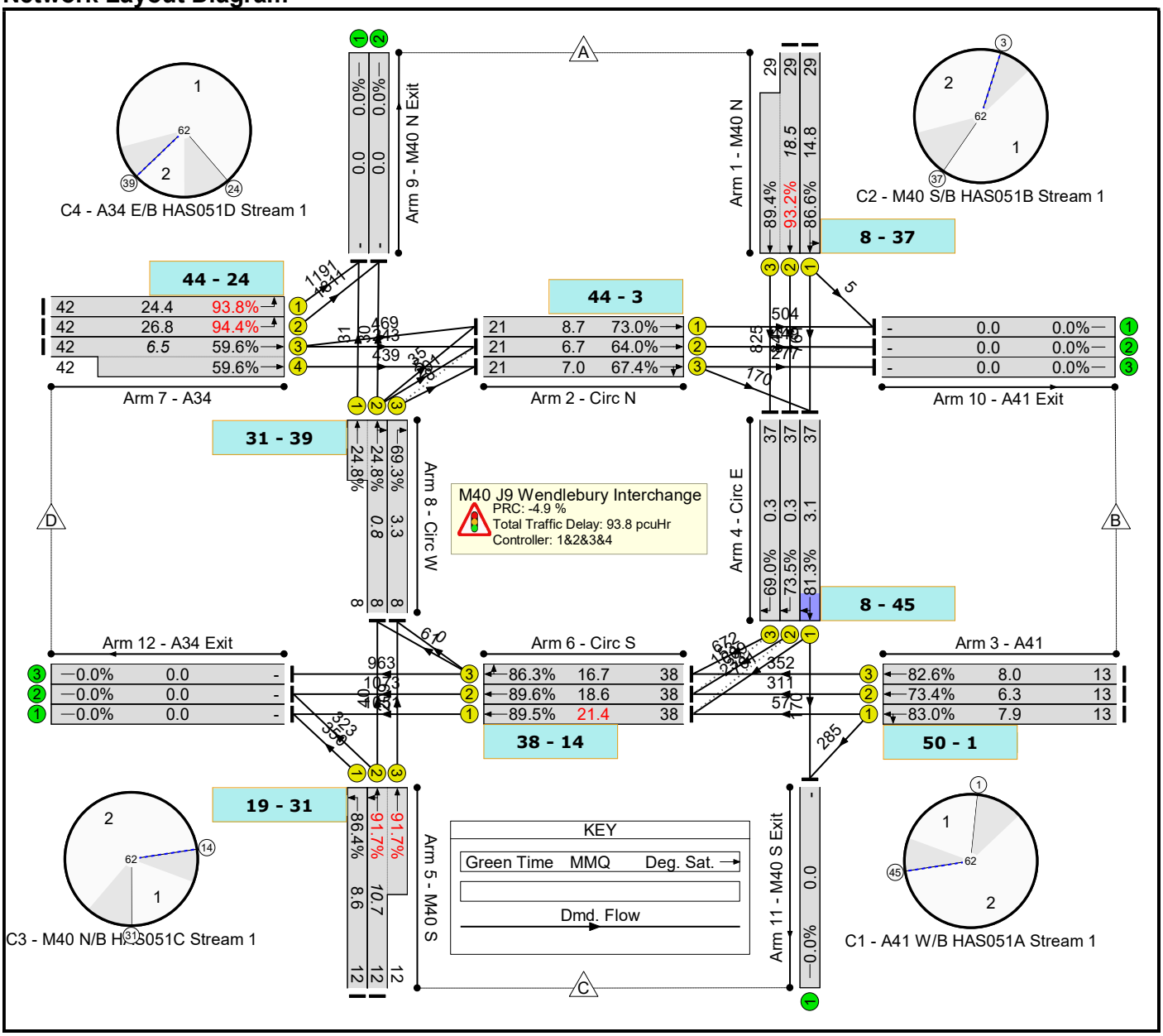
7/1	A34 Left	U	C4:B		1	39	-	975	1830	1144	85.2%	-	-	-	5.4	20.0	16.6
7/2	A34 Left	U	C4:B		1	39	-	1082	2003	1252	86.4%	-	-	-	6.0	20.0	18.7
7/3+7/4	A34 Ahead	U	C4:B		1	39	-	1636	1973:1869	1128+800	84.8 : 84.8%	-	-	-	6.4 (3.9+2.5)	14.1 (14.8:13.1)	15.0
8/2+8/1	Circ W Right Ahead	U	C4:A		1	13	-	172	1942:1942	425+23	38.4 : 38.4%	-	-	-	0.3 (0.2+0.1)	5.5 (4.0:31.2)	2.3
8/3	Circ W Right	U	C4:A		1	13	-	65	2078	455	14.3%	-	-	-	0.1	3.2	0.8

C1 - A41 W/B HAS051A	Stream: 1 PRC for Signalled Lanes (%):	-12.6	Total Delay for Signalled Lanes (pcuHr):	26.22	Cycle Time (s): 64
C2 - M40 S/B HAS051B	Stream: 1 PRC for Signalled Lanes (%):	-11.2	Total Delay for Signalled Lanes (pcuHr):	47.12	Cycle Time (s): 64
C3 - M40 N/B HAS051C	Stream: 1 PRC for Signalled Lanes (%):	-3.0	Total Delay for Signalled Lanes (pcuHr):	31.03	Cycle Time (s): 64
C4 - A34 E/B HAS051D	Stream: 1 PRC for Signalled Lanes (%):	4.1	Total Delay for Signalled Lanes (pcuHr):	18.14	Cycle Time (s): 64
	PRC Over All Lanes (%):	-12.6	Total Delay Over All Lanes(pcuHr):	122.51	

Basic Results Summary

Scenario 10: 'PM 2024 BTM Development (2)' (FG4: 'PM 2024 BTM + Dev', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Reference Case Model	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.4%**	**0**	**0**	**0**	**93.8**	**-**	**-**
M40 J9 Wendlebury Interchange	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.4%**	**0**	**0**	**0**	**93.8**	**-**	**-**
1/1	M40 N Ahead Left	U	C2:B		1	29	-	766	1828	885	86.6%	-	-	-	6.1	28.7	14.8
1/2+1/3	M40 N Ahead	U	C2:B		1	29	-	1667	1868:1908	904+923	93.2 : 89.4%	-	-	-	11.8 (6.0+5.8)	25.4 (25.6:25.1)	18.5
2/1	Circ N Ahead	U	C2:A		1	21	-	504	1945	690	73.0%	-	-	-	4.6	32.7	8.7
2/2	Circ N Ahead	U	C2:A		1	21	-	449	1977	702	64.0%	-	-	-	2.5	20.4	6.7
2/3	Circ N Right Ahead	U	C2:A		1	21	-	447	1869	663	67.4%	-	-	-	3.6	29.2	7.0
3/1	A41 Ahead Left	U	C1:B		1	13	-	342	1824	412	83.0%	-	-	-	4.5	47.0	7.9
3/2	A41 Ahead	U	C1:B		1	13	-	311	1876	424	73.4%	-	-	-	3.3	37.9	6.3
3/3	A41 Ahead	U	C1:B		1	13	-	352	1887	426	82.6%	-	-	-	4.5	45.7	8.0
4/1	Circ E Right Ahead	U	C1:A		1	37	-	931	1869	1146	81.3%	-	-	-	0.7	2.6	3.1
4/2	Circ E Right	U	C1:A		1	37	-	842	1868	1145	73.5%	-	-	-	0.1	0.4	0.3
4/3	Circ E Right	U	C1:A		1	37	-	825	1951	1196	69.0%	-	-	-	0.1	0.4	0.3
5/1	M40 S Left	U	C3:B		1	12	-	350	1932	405	86.4%	-	-	-	5.2	53.2	8.6
5/2+5/3	M40 S Ahead Left	U	C3:B		1	12	-	572	1888:1888	396+228	91.7 : 91.7%	-	-	-	8.4 (5.4+3.0)	52.6 (53.4:51.2)	10.7
6/1	Circ S Ahead	U	C3:A		1	38	-	1051	1866	1174	89.5%	-	-	-	5.5	18.8	21.4
6/2	Circ S Ahead	U	C3:A		1	38	-	1073	1904	1198	89.6%	-	-	-	5.8	19.4	18.6
6/3	Circ S Right Ahead	U	C3:A		1	38	-	1024	1887	1187	86.3%	-	-	-	4.9	17.4	16.7

Basic Results Summary

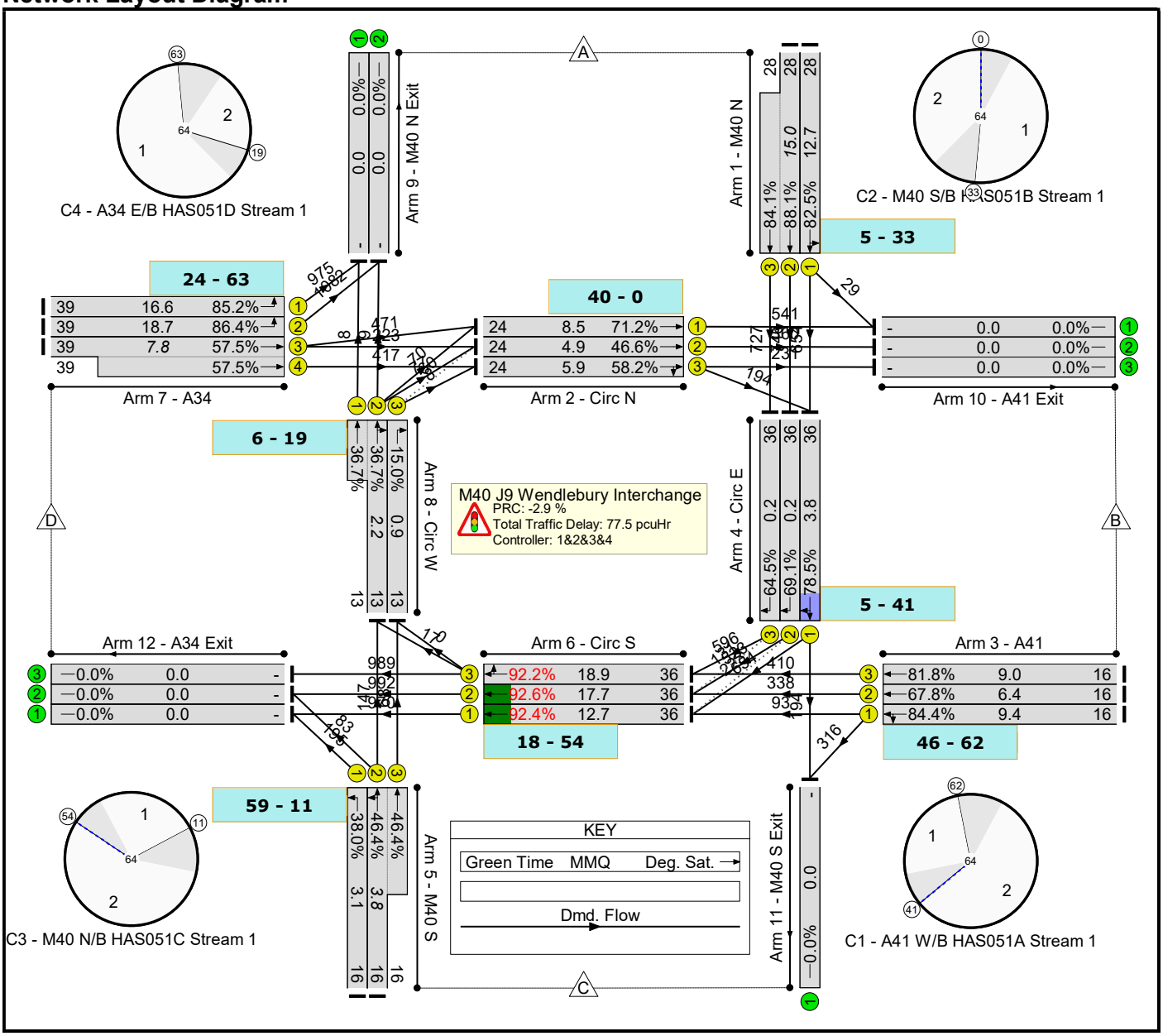
7/1	A34 Left	U	C4:B		1	42	-	1191	1830	1269	93.8%	-	-	-	9.3	28.1	24.4
7/2	A34 Left	U	C4:B		1	42	-	1311	2003	1389	94.4%	-	-	-	10.2	27.9	26.8
7/3+7/4	A34 Ahead	U	C4:B		1	42	-	1151	1973:1869	1195+737	59.6 : 59.6%	-	-	-	2.1 (1.4+0.7)	6.6 (6.9:6.1)	6.5
8/2+8/1	Circ W Right Ahead	U	C4:A		1	8	-	101	1942:1942	282+125	24.8 : 24.8%	-	-	-	0.5 (0.3+0.3)	18.9 (14.4:29.1)	0.8
8/3	Circ W Right	U	C4:A		1	8	-	209	2078	302	69.3%	-	-	-	0.3	4.7	3.3

C1 - A41 W/B HAS051A	Stream: 1 PRC for Signalled Lanes (%):	8.4	Total Delay for Signalled Lanes (pcuHr):	13.08	Cycle Time (s): 62
C2 - M40 S/B HAS051B	Stream: 1 PRC for Signalled Lanes (%):	-3.5	Total Delay for Signalled Lanes (pcuHr):	28.60	Cycle Time (s): 62
C3 - M40 N/B HAS051C	Stream: 1 PRC for Signalled Lanes (%):	-1.9	Total Delay for Signalled Lanes (pcuHr):	29.74	Cycle Time (s): 62
C4 - A34 E/B HAS051D	Stream: 1 PRC for Signalled Lanes (%):	-4.9	Total Delay for Signalled Lanes (pcuHr):	22.36	Cycle Time (s): 62
	PRC Over All Lanes (%):	-4.9	Total Delay Over All Lanes(pcuHr):	93.78	

Basic Results Summary

Scenario 11: 'AM 2024 BTM Adj Reference (3)' (FG5: 'AM 2024 BTM (Adjusted)', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Reference Case Model	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.6%**	**0**	**0**	**0**	**77.5**	**-**	**-**
M40 J9 Wendlebury Interchange	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.6%**	**0**	**0**	**0**	**77.5**	**-**	**-**
1/1	M40 N Ahead Left	U	C2:B		1	28	-	683	1828	828	82.5%	-	-	-	5.2	27.3	12.7
1/2+1/3	M40 N Ahead	U	C2:B		1	28	-	1473	1868:1908	846+865	88.1 : 84.1%	-	-	-	9.4 (4.8+4.6)	23.1 (23.3:22.8)	15.0
2/1	Circ N Ahead	U	C2:A		1	24	-	541	1945	760	71.2%	-	-	-	3.0	19.9	8.5
2/2	Circ N Ahead	U	C2:A		1	24	-	360	1977	772	46.6%	-	-	-	1.6	16.5	4.9
2/3	Circ N Right Ahead	U	C2:A		1	24	-	425	1869	730	58.2%	-	-	-	1.9	16.3	5.9
3/1	A41 Ahead Left	U	C1:B		1	16	-	409	1824	484	84.4%	-	-	-	5.1	44.6	9.4
3/2	A41 Ahead	U	C1:B		1	16	-	338	1876	498	67.8%	-	-	-	3.0	32.1	6.4
3/3	A41 Ahead	U	C1:B		1	16	-	410	1887	501	81.8%	-	-	-	4.7	40.9	9.0
4/1	Circ E Right Ahead	U	C1:A		1	36	-	848	1869	1081	78.5%	-	-	-	0.9	3.9	3.8
4/2	Circ E Right	U	C1:A		1	36	-	746	1868	1080	69.1%	-	-	-	0.1	0.4	0.2
4/3	Circ E Right	U	C1:A		1	36	-	727	1951	1128	64.5%	-	-	-	0.1	0.4	0.2
5/1	M40 S Left	U	C3:B		1	16	-	195	1932	513	38.0%	-	-	-	1.3	24.9	3.1
5/2+5/3	M40 S Ahead Left	U	C3:B		1	16	-	298	1888:1888	496+147	46.4 : 46.4%	-	-	-	2.0 (1.6+0.4)	24.5 (24.9:23.2)	3.8
6/1	Circ S Ahead	U	C3:A		1	36	-	970	1866	1050	92.4%	-	-	-	7.8	29.0	12.7
6/2	Circ S Ahead	U	C3:A		1	36	-	992	1904	1071	92.6%	-	-	-	8.6	31.3	17.7
6/3	Circ S Right Ahead	U	C3:A		1	36	-	1006	1887	1091	92.2%	-	-	-	8.3	29.8	18.9

Basic Results Summary

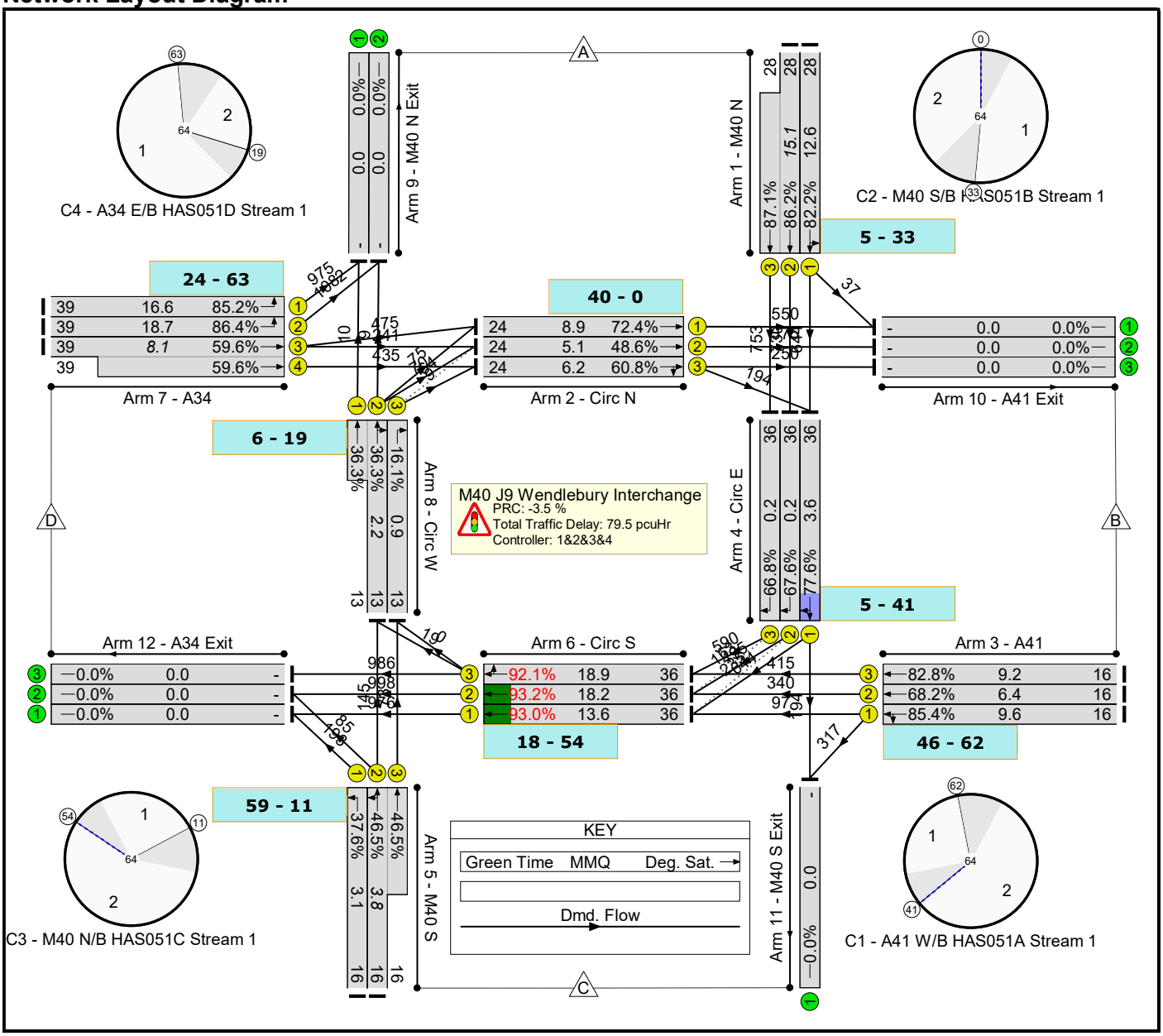
7/1	A34 Left	U	C4:B		1	39	-	975	1830	1144	85.2%	-	-	-	5.4	20.0	16.6
7/2	A34 Left	U	C4:B		1	39	-	1082	2003	1252	86.4%	-	-	-	6.0	20.0	18.7
7/3+7/4	A34 Ahead	U	C4:B		1	39	-	1111	1973:1869	1207+725	57.5 : 57.5%	-	-	-	2.7 (1.8+0.9)	8.7 (9.1:8.0)	7.8
8/2+8/1	Circ W Right Ahead	U	C4:A		1	13	-	164	1942:1942	425+22	36.7 : 36.7%	-	-	-	0.2 (0.2+0.1)	5.4 (4.0:32.7)	2.2
8/3	Circ W Right	U	C4:A		1	13	-	68	2078	455	15.0%	-	-	-	0.1	3.2	0.9

C1 - A41 W/B HAS051A	Stream: 1 PRC for Signalled Lanes (%):	6.6	Total Delay for Signalled Lanes (pcuHr):	13.84	Cycle Time (s): 64
C2 - M40 S/B HAS051B	Stream: 1 PRC for Signalled Lanes (%):	2.1	Total Delay for Signalled Lanes (pcuHr):	21.18	Cycle Time (s): 64
C3 - M40 N/B HAS051C	Stream: 1 PRC for Signalled Lanes (%):	-2.9	Total Delay for Signalled Lanes (pcuHr):	28.11	Cycle Time (s): 64
C4 - A34 E/B HAS051D	Stream: 1 PRC for Signalled Lanes (%):	4.1	Total Delay for Signalled Lanes (pcuHr):	14.41	Cycle Time (s): 64
	PRC Over All Lanes (%):	-2.9	Total Delay Over All Lanes(pcuHr):	77.54	

Basic Results Summary

Scenario 12: 'AM 2024 BTM Adj Development (3)' (FG6: 'AM 2024 BTM (Adjusted) + Dev', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Reference Case Model	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.2%**	**0**	**0**	**0**	**79.5**	**-**	**-**
M40 J9 Wendlebury Interchange	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.2%**	**0**	**0**	**0**	**79.5**	**-**	**-**
1/1	M40 N Ahead Left	U	C2:B		1	28	-	681	1828	828	82.2%	-	-	-	5.1	27.1	12.6
1/2+1/3	M40 N Ahead	U	C2:B		1	28	-	1483	1868:1908	846+865	86.2 : 87.1%	-	-	-	9.7 (4.7+4.9)	23.4 (23.4:23.5)	15.1
2/1	Circ N Ahead	U	C2:A		1	24	-	550	1945	760	72.4%	-	-	-	3.1	20.3	8.9
2/2	Circ N Ahead	U	C2:A		1	24	-	375	1977	772	48.6%	-	-	-	1.7	16.6	5.1
2/3	Circ N Right Ahead	U	C2:A		1	24	-	444	1869	730	60.8%	-	-	-	2.1	16.8	6.2
3/1	A41 Ahead Left	U	C1:B		1	16	-	414	1824	484	85.4%	-	-	-	5.3	46.0	9.6
3/2	A41 Ahead	U	C1:B		1	16	-	340	1876	498	68.2%	-	-	-	3.1	32.3	6.4
3/3	A41 Ahead	U	C1:B		1	16	-	415	1887	501	82.8%	-	-	-	4.8	42.0	9.2
4/1	Circ E Right Ahead	U	C1:A		1	36	-	838	1869	1081	77.6%	-	-	-	0.9	3.9	3.6
4/2	Circ E Right	U	C1:A		1	36	-	730	1868	1080	67.6%	-	-	-	0.1	0.4	0.2
4/3	Circ E Right	U	C1:A		1	36	-	753	1951	1128	66.8%	-	-	-	0.1	0.4	0.2
5/1	M40 S Left	U	C3:B		1	16	-	193	1932	513	37.6%	-	-	-	1.3	24.8	3.1
5/2+5/3	M40 S Ahead Left	U	C3:B		1	16	-	303	1888:1888	495+157	46.5 : 46.5%	-	-	-	2.1 (1.6+0.5)	24.4 (24.8:23.1)	3.8
6/1	Circ S Ahead	U	C3:A		1	36	-	976	1866	1050	93.0%	-	-	-	8.2	30.3	13.6
6/2	Circ S Ahead	U	C3:A		1	36	-	998	1904	1071	93.2%	-	-	-	9.0	32.4	18.2
6/3	Circ S Right Ahead	U	C3:A		1	36	-	1005	1887	1091	92.1%	-	-	-	8.4	29.9	18.9

Basic Results Summary

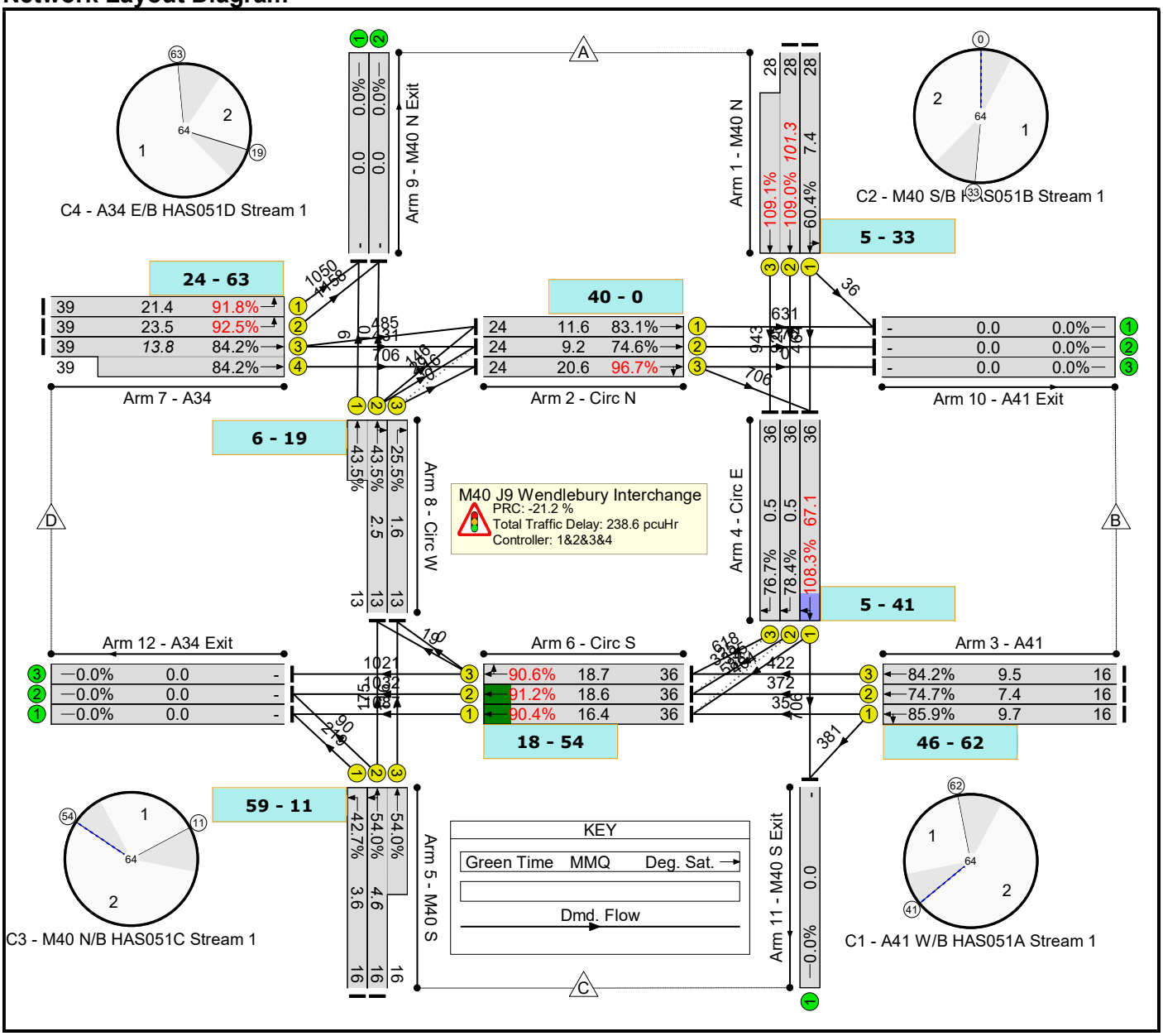
7/1	A34 Left	U	C4:B		1	39	-	975	1830	1144	85.2%	-	-	-	5.4	20.0	16.6
7/2	A34 Left	U	C4:B		1	39	-	1082	2003	1252	86.4%	-	-	-	6.0	20.0	18.7
7/3+7/4	A34 Ahead	U	C4:B		1	39	-	1151	1973:1869	1202+730	59.6 : 59.6%	-	-	-	2.8 (1.9+1.0)	8.9 (9.4:8.2)	8.1
8/2+8/1	Circ W Right Ahead	U	C4:A		1	13	-	164	1942:1942	425+28	36.3 : 36.3%	-	-	-	0.3 (0.2+0.1)	5.7 (3.9:32.4)	2.2
8/3	Circ W Right	U	C4:A		1	13	-	73	2078	455	16.1%	-	-	-	0.1	3.2	0.9

C1 - A41 W/B HAS051A	Stream: 1 PRC for Signalled Lanes (%):	5.3	Total Delay for Signalled Lanes (pcuHr):	14.27	Cycle Time (s): 64
C2 - M40 S/B HAS051B	Stream: 1 PRC for Signalled Lanes (%):	3.3	Total Delay for Signalled Lanes (pcuHr):	21.70	Cycle Time (s): 64
C3 - M40 N/B HAS051C	Stream: 1 PRC for Signalled Lanes (%):	-3.5	Total Delay for Signalled Lanes (pcuHr):	28.94	Cycle Time (s): 64
C4 - A34 E/B HAS051D	Stream: 1 PRC for Signalled Lanes (%):	4.1	Total Delay for Signalled Lanes (pcuHr):	14.59	Cycle Time (s): 64
	PRC Over All Lanes (%):	-3.5	Total Delay Over All Lanes(pcuHr):	79.50	

Basic Results Summary

Scenario 13: 'AM 2031 BTM Reference (4)' (FG7: 'AM 2031 BTM', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Reference Case Model	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**109.1%**	**0**	**0**	**0**	**238.6**	**-**	**-**
M40 J9 Wendlebury Interchange	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**109.1%**	**0**	**0**	**0**	**238.6**	**-**	**-**
1/1	M40 N Ahead Left	U	C2:B		1	28	-	500	1828	828	60.4%	-	-	-	2.6	18.6	7.4
1/2+1/3	M40 N Ahead	U	C2:B		1	28	-	1866	1868:1908	846+865	109.0 : 109.1%	-	-	-	96.8 (47.8+49.0)	186.7 (186.5:187.0)	101.3
2/1	Circ N Ahead	U	C2:A		1	24	-	631	1945	760	83.1%	-	-	-	4.8	27.2	11.6
2/2	Circ N Ahead	U	C2:A		1	24	-	576	1977	772	74.6%	-	-	-	3.6	22.5	9.2
2/3	Circ N Right Ahead	U	C2:A		1	24	-	706	1869	730	96.7%	-	-	-	11.1	56.6	20.6
3/1	A41 Ahead Left	U	C1:B		1	16	-	416	1824	484	85.9%	-	-	-	5.4	46.6	9.7
3/2	A41 Ahead	U	C1:B		1	16	-	372	1876	498	74.7%	-	-	-	3.7	35.5	7.4
3/3	A41 Ahead	U	C1:B		1	16	-	422	1887	501	84.2%	-	-	-	5.1	43.6	9.5
4/1	Circ E Right Ahead	U	C1:A		1	36	-	1170	1869	1081	108.3%	-	-	-	52.8	162.5	67.1
4/2	Circ E Right	U	C1:A		1	36	-	923	1868	1080	78.4%	-	-	-	0.2	0.8	0.5
4/3	Circ E Right	U	C1:A		1	36	-	943	1951	1128	76.7%	-	-	-	0.2	0.8	0.5
5/1	M40 S Left	U	C3:B		1	16	-	219	1932	513	42.7%	-	-	-	1.6	25.6	3.6
5/2+5/3	M40 S Ahead Left	U	C3:B		1	16	-	381	1888:1888	491+215	54.0 : 54.0%	-	-	-	2.7 (1.9+0.8)	25.1 (25.6:23.9)	4.6
6/1	Circ S Ahead	U	C3:A		1	36	-	1087	1866	1050	90.4%	-	-	-	8.1	30.8	16.4
6/2	Circ S Ahead	U	C3:A		1	36	-	1032	1904	1071	91.2%	-	-	-	8.4	30.9	18.6
6/3	Circ S Right Ahead	U	C3:A		1	36	-	1040	1887	1091	90.6%	-	-	-	8.0	29.2	18.7

Basic Results Summary

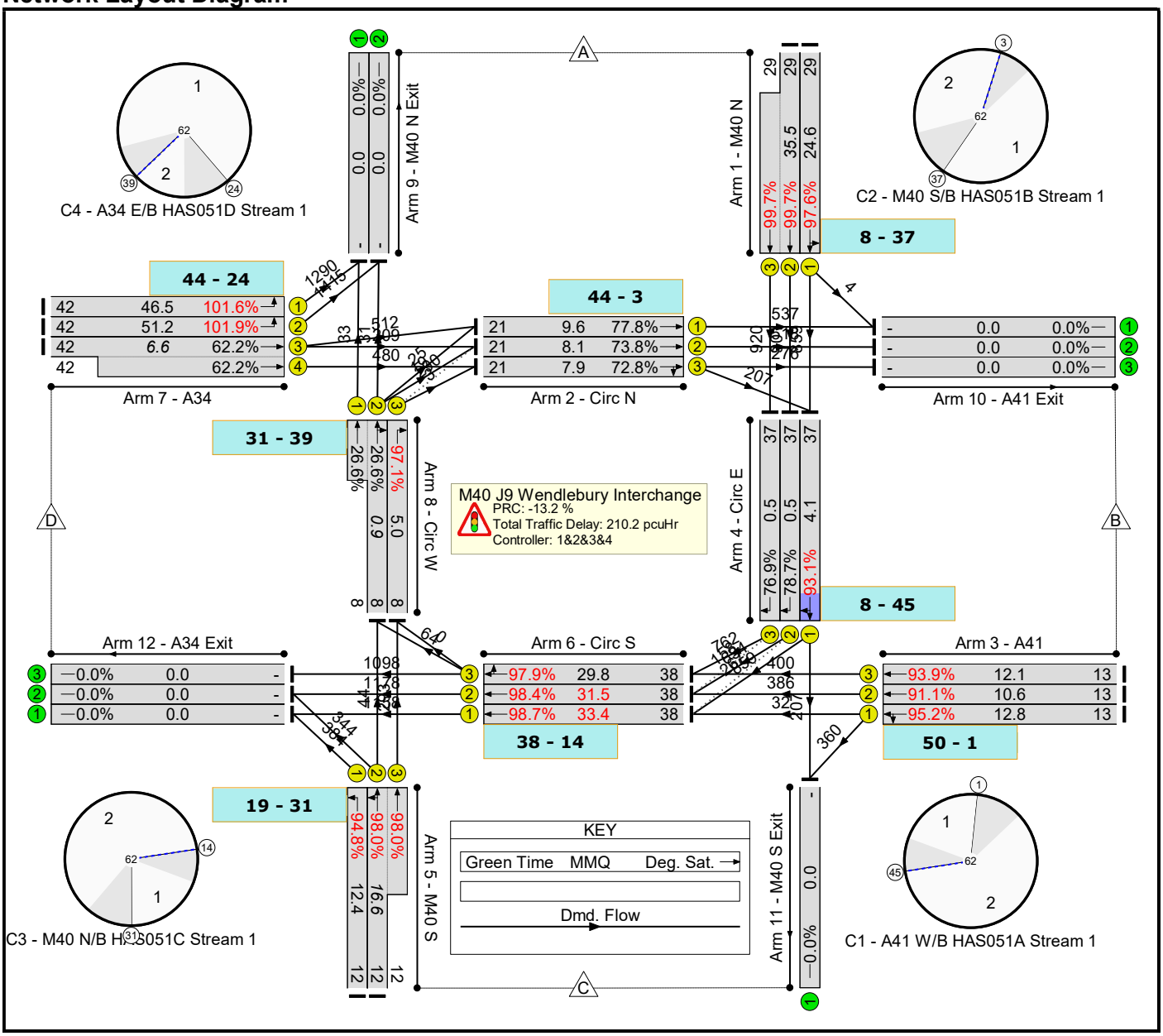
7/1	A34 Left	U	C4:B		1	39	-	1050	1830	1144	91.8%	-	-	-	8.1	27.9	21.4
7/2	A34 Left	U	C4:B		1	39	-	1158	2003	1252	92.5%	-	-	-	9.0	27.8	23.5
7/3+7/4	A34 Ahead	U	C4:B		1	39	-	1622	1973:1869	1088+838	84.2 : 84.2%	-	-	-	6.2 (3.6+2.6)	13.7 (14.2:13.0)	13.8
8/2+8/1	Circ W Right Ahead	U	C4:A		1	13	-	194	1942:1942	425+21	43.5 : 43.5%	-	-	-	0.3 (0.2+0.1)	5.0 (3.7:31.3)	2.5
8/3	Circ W Right	U	C4:A		1	13	-	116	2078	455	25.5%	-	-	-	0.1	3.2	1.6

C1 - A41 W/B HAS051A	Stream: 1 PRC for Signalled Lanes (%):	-20.3	Total Delay for Signalled Lanes (pcuHr):	67.37	Cycle Time (s): 64
C2 - M40 S/B HAS051B	Stream: 1 PRC for Signalled Lanes (%):	-21.2	Total Delay for Signalled Lanes (pcuHr):	118.84	Cycle Time (s): 64
C3 - M40 N/B HAS051C	Stream: 1 PRC for Signalled Lanes (%):	-1.4	Total Delay for Signalled Lanes (pcuHr):	28.73	Cycle Time (s): 64
C4 - A34 E/B HAS051D	Stream: 1 PRC for Signalled Lanes (%):	-2.8	Total Delay for Signalled Lanes (pcuHr):	23.63	Cycle Time (s): 64
	PRC Over All Lanes (%):	-21.2	Total Delay Over All Lanes(pcuHr):	238.57	

Basic Results Summary

Scenario 14: 'PM 2031 BTM Reference (4)' (FG8: 'PM 2031 BTM', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Reference Case Model	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.9%**	**0**	**0**	**0**	**210.2**	**-**	**-**
M40 J9 Wendlebury Interchange	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.9%**	**0**	**0**	**0**	**210.2**	**-**	**-**
1/1	M40 N Ahead Left	U	C2:B		1	29	-	863	1828	885	97.6%	-	-	-	14.0	58.5	24.6
1/2+1/3	M40 N Ahead	U	C2:B		1	29	-	1821	1868:1908	904+923	99.7 : 99.7%	-	-	-	27.9 (13.8+14.1)	55.2 (55.2:55.2)	35.5
2/1	Circ N Ahead	U	C2:A		1	21	-	537	1945	690	77.8%	-	-	-	5.3	35.7	9.6
2/2	Circ N Ahead	U	C2:A		1	21	-	518	1977	702	73.8%	-	-	-	2.9	20.4	8.1
2/3	Circ N Right Ahead	U	C2:A		1	21	-	483	1869	663	72.8%	-	-	-	4.3	32.0	7.9
3/1	A41 Ahead Left	U	C1:B		1	13	-	392	1824	412	95.2%	-	-	-	8.7	79.8	12.8
3/2	A41 Ahead	U	C1:B		1	13	-	386	1876	424	91.1%	-	-	-	6.7	62.5	10.6
3/3	A41 Ahead	U	C1:B		1	13	-	400	1887	426	93.9%	-	-	-	8.0	72.3	12.1
4/1	Circ E Right Ahead	U	C1:A		1	37	-	1066	1869	1146	93.1%	-	-	-	0.9	3.0	4.1
4/2	Circ E Right	U	C1:A		1	37	-	901	1868	1145	78.7%	-	-	-	0.2	0.7	0.5
4/3	Circ E Right	U	C1:A		1	37	-	920	1951	1196	76.9%	-	-	-	0.2	0.7	0.5
5/1	M40 S Left	U	C3:B		1	12	-	384	1932	405	94.8%	-	-	-	8.4	79.0	12.4
5/2+5/3	M40 S Ahead Left	U	C3:B		1	12	-	681	1888:1888	396+299	98.0 : 98.0%	-	-	-	14.5 (8.3+6.2)	76.8 (77.5:76.0)	16.6
6/1	Circ S Ahead	U	C3:A		1	38	-	1158	1866	1174	98.7%	-	-	-	15.4	48.0	33.4
6/2	Circ S Ahead	U	C3:A		1	38	-	1178	1904	1198	98.4%	-	-	-	15.7	47.9	31.5
6/3	Circ S Right Ahead	U	C3:A		1	38	-	1162	1887	1187	97.9%	-	-	-	14.7	45.6	29.8

Basic Results Summary

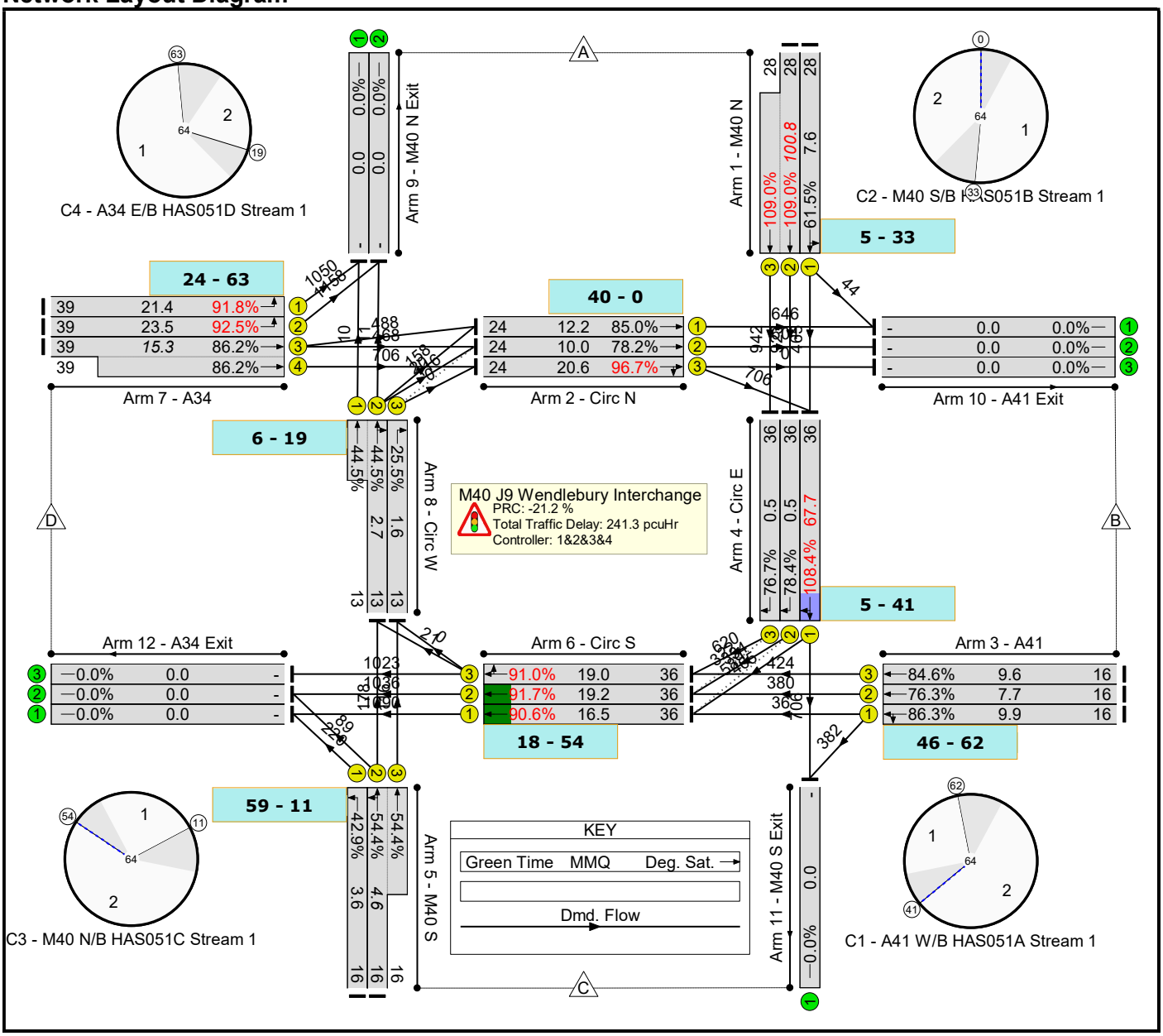
7/1	A34 Left	U	C4:B		1	42	-	1290	1830	1269	101.6%	-	-	-	28.0	78.1	46.5
7/2	A34 Left	U	C4:B		1	42	-	1415	2003	1389	101.9%	-	-	-	30.9	78.7	51.2
7/3+7/4	A34 Ahead	U	C4:B		1	42	-	1201	1973:1869	1159+771	62.2 : 62.2%	-	-	-	2.3 (1.4+0.9)	6.8 (7.1:6.4)	6.6
8/2+8/1	Circ W Right Ahead	U	C4:A		1	8	-	108	1942:1942	282+124	26.6 : 26.6%	-	-	-	0.6 (0.3+0.3)	19.6 (14.9:30.2)	0.9
8/3	Circ W Right	U	C4:A		1	8	-	293	2078	302	97.1%	-	-	-	0.4	5.4	5.0

C1 - A41 W/B HAS051A	Stream: 1 PRC for Signalled Lanes (%):	-5.8	Total Delay for Signalled Lanes (pcuHr):	24.67	Cycle Time (s): 62
C2 - M40 S/B HAS051B	Stream: 1 PRC for Signalled Lanes (%):	-10.8	Total Delay for Signalled Lanes (pcuHr):	54.49	Cycle Time (s): 62
C3 - M40 N/B HAS051C	Stream: 1 PRC for Signalled Lanes (%):	-9.6	Total Delay for Signalled Lanes (pcuHr):	68.81	Cycle Time (s): 62
C4 - A34 E/B HAS051D	Stream: 1 PRC for Signalled Lanes (%):	-13.2	Total Delay for Signalled Lanes (pcuHr):	62.21	Cycle Time (s): 62
	PRC Over All Lanes (%):	-13.2	Total Delay Over All Lanes(pcuHr):	210.17	

Basic Results Summary

Scenario 15: 'AM 2031 BTM Development (4)' (FG9: 'AM 2031 BTM + Dev', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Reference Case Model	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**109.0%**	**0**	**0**	**0**	**241.3**	**-**	**-**
M40 J9 Wendlebury Interchange	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**109.0%**	**0**	**0**	**0**	**241.3**	**-**	**-**
1/1	M40 N Ahead Left	U	C2:B		1	28	-	509	1828	828	61.5%	-	-	-	2.7	18.9	7.6
1/2+1/3	M40 N Ahead	U	C2:B		1	28	-	1865	1868:1908	846+865	109.0 : 109.0%	-	-	-	96.3 (47.8+48.4)	185.9 (186.6:185.2)	100.8
2/1	Circ N Ahead	U	C2:A		1	24	-	646	1945	760	85.0%	-	-	-	5.3	29.4	12.2
2/2	Circ N Ahead	U	C2:A		1	24	-	604	1977	772	78.2%	-	-	-	4.1	24.3	10.0
2/3	Circ N Right Ahead	U	C2:A		1	24	-	706	1869	730	96.7%	-	-	-	11.1	56.6	20.6
3/1	A41 Ahead Left	U	C1:B		1	16	-	418	1824	484	86.3%	-	-	-	5.5	47.3	9.9
3/2	A41 Ahead	U	C1:B		1	16	-	380	1876	498	76.3%	-	-	-	3.8	36.5	7.7
3/3	A41 Ahead	U	C1:B		1	16	-	424	1887	501	84.6%	-	-	-	5.2	44.1	9.6
4/1	Circ E Right Ahead	U	C1:A		1	36	-	1171	1869	1081	108.4%	-	-	-	53.3	163.9	67.7
4/2	Circ E Right	U	C1:A		1	36	-	923	1868	1080	78.4%	-	-	-	0.2	0.8	0.5
4/3	Circ E Right	U	C1:A		1	36	-	942	1951	1128	76.7%	-	-	-	0.2	0.8	0.5
5/1	M40 S Left	U	C3:B		1	16	-	220	1932	513	42.9%	-	-	-	1.6	25.6	3.6
5/2+5/3	M40 S Ahead Left	U	C3:B		1	16	-	383	1888:1888	491+213	54.4 : 54.4%	-	-	-	2.7 (1.9+0.8)	25.2 (25.7:24.0)	4.6
6/1	Circ S Ahead	U	C3:A		1	36	-	1090	1866	1050	90.6%	-	-	-	8.2	31.1	16.5
6/2	Circ S Ahead	U	C3:A		1	36	-	1036	1904	1071	91.7%	-	-	-	8.7	31.7	19.2
6/3	Circ S Right Ahead	U	C3:A		1	36	-	1044	1887	1091	91.0%	-	-	-	8.2	29.8	19.0

Basic Results Summary

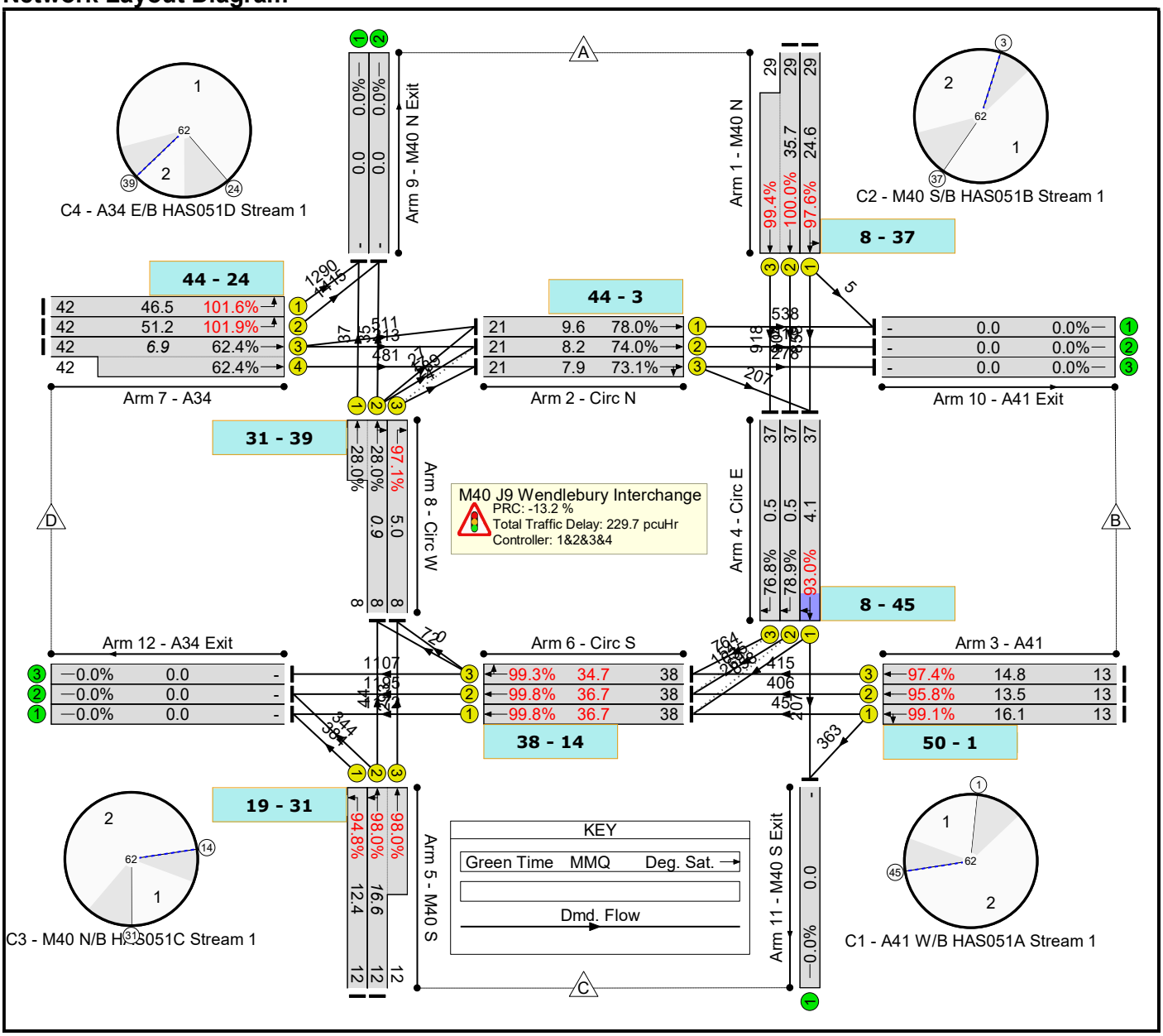
7/1	A34 Left	U	C4:B		1	39	-	1050	1830	1144	91.8%	-	-	-	8.1	27.9	21.4
7/2	A34 Left	U	C4:B		1	39	-	1158	2003	1252	92.5%	-	-	-	9.0	27.8	23.5
7/3+7/4	A34 Ahead	U	C4:B		1	39	-	1662	1973:1869	1109+819	86.2 : 86.2%	-	-	-	6.8 (4.1+2.7)	14.7 (15.4:13.9)	15.3
8/2+8/1	Circ W Right Ahead	U	C4:A		1	13	-	199	1942:1942	425+22	44.5 : 44.5%	-	-	-	0.3 (0.2+0.1)	5.3 (3.9:31.3)	2.7
8/3	Circ W Right	U	C4:A		1	13	-	116	2078	455	25.5%	-	-	-	0.1	3.2	1.6

C1 - A41 W/B HAS051A	Stream: 1 PRC for Signalled Lanes (%):	-20.4	Total Delay for Signalled Lanes (pcuHr):	68.26	Cycle Time (s): 64
C2 - M40 S/B HAS051B	Stream: 1 PRC for Signalled Lanes (%):	-21.2	Total Delay for Signalled Lanes (pcuHr):	119.39	Cycle Time (s): 64
C3 - M40 N/B HAS051C	Stream: 1 PRC for Signalled Lanes (%):	-1.9	Total Delay for Signalled Lanes (pcuHr):	29.34	Cycle Time (s): 64
C4 - A34 E/B HAS051D	Stream: 1 PRC for Signalled Lanes (%):	-2.8	Total Delay for Signalled Lanes (pcuHr):	24.28	Cycle Time (s): 64
	PRC Over All Lanes (%):	-21.2	Total Delay Over All Lanes(pcuHr):	241.26	

Basic Results Summary

Scenario 16: 'PM 2031 BTM Development (4)' (FG10: 'PM 2031 BTM + Dev', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Reference Case Model	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.9%**	**0**	**0**	**0**	**229.7**	**-**	**-**
M40 J9 Wendlebury Interchange	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.9%**	**0**	**0**	**0**	**229.7**	**-**	**-**
1/1	M40 N Ahead Left	U	C2:B		1	29	-	863	1828	885	97.6%	-	-	-	14.0	58.5	24.6
1/2+1/3	M40 N Ahead	U	C2:B		1	29	-	1822	1868:1908	904+923	100.0 : 99.4%	-	-	-	28.3 (14.1+14.2)	55.8 (56.0:55.6)	35.7
2/1	Circ N Ahead	U	C2:A		1	21	-	538	1945	690	78.0%	-	-	-	5.3	35.7	9.6
2/2	Circ N Ahead	U	C2:A		1	21	-	519	1977	702	74.0%	-	-	-	3.0	20.6	8.2
2/3	Circ N Right Ahead	U	C2:A		1	21	-	485	1869	663	73.1%	-	-	-	4.3	32.1	7.9
3/1	A41 Ahead Left	U	C1:B		1	13	-	408	1824	412	99.1%	-	-	-	11.9	104.9	16.1
3/2	A41 Ahead	U	C1:B		1	13	-	406	1876	424	95.8%	-	-	-	9.3	82.2	13.5
3/3	A41 Ahead	U	C1:B		1	13	-	415	1887	426	97.4%	-	-	-	10.5	91.3	14.8
4/1	Circ E Right Ahead	U	C1:A		1	37	-	1065	1869	1146	93.0%	-	-	-	0.9	3.0	4.1
4/2	Circ E Right	U	C1:A		1	37	-	904	1868	1145	78.9%	-	-	-	0.2	0.7	0.5
4/3	Circ E Right	U	C1:A		1	37	-	918	1951	1196	76.8%	-	-	-	0.2	0.7	0.5
5/1	M40 S Left	U	C3:B		1	12	-	384	1932	405	94.8%	-	-	-	8.4	79.0	12.4
5/2+5/3	M40 S Ahead Left	U	C3:B		1	12	-	681	1888:1888	396+299	98.0 : 98.0%	-	-	-	14.5 (8.3+6.2)	76.8 (77.5:76.0)	16.6
6/1	Circ S Ahead	U	C3:A		1	38	-	1172	1866	1174	99.8%	-	-	-	18.7	57.5	36.7
6/2	Circ S Ahead	U	C3:A		1	38	-	1195	1904	1198	99.8%	-	-	-	19.6	59.1	36.7
6/3	Circ S Right Ahead	U	C3:A		1	38	-	1179	1887	1187	99.3%	-	-	-	18.3	55.9	34.7

Basic Results Summary

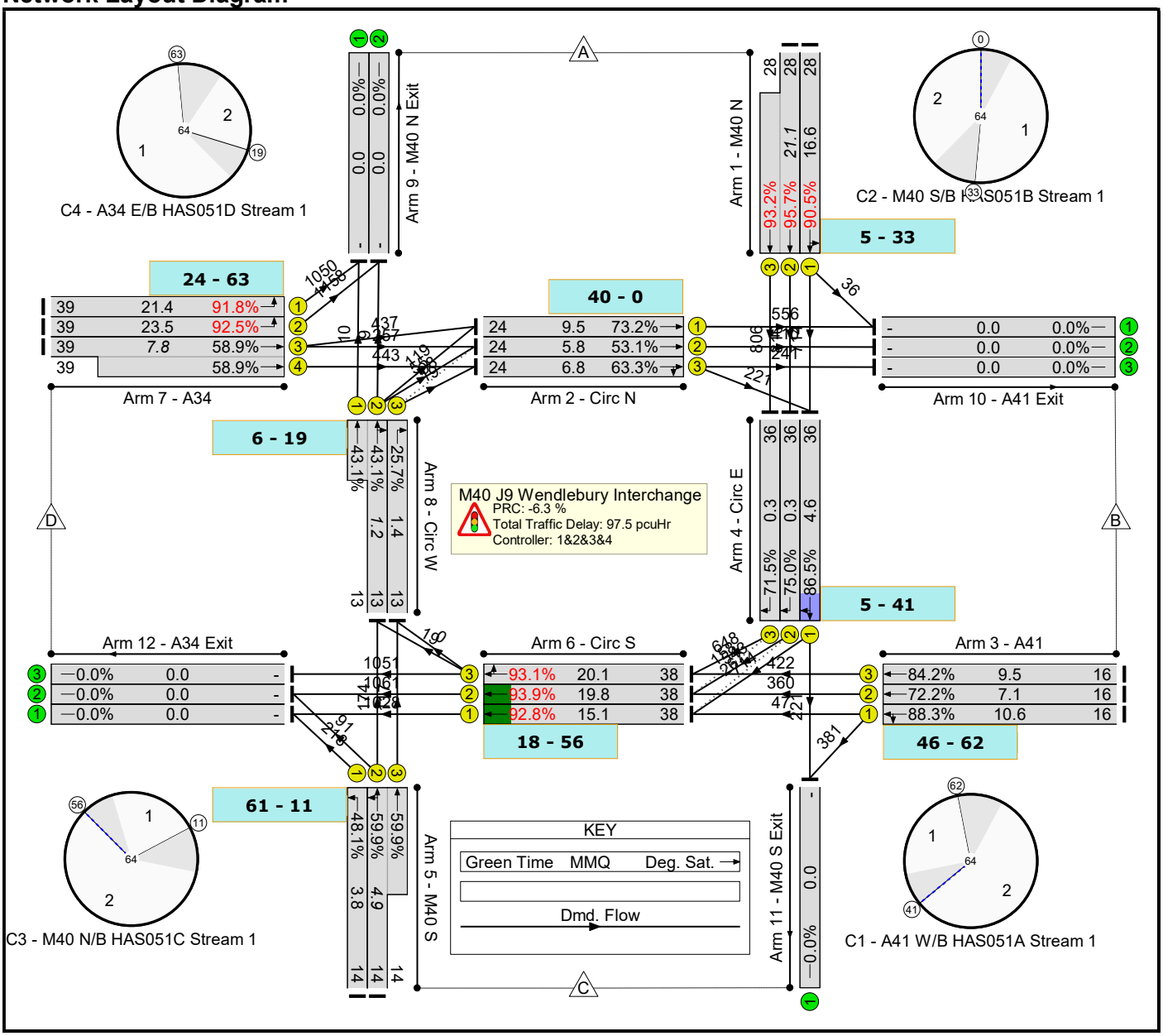
7/1	A34 Left	U	C4:B		1	42	-	1290	1830	1269	101.6%	-	-	-	28.0	78.1	46.5
7/2	A34 Left	U	C4:B		1	42	-	1415	2003	1389	101.9%	-	-	-	30.9	78.7	51.2
7/3+7/4	A34 Ahead	U	C4:B		1	42	-	1205	1973:1869	1160+770	62.4 : 62.4%	-	-	-	2.3 (1.4+0.9)	6.8 (7.1:6.4)	6.9
8/2+8/1	Circ W Right Ahead	U	C4:A		1	8	-	116	1942:1942	282+132	28.0 : 28.0%	-	-	-	0.7 (0.3+0.3)	20.5 (15.8:30.5)	0.9
8/3	Circ W Right	U	C4:A		1	8	-	293	2078	302	97.1%	-	-	-	0.4	5.4	5.0

C1 - A41 W/B HAS051A	Stream: 1 PRC for Signalled Lanes (%):	-10.1	Total Delay for Signalled Lanes (pcuHr):	32.93	Cycle Time (s): 62
C2 - M40 S/B HAS051B	Stream: 1 PRC for Signalled Lanes (%):	-11.1	Total Delay for Signalled Lanes (pcuHr):	54.89	Cycle Time (s): 62
C3 - M40 N/B HAS051C	Stream: 1 PRC for Signalled Lanes (%):	-10.9	Total Delay for Signalled Lanes (pcuHr):	79.63	Cycle Time (s): 62
C4 - A34 E/B HAS051D	Stream: 1 PRC for Signalled Lanes (%):	-13.2	Total Delay for Signalled Lanes (pcuHr):	62.30	Cycle Time (s): 62
	PRC Over All Lanes (%):	-13.2	Total Delay Over All Lanes(pcuHr):	229.74	

Basic Results Summary

Scenario 17: 'AM 2031 BTM Adj Reference (5)' (FG11: 'AM 2031 BTM (Adjusted)', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Reference Case Model	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**95.7%**	**0**	**0**	**0**	**97.5**	**-**	**-**
M40 J9 Wendlebury Interchange	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**95.7%**	**0**	**0**	**0**	**97.5**	**-**	**-**
1/1	M40 N Ahead Left	U	C2:B		1	28	-	750	1828	828	90.5%	-	-	-	7.7	36.9	16.6
1/2+1/3	M40 N Ahead	U	C2:B		1	28	-	1616	1868:1908	846+865	95.7 : 93.2%	-	-	-	14.9 (7.5+7.4)	33.1 (33.3:33.0)	21.1
2/1	Circ N Ahead	U	C2:A		1	24	-	556	1945	760	73.2%	-	-	-	3.3	21.1	9.5
2/2	Circ N Ahead	U	C2:A		1	24	-	410	1977	772	53.1%	-	-	-	2.0	17.2	5.8
2/3	Circ N Right Ahead	U	C2:A		1	24	-	462	1869	730	63.3%	-	-	-	2.3	17.5	6.8
3/1	A41 Ahead Left	U	C1:B		1	16	-	428	1824	484	88.3%	-	-	-	6.1	51.0	10.6
3/2	A41 Ahead	U	C1:B		1	16	-	360	1876	498	72.2%	-	-	-	3.4	34.1	7.1
3/3	A41 Ahead	U	C1:B		1	16	-	422	1887	501	84.2%	-	-	-	5.1	43.6	9.5
4/1	Circ E Right Ahead	U	C1:A		1	36	-	935	1869	1081	86.5%	-	-	-	1.1	4.2	4.6
4/2	Circ E Right	U	C1:A		1	36	-	810	1868	1080	75.0%	-	-	-	0.1	0.6	0.3
4/3	Circ E Right	U	C1:A		1	36	-	806	1951	1128	71.5%	-	-	-	0.1	0.5	0.3
5/1	M40 S Left	U	C3:B		1	14	-	218	1932	453	48.1%	-	-	-	1.7	28.8	3.8
5/2+5/3	M40 S Ahead Left	U	C3:B		1	14	-	382	1888:1888	443+195	59.9 : 59.9%	-	-	-	3.0 (2.1+0.9)	28.3 (28.8:27.0)	4.9
6/1	Circ S Ahead	U	C3:A		1	38	-	1028	1866	1108	92.8%	-	-	-	8.2	28.7	15.1
6/2	Circ S Ahead	U	C3:A		1	38	-	1061	1904	1131	93.9%	-	-	-	9.6	32.5	19.8
6/3	Circ S Right Ahead	U	C3:A		1	38	-	1070	1887	1150	93.1%	-	-	-	8.9	29.9	20.1

Basic Results Summary

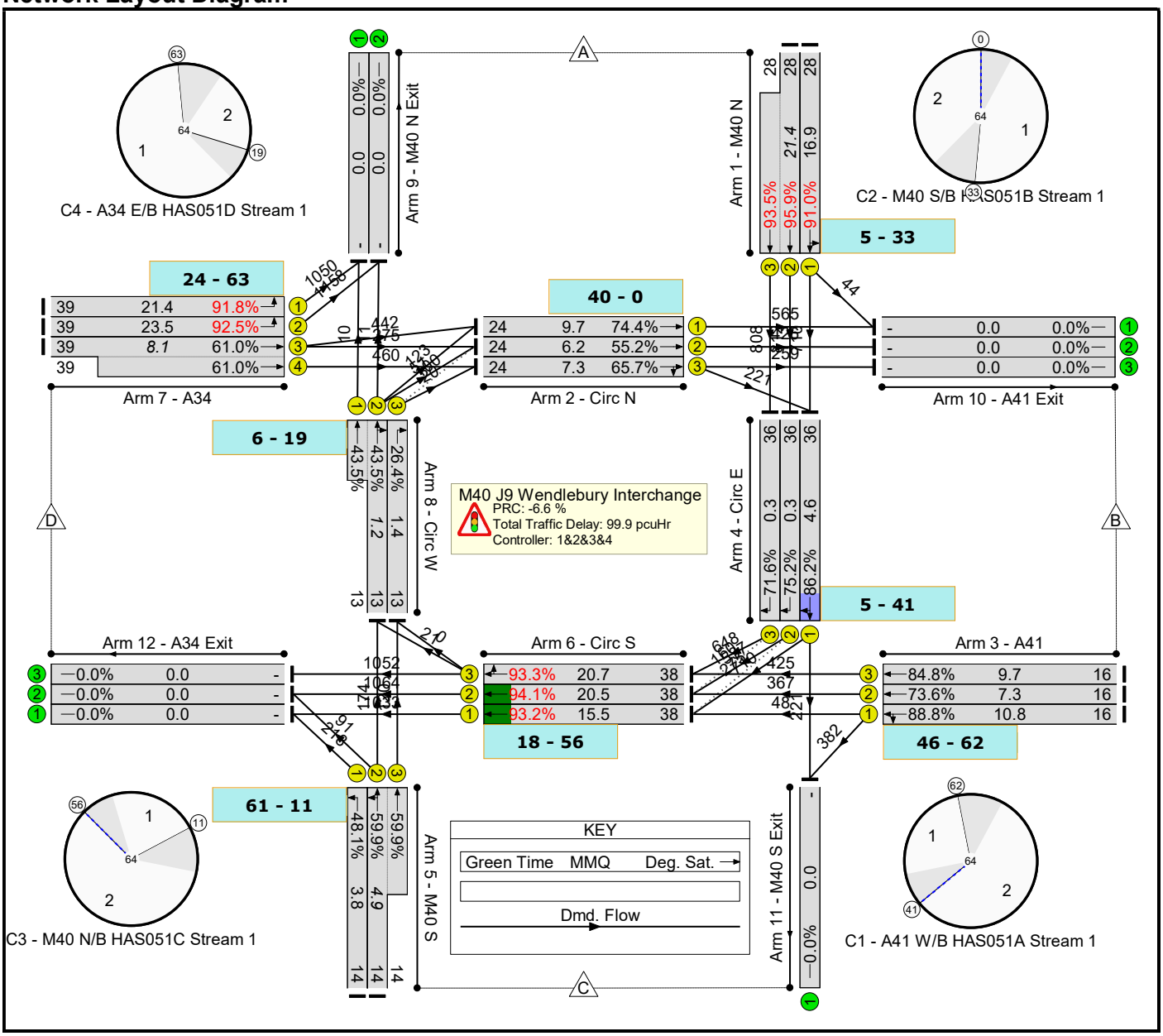
7/1	A34 Left	U	C4:B		1	39	-	1050	1830	1144	91.8%	-	-	-	8.1	27.9	21.4
7/2	A34 Left	U	C4:B		1	39	-	1158	2003	1252	92.5%	-	-	-	9.0	27.8	23.5
7/3+7/4	A34 Ahead	U	C4:B		1	39	-	1137	1973:1869	1179+752	58.9 : 58.9%	-	-	-	2.8 (1.8+1.0)	8.8 (9.2:8.2)	7.8
8/2+8/1	Circ W Right Ahead	U	C4:A		1	13	-	193	1942:1942	425+23	43.1 : 43.1%	-	-	-	0.2 (0.1+0.1)	4.1 (2.6:32.6)	1.2
8/3	Circ W Right	U	C4:A		1	13	-	117	2078	455	25.7%	-	-	-	0.1	1.9	1.4

C1 - A41 W/B HAS051A	Stream: 1 PRC for Signalled Lanes (%):	1.9	Total Delay for Signalled Lanes (pcuHr):	15.92	Cycle Time (s): 64
C2 - M40 S/B HAS051B	Stream: 1 PRC for Signalled Lanes (%):	-6.3	Total Delay for Signalled Lanes (pcuHr):	30.05	Cycle Time (s): 64
C3 - M40 N/B HAS051C	Stream: 1 PRC for Signalled Lanes (%):	-4.3	Total Delay for Signalled Lanes (pcuHr):	31.40	Cycle Time (s): 64
C4 - A34 E/B HAS051D	Stream: 1 PRC for Signalled Lanes (%):	-2.8	Total Delay for Signalled Lanes (pcuHr):	20.14	Cycle Time (s): 64
	PRC Over All Lanes (%):	-6.3	Total Delay Over All Lanes(pcuHr):	97.52	

Basic Results Summary

Scenario 18: 'AM 2031 BTM Adj Development (5)' (FG12: 'AM 2031 BTM (Adjusted) + Dev', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Reference Case Model	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**95.9%**	**0**	**0**	**0**	**99.9**	**-**	**-**
M40 J9 Wendlebury Interchange	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**95.9%**	**0**	**0**	**0**	**99.9**	**-**	**-**
1/1	M40 N Ahead Left	U	C2:B		1	28	-	754	1828	828	91.0%	-	-	-	7.9	37.9	16.9
1/2+1/3	M40 N Ahead	U	C2:B		1	28	-	1620	1868:1908	846+865	95.9 : 93.5%	-	-	-	15.2 (7.6+7.5)	33.7 (33.9:33.5)	21.4
2/1	Circ N Ahead	U	C2:A		1	24	-	565	1945	760	74.4%	-	-	-	3.4	21.6	9.7
2/2	Circ N Ahead	U	C2:A		1	24	-	426	1977	772	55.2%	-	-	-	2.1	17.5	6.2
2/3	Circ N Right Ahead	U	C2:A		1	24	-	480	1869	730	65.7%	-	-	-	2.4	18.2	7.3
3/1	A41 Ahead Left	U	C1:B		1	16	-	430	1824	484	88.8%	-	-	-	6.2	51.9	10.8
3/2	A41 Ahead	U	C1:B		1	16	-	367	1876	498	73.6%	-	-	-	3.6	34.9	7.3
3/3	A41 Ahead	U	C1:B		1	16	-	425	1887	501	84.8%	-	-	-	5.2	44.4	9.7
4/1	Circ E Right Ahead	U	C1:A		1	36	-	931	1869	1081	86.2%	-	-	-	1.1	4.2	4.6
4/2	Circ E Right	U	C1:A		1	36	-	812	1868	1080	75.2%	-	-	-	0.1	0.6	0.3
4/3	Circ E Right	U	C1:A		1	36	-	808	1951	1128	71.6%	-	-	-	0.1	0.5	0.3
5/1	M40 S Left	U	C3:B		1	14	-	218	1932	453	48.1%	-	-	-	1.7	28.8	3.8
5/2+5/3	M40 S Ahead Left	U	C3:B		1	14	-	385	1888:1888	443+200	59.9 : 59.9%	-	-	-	3.0 (2.1+0.9)	28.2 (28.8:27.0)	4.9
6/1	Circ S Ahead	U	C3:A		1	38	-	1033	1866	1108	93.2%	-	-	-	8.5	29.8	15.5
6/2	Circ S Ahead	U	C3:A		1	38	-	1064	1904	1131	94.1%	-	-	-	9.8	33.3	20.5
6/3	Circ S Right Ahead	U	C3:A		1	38	-	1073	1887	1150	93.3%	-	-	-	9.1	30.6	20.7

Basic Results Summary

7/1	A34 Left	U	C4:B		1	39	-	1050	1830	1144	91.8%	-	-	-	8.1	27.9	21.4
7/2	A34 Left	U	C4:B		1	39	-	1158	2003	1252	92.5%	-	-	-	9.0	27.8	23.5
7/3+7/4	A34 Ahead	U	C4:B		1	39	-	1177	1973:1869	1176+755	61.0 : 61.0%	-	-	-	3.0 (1.9+1.1)	9.0 (9.5:8.4)	8.1
8/2+8/1	Circ W Right Ahead	U	C4:A		1	13	-	195	1942:1942	425+23	43.5 : 43.5%	-	-	-	0.2 (0.1+0.1)	4.4 (2.9:32.5)	1.2
8/3	Circ W Right	U	C4:A		1	13	-	120	2078	455	26.4%	-	-	-	0.1	1.9	1.4

C1 - A41 W/B HAS051A	Stream: 1 PRC for Signalled Lanes (%):	1.4	Total Delay for Signalled Lanes (pcuHr):	16.32	Cycle Time (s): 64
C2 - M40 S/B HAS051B	Stream: 1 PRC for Signalled Lanes (%):	-6.6	Total Delay for Signalled Lanes (pcuHr):	30.99	Cycle Time (s): 64
C3 - M40 N/B HAS051C	Stream: 1 PRC for Signalled Lanes (%):	-4.6	Total Delay for Signalled Lanes (pcuHr):	32.26	Cycle Time (s): 64
C4 - A34 E/B HAS051D	Stream: 1 PRC for Signalled Lanes (%):	-2.8	Total Delay for Signalled Lanes (pcuHr):	20.34	Cycle Time (s): 64
	PRC Over All Lanes (%):	-6.6	Total Delay Over All Lanes(pcuHr):	99.90	

vectos.

Annex D

Survey Data

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 29261 M40 Junction 9

Site Number/Name: M40 Junction 9

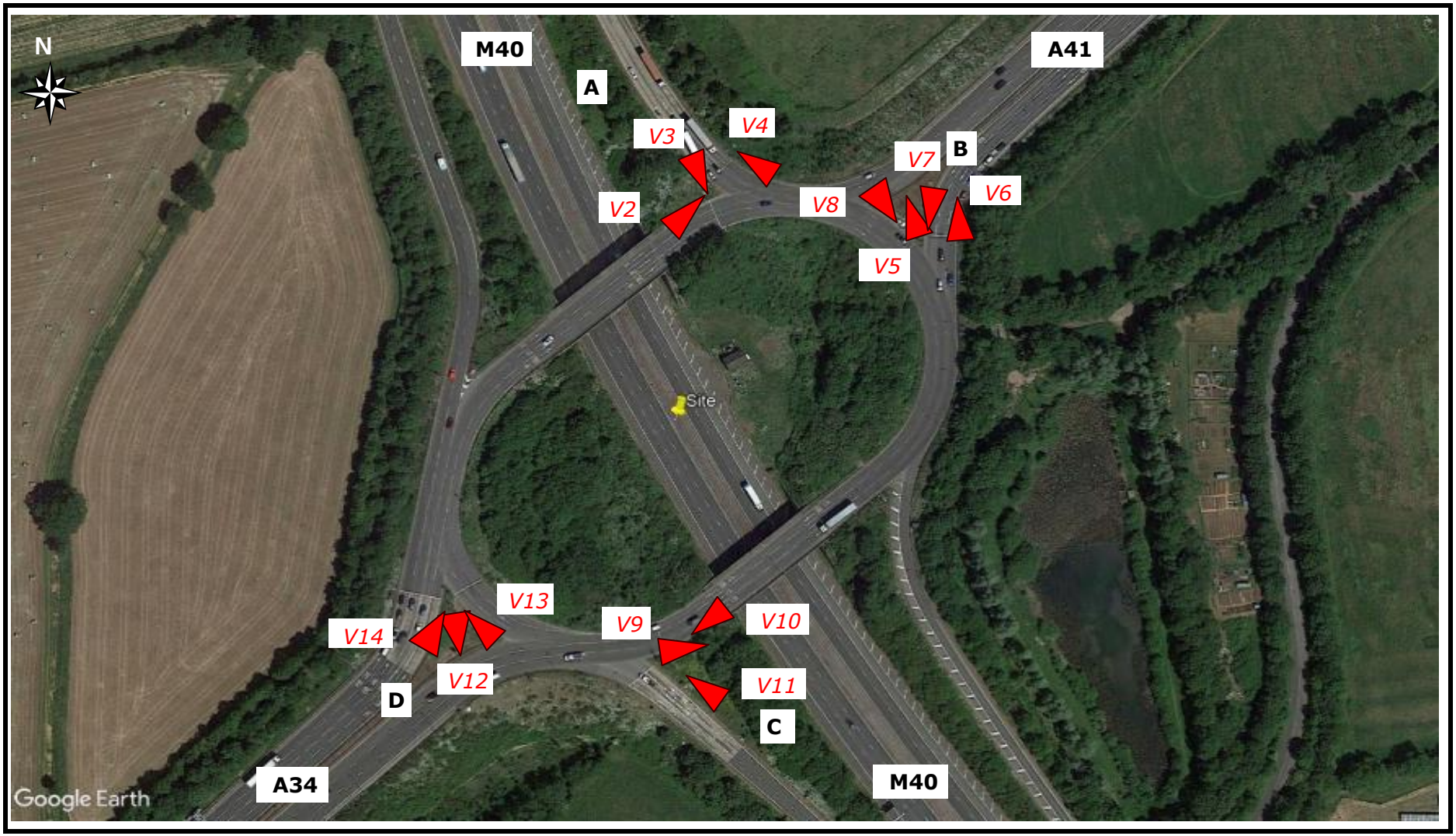
Client: Vectos

Date: 09/11/2021

Weather: Cloudy and Dry

Advanced Transport Research		*Job Number & Name:*	29261 M40 Junction 9
M40 Junction 9		*Date:*	Tuesday 09 Nov 2021

Job Type:	Junction Count				
Co-ordinates:	51° 52'7.60"N, 1° 11'54.65"W	*Postcode:*	OX25 2PT	*Times:*	0700-1000 1600-1900



Advanced Transport Research

M40 Junction 9

Classified Counts

	A to A							A to B							A to C							A to D							B to A							B to B							B to C							B to D						
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	0	0	0	0	0	0	0	28	12	3	6	0	0	0	0	0	0	0	0	0	0	263	130	32	62	0	1	0	18	10	0	1	0	0	0	0	0	0	0	0	0	0	24	14	1	2	0	0	0	166	53	9	7	3	3	0
07:15 - 07:30	0	0	0	0	0	0	0	32	15	3	6	0	0	0	0	0	0	0	0	0	0	247	114	26	56	0	0	0	21	11	1	5	0	0	0	0	0	0	0	0	0	0	59	14	3	1	0	0	0	170	42	4	4	2	1	0
07:30 - 07:45	0	0	0	0	0	0	0	22	18	3	4	0	0	0	0	0	0	0	0	0	0	234	105	25	57	1	1	0	25	11	4	2	0	0	0	0	0	0	0	0	0	0	57	18	2	0	0	0	0	164	30	7	5	2	2	0
07:45 - 08:00	0	0	0	0	0	0	0	30	13	1	4	0	0	0	0	0	0	0	0	0	0	220	91	25	51	0	1	0	19	4	1	4	0	0	0	0	0	0	0	0	0	0	69	11	3	2	0	0	0	112	37	10	12	2	3	0
08:00 - 08:15	0	0	0	0	0	0	0	36	11	5	3	0	0	0	0	0	0	0	0	0	0	276	104	24	37	0	0	0	28	7	3	6	0	0	0	0	0	0	0	0	0	0	54	15	2	0	0	0	0	120	31	10	12	3	1	0
08:15 - 08:30	0	0	0	0	0	0	0	28	9	4	3	0	0	0	0	0	0	0	0	0	0	208	69	20	44	0	0	0	18	7	5	1	0	0	0	0	0	1	0	0	0	0	61	7	1	4	0	0	0	184	46	11	15	1	2	0
08:30 - 08:45	0	0	0	0	0	0	0	34	9	4	2	0	0	0	0	0	0	0	0	0	0	207	80	27	55	0	1	0	28	4	3	8	1	0	0	0	0	0	0	0	0	0	54	14	3	1	0	0	0	147	37	9	8	1	3	0
08:45 - 09:00	0	0	0	0	0	0	0	25	8	2	3	0	0	0	0	0	0	0	0	0	0	206	74	20	59	0	0	0	20	8	3	7	0	0	0	0	0	0	0	0	0	0	46	11	5	2	0	0	0	137	46	8	9	2	1	0
09:00 - 09:15	0	0	0	0	0	0	0	22	9	8	6	0	0	0	0	0	0	0	0	0	0	208	65	14	32	2	0	0	17	4	3	2	0	0	0	0	0	0	0	0	0	0	36	13	1	3	0	1	0	148	37	6	9	1	2	0
09:15 - 09:30	0	0	0	0	0	0	0	27	11	1	5	0	0	0	0	0	0	0	0	0	0	163	55	11	40	1	0	0	18	3	2	5	0	0	0	0	0	0	0	0	0	0	28	14	3	5	0	1	0	135	46	5	10	1	0	0
09:30 - 09:45	0	0	0	0	0	0	0	31	15	3	5	0	0	0	0	0	0	0	0	0	0	162	43	8	61	1	1	0	18	7	5	7	0	0	0	0	0	0	0	0	0	0	22	6	3	3	0	0	0	116	21	8	15	1	1	0
09:45 - 10:00	0	0	0	0	0	0	0	52	10	4	2	0	0	0	0	0	0	0	0	0	0	169	52	18	42	1	2	0	15	9	3	6	0	0	0	0	0	0	1	0	0	0	34	10	2	4	0	0	0	103	21	4	5	3	2	0
16:00 - 16:15	0	0	0	0	0	0	0	20	9	0	2	0	0	0	0	0	0	0	0	0	0	203	44	3	51	1	0	0	56	21	0	3	1	1	0	0	0	0	1	0	0	0	51	21	0	0	0	0	0	131	43	4	2	1	0	0
16:15 - 16:30	0	0	0	0	0	0	0	31	7	0	1	0	0	0	0	0	0	0	0	0	0	239	46	4	43	0	0	0	42	6	3	4	0	1	0	0	0	0	0	0	0	0	82	9	1	1	0	0	0	187	25	7	8	3	0	0
16:30 - 16:45	0	0	0	0	0	0	0	31	3	0	2	0	0	0	0	0	0	0	0	0	0	231	46	8	52	0	1	0	41	17	2	1	0	0	0	0	0	0	0	0	0	0	57	8	1	0	0	0	0	174	34	3	6	1	0	0
16:45 - 17:00	0	0	0	0	0	0	0	37	9	2	3	1	0	0	0	0	0	0	0	0	0	246	35	5	57	1	0	0	43	6	1	1	0	0	0	0	0	0	1	0	0	0	67	5	0	1	0	0	0	156	18	1	3	2	1	0
17:00 - 17:15	0	0	0	0	0	0	0	40	6	3	3	0	0	0	0	0	0	0	0	0	0	260	28	6	66	0	0	0	49	14	0	3	0	0	0	0	0	0	0	0	0	0	51	9	0	0	0	0	0	162	19	1	8	1	1	0
17:15 - 17:30	0	0	0	0	0	0	0	33	2	0	2	0	0	0	0	0	0	0	0	0	0	278	33	11	45	0	1	0	41	8	0	1	0	0	0	0	0	0	0	0	0	0	66	5	0	1	0	0	0	178	21	3	5	1	1	0
17:30 - 17:45	0	0	0	0	0	0	0	31	8	3	1	0	0	0	0	0	0	0	0	0	0	249	41	4	39	0	0	0	63	7	2	3	0	0	0	0	0	0	0	0	0	0	58	7	0	1	0	0	0	171	23	1	0	2	1	0
17:45 - 18:00	0	0	0	0	0	0	0	24	3	0	0	0	1	0	0	0	0	0	0	0	0	220	17	4	39	1	0	0	30	5	1	3	0	0	0	0	0	0	0	0	0	0	49	7	1	0	0	0	0	177	13	6	5	2	1	0
18:00 - 18:15	0	0	0	0	0	0	0	33	4	1	3	0	0	0	0	0	0	0	0	0	0	239	17	6	27	0	0	0	35	12	0	2	0	0	0	0	0	0	0	0	0	0	59	3	0	2	0	0	0	136	11	2	2	2	1	0
18:15 - 18:30	0	0	0	0	0	0	0	32	3	0	2	0	0	0	0	0	0	0	0	0	0	216	22	3	36	0	1	0	35	14	0	1	0	0	0	0	0	0	0	0	0	0	53	2	1	0	0	0	0	141	4	0	2	2	0	0
18:30 - 18:45	0	0	0	0	0	0	0	28	2	0	2	0	0	0	0	0	0	0	0	0	0	206	17	6	37	0	0	0	21	2	1	2	0	0	0	0	0	0	0	0	0	0	42	5	1	0	0	0	0	151	9	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	16	0	0	1	0	0	0	0	0	0	0	0	0	0	190	18	3	38	1	1	0	21	10	1	2	0	0	0	0	0	0	0	0	0	0	32	3	0	0	0	0	0	135	5	0	2	2	0	0

Job Number & Name: **29261 M40 Junction 9**
Client: **Vectos**
Date: **Tuesday 09 November 2021**

C to A							C to B							C to C							C to D							D to A							D to B							D to C							D to D						
Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
0	0	0	0	0	0	0	24	10	5	1	0	0	0	0	0	0	0	0	0	0	8	4	0	4	0	0	0	239	67	9	57	0	1	0	103	34	7	10	1	1	0	7	0	0	1	0	0	0	0	0	0	1	0	0	0
0	0	0	0	0	0	0	36	12	2	3	0	0	0	0	0	0	0	0	0	0	14	8	1	0	0	0	0	255	54	9	66	0	1	0	122	51	7	6	1	0	0	12	0	0	2	0	0	0	0	0	1	0	0	0	0
0	0	0	0	0	0	0	31	17	5	3	0	0	0	0	0	0	0	0	0	0	17	16	2	0	0	0	0	247	62	8	47	0	0	0	155	51	8	7	0	1	0	28	7	5	1	0	0	0	0	1	0	0	0	0	0
0	0	0	0	0	0	0	39	4	1	2	0	0	0	0	0	0	0	0	0	0	44	18	1	2	0	0	0	281	49	12	44	0	0	0	168	41	9	12	2	0	0	16	5	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	39	17	3	4	0	0	0	0	0	0	0	0	0	0	54	16	0	2	0	0	0	301	49	23	49	0	1	0	171	49	6	7	2	1	0	27	0	1	4	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	21	6	0	1	0	0	0	0	0	0	0	0	0	0	24	5	2	5	0	0	0	179	36	19	57	0	0	0	131	20	8	8	3	0	0	21	3	1	4	0	0	0	0	0	1	0	0	0	0
0	0	0	0	0	0	0	27	3	1	0	0	0	0	0	0	0	0	0	0	0	14	9	2	1	0	0	0	180	39	15	77	0	0	0	103	32	4	5	2	1	0	18	2	0	2	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	60	5	1	4	0	0	0	0	0	0	0	0	0	0	28	11	0	0	0	1	0	192	47	16	47	0	0	0	117	25	8	4	2	0	0	17	2	0	1	0	0	0	1	0	0	0	0	0	0
0	0	0	0	0	0	0	64	4	1	6	0	0	0	0	0	0	0	0	0	0	24	8	2	0	0	0	0	191	53	19	62	0	0	0	99	38	1	7	2	0	0	13	7	0	5	0	0	0	0	0	0	0	0	0	0

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0	0	0	0	0	0	0	49	14	1	2	0	0	0	0	0	0	0	0	0	0	21	11	1	1	0	0	0	311	88	23	62	0	0	0	207	52	6	5	2	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	79	17	1	0	0	1	0	0	0	0	0	0	0	0	46	10	0	1	0	0	0	325	52	9	43	1	0	0	224	20	2	3	2	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	68	12	1	3	0	0	0	0	0	0	0	0	0	0	35	5	0	1	0	0	0	276	46	9	57	1	1	0	248	14	1	0	1	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	50	8	0	0	0	1	0	0	0	0	0	0	0	0	26	6	0	0	0	0	0	218	29	6	39	1	1	0	221	10	1	3	3	2	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	54	6	0	1	0	1	0	0	0	0	0	0	0	0	17	4	2	0	0	1	0	220	33	7	37	0	0	0	190	16	1	1	2	1	0	8	0	0	0	0	0	0	0	0	0	1	0	0	0
0	0	0	0	0	0	0	46	4	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	1	0	0	0	211	27	5	36	0	0	0	162	11	2	1	2	1	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	54	5	1	1	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	175	30	3	41	0	0	0	120	8	2	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 29261 M40 Junction 9

Site Number/Name: M40 Junction 9

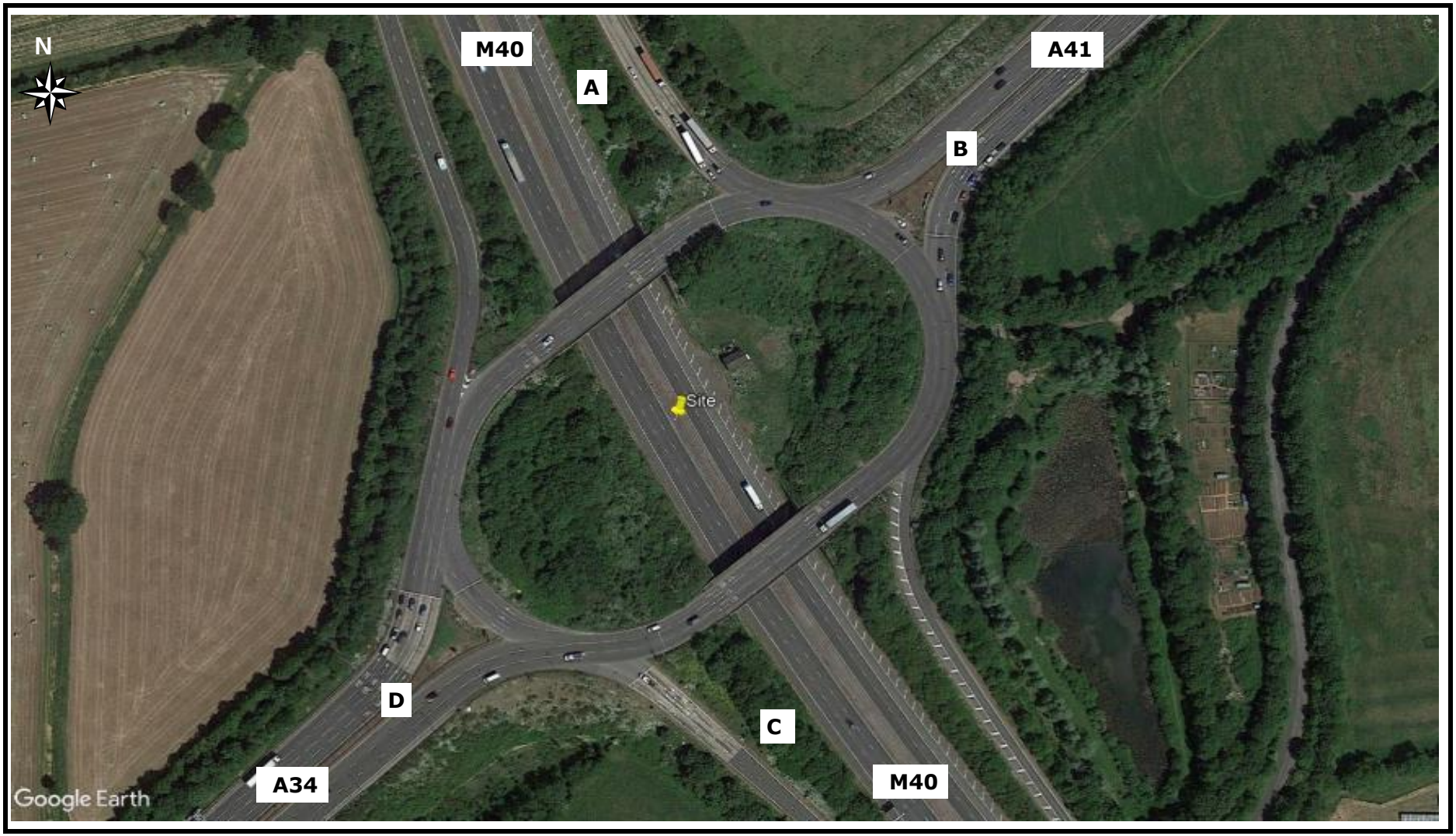
Client: Vectos

Date: 11/11/2021

Weather: Foggy and Dry

Advanced Transport Research		*Job Number & Name:*	29261 M40 Junction 9
M40 Junction 9		*Date:*	Thursday 11 Nov 2021

Job Type:	Junction Count				
Co-ordinates:	51° 52'7.60"N, 1° 11'54.65"W	*Postcode:*	OX25 2PT	*Times:*	0700-1000 1600-1900



Advanced Transport Research

M40 Junction 9

Classified Counts

	A to A							A to B							A to C							A to D							B to A							B to B							B to C							B to D						
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	0	0	0	0	0	0	0	32	10	2	0	0	0	0	0	0	0	0	0	0	0	206	105	31	70	0	1	0	12	8	3	1	0	0	0	0	0	0	0	0	0	0	60	12	4	4	0	0	0	159	48	10	5	2	3	0
07:15 - 07:30	0	0	0	0	0	0	0	36	17	3	9	0	0	0	0	0	0	0	0	0	0	212	124	19	68	0	1	0	16	5	3	5	0	0	0	0	0	0	0	0	0	0	55	13	4	1	0	0	0	130	47	7	5	3	2	0
07:30 - 07:45	0	0	0	0	0	0	0	27	12	4	4	0	0	0	0	0	0	0	0	0	0	237	117	20	66	1	0	0	21	6	1	4	0	0	0	0	0	0	0	0	0	0	56	16	3	2	0	0	0	142	35	12	5	1	2	0
07:45 - 08:00	0	0	0	0	0	0	0	25	17	3	8	0	0	0	0	0	0	0	0	0	0	239	94	25	59	0	0	0	23	5	2	4	0	0	0	0	0	0	0	0	0	0	66	9	2	2	0	0	0	129	35	8	12	2	1	0
08:00 - 08:15	0	0	0	0	0	0	0	29	11	3	4	0	0	0	0	0	0	0	0	0	0	225	75	17	56	0	0	0	26	2	2	6	0	0	0	0	0	0	0	0	0	0	60	8	2	3	0	0	0	179	33	14	7	2	1	0
08:15 - 08:30	0	0	0	0	0	0	0	31	6	6	5	0	0	0	0	0	0	0	0	0	0	249	80	11	56	0	2	0	20	6	0	4	0	0	0	0	0	0	0	0	0	0	54	8	2	4	0	0	0	160	28	9	10	2	3	0
08:30 - 08:45	0	0	0	0	0	0	0	31	12	5	3	0	0	0	0	0	0	0	0	0	0	208	70	12	51	0	0	0	23	4	4	6	0	0	0	0	0	0	0	0	0	0	47	9	2	3	0	0	0	182	51	12	15	0	3	0
08:45 - 09:00	0	0	0	0	0	0	0	28	2	4	7	0	0	0	1	0	0	0	0	0	0	234	74	22	52	0	0	0	21	4	2	3	0	0	0	0	0	0	0	0	0	0	33	6	6	0	0	0	0	115	43	5	20	2	0	0
09:00 - 09:15	0	0	0	0	0	0	0	26	8	2	3	0	0	0	0	0	0	0	0	0	0	219	84	11	60	0	0	0	21	8	7	6	0	0	0	0	0	0	0	0	0	0	39	10	4	1	0	0	0	148	32	12	5	1	2	0
09:15 - 09:30	0	0	0	0	0	0	0	32	2	6	4	0	0	0	0	0	0	0	0	0	0	228	78	21	60	0	0	0	24	10	3	7	0	0	0	0	0	0	0	0	0	0	23	11	1	2	0	1	0	120	50	8	15	3	0	0
09:30 - 09:45	0	0	0	0	0	0	0	26	12	4	3	0	0	0	0	0	0	0	0	0	0	248	65	16	56	0	1	0	12	8	4	0	0	0	0	0	0	0	0	0	0	0	30	5	6	2	0	0	0	153	25	9	11	1	1	0
09:45 - 10:00	0	0	0	0	0	0	0	33	3	4	4	0	0	0	1	0	0	0	0	0	0	233	52	19	46	1	0	0	19	8	4	3	0	0	0	0	0	0	0	0	0	0	19	16	1	0	0	0	0	99	26	8	10	2	0	0
16:00 - 16:15	0	0	0	0	0	0	0	25	6	2	3	0	0	0	0	0	0	0	0	0	0	281	60	11	58	3	0	0	43	12	4	2	1	0	0	0	0	0	0	0	0	0	63	12	0	3	0	0	0	165	34	6	4	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	37	2	1	4	0	0	0	0	0	0	0	0	0	0	288	41	4	52	1	0	0	49	7	1	3	0	0	0	0	0	0	0	0	0	0	64	6	1	3	0	0	0	155	32	3	9	2	0	0
16:30 - 16:45	0	0	0	0	0	0	0	29	4	2	6	0	0	0	0	0	0	0	0	0	0	288	38	8	51	1	0	0	46	9	4	4	0	0	0	0	0	0	0	0	0	0	79	8	0	0	0	0	0	193	36	4	1	1	0	0
16:45 - 17:00	0	0	0	0	0	0	0	39	7	2	1	0	0	0	0	0	0	0	0	0	0	298	38	8	30	1	0	0	52	14	1	2	0	0	0	0	0	0	1	0	0	0	72	7	1	1	0	0	0	163	38	1	2	2	0	0
17:00 - 17:15	0	0	0	0	0	0	0	27	4	2	4	0	0	0	0	0	0	0	0	0	0	252	24	7	45	0	1	0	42	14	3	2	0	0	0	0	0	0	1	0	0	0	59	8	2	0	0	0	0	212	29	3	3	1	4	0
17:15 - 17:30	0	0	0	0	0	0	0	40	8	2	2	0	0	0	0	0	0	0	0	0	0	260	28	3	44	0	0	0	23	6	3	2	0	0	0	0	0	0	0	0	0	0	71	2	0	0	0	0	0	185	15	5	3	2	2	0
17:30 - 17:45	0	0	0	0	0	0	0	36	3	1	3	0	0	0	0	0	0	0	0	0	0	289	37	2	38	0	0	0	40	2	0	1	0	0	0	0	0	0	0	0	0	0	70	1	0	1	0	0	0	166	28	0	5	1	0	0
17:45 - 18:00	0	0	0	0	0	0	0	44	3	0	3	0	0	0	0	0	0	0	0	0	0	248	29	5	27	0	0	0	38	5	0	1	0	0	0	0	0	0	0	0	0	0	51	3	0	0	0	0	0	170	12	2	3	2	0	0
18:00 - 18:15	0	0	0	0	0	0	0	30	0	1	2	0	0	0	0	0	0	0	0	0	0	285	17	6	33	0	2	0	48	4	1	2	0	0	0	0	0	0	0	0	0	0	52	6	1	1	0	0	0	156	16	1	1	2	0	0
18:15 - 18:30	0	0	0	0	0	0	0	20	4	1	4	0	0	0	0	0	0	0	0	0	0	273	25	7	35	1	1	0	33	4	0	2	0	0	0	0	0	0	0	0	0	0	41	3	1	0	0	0	0	164	13	4	0	2	0	0
18:30 - 18:45	0	0	0	0	0	0	0	30	0	1	0	0	0	0	0	0	0	0	0	0	0	259	23	6	39	1	1	0	36	4	0	1	0	0	0	0	0	0	0	0	0	0	43	2	0	0	0	0	0	143	14	0	2	0	1	0
18:45 - 19:00	0	0	0	0	0	0	0	22	0	0	3	0	0	0	0	0	0	0	0	0	0	269	27	9	41	0	0	0	22	3	0	2	0	0	0	0	0	0	0	0	0	0	36	2	0	0	0	0	0	117	9	0	1	2	0	0

Job Number & Name: **29261 M40 Junction 9**
Client: **Vectos**
Date: **Thursday 11 November 2021**

C to A							C to B							C to C							C to D							D to A							D to B							D to C							D to D						
Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
0	0	0	0	0	0	0	29	12	1	0	0	0	0	0	0	0	0	0	0	0	9	3	0	2	0	0	0	206	57	11	58	0	0	0	103	40	7	14	1	0	0	13	2	2	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	35	13	0	6	0	0	0	0	0	0	0	0	0	0	15	5	0	0	0	0	0	205	49	11	40	0	0	0	117	50	5	7	1	0	0	16	2	1	2	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	36	14	3	1	0	0	0	0	0	0	0	0	0	0	25	12	0	1	0	0	0	286	43	19	49	0	1	0	130	40	11	11	0	0	0	24	2	1	1	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	43	11	5	1	0	0	0	0	0	0	0	0	0	0	29	11	1	2	0	0	0	241	48	14	50	0	0	0	177	33	6	10	2	0	0	14	7	0	2	0	0	0	0	0	0	0	0	0	0
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