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Richborough

Project:
Caversfield

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Transport Assessment

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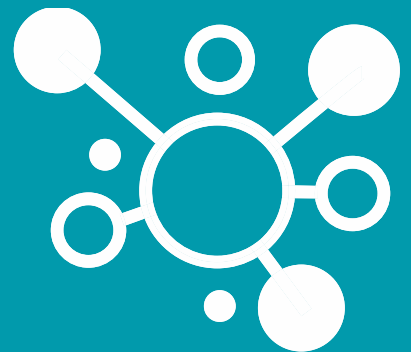


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1.0 Introduction

Background

- 1.1 Hub Transport Planning Ltd has been commissioned by Richborough to provide transport advice for a Proposed Residential Development at Land West of Fringford Road, Caversfield.
- 1.2 It is intended that the site will provide 99 dwellings including the creation of a new vehicular access from Fringford Road and all associated works; however, it should be noted that this report tests up to 110 dwellings, in order to provide a robust assessment of the development proposal.
- 1.3 The site location is shown on **Figure 1.1**.

Structure of the Report

- 1.4 This report is intended to determine the relevant highway issues and indicate potential solutions, with reference to the impact of the proposed development site.
- 1.5 A Scoping Report has been submitted to Oxfordshire County Council (OCC) as the Local Highway Authority (LHA) for comment. This Transport Assessment (TA) report reflects the technical and geographical scope agreed during pre-application discussions with the authority.
- 1.6 Following this introduction, the report is set out as follows:
 - Chapter 2 – Policy Review;
 - Chapter 3 – Background Information and Highway Safety;
 - Chapter 4 – Sustainability;
 - Chapter 5 – Development Proposals;
 - Chapter 6 – Traffic Generation, Distribution and Assignment;
 - Chapter 7 – Traffic Impact and Junction Capacity Analysis;
 - Chapter 8 – Summary and Conclusion.

Limitations of the Report

- 1.7 This report has been undertaken at the request of Richborough, thus should not be entrusted to any third party without written permission from Hub Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Hub Transport Planning Ltd.
- 1.8 This report has been compiled using data from a number of external sources (such as TRICS, traffic count data and public transport information); these sources are considered to be trustworthy and therefore the data provided is considered to be accurate and relevant at the time of preparing this report.

2.0 Policy Review

2.1 This section summarises the relevant transport policy documents against which the development proposals are considered at a national, regional, and local level. The most relevant policy documents relating to this study are detailed below:

- National Planning Policy Framework (Adopted December 2023)
- Oxfordshire County Council – Local Transport and Connectivity Plan 2022-2050 (Adopted July 2022)
- Active Travel Strategy (Adopted July 2022)
- The Cherwell Local Plan 2011 – 2031 (Adopted July 2015)

National Policy

2.1 The latest National Planning Policy Framework (NPPF) was published in December 2023 and sets out the Government's planning policies and how these are expected to be applied.

2.2 In relation to transport, the NPPF states at paragraph 109 that:

'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'

2.3 When considering the effects the development may have on the local transport network, the NPPF states that:

'In assessing sites that may be allocated for development plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion) or on highway safety, can be cost effectively mitigated to an acceptable degree.

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

2.4 The NPPF further advises that:

'Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.’

2.5 In relation to parking policy the NPPF states that:

‘If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport;
- d) local car ownership levels; and
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.’

Oxfordshire County Council – Local Transport and Connectivity Plan 2022-2050

2.6 The Local Transport and Connectivity Plan (LTCP) represents the statutory Local Transport Plan for Oxfordshire, setting out the policy and strategy for developing the county’s transport system. The LTCP covers the period from its publication through to 2050 and replaces the previous local plan, ‘Connecting Oxfordshire: Local Transport Plan 2015 to 2031’.

2.7 The section ‘Vision and Themes’ within the LTCP states that...

“Our Local Transport and Connectivity Plan vision is for an inclusive and safe net-zero Oxfordshire transport system that enables all parts of the county to thrive.

It will tackle inequality, be better for health, wellbeing and social inclusivity and have zero road fatalities or life-changing injuries. It will also enhance our natural and historic environment and enable the county to be one of the world’s leading innovation economies.

Our plan sets out to achieve this by reducing the need to travel and private car use through making walking, cycling, public and shared transport the natural first choice.”

2.8 Six key themes and the outcomes they hope to deliver through implementing the vision are identified in the LTCP. These key themes are:

“Environment: Sustainable communities that are resilient to climate change, enhance the natural and historic environment, improve biodiversity, reduce greenhouse gas emissions and are supported by our net-zero transport network.

Productivity: A world leading business base that is sustainable, has created new jobs, products and careers for all communities and is supported by an effective, net-zero transport network.

Health: Improved health and wellbeing and reduced health inequalities, enabled through active and healthy lifestyles, improved road safety and inclusive communities.

Connectivity: Communities are digitally connected, innovative technologies are supported and there is improved connectivity and mobility across the county, enabling greater choice and seamless interchange between sustainable modes.

Healthy Place Shaping: Sustainable, well designed, thriving communities where healthy behaviours are the norm and which provide a sense of belonging, identity and community.

Inclusivity: Barriers to access are removed and all communities are supported by our inclusive transport system to play a full role in society and have independence, choice and control.”

2.9 The vision and key themes help provide structure and consistency throughout the LTCP and its supporting strategies, ensuring that all policies and schemes are aligned and working towards delivering the same outcome.

2.10 The LTCP also outlines headline targets that will help track the delivery of and quantify the progress made on delivering the vision and key themes. These include:

By 2030 to:

- “Replace or remove 1 out of every 4 current car trips in Oxfordshire
- Increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week
- Reduce road fatalities or life changing injuries by 50%”

By 2040 to:

- “Deliver a net-zero transport network
- Replace or remove an additional 1 out of 3 car trips in Oxfordshire”

By 2050 to:

- “Deliver a transport network that contributes to a climate positive future
- Have zero, or as close as possible, road fatalities or life-changing injuries”

2.11 The LTCP states that the key ways in which the targets will be achieved are broadly grouped into the following three areas:

Avoid – Avoid or reduce the need to travel

“This will be enabled through:

- Improved digital connectivity to support remote working and digital access to services.

- *Working with partners to better locate goods, workplaces and services near to homes through the 20-minute neighbourhood model.”*

Shift – Shift to less polluting transport modes

“This will be enabled through:

- *The promotion of walking and cycling through new and upgraded physical infrastructure and community activation measures.*
- *Investment in our strategic public transport networks and the provision of better and quicker bus and rail services.*
- *Improving multi-modal travel, including the development of mobility hubs where people can easily change between different forms of transport, including helping to break-up existing longer car journeys by providing more sustainable travel alternatives.*
- *Improving road safety to create safe and attractive infrastructure for vulnerable road users, including people walking and cycling.*
- *Supporting the uptake of cargo bikes for parcel and goods delivery.”*

Improve – Improve vehicle and fuel efficiency

“This will be enabled through:

- *Supporting the introduction of zero emission vehicle charging and refuelling infrastructure.*
- *Supporting transport innovations that will help us to make walking, cycling, public and shared transport more attractive.*
- *Supporting car clubs and car sharing schemes and measures to encourage their uptake.”*

2.12 Various relevant policies are indicated throughout the document and certain relevant policies are included below:

- *“Policy 01 – We will develop, assess and prioritise transport schemes, development proposals and policies according to the following transport user hierarchy: Walking and wheeling (including running, mobility aids, wheelchairs and mobility scooters); Cycling and riding (bicycles, non-standard cycles, e-bikes, cargo bikes, e-scooters and horse riding); Public transport (bus, scheduled coach, rail and taxis); Motorcycles; Shared vehicles (car clubs and carpooling); Other motorised modes (cars, vans and lorries).*
- *Policy 02 – We will: a. Develop comprehensive walking and cycling networks that are inclusive and attractive to the preferences and abilities of all residents in all towns. All new walking and cycling schemes will be designed according to the updated Oxfordshire Walking and Cycle Design Standards (to be published in 2022); b. Ensure that all new developments have safe and attractive walking and cycling connections to the site, include a connected attractive network for when people are walking and cycling within the development and that the internal routes connect easily and conveniently to community facilities*

and the local cycle and walking network; c. Work closely with stakeholders using co-production methods when developing and improving cycle and walking networks from inception to delivery.

- *Policy 03 – We will: a. Develop Local Cycling and Walking Infrastructure Plans (LCWIPs) for all main urban settlements (over 10,000 inhabitants) across the county by 2025, according to national guidance and best practice with the aim of increasing walking and cycling activity; b. Implement local cycling and walking networks in line with LCWIP proposals as funding opportunities arise to achieve a step change in the use of cycling and walking in line with local and national targets; c. Support rural areas and smaller settlements to develop their own walking and cycling plans.*
- *Policy 04 – We will: a. Develop a Strategic Active Travel Network in order to identify key routes for walking and cycling between destinations across the county and prioritise interventions to existing and new infrastructure. b. Identify and support all opportunities to develop and link up the Strategic Active Travel Network in new developments, rural and major roadworks and road schemes.*
- *Policy 05 – We will: a. Adapt the public rights of way network to current and future climate change by conducting assessments that involve communities, users, farmers and landowners as well as respecting the natural and historic environment; b. Protect the rights of access for the public by working closely with farmers, landowners, developers and householders to ensure the line, width, surface, vegetation and furniture is appropriate to the path and user; c. Conduct maintenance and management of the public rights of way network that reflects the route, landscape characteristics and responds to the needs of users; d. Whenever possible make the public rights of way more accessible to those with limited mobility, vision or confidence; e. Extend and improve the public rights of way network by securing on and offsite mitigation measures from developments and increasing partnership working with a range of stakeholders to achieve shared outcomes.*
- *Policy 08 – We will embed the Healthy Streets Approach and Design Check Tool into relevant guidance and decision making processes to improve the human experience of streets and encourage walking and cycling.*
- *Policy 10 – We will: a. Support the creation of safe streets through traffic measures, particularly where they support the creation of strategic safe walking and cycling routes. Safe street locations will be identified when developing Local Cycling and Walking Infrastructure Plan network; b. Encourage the use of filtered permeability in new developments to create safe streets and strategic walking and cycling routes.*
- *Policy 12 – We will embed the guidance for residential developments (Appendix 3) into relevant guidance and decision making processes and will work with District and City Councils so that they are reflected in local planning guidance and design codes.*
- *Policy 13 – We will: a. Work with our District and City Councils to ensure that regeneration schemes and new developments support application of the 20-minute neighbourhood model to create walkable, vibrant neighbourhoods. b. Work with our District and City Councils to apply the 20-minute neighbourhood concept in our market towns and rural areas. c. Seek to enable the sharing of facilities in smaller towns and villages by delivering policies to improve walking and cycling connectivity in rural areas.*
- *Policy 14 – We will: a. Work with our District and City Councils to deliver high quality neighbourhoods by embedding the LTCP policies and healthy place shaping principles into land use planning and guidance documents. b. Work with our District and City Councils to explore ways of improving the integration of transport and land use planning.*

- *Policy 15 – We will: a. Adopt the vision zero approach, which seeks to eliminate all fatalities and severe injuries on Oxfordshire’s roads and streets, to have safer, healthier, and more equitable mobility for all; b. Work closely with partners and stakeholders to take a whole system approach, working together on infrastructure, behaviour, technology and legislation to achieve this change.*
- *Policy 16 – We will: a. Promote 20mph as the default limit for roads through residential, villages and retail areas to ensure speeds are appropriate for the nature, environment and location; b. Permit sign only 20mph schemes to be implemented regardless of the existing speeds travelled;*
- *Policy 18 – We will: a. Work in partnership with bus operators, District and City councils to maintain a commercially sustainable and comprehensive network of services which is accessible to as many residents as possible; (...) h. Ensure bus services are accessible and support community transport to address unmet local transport needs (...) j. Work to improve bus services in rural areas including consideration of flexible services where relevant.*
- *Policy 22 – We will: a. Consider multi-modal travel as a central option for transport planning and planning for new developments to achieve greater integration of the transport system; (...) d. Work with stakeholders, including the rail and bus industry, to improve access to existing railway stations on foot, by cycle and bus.*
- *Policy 26 – We will work with stakeholders to ensure high quality internet connectivity and other necessary facilities are provided to all residents in order to reduce the need to travel and support remote working.*
- *Policy 33 – We will: a. Ensure the parking requirements of all modes of transport are considered, in line with our transport user hierarchy; b. Work to embed our parking guidance (Appendix 5) into relevant guidance and decision making processes and progress the associated actions.*
- *Policy 52 – We will develop and deliver area transport strategies that align with the LTCP vision and translate the LTCP policies into schemes for use in bidding, funding and developer negotiations.*
- *Policy 54 – We will work with partners and stakeholders to develop tailored solutions for our smaller market towns and rural areas that reduce through traffic, improve connectivity, accessibility, and contribute to delivery of our transport vision.”*

Active Travel Strategy

- 2.13 The Active Travel Strategy supports the LTCP in its vision to create an inclusive and safe net-zero Oxfordshire transport system, specifically OCC’s target to increase the number of cycle trips per week in the county from a baseline of 600,000 to 1 million by 2031. Within Bicester this target is for 60,000 cycle trips a week by 2031, a 200% increase from the baseline of 20,000.
- 2.14 The active travel strategy has identified five key areas or priorities that will be crucial in promoting and increasing walking and cycling:
- **“Commitment and Governance** - a clear promise at all levels across the council to treat walking and cycling as a policy priority
 - **Walkable Communities** - a compact urban realm with easy to reach destinations on foot and by cycle
 - **Inclusive Cycle Networks** - that are safe, identifiable, visible, comprehensive and of high quality, including links across towns and villages

- **Managing Motor Traffic** - through measures such as modal filters, reducing traffic speeds, reducing road capacity, and increasing the cost of parking
- **Building the Cultural Norm** - a local social consensus and practice that supports and promotes walking and cycling and enables residents build their lives around active travel modes for local journeys.”

The Cherwell Local Plan 2011 – 2031

2.15 The Cherwell Local Plan sets out proposals to promote the district by supporting the local economy and communities between its publication to the year 2031.

2.16 The Local Plan addresses transport and builds on the themes found in the Connecting Oxfordshire Local Transport Plan 2015-2031, which at the Local Plans publication was the most up to date Local Transport Plan, though has since been superseded by the LTCP. Policy SLE 4 highlights this:

“The Council will support the implementation of the proposals in the Movement Strategies and the Local Transport Plan to deliver key connections, to support modal shift and to support more sustainable locations for employment and housing growth.

We will support key transport proposals including:

- *Transport Improvements at Banbury, Bicester and the Former RAF Upper Heyford in accordance with the County Council’s Local Transport Plan and Movements Strategies*
- *Projects associated with East-West rail including new stations at Bicester Town and Water Eaton*
- *Rail freight associated development at Graven Hill, Bicester*
- *Improvements to M40 junctions.*

Consultations on options for new link and relief roads at Bicester and Banbury will be undertaken through the Local Transport Plan (LTP) review process. Routes identified following strategic options appraisal work for LTP4 will be confirmed by the County Council and will be incorporated into Local Plan Part 2.

New development in the District will be required to provide financial and/or in-kind contributions to mitigate the transport impact of development.

All development where reasonable to do so, should facilitate the use of sustainable modes of transport to make the fullest possible use of public transport, walking and cycling. Encouragement will be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Development which is not suitable for the roads that serve the development and which have a severe traffic impact will not be supported.”

2.17 Additionally, the Local Plan outlines strategic development sites within Bicester, with Policy Bicester 1: North West Bicester Eco Town, being located c.300m north west of the south western edge of the proposed residential development site off Fringford Road, Caversfield.

2.18 Policy Bicester 1 states a development area of 390 hectares for...

“A new zero carbon mixed use development including 6,000 homes will be developed on land identified at North West Bicester. Planning permission will only be granted for development at North West Bicester in accordance with a comprehensive masterplan for the whole area to be approved by the Council as part of a North West Bicester Supplementary Planning Document. The Council will expect the Masterplan and applications for planning permission to meet the following requirements: (...)

- *Jobs created – At least 3,000 jobs (approximately 1,000 jobs on B use class land on the site) within the plan period (...)*
- *Mixed use local centre hubs to include employment (B1(a), A1, A2, A3, A4, A5, C1, D1 and D2)*
- *Education – Sufficient secondary, primary and nursery school provision on site to meet projected needs. It is expected that four 2 Forms of Entry primary schools and one secondary school will be required. There should be a maximum walking distance of 800 metres from homes to the nearest primary school.*
- *Health – to provide for a 7 GP surgery to the south of the site and a dental surgery. (...)*
- *Green infrastructure – 40% of the total gross site area will comprise green space of which at least half will be publicly accessible and consist of a network of well managed, high quality green/open spaces which are linked to the open countryside. This should include sports pitches, parks and recreation areas, play spaces, allotments, the required burial ground (possibly a woodland cemetery) and SUDS. (...)*
- *Access and Movement – proposals to include appropriate crossings of the railway line to provide access and integration across the North West Bicester site. Changes and improvements to Howes Lane and Lords Lane to facilitate integration of new development with the town.*
- *Community facilities – to include facilities for leisure, health, social care, education, retail, arts, culture, library services, indoor and outdoor sport, play and voluntary services. The local centre hubs shall provide for a mix of uses that will include retail, employment, community and residential provision. Education, health care, community and indoor sports facilities will be encouraged to locate in local centres and opportunities for co-location will be welcomed.”*

2.19 Relevant key site-specific design and place shaping principles in Policy Bicester 1 are included below:

- *“Layout of development that enables a high degree of integration and connectivity between new and existing communities.*
- *A layout that maximises the potential for walkable neighbourhoods.*
- *New footpaths and cycleways should be provided that link with existing networks, the wider urban area and community facilities with a legible hierarchy of routes to encourage sustainable modes of travel.*
- *A layout which makes provision for and prioritises non-car modes and encourages a modal shift from car use to other forms of travel.*
- *Infrastructure to support sustainable modes of transport will be required including enhancement of footpath and cyclepath connectivity with the town centre, employment and rail stations. Measures to ensure the integration of the development with the remainder of the town including measures to address movement across Howes Lane and Lords Lane.*
- *Maximisation of the sustainable transport connectivity in and around the site*
- *Good accessibility to public transport services should be provided for, including the provision of a bus route through the site with buses stopping at the railway stations and at new bus stops on the site.*
- *Significant green infrastructure provision, including new footpaths and cycleways, enhancing green modal accessibility beyond the site to the town centre and Bicester Village Railway Station, and adjoining developments. Public open space to form a well connected network of green areas suitable for formal and informal recreation.”*

3.0 Background Information and Highway Safety

Site Location

- 3.1 The site is located on the western edge of Caversfield and c.2.5km north of Bicester Town Centre.
- 3.2 The site is bounded by Fringford Road to the east, Aunt Ems Lane to the south, Caversfield House and grounds to the west, and agricultural land to the north.

Highway Network

- 3.3 Fringford Road is a local distributor road connecting to the A4095 c.550m south of the site. Fringford Road routes through Caversfield and up to Fringford to the north of the site; Skimmingdish Lane forms a junction with Fringford Road opposite the site, connecting east to the A4421.
- 3.4 The A4421 links Bicester to the A421, providing access to Buckingham and Milton Keynes.
- 3.5 Aunt Elms Lane is a rural lane with a single carriageway width of c.5.0m, with grassed verges on both sides and a 40mph speed limit that changes to the national speed limit c.50m west of the junction with Fringford Road.
- 3.6 Fringford Road is a single carriageway route c.6.0m in width, and features a footway on the eastern side only, varying in width but generally c.1.8m in the vicinity of the site and c.1.5-1.8m to the south. This footway ties into a footway c.1.5m in width located along the northern side of Skimmingdish Lane's carriageway.
- 3.7 Past the site frontage, Fringford Road is subject to a 40mph speed limit, with the internal network of Caversfield (from Skimmingdish Lane) being subject to a 30mph speed limit. To the north of the site at the gateway feature, the speed limit changes to the National Speed Limit; this is similarly the case to the south of the site c.110m south of the Fringford Road junction with Aunt Ems Lane.
- 3.8 The strategic road network can be accessed via the M40 running north to south beyond the western edge of Bicester. To/from the north, it would be expected that traffic would access the M40 at Junction 10, via the B4100 and A43 (at Baynards Green); whilst to/from the south, it is likely that traffic would route around Bicester to access the M40 at Junction 9, which also provides access to Oxford via the A34.

Accident Data

- 3.9 To establish road safety conditions on the highway network in the vicinity of the site, Personal Injury Accident (PIA) data has been obtained from OCC. The data is included in this report as **Appendix A**. The search area incorporates the following junctions and sections of road in between:
 - B4100/Aunt Ems Lane Priority T Junction
 - B4100/A4095 Priority Roundabout
 - A4095/Fringford Road Priority T Junction
 - A4095/Heather Road Priority T Junction
 - A4095/Hornbeam Road Priority T Junction
 - A4095/A4421/Skimmingdish Lane/ Buckingham Road Priority Roundabout

- A4421/Skimmingdish Lane Priority T Junction
- Fringford Road/Skimmingdish Lane Priority T Junction
- Fringford Road/Aunt Ems Lane Priority T Junction

3.10 The data provided by OCC covers the most recent five-year period available (01/01/2018 – 31/12/2022). A total of 20 PIAs have occurred in the search area, 17 classified as slight, three as serious and none as fatal.

3.11 A summary of the accident data for the search area is included in **Table 1**.

Table 1 – Caversfield PIAs

Location	Severity			Total	Casualty Type	
	Slight	Serious	Fatal		Pedestrian	Cyclist
Junctions						
B4100/Aunt Ems Lane	-	1	-	1	-	-
B4100/A4095	5	-	-	5	1	2
A4095/Fringford Road	1	-	-	1	-	-
A4095/Heather Road	2	-	-	2	-	2
A4095/Hornbeam Road	-	1	-	1	-	-
A4095/A4421/Skimmingdish Lane/ Buckingham Road	4	-	-	4	-	1
A4421/Skimmingdish Lane	2	-	-	2	-	-
Links						
Fringford Road	1	-	-	1	-	-
A4421	1	1	-	2	1	1
A4095	1	-	-	1	-	-
TOTAL	17	3	0	20	2	6

3.12 No incidents were recorded in the latest five-year period at the following junctions in the immediate vicinity of the site:

- Fringford Road/Skimmingdish Lane Priority T-Junction
- Fringford Road/Aunt Ems Lane Priority T-Junction

3.13 To the northwest of the site, there was one serious incident at the junction of B4100/Aunt Ems Lane Priority T-Junction, and one slight incident occurring on Fringford Road south of the proposed site. Both accident descriptions indicate that these were weather related incidents with loss of concentration from one or both drivers, rather than being related to the highway network being defective in terms of design.

3.14 Further afield there were 14 incidents recorded at junctions with or sections of road along the A4095; 13 of these were slight injury accidents, whilst one was a serious injury accident albeit involving just a single vehicle.

3.15 Given the traffic flows that pass along these routes, the volume of accidents is not considered significant, and it is worth noting that any single junction has, at most, an average of just one accident per annum.

3.16 In addition to the above, there were four injury accidents recorded at junctions with or sections of road along the A4421; three of which were slight injury accidents and one was a serious injury involving a pedestrian.

3.17 However, the serious injury accident was caused by improper use of a pedestrian crossing facility.

- 3.18 Again, none of the recorded accidents had causation factors related to the highway network being defective in terms of design.
- 3.19 Whilst all PIAs are regrettable, the analysis does not identify any specific accident patterns across the highway network in vicinity of the site; in addition, the number of accidents is not significant given the high level of traffic flow across the network, with any single location having, at most, one accident per annum.

4.0 Sustainability and Local Facilities

Introduction

- 4.1 This section provides an overview of the existing sustainable travel options and local facilities that will be available to future residents of the site. The summary includes options for walking, cycling and using public transport.

Local Facilities

- 4.2 It is generally understood that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. The suggested acceptable walking distances to common facilities are presented in **Table 2** below.

Table 2 – Suggested Walking Distances (IHT Guidelines)

	Town Centre (m)	Commuting/Schools/ Sightseeing (m)	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

- 4.3 In addition to the IHT guidance, Manual for Streets (MfS) and the National Design Guide (2021) states that ‘walkable neighbourhoods’ are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.
- 4.4 MfS also states that the 800m walking distance is not an upper limit and references the former PPG13 guidance in respect of walking replacing short car trips, particularly those under 2km.
- 4.5 Table NTS0303 of the 2022 National Travel Survey (released August 2023) indicates that the average walk trip distance in 2022 was 0.7 miles or 1.12km.
- 4.6 The 2022 National Travel Survey also states that walking was the most frequent mode used for short trips, with 83% of trips under one mile being undertaken by foot in 2022; this is a slight increase compared to 2021 (82%) and 2019 (80%).
- 4.7 There is also potential for short car trips to be substituted for cycle trips, and for longer trips to be substituted by a combination of cycle and public transport trips.
- 4.8 The CIHT Planning for Cycling document (2014) states that “*The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a).*”

- 4.9 The DfT Cycling and Walking Investment Strategy (2017) also refers to the threshold of 5 miles (or 8km), stating that *“Two out of every three personal trips are within five miles - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking.”*
- 4.10 In terms of the 2022 National Travel Survey, Table NTS0303 indicates that the average cycle trip distance (for all purposes) in 2022 was 3.6 miles or 5.76km; therefore, it is reasonable to consider cycling as a viable mode of travel for distances up to 8km.
- 4.11 The local facilities in the vicinity of the site can be seen in **Figure 4.1**, and a list of these is provided in **Table 3** below.

Table 3 – Local Facilities

Facility	Distance from Site
Caversfield Park	600m
Bicester Heritage	1.00km
Southwold Play Area	1.10km
Charlotte Avenue Play Area	1.20km
Bubbles Pre-School	1.25km
Bicester Baptist Church	1.25km
Tesco Express	1.30km
Southwold Primary School	1.30km
Holm Square Facilities (Incl. Takeaways and Hairdressers)	1.30km
Gagle Brook Primary School	1.30km
Elmsbrook Community Forest School	1.40km
Co-Op Food	1.50km
Busy Bees Day Nursery	1.50km
Bure Park Local Centre (Incl. Takeaways, Public House, Places of Worship, and Hairdressers)	1.50km
Bure Park Primary School	1.60km
Braeburn Avenue Play Area	1.70km
Sage Street Play Area	1.75km
Buckingham Road Facilities (Incl. Medical Practice, Pharmacy, Convenience Store, Nursery School, and Takeaways)	1.85–2.00km
Bardwell School	2.00km
Glory Farm School	2.00km
The Cooper School	2.25km

Note: Measurements taken from centre of the site to destinations using existing pedestrian routes.

- 4.12 **Table 3** demonstrates that there are several local facilities within walking distance of the site, with nearly all facilities identified falling within the 2km upper limit outlined within the former PPG13 guidance.

- 4.13 A plan of the local area showing 800m, 1.2km and 2.0km walk distances from the site can be seen in **Figure 4.2**.
- 4.14 Additionally, the close proximity of the site to the Bicester North West Eco Town development means that as that strategic development is built out, the proposed site at Caversfield will benefit from access to further local facilities constructed as part of the development (as outlined in paragraph 2.18).

Accessibility by Foot

- 4.15 Footways are currently present along both sides of Fringford Road between Aunt Ems Lane and the existing access to the site, c.2.0m in width. A footway then continues along the eastern side of Fringford Road down to the A4095 where it becomes a shared footway/cycleway and a signalised toucan crossing is present, allowing for the safe crossing of the A4095 for both pedestrians and cyclists.
- 4.16 To the south of the A4095, several traffic-free pedestrian/cycle routes are present, providing access to Bicester Town Centre and local employment areas and facilities.
- 4.17 Footways are also provided on both sides of Skimmingdish Lane, providing access to the existing shared footway/cycleway on the A4421.
- 4.18 The local Public Right of Way (PRoW) network can be accessed off Fringford Road to the north of Caversfield, providing traffic-free connections into the local countryside and towards neighbouring villages.

Accessibility by Cycle

- 4.19 Fringford Road is subject to a 40mph speed limit along the site frontage before changing to the national speed limit both north and south of the site, whilst the residential roads of Caversfield are subject to a 30mph speed limit.
- 4.20 As indicated above, shared footways/cycleways are present from the Fringford Road/A4095 junction as well as the Skimmingdish Lane/A4421 junction, with signalised crossings also present across the main roads, allowing for safe crossing and continued access into Bicester Town Centre and the various local centres/facilities to the south of the site.
- 4.21 A network of traffic-free routes are present throughout Bicester, connecting the residential areas of the town with local centres, railway stations, Bicester Town Centre, and Bicester Village.
- 4.22 The National Cycle Network (NCN) Route 51 runs through the centre of Bicester, connecting Oxford and Milton Keynes. It can be accessed c.2.8km south of the site at the Sheep Street/Bell Lane junction and has both on-road and traffic-free sections within the Town Centre, connecting with the local routes and pedestrian/cycleways throughout the town.
- 4.23 A plan of the local area showing the 5.0km cycling distance, 8.0km cycling distance, and NCN Route 51, can be seen in **Figure 4.3**.
- 4.24 As set out in Section 5.0, improvements will be delivered by the proposed development site in line with LTN 1-20 guidance to support sustainable travel by bicycle.

Committed Development

- 4.25 As part of the outline planning permission granted for up to 530 residential dwellings at ‘*Land at North West Bicester, Charlotte Avenue, Bicester*’ (ref. 21/01630/OUT), allowed at Appeal (ref. 23/00062/NON) on 25th July 2023, a pedestrian crossing is proposed across the B4100 at St Laurence Church which is currently inaccessible by residents of the proposed development site, and Caversfield to the east (due to the lack of footway provision along Aunt Ems Lane).
- 4.26 Therefore, this represents an opportunity for the proposed development site to increase accessibility for pedestrian and cyclists between Caversfield and the local facilities and public transport connections within the strategic North West Bicester Eco Town development, through the provision of a new pedestrian connection along Aunt Ems Lane.
- 4.27 Further details are provided in Section 5.0.

Accessibility by Bus

- 4.28 The closest bus stop to the site is located c.950m from the site on the A4421, providing access to the X5 service operated by Stagecoach East.
- 4.29 An alternative stop is located c.1.0km from the site on Charlotte Avenue, providing access to the 500 service operated by Stagecoach Oxfordshire.
- 4.30 The southbound stops on Charlotte Avenue and on the A4421 take the form of shelters with seating, whilst the other stops are flagpole stops.
- 4.31 A summary of the frequency of the accessible services is set out in **Table 4**; up-to-date timetables can be found at the Traveline website (traveline.info).

Table 4 – Local Bus Services

Service No.	Location	Route	Frequency (approx.)		
			Mon - Fri	Sat	Sun
X5	A4421	Bedford – Milton Keynes – Buckingham –Bicester – Oxford	Every 30-60 mins	Every 30-60 mins	Every 60 mins
500	Charlotte Avenue	Banbury – Brackley – Elmsbrook – Bicester	Every 60 mins	Every 60 mins	Every 60 mins

- 4.32 **Table 4** demonstrates that there are regular bus services for those residents travelling into the centre of Bicester or Bicester Village, as well as the local towns/cities of Brackley, Oxford, Buckingham, Milton Keynes, and Bedford.
- 4.33 Further bus stops within Bicester Town Centre offer an even greater number of bus services for access across the local area.
- 4.34 On the basis of the pre-app discussions with the LHA, it is expected that the proposed site will make a contribution towards bus service improvements via S106; the contribution will be discussed and agreed with the LHA in due course.

Accessibility by Rail

- 4.35 Bicester North Railway Station is located c.2.4km south of the site in the northern part of Bicester. It can be accessed via a c.27-minute walk, a c.9-minute cycle, a c.6-minute bus journey via the X5 service, or a c.5-minute car journey.
- 4.36 The station benefits from 65 sheltered cycle parking spaces and 530 car parking spaces, 6 of which are accessible spaces; these are located directly adjacent to the station building.
- 4.37 The station is on the Chiltern Main Line and operated by Chiltern Railways; services run from this station half hourly to London Marylebone (via High Wycombe) and hourly to Birmingham Moor Street/Snow Hill (via Banbury, Leamington Spa and Solihull).
- 4.38 The first direct outbound service to London Marylebone is at 05:33 and the last direct outbound service is at 22:50; the first direct inbound service arrives at Bicester North at 06:55 and the last direct inbound service arrives at 01:25 the following day.
- 4.39 The first direct outbound service to Birmingham Moor Street is at 05:50 and the last direct outbound service is at 23:50; the first direct inbound service arrives at Bicester North at 06:17 and the last direct inbound service arrives at 22:19.
- 4.40 Bicester Village Railway Station is located c.3.5km from the site. The additional service it provides is a half hourly service to Oxford (via Oxford Parkway), with the other service being to London Marylebone.
- 4.41 It is therefore considered that future residents will have a realistic option to travel by rail for work, leisure, and/or education purposes, particularly as part of a multi-modal sustainable trip, such as a cycle/rail trip.

5.0 Development Proposals

Access Strategy

- 5.1 The proposed site access junction will take the form of a priority-controlled T-junction with Fringford Road, which will also provide an improvement to the existing Fringford Road/Skimmingdish Lane junction.
- 5.2 The proposed site access design is shown on drawing **T21575.001 rev A**.
- 5.3 The junction with Fringford Road will provide a 5.5m carriageway with 6.0m entry and exit radii, a 2.0m footway on the eastern side and a 3.0m shared pedestrian footway/cycleway on the western side in line with Table 6-3 of the LTN 1/20 guidance in respect of shared facilities.
- 5.4 The access junction is proposed c.50m north of the existing Fringford Road junction with Skimmingdish Lane; the design also incorporates the closure of the existing access to South Lodge for vehicular traffic, which is directly opposite Skimmingdish Lane.
- 5.5 Swept path analysis is shown on drawing **T21575.002 rev A** and demonstrates that the access junction can accommodate the largest vehicle expected to require access to the site, which is a large refuse vehicle.
- 5.6 Visibility splays of 2.4m x 102m are provided in both directions, in line with speed survey results undertaken in September 2023 in the vicinity of the site.
- 5.7 However, it is worth noting that the development is proposing a reduction in the speed limit to 30mph along Fringford Road, with the existing gateway feature relocated c.15m south of its current location on Fringford Road and incorporating some traffic-calming speed cushions.
- 5.8 As such, the visibility splays shown are robust and it is likely that 43m splays will be sufficient should the proposed speed limit reduction be agreed with the LHA.
- 5.9 There are a number of traffic calming features proposed to support the reduced speed limit including incorporating a raised table design at the access junction and Fringford Road/Skimmingdish Lane junction, plus (as indicated above) three sets of speed cushions spaced every c.70m apart, the first located to the north of the gateway feature and continuing to the north of the Fringford Road/Aunt Ems Lane junction.
- 5.10 The precise details of any measures will need to be agreed with the LHA in due course, in respect of their form, frequency and function.
- 5.11 The development will provide footways to/from the site, 2.0m in width, that tie into the existing pedestrian infrastructure along Fringford Road and Skimmingdish Lane.
- 5.12 Additionally, a footway is proposed from the southwest corner of the site along the northern edge of Aunt Ems Road and the B4100, to connect to the committed pedestrian crossing at St Laurence Church as part of 'Land at North West Bicester, Charlotte Avenue, Bicester' (ref. 21/01630/OUT).
- 5.13 As set out earlier in this report, this will provide a direct pedestrian route between the proposed development site and the North West Bicester Eco Town development. The footway will be 2.0m in width, narrowing to 1.5m for a short distance alongside the existing boundary wall on Aunt Ems Lane due to the constraint imposed by the wall; however, this is the minimum width prescribed within the DfT Inclusive Mobility guidance.

- 5.14 A shared 3.0m wide footway/cycleway is also proposed along the eastern side of Fringford Road, connecting the site into the existing shared pedestrian footway/cycleway network at the A4095, and thus providing a direct traffic-free route into Bicester.
- 5.15 The shared route will run along the western side of Fringford Road up to a new 'Tiger' Crossing that will facilitate safe pedestrian and cycle access across Fringford Road onto the eastern side.
- 5.16 The shared pedestrian footway/cycleway will then continue south along the eastern side of Fringford Road, crossing Skimmingdish Lane, before continuing south along the eastern side of Fringford Road for c.500m before it ties into the existing network on the A4095.
- 5.17 As indicated above, this proposed route is in line with Table 6-3 of the LTN 1/20 guidance which provides sufficient width (at 3.0m) for up to 300 pedestrians and 300 cyclists per hour.
- 5.18 As discussed with the LHA at pre-app stage, in order to accommodate the 3.0m width shared pedestrian footway/cycleway, there are a few sections of Fringford Road where the existing carriageway space has been narrowed in order to provide the pedestrian/cycle route, but with a minimum retained carriageway width of 5.5m (essentially reallocating the road space to pedestrians and cyclists).
- 5.19 The proposals set out above are shown on **drawing T21575.003**.
- 5.20 It is worth noting that this will also materially improve the pedestrian and cycle accessibility for existing residents of Caversfield.

Internal Layout

- 5.21 The internal layout of the proposed development will be designed in accordance with the guidelines of Manual for Streets (MfS) and MfS2, and the OCC residential design guidance.
- 5.22 Sufficient parking for the site will be provided through on-plot parking for each dwelling along with visitor parking provision and where appropriate; in addition, policy compliant levels of EV parking will be delivered.
- 5.23 On-plot cycle parking will also be provided for each dwelling of the development, this will be sheltered and secure, and in the form of appropriately sized private garages, or sheds where appropriate.

6.0 Traffic Generation, Distribution and Assignment

Traffic Generation

- 6.1 As set out in the introduction, the proposed development is for 99 dwellings, but we have robustly tested a proposal for 110 residential dwellings.
- 6.2 As part of the scoping report, an initial traffic generation was derived using the TRICS database 7.10.2 and carried out in accordance with the TRICS Good Practice Guide.
- 6.3 The following parameters were used within the TRICS assessment:
- Land Use – Residential, Houses Privately Owned
 - Regions – United Kingdom (excl. Greater London and Northern Ireland)
 - Units – 50 to 150
 - Data Range – 01/01/2012 to 01/03/2023
 - Locations – Suburban Area, Edge of Town, Neighbourhood Centre
 - Sites with car ownership <1.0 removed
- 6.4 The TRICS output is provided as **Appendix B** and is summarised in **Table 5** below.

Table 5 – TRICS Analysis – 110 Residential Dwellings

Peak Period	Trip Rate (per dwelling)		Trips		Total
	In	Out	In	Out	
AM	0.148	0.356	16	39	55
PM	0.347	0.166	38	18	56

AM peak is 08:00-09:00, PM peak is 17:00-18:00; trips have been rounded

- 6.5 The traffic generation detailed in **Table 5** above indicates that the proposed development is forecast to generate 55 two-way vehicle trips in the AM peak, and 56 two-way vehicle trips in the PM peak.
- 6.6 This equates to less than one additional vehicle on the highway network every minute, in either direction, during each peak hour period.
- 6.7 In addition to the above TRICS analysis, as part of the scoping assessment, we also considered the vehicle trip generation set out in Table 7-14 of the Transport Assessment (TA) for the 530 residential dwellings on 'Land at North West Bicester, Charlotte Avenue, Bicester' (ref. 21/01630/OUT), which sets out total peak hour vehicular trips as being 40% of the total person trips.
- 6.8 Table 7-14 of the TA for the Appeal site indicated that for 530 dwellings, the vehicular trip generation would be as follows (for the 40% assumption):

AM Arrivals = 79

Departures = 219

Total = 298

PM Arrivals = 161

Departures = 107

Total = 268

6.9 However, paragraph 45 of the Appeal decision sets out an amendment to this assumption, where as part of the Appeal, evidence showing an updated traffic model was submitted, amended to reflect a 50% car share for 530 dwellings.

6.10 This gave the following vehicular trip generation for the Charlotte Avenue site:

AM Arrivals = 101

Departures = 275

Total = 376

PM Arrivals = 202

Departures = 134

Total = 336

6.11 The above 50% analysis equates to vehicular trip rates of 0.187 Inbound and 0.517 Outbound in the AM peak hour; and 0.379 Inbound and 0.253 Outbound in the PM peak hour.

6.12 As these trip rates are higher than the TRICS assessment set out in **Table 5**, and the Charlotte Avenue Appeal site is within 500m of the proposed development site, we have set out our updated traffic generation in **Table 6** below.

Table 6 – Charlotte Avenue 50% Assumption – 110 Residential Dwellings

Peak Period	Trip Rate (per dwelling)		Trips		Total
	In	Out	In	Out	
AM	0.187	0.517	21	57	78
PM	0.379	0.253	42	28	70

AM peak is 08:00-09:00, PM peak is 17:00-18:00; trips have been rounded

6.13 The updated traffic generation detailed in **Table 6** above indicates that the proposed development is forecast to generate 78 two-way vehicle trips in the AM peak, and 70 two-way vehicle trips in the PM peak.

6.14 This equates to just over one additional vehicle on the highway network every minute, in either direction, during each peak hour period.

Traffic Distribution and Assignment

6.15 It is proposed to distribute and assign the forecast residential development traffic across the highway network in line with that used for the Charlotte Avenue Appeal site.

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- 6.16 Therefore, as per the TA report for that site, the distribution/assignment of vehicle trips is set out below:
- North = 15.6%:
 - Fringford Road/A4421 = 7.8%
 - Aunt Ems Lane/B4100(N): 7.8%
 - East = 17.8%:
 - Skimmingdish Lane/A4421/A4095(E) = 8.9%
 - Fringford Road/A4095(E) = 8.9%
 - South = 16.7% (Fringford Road/A4095(W)/Banbury Road)
 - West = 49.9% (Fringford Road/A4095(W))
- 6.17 The development traffic assignment is set out in detail alongside the baseline and future assessment year traffic flows in Section 7.0.

7.0 Traffic Impact and Junction Capacity Analysis

Baseline Traffic Data

- 7.1 Manual Classified Count (MCC) traffic surveys were commissioned and undertaken in September 2023 at the following junctions:
- B4100/Aunt Ems Lane Priority T Junction
 - A4421/Skimmingdish Lane Priority T Junction
 - Fringford Road/Skimmingdish Lane/ South Lodge Priority Crossroads Junction
 - Fringford Road/Aunt Ems Lane Priority T Junction
- 7.2 The MCC surveys were undertaken on Thursday 7th September 2023 between 07:00 and 10:00, and between 16:00 and 19:00.
- 7.3 An Automatic Traffic Count (ATC) was also undertaken on Fringford Road, in the vicinity of the site, for a 7-day period between Tuesday 5th and Monday 11th September 2023; this collected speed and traffic flow data to inform the site access design as set out in Section 5.0.
- 7.4 The traffic count data is included as **Appendix C** to this report.

Geographical Scope

- 7.5 The impact of the development traffic has been assessed at the following junctions;
- Site Access (Proposed)/Fringford Road/Skimmingdish Lane Priority Staggered Crossroads Junction;
 - Fringford Road/Aunt Ems Lane Priority T-Junction;
 - B4100/Aunt Ems Lane Priority T-Junction;
 - A4421/Skimmingdish Lane Priority T-Junction;
 - Fringford Road/A4095 Priority Junction;
 - A4095/Banbury Road/B4100 Priority Roundabout Junction;
 - A4095/Buckingham Road/A4421 Roundabout Junction.
- 7.6 The flow diagrams for the development traffic can be seen in **Figures 7.1 to 7.16**.
- 7.7 Beyond the site access junction, the development traffic is predicted to split 7.8% to/from the north, 83.3% to/from the south and 8.9% to/from the east.
- 7.8 The Fringford Road junctions with Skimmingdish Lane (modelled as a staggered junction with the access within this report) and Aunt Ems Lane would be impacted the most with an additional 65 two-way movements passing through the latter during the AM peak hour and an additional 57 two-way vehicular movements during the PM peak hour. This equates to just over one additional vehicle a minute.

- 7.9 At the B4100/Aunt Ems Lane Priority T-junction, up to 6 additional vehicles are predicted to pass through the junction at the AM peak hour and up to 7 additional vehicles at the PM peak hour. This equates to one additional vehicle movement approximately every 8 minutes.
- 7.10 At the A4421/Skimmingdish Lane Priority T-junction, up to 7 additional movements in the AM peak and up to 6 in the PM peak are predicted to pass through the junction. This also equates to an additional vehicle movement approximately every 8 minutes.
- 7.11 We are aware that planning permission for improvements to the existing junctions on the Fringford Road/A4095 Priority Junction and the A4095/Banbury Road/B4100 Roundabout Junction was granted in November 2021, with the scheme reviewed and revised in 2022, and construction scheduled to begin in early 2024.
- 7.12 The proposals are for the roundabout to be converted into a signalised crossroads with improvements also to be made to the Fringford Road/A4095 junction, including to the crossing facilities on the A4095 (E) arm. These improvements aim to improve traffic flow and encourage more walking and cycling. These improvements will be assessed to include the future traffic generated associated with the North West Bicester Eco Town strategic development as part of North West Bicester Masterplan.
- 7.13 The proposed development will add 59 vehicles in the AM peak hour and 53 vehicles in the PM peak hour, which equates to just less than one additional vehicle every minute in each peak hour.
- 7.14 On the basis of the above, if the signals scheme operates on a 60-second cycle this would represent one additional vehicle per cycle; or on a 120-second cycle, two additional vehicles per cycle, on average.
- 7.15 Therefore, our view is that there would not be a material impact at these junctions and the additional development traffic could be accommodated within the signal scheme operation.
- 7.16 In addition to the above, OCC has confirmed the existing roundabout junction of the A4095/Buckingham Road/Skimmingdish Lane/A4421 is proposed to be improved as part of the Eastern Peripheral Route scheme. These improvements will be assessed to include the future traffic generated associated with the North West Bicester Eco Town strategic development as part of North West Bicester Masterplan.
- 7.17 At this stage, whilst the junction is currently congested during both peak hours, an additional 14 vehicles are predicted to pass through this junction, which equates to one additional vehicle every c.4 minutes; as such, we do not consider that the impact of the proposed development in this location would be severe.
- 7.18 However, further discussion between the applicant and OCC on potential financial contributions towards junction improvements is expected post-submission.
- 7.19 We have undertaken formal junction capacity assessments at the following junctions;
- Proposed Site Access/Fringford Road/Skimmingdish Lane Priority Staggered Crossroads Junction
 - Fringford Road/Aunt Ems Lane Priority T Junction
 - B4100/Aunt Ems Lane Priority T Junction
 - A4421/Skimmingdish Lane Priority T Junction

Traffic Impact Methodology

- 7.20 Junctions in the study area have been assessed for the AM and PM peak periods for the following proposed scenarios:
- 2023 Base
 - 2031 Base + Committed Development
 - 2031 Base + Committed Development + Proposed Development
- 7.21 The traffic growth factors used to forecast future year base traffic have been derived from the TEMPro 8.0 Core Scenario adjusted for NTM Traffic Growth Calculations. The growth factors used were for the study area Caversfield, Ambrosden & Fringford – 2011 census middle super output area (E02005931 : Cherwell 011).
- 2023 to 2031 Weekday AM = 1.0731
 - 2023 to 2031 Weekday PM = 1.0732
- 7.22 The MCC traffic survey data from September 2023 has been used as the baseline for the traffic analysis.
- 7.23 The vehicular trip generation for the Charlotte Avenue Appeal site derived from the appellants evidence document “*Appellant Highways Cons - 23.05.30 - Traffic Model (Amendments for Appeal - 530 - 50%)*” (ref. 23/00062/NON) outlined in **Table 7**, has been used as the Committed Development for the traffic analysis.

Site Access/ Fringford Road/Skimmingdish Lane Priority Staggered Crossroads Junction

- 7.24 The junction has been modelled using the PICADY module of Junction 10. The full output files for the junction, showing geometry and capacity calculations, are shown in **Appendix D**.
- 7.25 **Table 7** indicates how the junction is predicted to operate in the three scenarios tested.

Table 7 - Site Access/ Fringford Road/Skimmingdish Lane Priority Staggered Crossroads Junction

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)
2023 Base						
Fringford Road (N)	0.00	0.0	0.00	0.00	0.0	0.00
Skimmingdish Lane	0.09	0.1	6.27	0.13	0.1	7.24
Fringford Road (S)	0.05	0.1	5.88	0.06	0.1	5.29
South Lodge	0.00	0.0	0.00	0.00	0.0	0.00
2031 Base + Committed						
Fringford Road (N)	0.00	0.0	0.00	0.00	0.0	0.00
Skimmingdish Lane	0.10	0.1	6.37	0.14	0.2	7.37
Fringford Road (S)	0.06	0.1	5.91	0.07	0.1	5.27
South Lodge	0.00	0.0	0.00	0.00	0.0	0.00

2031 Base + Committed + Development						
Fringford Road (N)	0.00	0.0	4.82	0.01	0.0	5.43
Skimmingdish Lane	0.11	0.1	6.66	0.15	0.2	7.61
Fringford Road (S)	0.06	0.1	5.94	0.07	0.1	5.36
Site Access	0.10	0.1	6.41	0.05	0.1	6.27

RFC – Ratio of Flow to Capacity, Queue – Max Mean Queue, Delay – Seconds per vehicle

7.26 **Table 8** demonstrates that the proposed site access junction will operate comfortably within capacity with minimal queues and delays in all scenarios; the proposed development traffic has a negligible impact on the operation of Skimmingdish Lane.

Fringford Road/Aunt Ems Lane Priority T Junction

7.27 The junction has been modelled using the PICADY module of Junction 10. The full output files for the junction, showing geometry and capacity calculations, are shown in **Appendix C**.

7.28 **Table 8** indicates how the junction is predicted to operate in the three scenarios tested.

Table 8 - Fringford Road/Aunt Ems Lane Priority T Junction

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)
2023 Base						
Fringford Road (N)	0.24	0.4	6.87	0.09	0.1	6.26
Aunt Ems Lane	0.06	0.1	5.48	0.10	0.1	5.53
2031 Base + Committed						
Fringford Road (N)	0.26	0.4	7.00	0.10	0.1	6.26
Aunt Ems Lane	0.06	0.1	5.50	0.11	0.1	5.60
2031 Base + Committed + Development						
Fringford Road (N)	0.27	0.5	6.90	0.10	0.1	6.26
Aunt Ems Lane	0.06	0.1	5.57	0.11	0.1	5.72

RFC – Ratio of Flow to Capacity, Queue – Max Mean Queue, Delay – Seconds per vehicle

7.29 **Table 8** demonstrates that the junction will operate comfortably within capacity with minimal queues and delays in all scenarios; the proposed development traffic has a negligible impact on the operation of the junction.

B4100/Aunt Ems Lane Priority T Junction

7.30 The junction has been modelled using the PICADY module of Junction 10. The full output files for the junction, showing geometry and capacity calculations, are shown in **Appendix C**.

7.31 **Table 9** indicates how the junction is predicted to operate in the three scenarios tested.

Table 9 – B4100/Aunt Ems Lane Priority T Junction

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)
2023 Base						
B4100 (S)	0.04	0.0	5.26	0.02	0.0	4.50
Aunt Ems Lane	0.31	0.5	12.21	0.11	0.1	8.89
2031 Base + Committed						
B4100 (S)	0.05	0.1	5.10	0.03	0.0	4.16
Aunt Ems Lane	0.43	0.7	18.53	0.14	0.2	10.74
2031 Base + Committed + Development						
B4100 (S)	0.05	0.1	5.00	0.03	0.0	4.16
Aunt Ems Lane	0.46	0.8	20.77	0.15	0.2	11.11

RFC – Ratio of Flow to Capacity, Queue – Max Mean Queue, Delay – Seconds per vehicle

7.32 **Table 9** demonstrates that the junction will operate comfortably within capacity with minimal queues and delays in all scenarios; the proposed development traffic has a negligible impact on the operation of the junction.

A4421/Skimmingdish Lane Priority T Junction

7.33 The junction has been modelled using the PICADY module of Junction 10. The full output files for the junction, showing geometry and capacity calculations, are shown in **Appendix C**.

7.34 **Table 10** indicates how the junction is predicted to operate in the three scenarios tested.

Table 10 – A4421/Skimmingdish Lane Priority T Junction

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)
2023 Base						
A4421 (N)	0.00	0.0	4.11	0.02	0.0	4.70
Skimmingdish Lane	0.19	0.2	9.78	0.09	0.1	9.76
2031 Base + Committed						
A4421 (N)	0.00	0.0	4.03	0.02	0.0	4.61
Skimmingdish Lane	0.22	0.3	10.88	0.11	0.1	10.75
2031 Base + Committed + Development						
A4421 (N)	0.23	0.3	11.12	0.12	0.1	10.91
Skimmingdish Lane	0.00	0.0	4.03	0.02	0.0	4.61

RFC – Ratio of Flow to Capacity, Queue – Max Mean Queue, Delay – Seconds per vehicle

7.35 **Table 11** indicates that the junction will operate comfortably within capacity with minimal queues and delays in all scenarios; the proposed development traffic has a negligible impact on the operation of the junction.

7.36 The above analysis demonstrates that the assessed junctions will operate comfortably within capacity with minimal queues and delays, in the 2031 future year scenario using TEMPro traffic growth and incorporating local committed development traffic.

Bicester Transport Model (BTM) Sensitivity Testing

7.37 While the results of the junction capacity assessment as part of this TA outlines all assessed junctions will operate comfortably within capacity with minimal queues and delays in 2031, after committed and proposed development is added; for robustness, a sensitivity test has been undertaken to account for the traffic flows outlined in the BTM.

7.38 Traffic flows along the B4100 and A4421 from the 2031 Base BTM reference case, were derived from the Charlotte Avenue Appeal site appellants evidence document “*Appellant Highways Cons - 23.05.30 - Traffic Model (Amendments for Appeal - 530 - 50%)*” (ref. 23/00062/NON).

7.39 Therefore, we have assessed the same junctions set out above for the following scenarios:

- 2031 BTM + Committed Development Sensitivity Test
- 2031 BTM + Committed Development + Proposed Development Sensitivity Test
- 2031 BTM + Committed Development + Proposed Development (Avoiding Skimmingdish Lane Outbound) Sensitivity Test

7.40 **Table 11** indicates how the B4100/Aunt Ems Lane Priority T junction is predicted to operate.

Table 11 – B4100/Aunt Ems Lane Priority T Junction

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)
2031 BTM + Committed						
B4100 (S)	0.09	0.2	4.66	0.05	0.1	3.63
Aunt Ems Lane	1.07	10.8	256.46	0.26	0.3	23.69
2031 BTM + Committed + Development						
B4100 (S)	0.09	0.2	4.66	0.05	0.1	3.63
Aunt Ems Lane	1.14	13.7	306.85	0.28	0.4	25.48

RFC – Ratio of Flow to Capacity, Queue – Max Mean Queue, Delay – Seconds per vehicle

7.41 **Table 11** demonstrates that when using the 2031 BTM flows compared to the 2031 TEMPro future year flows, the Aunt Ems Lane arm will be over capacity in the AM peak hour.

7.42 However, it also clear that the introduction of the proposed development does not have a significant impact on the junction operation, with an increase in queue of 3 vehicles and an increase in delay of 50 seconds.

7.43 It is worth highlighting that beyond an RFC of 1.0 the results of the modelling should be treated with caution as the junction is operating beyond the modelling capabilities of the PICADY software.

7.44 **Table 12** indicates how the A4421/Skimmingdish Lane Priority T junction is predicted to operate.

Table 12 - A4421/Skimmingdish Lane Priority T Junction

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)
2031 BTM + Committed						
A4421 (N)	0.02	0.0	3.04	0.07	0.1	3.63
Skimmingdish Lane	1.55	18.3	595.27	9999999999.00	20.3	1601.21
2031 BTM + Committed + Development						
A4421 (N)	0.02	0.0	3.04	0.07	0.1	3.63
Skimmingdish Lane	1.66	21.2	648.55	9999999999.00	22.0	1622.58
2031 BTM + Committed + Development (Avoiding Skimmingdish Lane Outbound)						
A4421 (N)	0.02	0.0	3.04	0.07	0.1	3.63
Skimmingdish Lane	1.56	18.4	598.96	9999999999.00	20.3	1602.31

RFC – Ratio of Flow to Capacity, Queue – Max Mean Queue, Delay – Seconds per vehicle

- 7.45 **Table 12** demonstrates that when using the 2031 BTM flows compared to the 2031 TEMPro future year flows, the Skimmingdish Lane arm in both the AM peak hour and PM peak hour will be over capacity.
- 7.46 As indicated earlier, the junction is operating well beyond the modelling capabilities of the PICADY software, so the results should be treated with a significant degree of caution; that said, the additional development traffic does not have a significant impact on the operation despite this, with minimal increased in queues and delays in both peak hours.
- 7.47 We have undertaken a further sensitivity test, to model a scenario with proposed development traffic travelling to the A4095 (E) or A4421 actively avoiding the delay at this junction by instead making left-turns from Fringford Road to access the A4095 and A4421 instead. However, for arrivals it would be expected traffic flow would still route from the A4421(S) to Skimmingdish Road as it does not need to cross any oncoming traffic for this movement, so will not experience delays in doing so.
- 7.48 The results of that sensitivity test demonstrate that should re-routing occur, the impact of the proposed development on this junction would be negligible.
- 7.49 **Table 13** below demonstrates that after the reassigning of these trips along Fringford Road, the junctions are still well within capacity with minimal queues and delays.

Table 13 – Fringford Road Junctions – 2031 Base + Committed + Development (Including Reassigned Skimmingdish Lane Outbound Traffic)

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)
Site Access/ Fringford Road/Skimmingdish Lane Priority Staggered Crossroads Junction						
Fringford Road (N)	0.00	0.0	4.82	0.01	0.0	5.42
Skimmingdish Lane	0.11	0.1	6.68	0.15	0.2	7.62
Fringford Road (S)	0.06	0.1	5.94	0.07	0.1	5.36
Site Access	0.10	0.1	6.41	0.05	0.1	6.29

Fringford Road/Aunt Ems Lane Priority T Junction						
Fringford Road (N)	0.27	0.5	6.87	0.10	0.1	6.24
Aunt Ems Lane	0.06	0.1	5.57	0.11	0.1	5.72

RFC – Ratio of Flow to Capacity, Queue – Max Mean Queue, Delay – Seconds per vehicle

- 7.50 The analysis demonstrates that the proposed development traffic does not have a material impact on the local highway network in either peak hour.
- 7.51 In the 2031 BTM + Committed + Development scenario, whilst two of the junctions are forecast to operate well beyond capacity, the development does not significantly impact on their operation.
- 7.52 In addition, it is worth noting that the additional development traffic represents just 0.28% of traffic in the AM peak hour and 0.24% in the PM peak hour at the B4100/Aunt Ems Lane Priority T-Junction, while at the A4421/Skimmingdish Lane Priority T-Junction the proposed development traffic makes up 0.30% in the AM peak hour and 0.23% in the PM peak hour.

Mitigation

- 7.53 The proposed pedestrian and cycle improvements on Fringford Road are designed to follow the principles of the NPPF in putting pedestrians and cyclists above the private car.
- 7.54 The scheme proposed represents a significant improvement not just for the proposed development site, but for all residents of Caversfield, and will deliver a significantly enhanced LTN 1/20 compliant route between the settlement and the northern edge of Bicester.
- 7.55 It is our view that this will open up the opportunity for a significant number of trips to/from the site to be undertaken by walking and cycling, with a view to meeting the modal split targets as set out by the Charlotte Avenue scheme in regard to PPS1.
- 7.56 Further contributions will be agreed with the LHA in respect of junction mitigation and bus service improvements in due course.

8.0 Summary and Conclusion

Summary

- 8.1 Hub Transport Planning Ltd has been commissioned by Richborough to provide transport advice for a Proposed Residential Development at Land West of Fringford Road, Caversfield.
- 8.2 The application is for the erection of 99 dwellings, creation of a new vehicular access from Fringford Road and all associated works.
- 8.3 This report has robustly tested a proposed development of 110 dwellings.
- 8.4 The site is in a suitable location in transport terms, with existing local facilities located within Caversfield, Bicester and the North West Bicester Eco Town strategic development, with additional facilities planned as wider development schemes come forwards. This includes local facilities for education, healthcare, food shopping, retail, employment, play spaces and places of worship.
- 8.5 All local facilities mentioned are located within a comfortable walking and cycling distance with sustainable transport routes present.
- 8.6 The site benefits from being near to bus stops on the A4421 and Charlotte Avenue, served by a regular bus service to Bicester town centre and other regional destinations such as Oxford, Banbury, Milton Keynes and Bedford. Bicester North and Bicester Village Railway Station's are also accessible from the site, allowing multi-modal connections to be made onward to national destinations.
- 8.7 A review of PIA data obtained from OCC indicates that a total of 20 PIAs have occurred within the Caversfield search area. However, following subsequent analysis of the accidents and causation factors, the volume and pattern of accidents recorded in the area does not give any undue cause for concern.
- 8.8 Safe and suitable access to the site will be provided via a new priority staggered crossroads junction with Fringford Road and Skimmingdish Lane, with visibility splays available in line with relevant design guidance to both the north and south of the access junction.
- 8.9 The development improves pedestrian and cycle access along routes between the site and the existing wider pedestrian and cycle networks through the provision of shared pedestrian/cycle facilities and crossings along Fringford Road, designed in line with LTN 1/20 guidance.
- 8.10 Additionally, the proposed footway along Aunt Ems Lane and the B4100 to St Laurence Church improves pedestrian access to the North West Bicester Eco Town strategic development.
- 8.11 The development proposes a reduction in speed limit to 30mph heading towards Caversfield and the site. A number of traffic calming measures are proposed to facilitate this including a new relocated gateway feature to the west of Caversfield on Fringford Road, a raised table design at the proposed staggered crossroads junction and speed cushions along Fringford Road. These will be discussed in detail with the LHA in due course as the application progresses.
- 8.12 The development is forecast to generate up to 78 two-way vehicle trips during any peak hour, this equates to just over one additional vehicle on the local highway network every minute.

- 8.13 The impact of the proposed development has been assessed across the local highway network and this demonstrates that the additional development traffic will not have a material across the local highway network.
- 8.14 An additional sensitivity test undertaken by deriving traffic flows from the BTM reference case along the B4100 and A4421, demonstrated that while minor junction arms would be overcapacity, the additional proposed development traffic did not have a material impact on these junctions.
- 8.15 The applicant will agree contributions towards junction mitigation and enhanced bus service provision with the LHA in due course, and a Travel Plan (TP) has also been prepared which sets out measures and initiatives to promote sustainable travel to and from the site.

Conclusion

- 8.16 The National Planning Policy Framework (NPPF) states that opportunities to promote sustainable transport modes should be taken up and that safe and suitable access to the site should be achievable for all users.
- 8.17 The development is located to make use of existing infrastructure and services and is suitable in transport terms; it will promote the use of sustainable modes of transport, and the site provides safe and suitable access for all users.
- 8.18 Bearing the above in mind, the NPPF states that:

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'
- 8.19 The assessment work undertaken and detailed in this report demonstrates that, in NPPF terms, the development will not have a severe impact on the operation of the local highway network or an unacceptable impact on highway safety.
- 8.20 It is therefore concluded that the proposals accord with national, regional, and local transport related policies and as such, it is considered that there are no reasons why the proposals should be resisted on traffic or transportation grounds.

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T21575
Caversfield



Figures



Legend

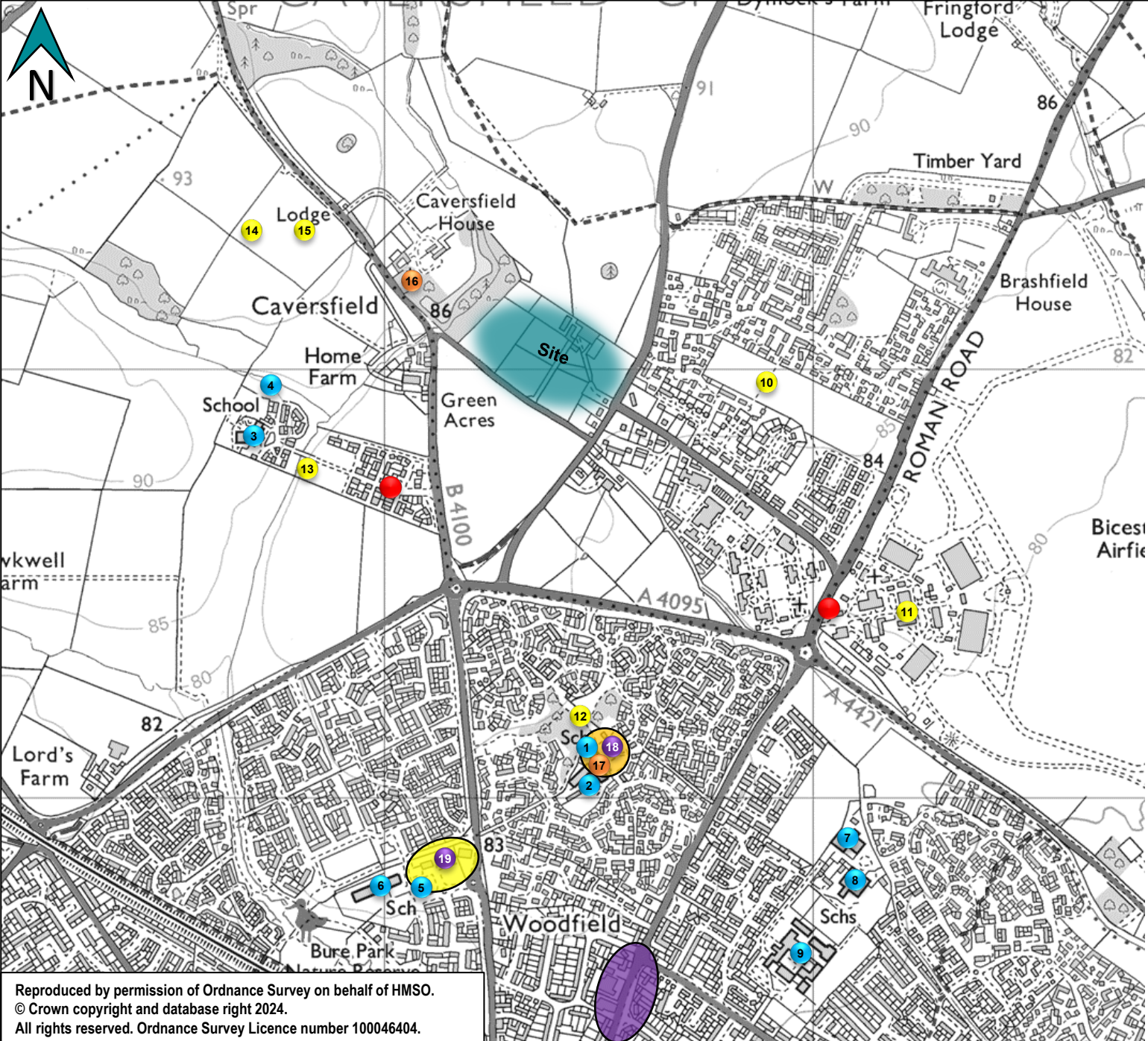


Not to Scale

Caversfield

Figure 1.1 – Site Location

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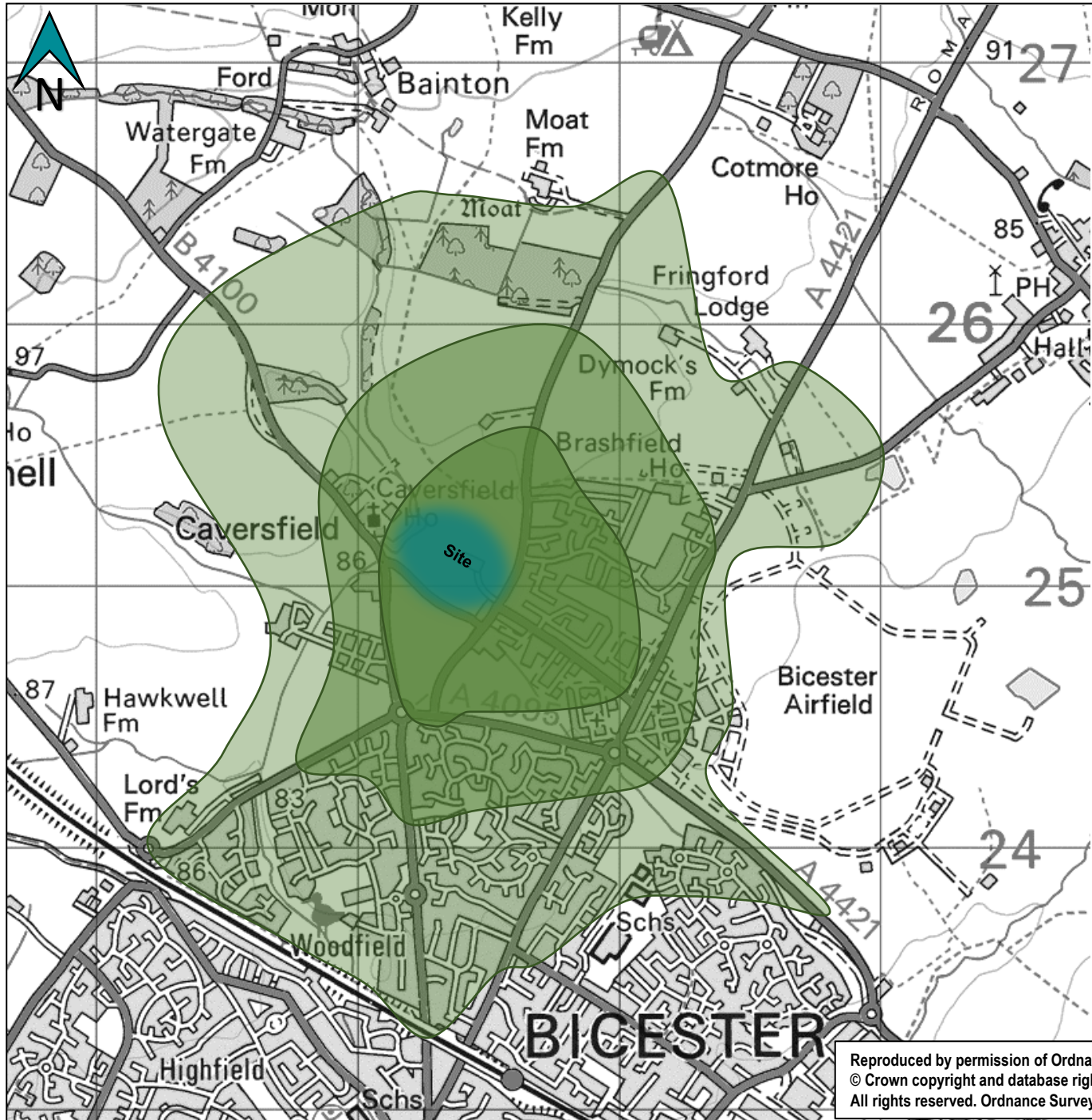


- Legend**
- Bus Stops
 - 1 Bubbles Pre-School
 - 2 Southwold Primary School
 - 3 Gagle Brook Primary School
 - 4 Elmsbrook Community Forest School
 - 5 Busy Bees Day Nursery
 - 6 Bure Park Primary School
 - 7 Bardwell School
 - 8 Glory Farm School
 - 9 The Cooper School
 - 10 Caversfield Park
 - 11 Bicester Heritage
 - 12 Southwold Play Area
 - 13 Charlotte Avenue Play Area
 - 14 Braeburn Avenue Play Area
 - 15 Sage Street Play Area
 - 16 St. Laurence Church
 - 17 Bicester Baptist Church
 - 18 Tesco Express
 - 19 Co-Op Food
 - Holm Square Facilities (Incl. Takeaways and Hairdressers)
 - Bure Park Local Centre (Incl. Takeaways, Public House, Places of Worship, and Hairdressers)
 - Buckingham Road Facilities (Incl. Medical Practice, Pharmacy, Convenience Store, Nursery School, and Takeaways)



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 Caversfield
Figure 3.1 – Local Facilities

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Legend

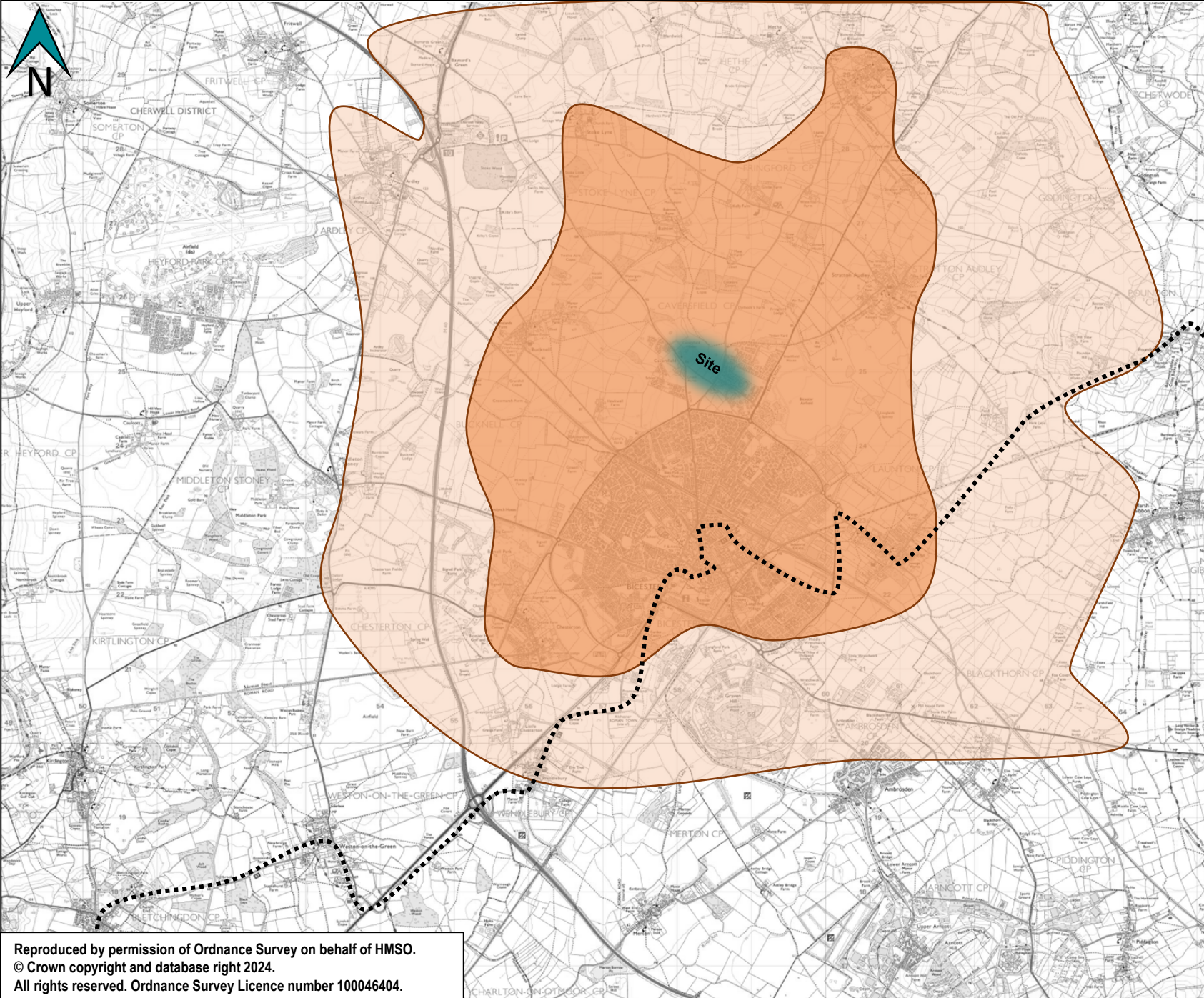
- 800m Walk Distance
- 1.2km Walk Distance
- 2.0km Walk Distance



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Figure 3.2 – Walk Distances

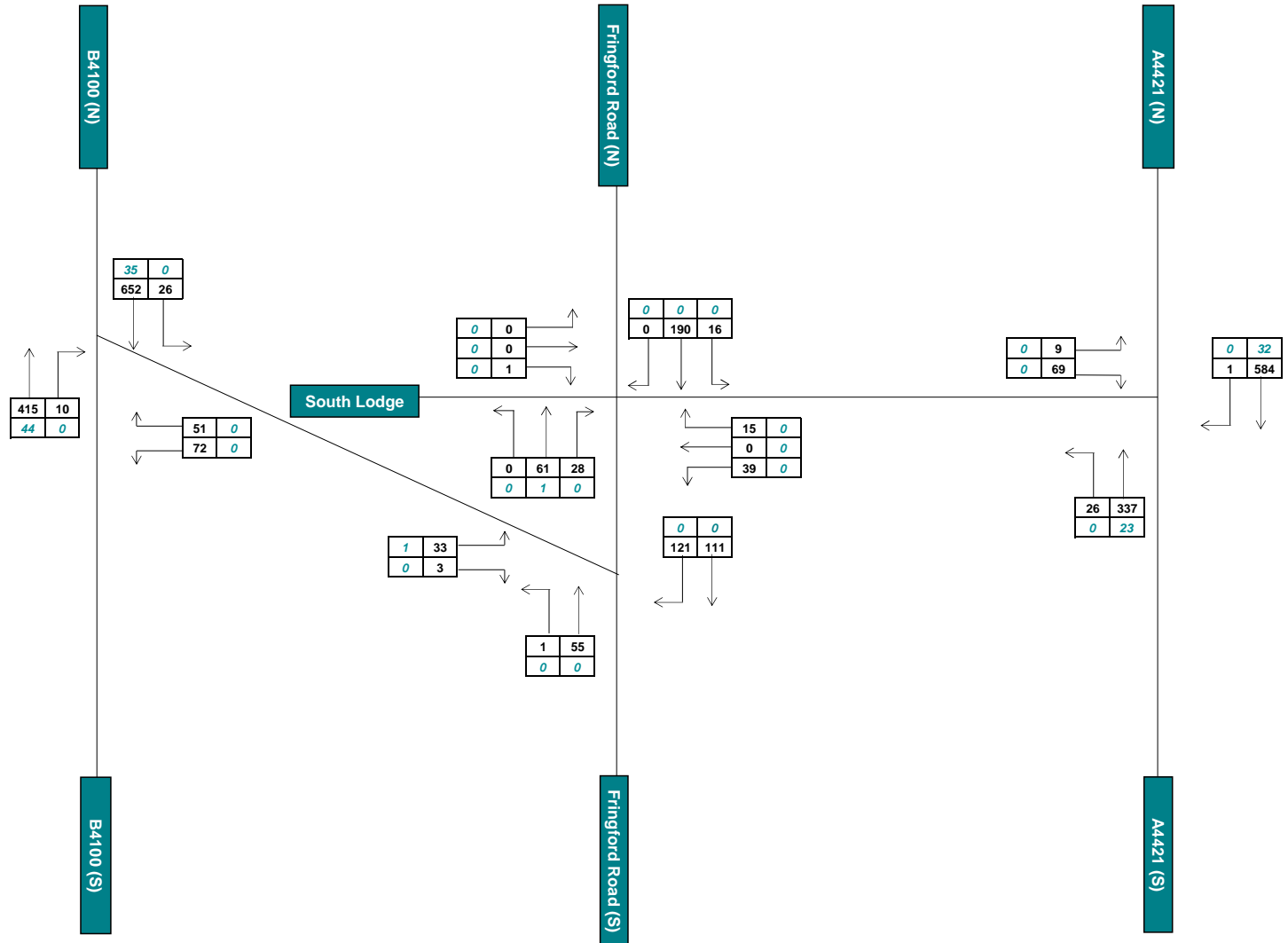


- Legend**
- 5.0km Cycle Distance
 - 8.0km Cycle Distance
 - NCN Route 51


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hub
 TRANSPORT PLANNING LTD

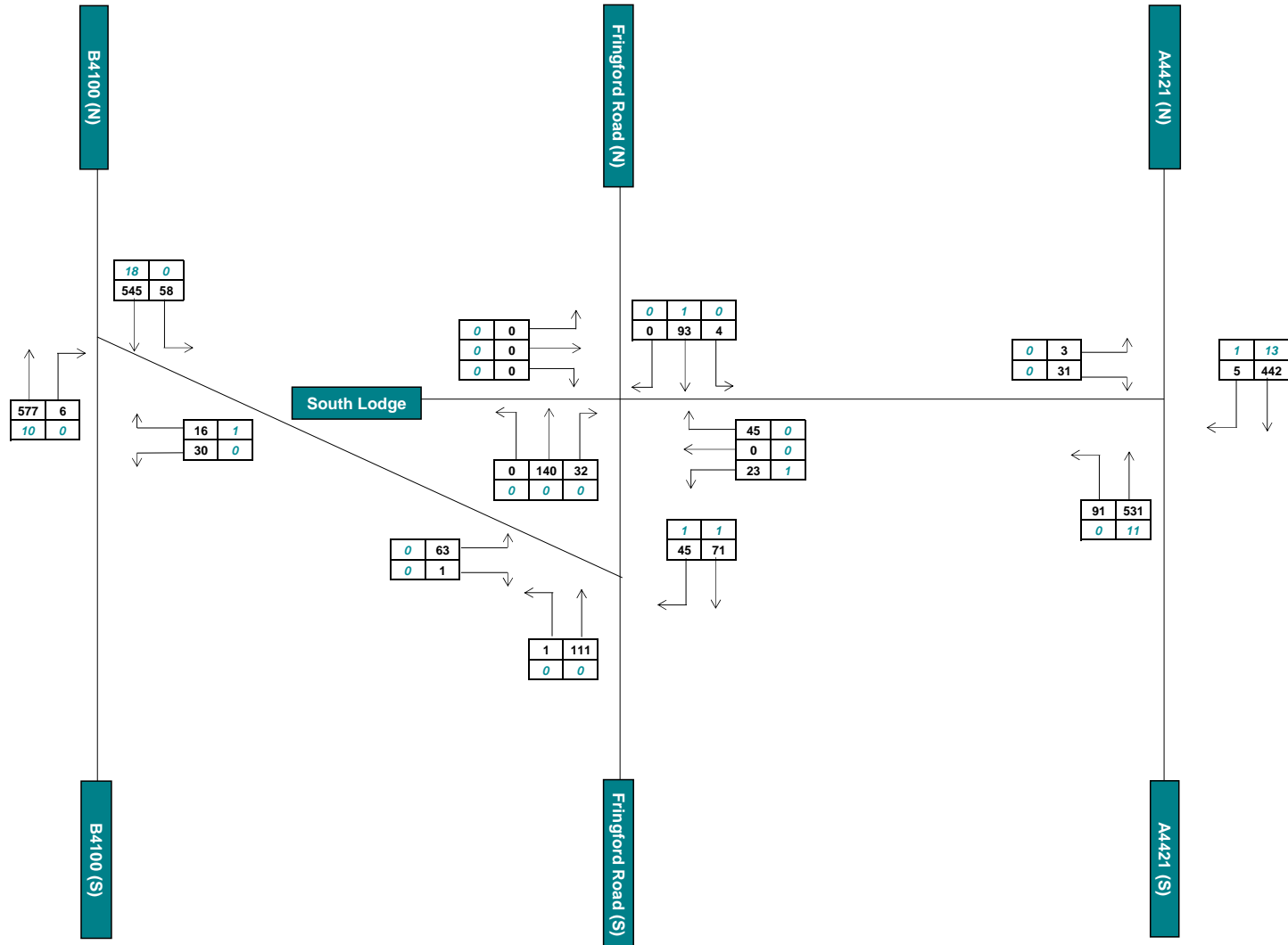
Not to Scale
 Caversfield
Figure 3.3 – Cycle Distance



123	Total Vehicles
45	Number of HGVs

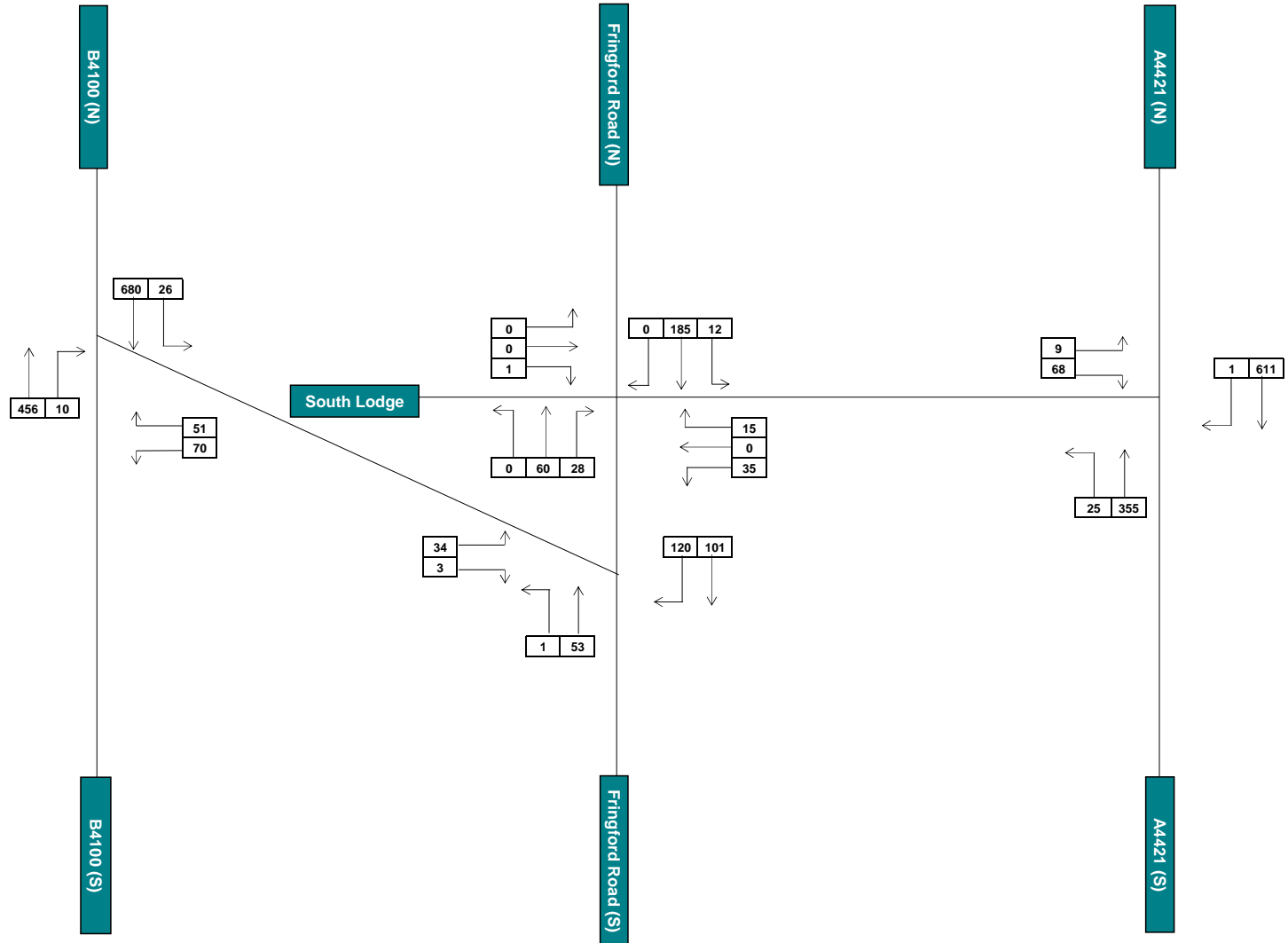
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	Caversfield
	Figure 7.1 2023 Surveyed Base AM Peak Hour: 08:00 - 09:00

Time: 17 :00



123	Total Vehicles
45	Number of HGVs

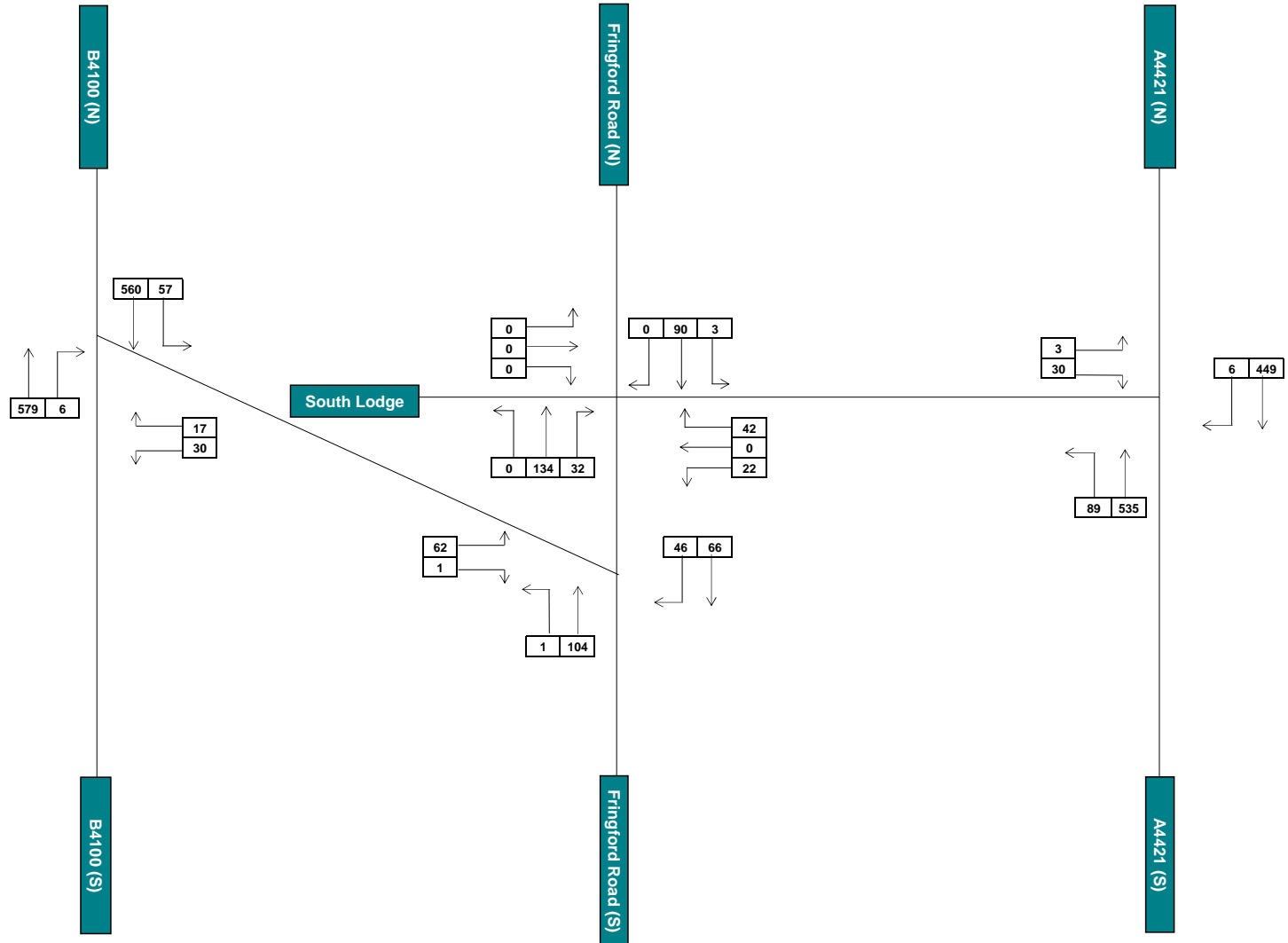
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	Caversfield
	Figure 7.2 2023 Surveyed Base PM Peak Hour: 17:00 - 18:00




123	Total Vehicles (PCU)
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	T21575
	Caversfield
	Figure 7.3 2023 Surveyed Base PCU's AM Peak Hour: 08:00 - 09:00

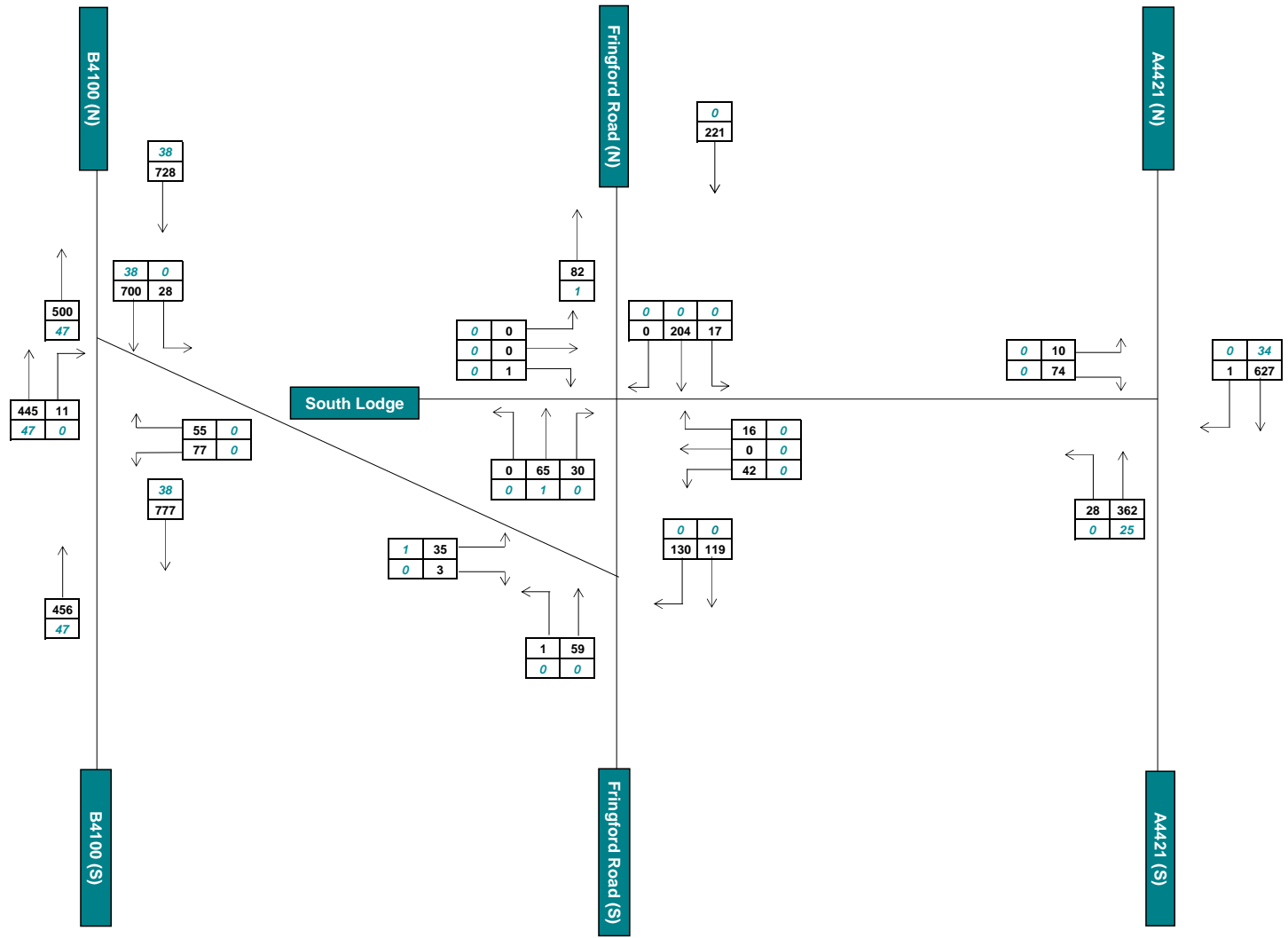
Time: 17 :00



123	Total Vehicles (PCU)
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	T21575
	Caversfield
	Figure 7.4 2023 Surveyed Base PCU's PM Peak Hour: 17:00 - 18:00

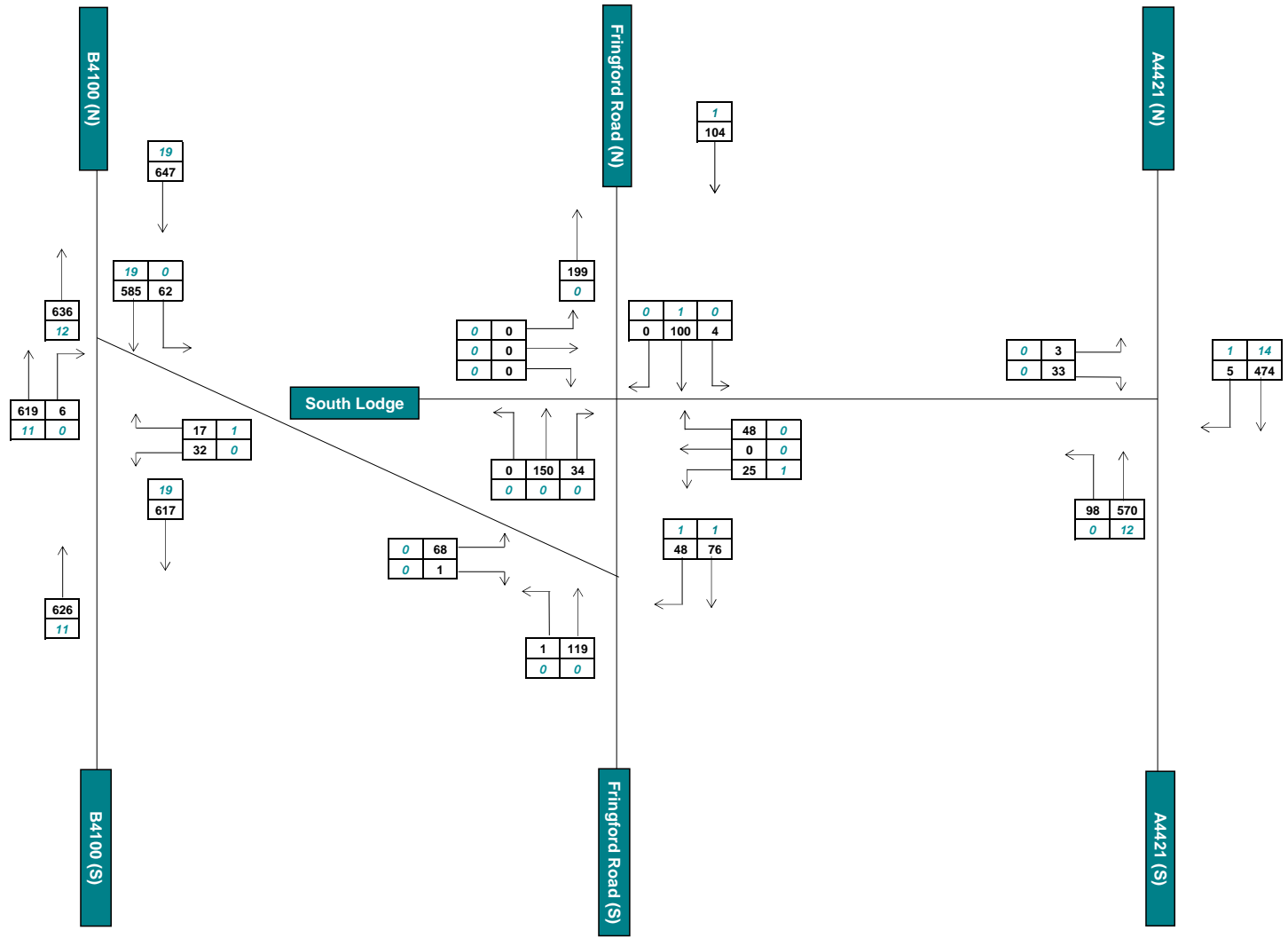
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123	Total Vehicles
45	Number of HGVs

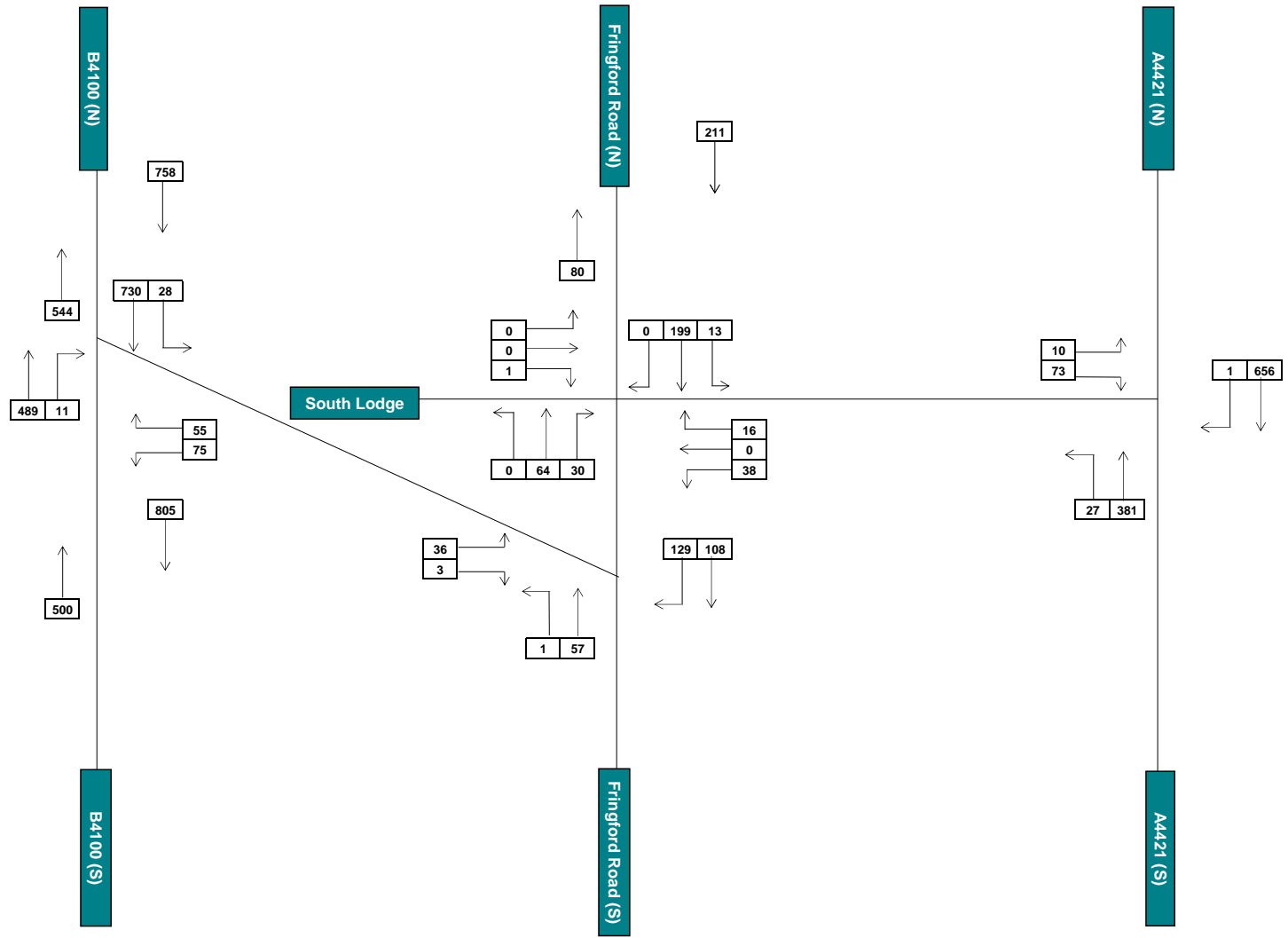
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	Caversfield
	Figure 7.5 2031 Baseline AM Peak Hour: 08:00 - 09:00

Time: 17 :00



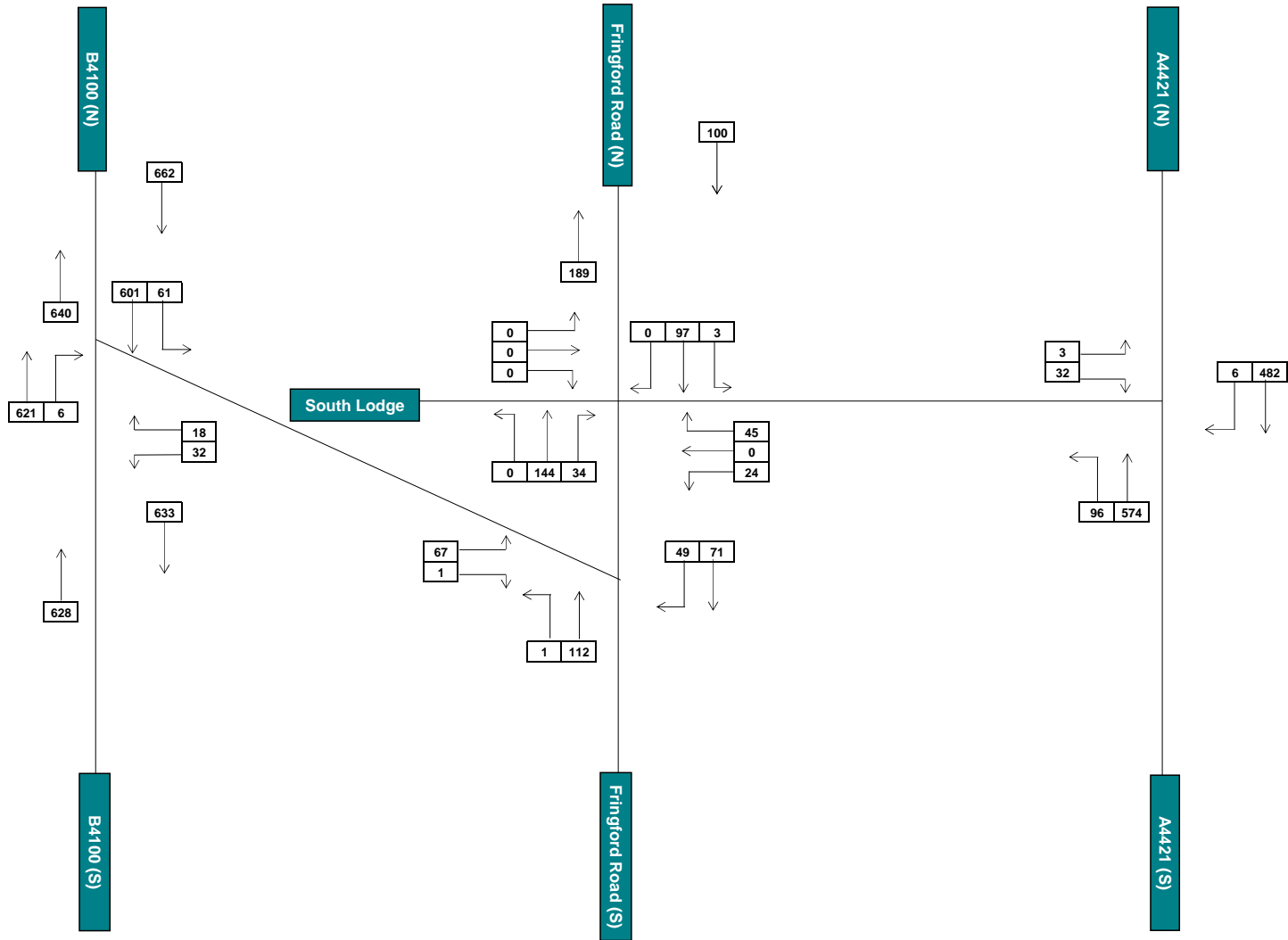
123	Total Vehicles
45	Number of HGVs

	T21575
	Caversfield
	Figure 7.6 2031 Baseline PM Peak Hour: 17:00 - 18:00



	T21575
	Caversfield
	Figure 7.7 2031 Baseline PCU AM Peak Hour: 08:00 - 09:00

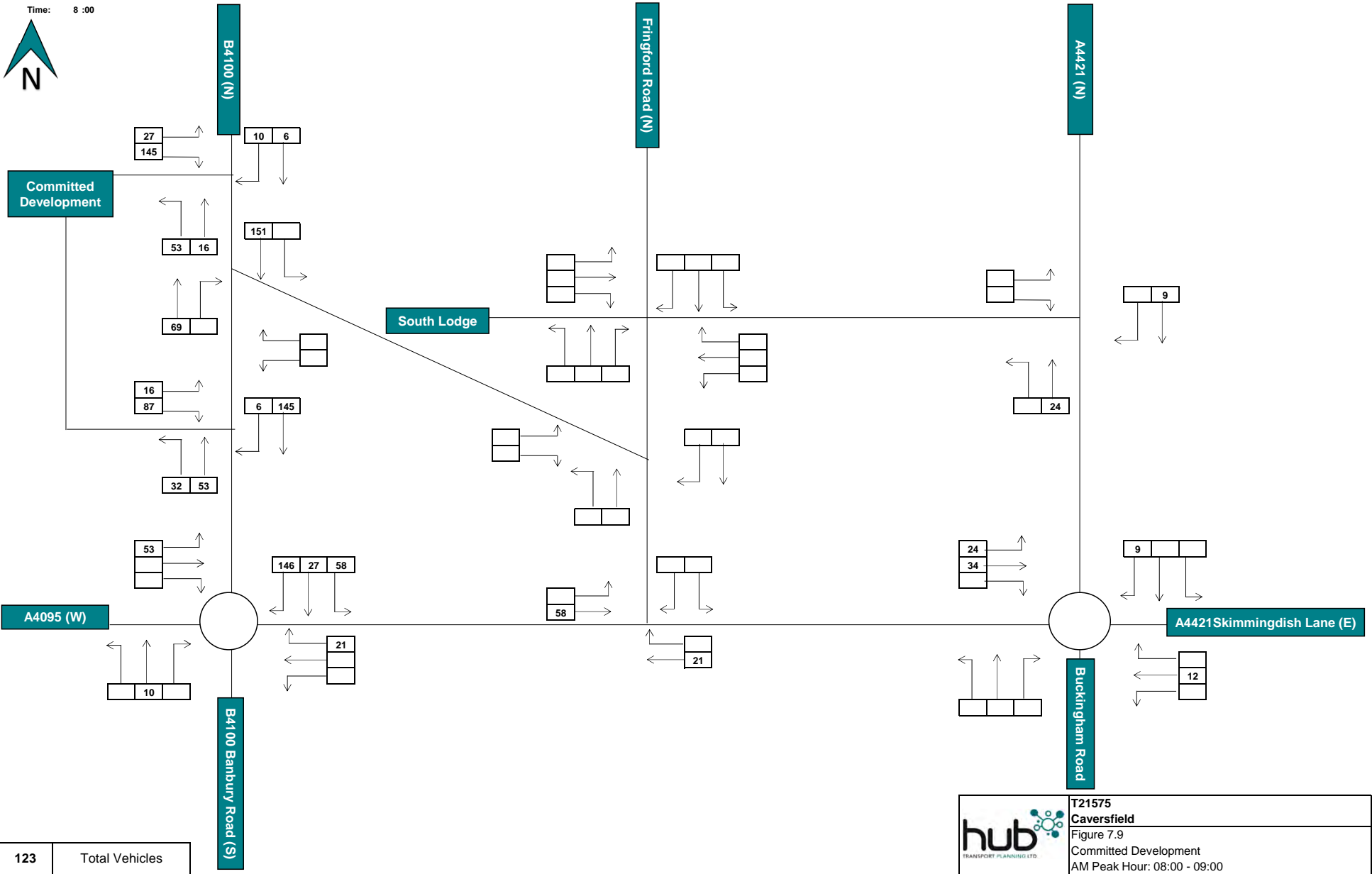
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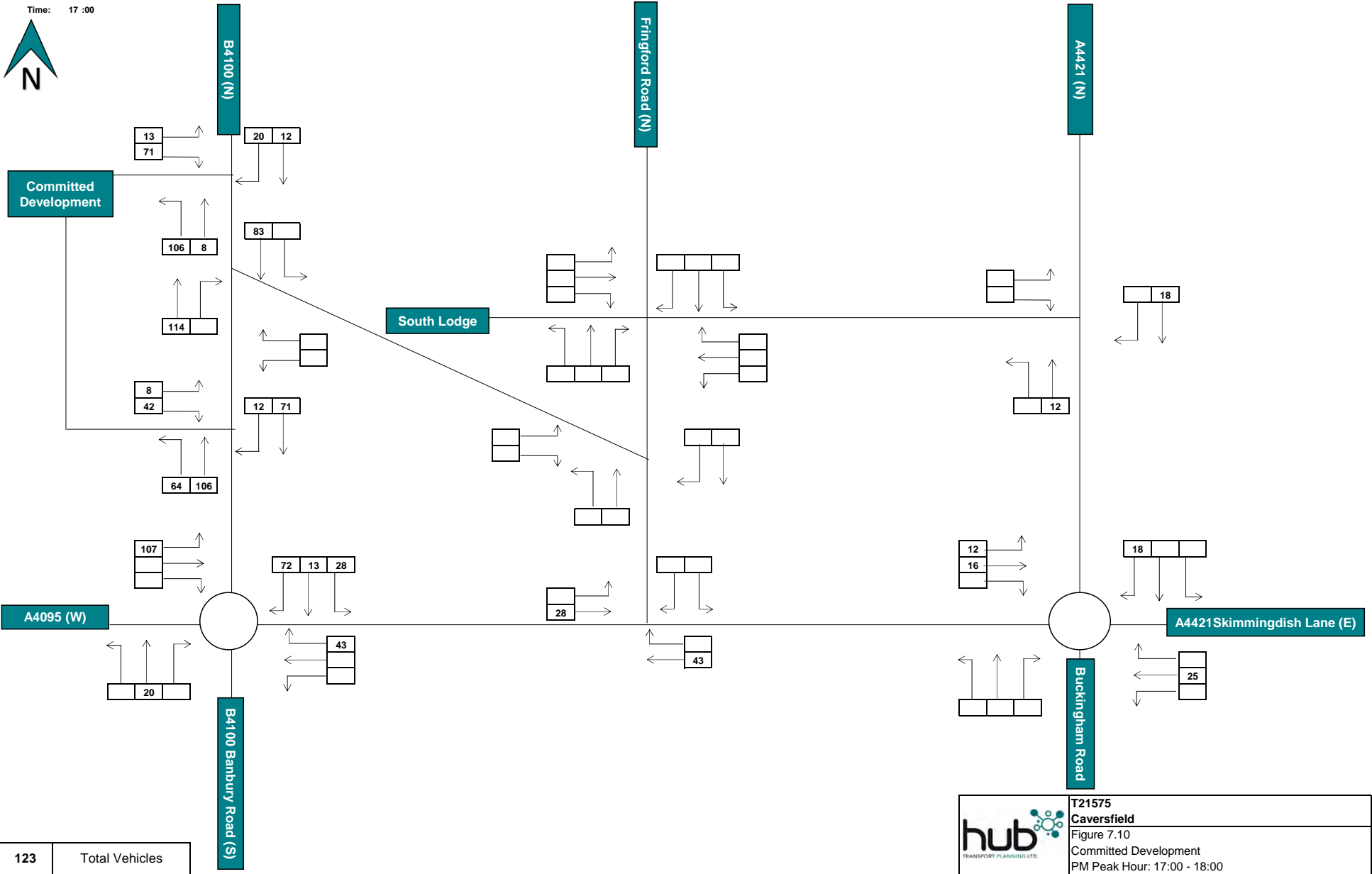
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	T21575
	Caversfield
	Figure 7.8 2031 Baseline PCU PM Peak Hour: 17:00 - 18:00

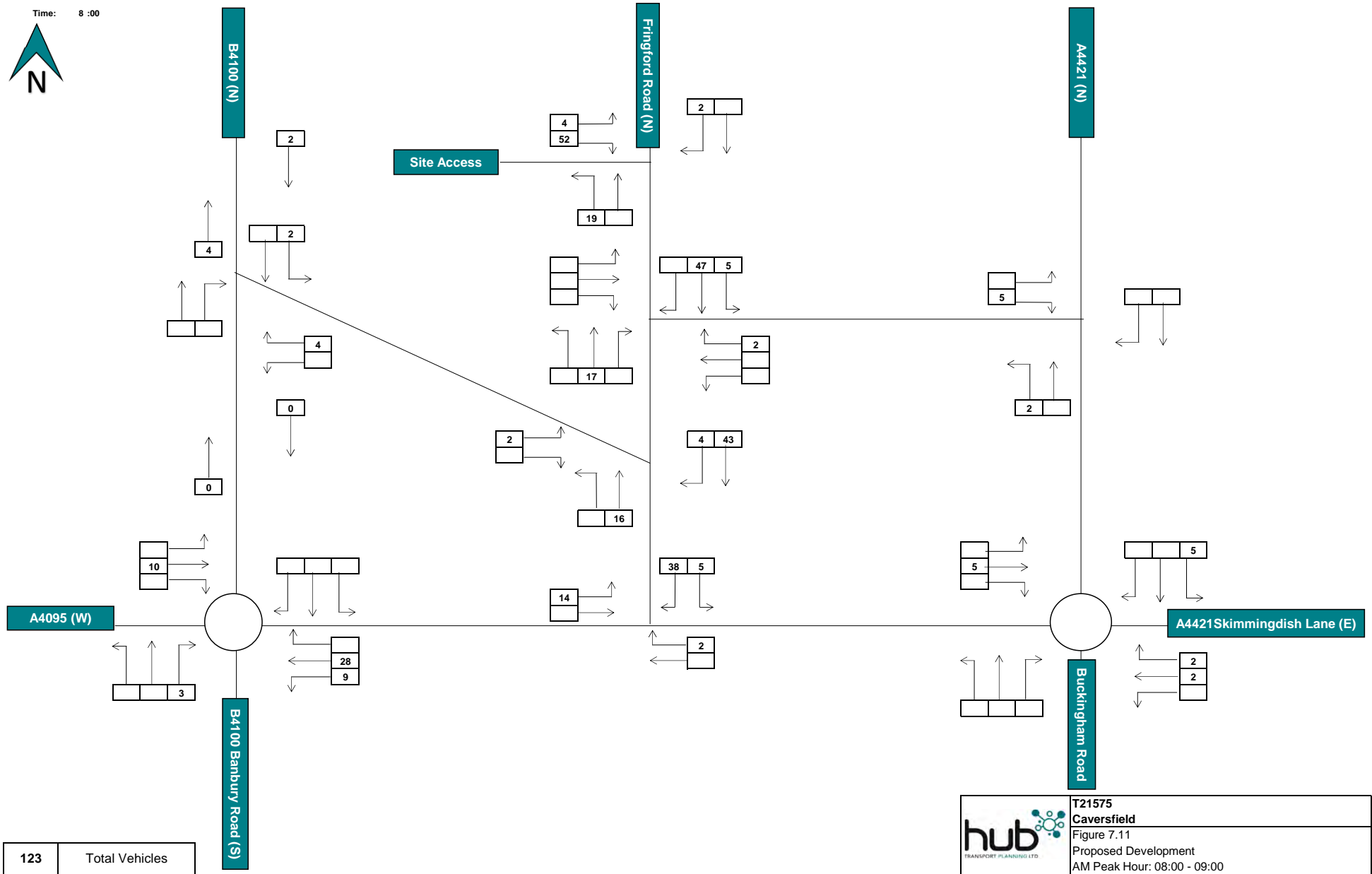
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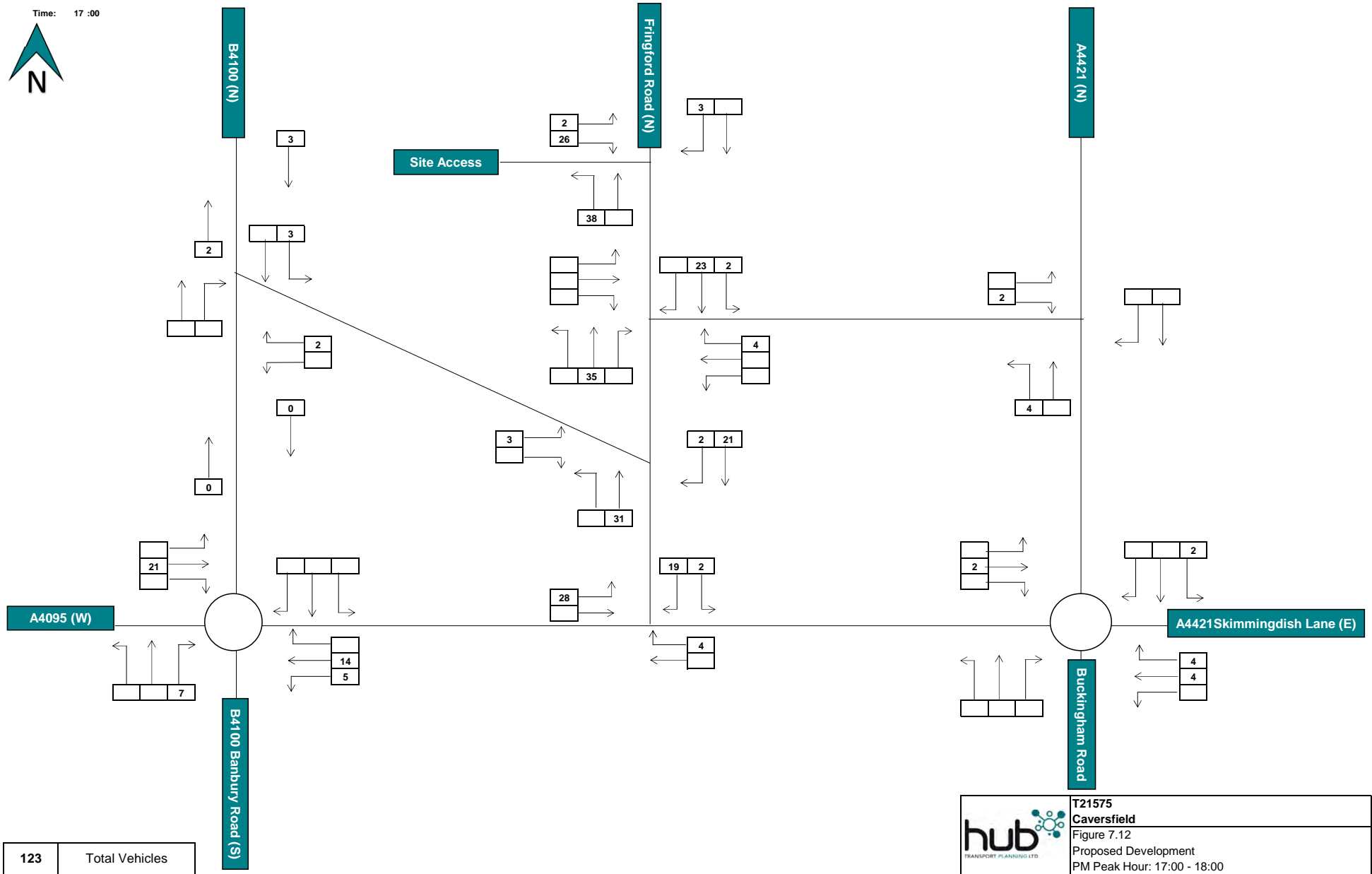
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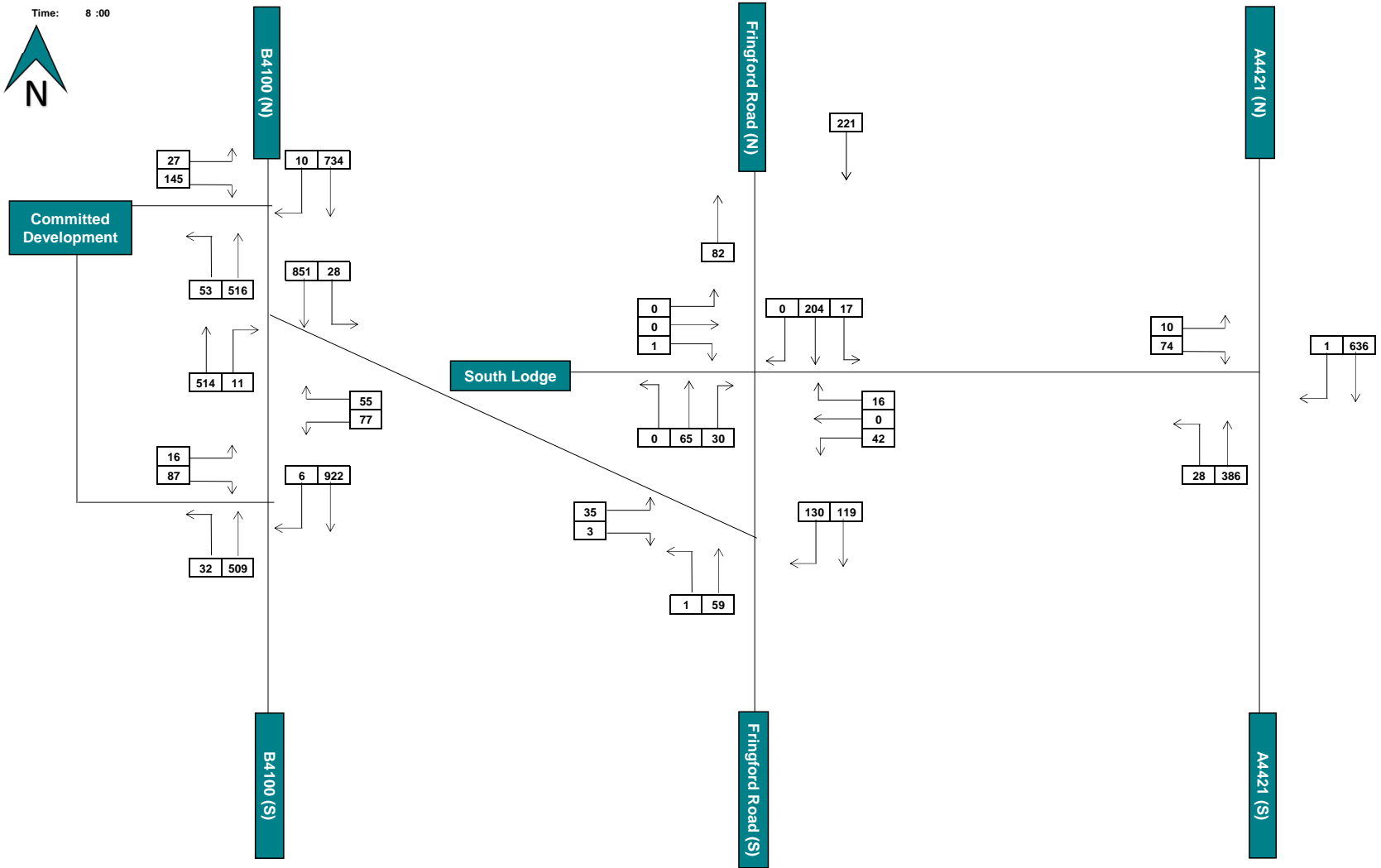
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Time: 17:00



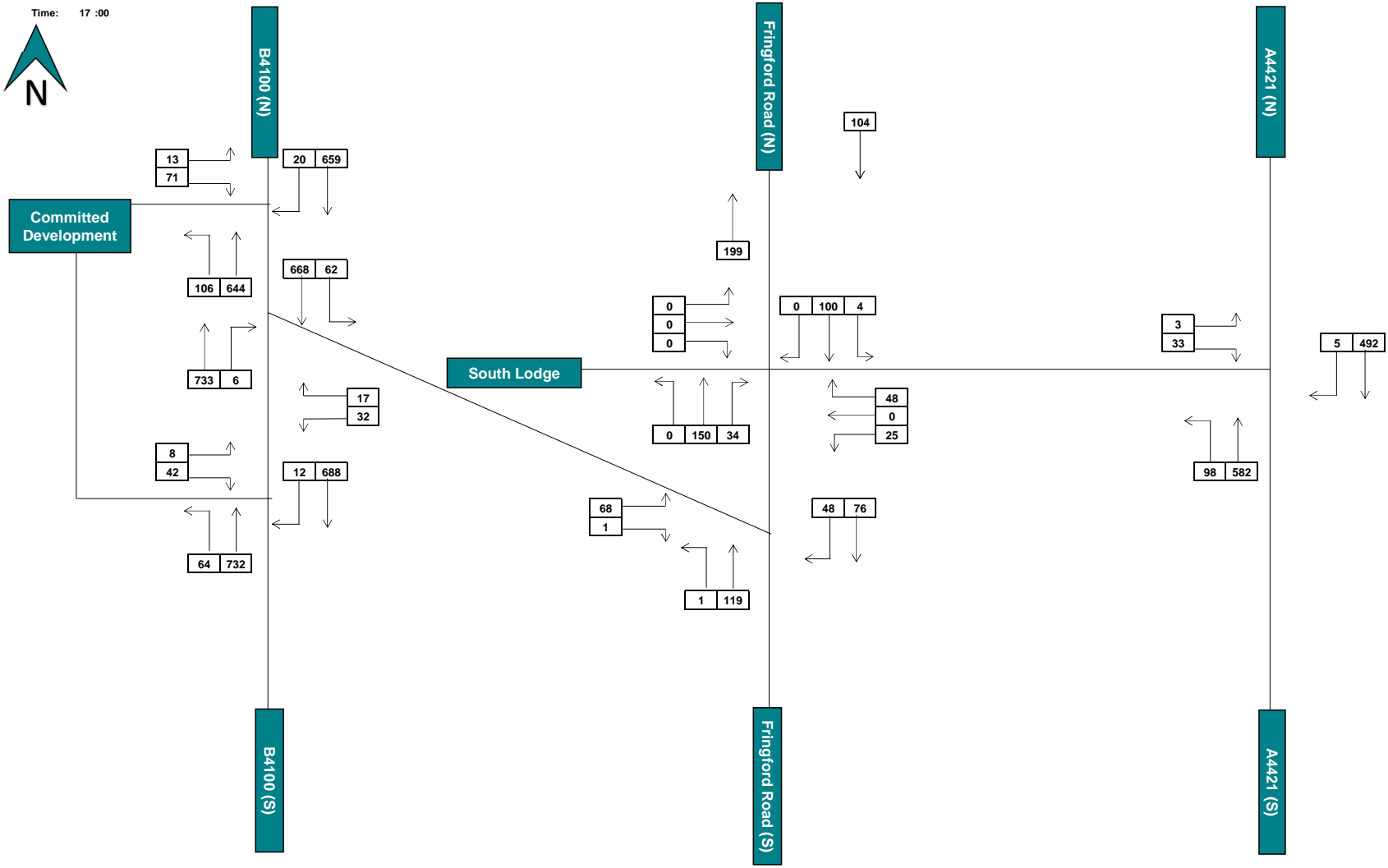
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123	Total Vehicles
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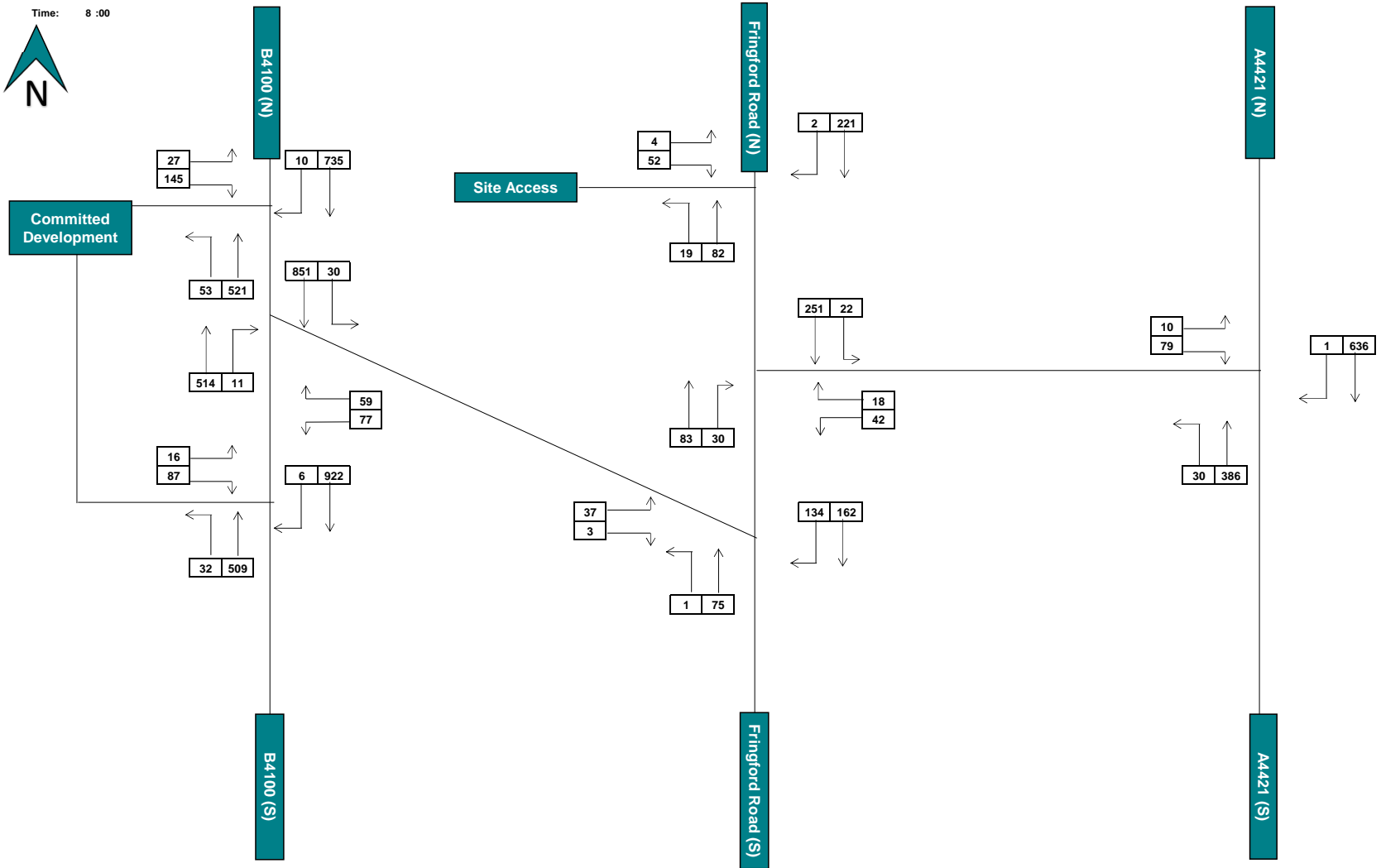
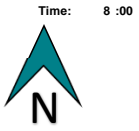
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	Figure 7.13
	2031 Baseline + Committed Development AM Peak Hour: 08:00 - 09:00

Time: 17 :00



123	Total Vehicles
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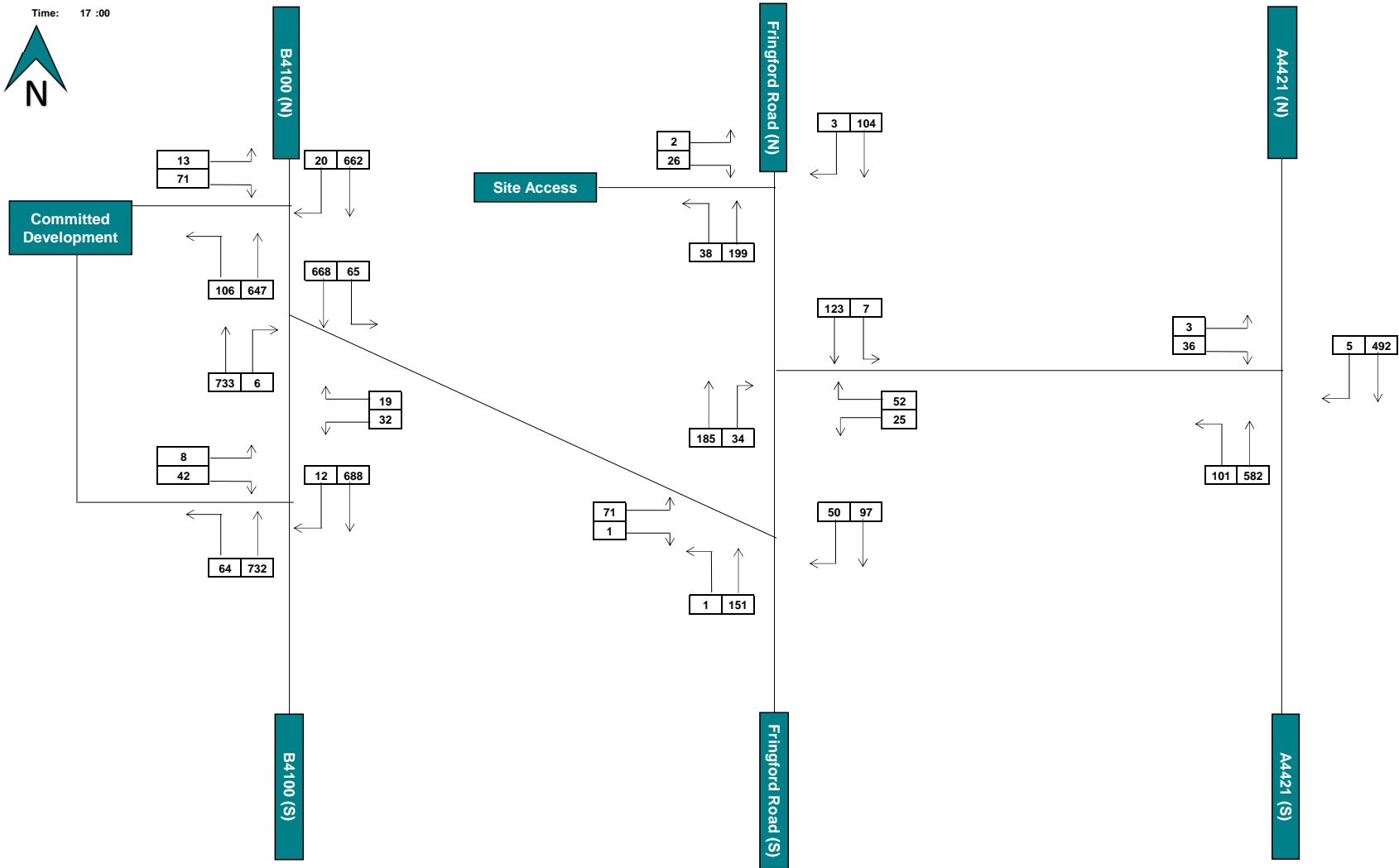
	T21575 Caversfield
	Figure 7.14 2031 Baseline + Committed Development PM Peak Hour: 17:00 - 18:00



123	Total Vehicles
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	Figure 7.15
	2031 Baseline + Committed Development + Proposed Development AM Peak Hour: 08:00 - 09:00

Time: 17:00



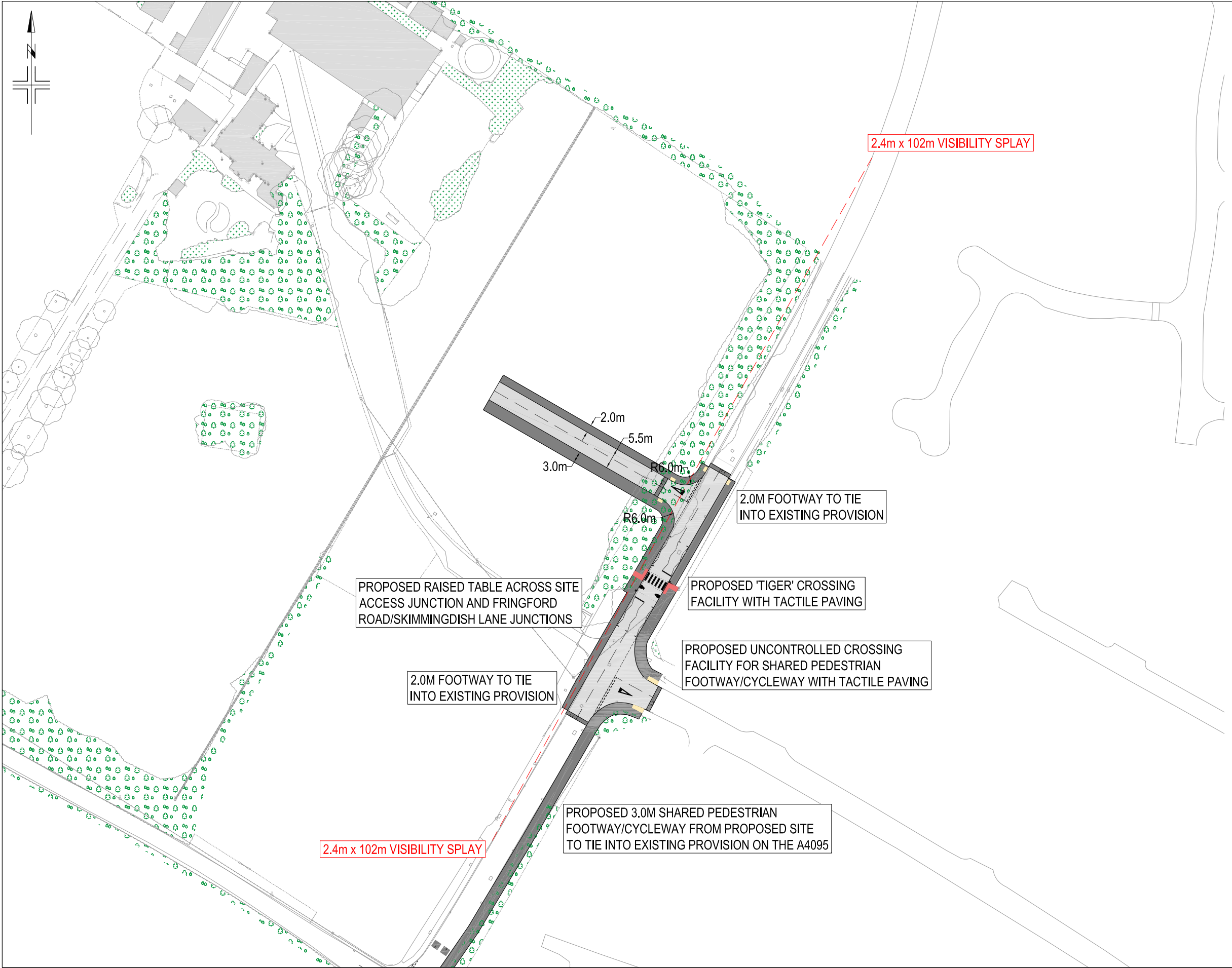
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	T21575
	Caversfield
	Figure 7.16
	2031 Baseline + Committed Development + Proposed Development PM Peak Hour: 17:00 - 18:00

T21575
Caversfield



Drawings



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

A	DRAWING UPDATED FOLLOWING PRE-APP COMMENTS	14.11.23	BHB	JP
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REV	DESCRIPTION	DATE	BY	AUTH
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Hub Transport Planning Ltd
 Floor 1B
 4 Temple Row
 Birmingham
 B2 5HG
 T : 0121 454 5530

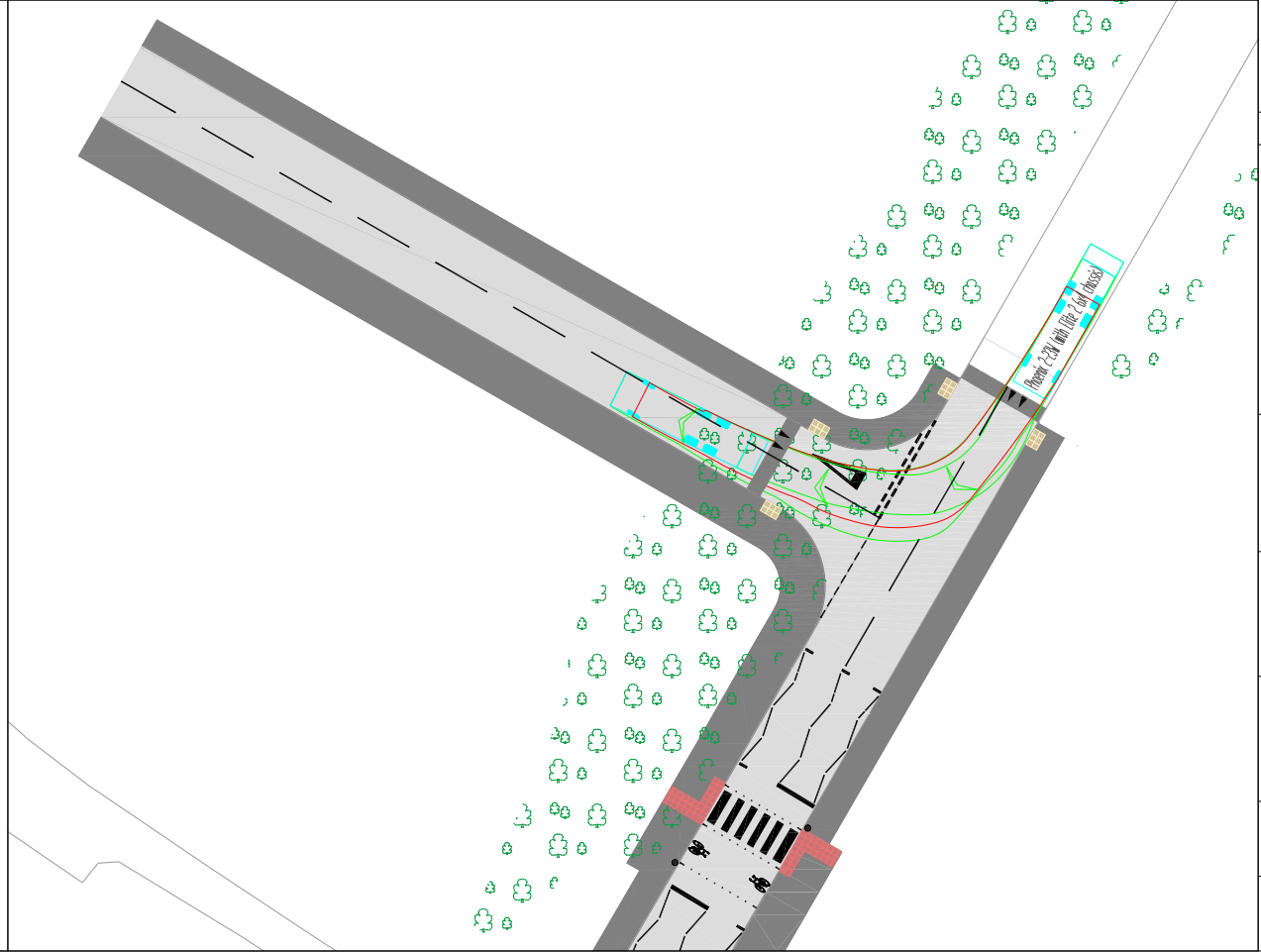
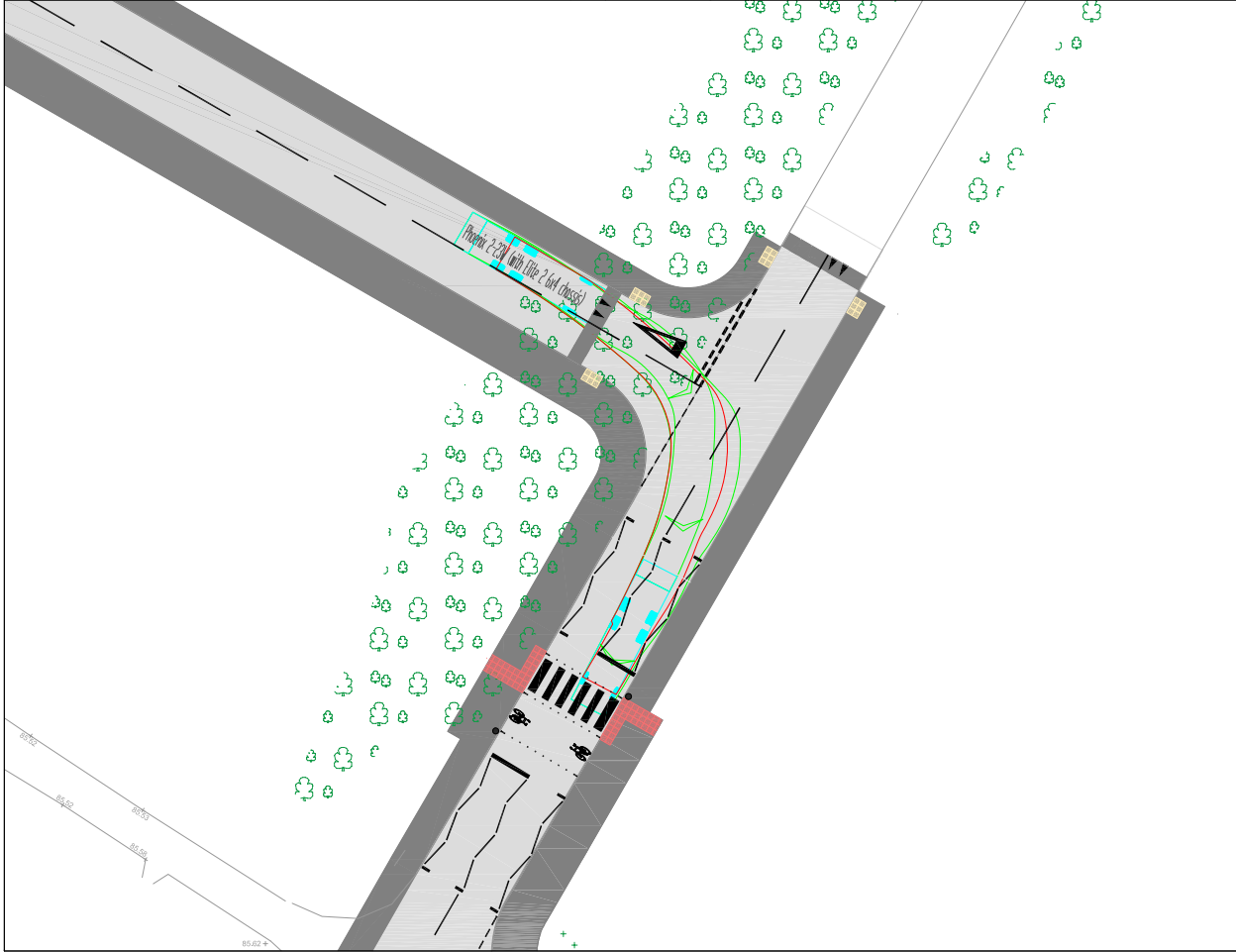
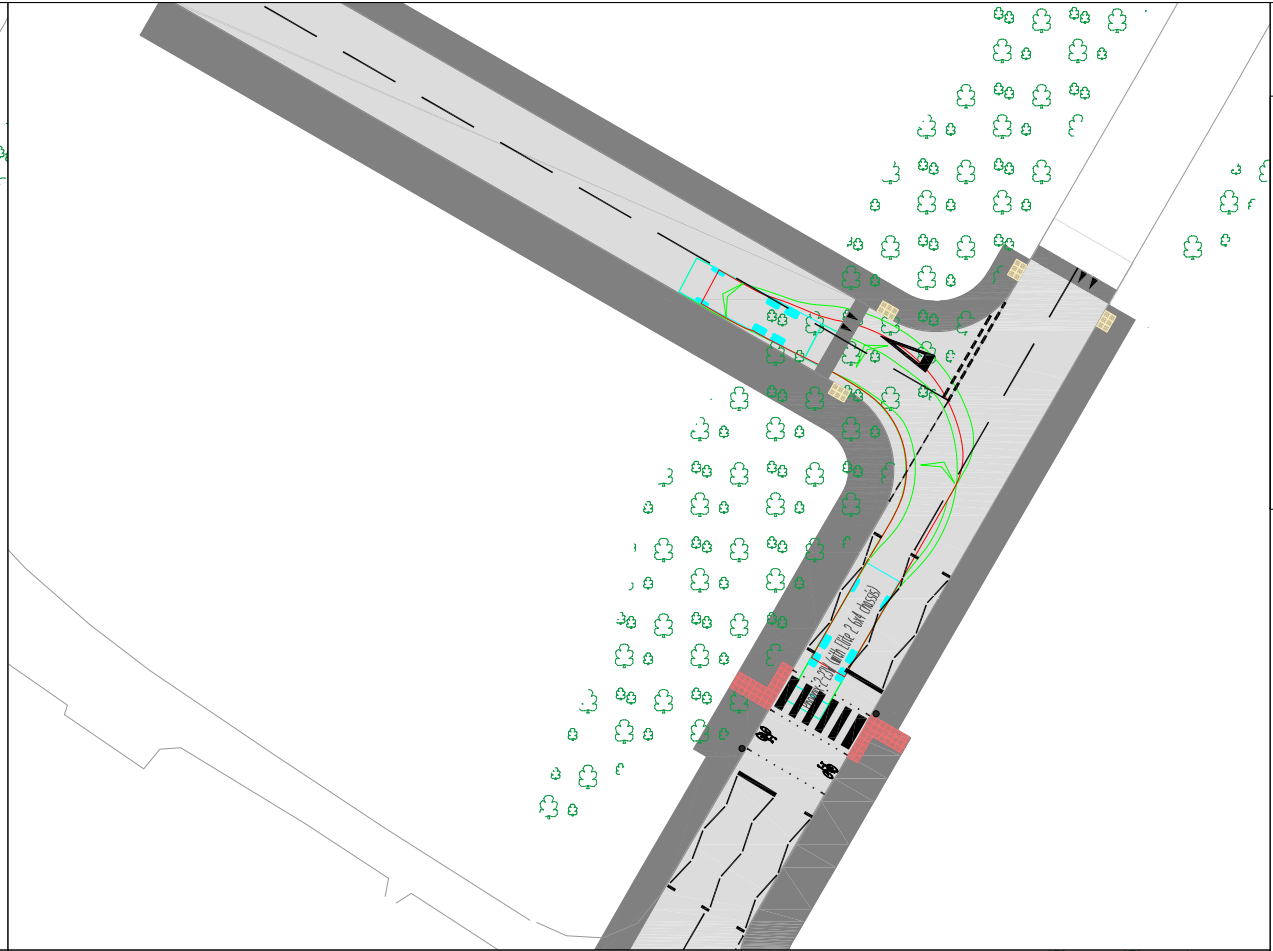
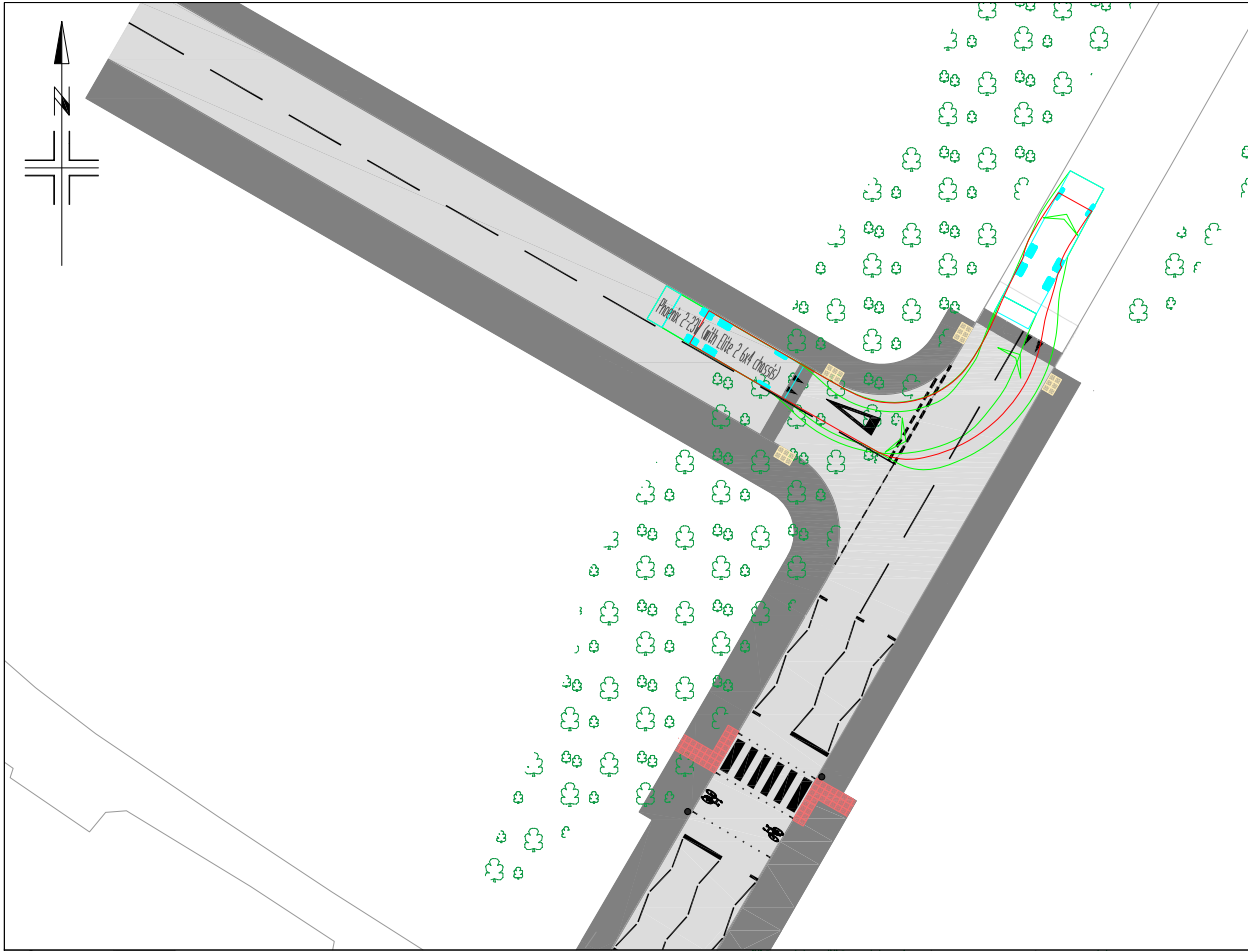
CLIENT
RICHBOROUGH

PROJECT
**FRINGFORD ROAD
 CAVERSFIELD**

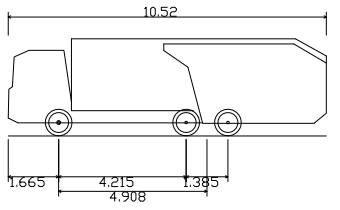
TITLE
**PROPOSED SITE ACCESS JUNCTION
 VISIBILITY SPLAYS**

DRAWN JP	AUTHORISED GM	SCALE 1:1000	SHEET SIZE A3	DATE 23.09.21
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PROJECT NO. T21575	DRAWING NO. 001	REV A
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Phoenix 2-23W (with Elite 2 6x4 chassis)
 Overall Length 10.520m
 Overall Width 2.530m
 Overall Body Height 3.211m
 Min Body Ground Clearance 0.416m
 Track Width 2.530m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.950m

A	DRAWING UPDATED FOLLOWING PRE-APP COMMENTS	14.11.23	BHB	JP
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REV	DESCRIPTION	DATE	BY	AUTH
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Hub Transport Planning Ltd
 Floor 1B
 4 Temple Row
 Birmingham
 B2 5HG
 T : 0121 454 5530

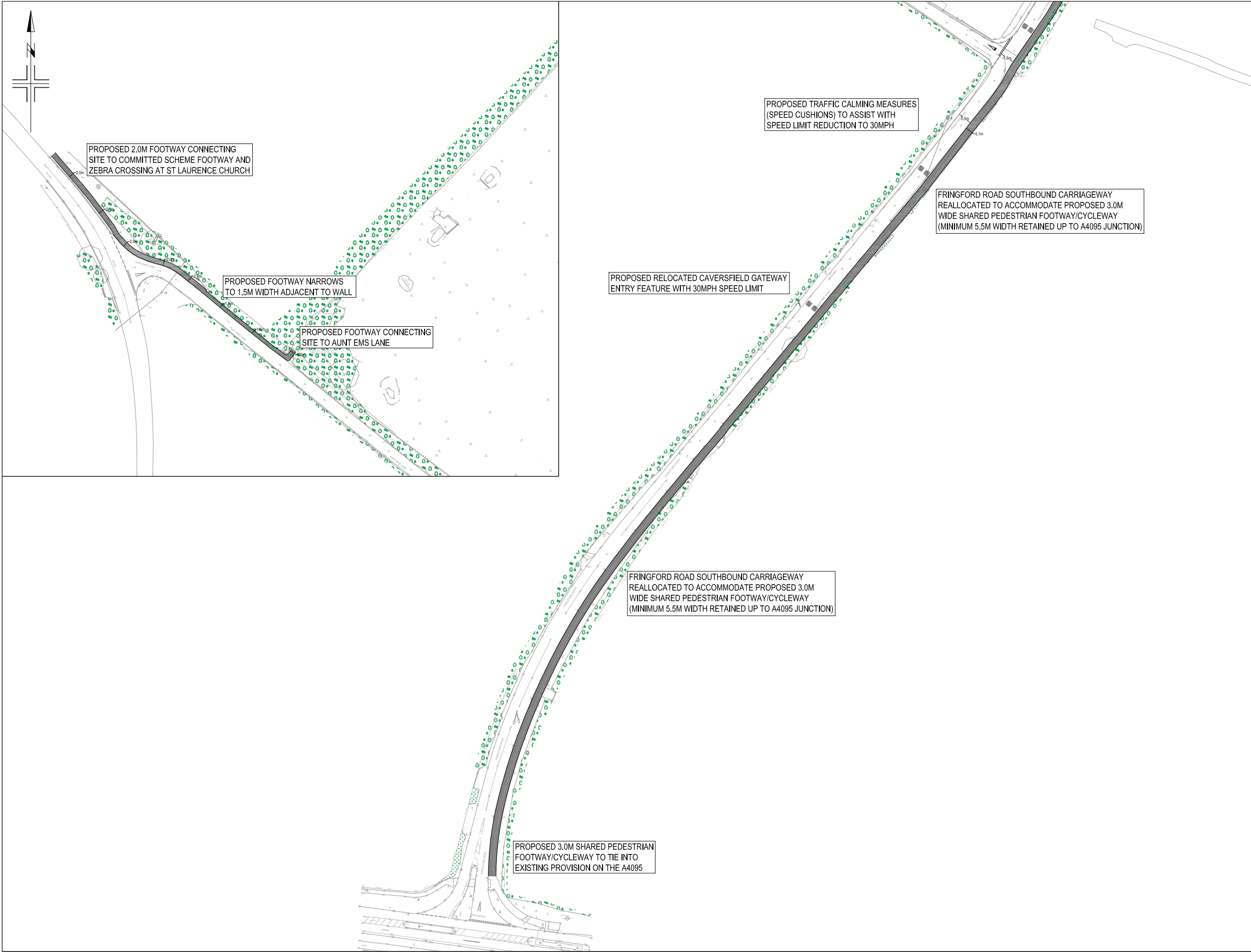
CLIENT
RICHBOROUGH

PROJECT
**FRINGFORD ROAD
 CAVERSFIELD**

TITLE
**PROPOSED SITE ACCESS SWEEP
 PATH ANALYSIS**

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PROJECT NO.	DRAWING NO.	REV
T21575	002	A



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REV	DESCRIPTION	DATE	BY	AUTH
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Hub Transport Planning Ltd
 Floor 1B
 4 Temple Row
 Birmingham
 B2 5HG
 T : 0121 454 5530

CLIENT
RICHBOROUGH

PROJECT
**FRINGFORD ROAD
 CAVERSFIELD**

TITLE
**PROPOSED FOOTWAY &
 CYCLEWAY IMPROVEMENTS**

DRAWN BHB	AUTHORISED JP	SCALE 1:1500	SHEET SIZE A3	DATE 14.11.23
PROJECT NO. T21575		DRAWING NO. 003		REV -

T21575
Caversfield



Appendix A

Personal Injury Accident Data

Accidents between dates 01/01/2018 and 20/06/2023 (66) months

Selection: Notes:

Selected using Manual Selection

Friday 05/01/2018 Time 0738 Slight at A4421 BUCKINGHAM ROAD RBT J/W A4095 SOUTHWOLD LANE BICESTER
 E: 458964 N: 224356 Junction Detail: 1 Control 4
 Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
 Vehicle Reference 1 Car Moving from N to SE Going ahead other
 Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Moving from N to NE Turning left
 Casualty Reference: 1 Age: 24 Female Driver/rider Severity: Slight Injured by vehicle: 2

Tuesday 21/08/2018 Time 2255 Slight at A4095 LORDS LANE RBT J/W B4100 BANBURY ROAD BICESTER
 E: 458153 N: 224476 Junction Detail: 1 Control 4
 Fine without high winds Road surface Dry Darkness: street lights present and lit
 Vehicle Reference 1 Car Moving from S to N Going ahead other
 Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Moving from E to W Going ahead other
 Casualty Reference: 1 Age: 17 Male Driver/rider Severity: Slight Injured by vehicle: 2

Friday 16/11/2018 Time 1845 Slight at A4095 SOUTHWOLD LANE J/W FRINGFORD ROAD BICESTER
 E: 458269 N: 224481 Junction Detail: 3 Control 4
 Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
 Vehicle Reference 1 Car Moving from E to W Going ahead other
 Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Slight Injured by vehicle: 1
 Vehicle Reference 2 Car Moving from N to W Turning right

Accidents between dates 01/01/2018 and 20/06/2023 (66) months

Selection: Notes:

Selected using Manual Selection

Monday	22/07/2019	Time	1730	Slight	at	BUCKINGHAM ROAD AT CROSSING POINT APPROX 5M S OF RBT J/W A4421 / A4095 SKIMMINGDISH LAN				
E: 458976	N: 224305	Junction Detail:	1	Control	4					
Fine without high winds		Road surface	Dry	Daylight						
Vehicle Reference 1	Car			Moving from	N to S	Going ahead other				
Vehicle Reference 2	Pedal Cycle			Moving from	W to E	Going ahead other				
Casualty Reference:	1	Age:	12	Male	Driver/rider	Severity:	Slight	Injured by vehicle:	2	
Friday	27/09/2019	Time	0835	Slight	at	B4100 BANBURY RD RBT J/W A4095 SOUTHWOLD LANE BICESTER				
E: 458172	N: 224462	Junction Detail:	1	Control	4					
Fine without high winds		Road surface	Dry	Daylight						
Vehicle Reference 1	Car			Moving from	N to S	Going ahead other				
Casualty Reference:	2	Age:	35	Female	Pedestrian	Severity:	Slight	Injured by vehicle:	1	
Vehicle Reference 2	Pedal Cycle			Moving from	W to E	Going ahead other				
Casualty Reference:	1	Age:	5	Female	Driver/rider	Severity:	Slight	Injured by vehicle:	2	
Wednesday	15/01/2020	Time	0726	Slight	at	A4421 BUCKINGHAM RD J/W SIMMINGDISH LANE CAVERSFIELD				
E: 459062	N: 224529	Junction Detail:	3	Control	4					
Fine without high winds		Road surface	Wet/Damp	Darkness: no street lighting						
Vehicle Reference 1	Car			Moving from	W to NE	Turning left				
Vehicle Reference 2	Motorcycle over 500cc			Moving from	S to NE	Going ahead other				
Casualty Reference:	1	Age:	51	Male	Passenger	Severity:	Slight	Injured by vehicle:	2	

Accidents between dates 01/01/2018 and 20/06/2023 (66) months

Selection: Notes:

Selected using Manual Selection

Tuesday 28/01/2020 Time 0811 Slight at FRINGFORD ROAD POSS AT BEND APPROX 150M N OF J/W A4095 CAVERSFIELD
E: 458318 N: 224626 Junction Detail: 0 Control
Other Road surface Frost/Ice Daylight

Vehicle Reference 1 Car Moving from S to NE Going ahead right bend
Casualty Reference: 1 Age: 31 Male Driver/rider Severity: Slight Injured by vehicle: 1

Friday 22/05/2020 Time 1705 Slight at A4095 SOUTHWOLD LANE 116M WEST OF RBT BY PED CROSSING BICESTER
E: 458293 N: 224482 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from W to E Stopping
Casualty Reference: 2 Age: 42 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from W to E Going ahead but held up
Casualty Reference: 1 Age: 55 Male Driver/rider Severity: Slight Injured by vehicle: 2

Monday 31/08/2020 Time 0732 Slight at A4095 J/W HEATHER ROAD BICESTER
E: 458479 N: 224444 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from SE to N Going ahead left bend

Vehicle Reference 2 Pedal Cycle Moving from S to NE Going ahead other
Casualty Reference: 1 Age: 40 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates 01/01/2018 and 20/06/2023 (66) months

Selection: Notes:

Selected using Manual Selection

Friday 04/09/2020 Time 1530 Slight at B4100 BANBURY ROAD AT CYCLE / PED CROSSING POINT AT SPLITTER ISLAND JUST S OF RBT J/W A409
E: 458171 N: 224457 Junction Detail: 1 Control 4
Fine without high winds Road surface Wet/Damp Daylight
Vehicle Reference 1 Car Moving from N to S Going ahead other
Vehicle Reference 2 Pedal Cycle Moving from W to E Going ahead other
Casualty Reference: 1 Age: 10 Male Driver/rider Severity: Slight Injured by vehicle: 2

Sunday 27/09/2020 Time 0920 Slight at HEATHER ROAD J/W A4095 SOUTHWOLD LANE BICESTER
E: 458474 N: 224438 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Pedal Cycle Moving from W to E Going ahead other
Casualty Reference: 1 Age: 29 Male Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from S to N Stopping

Saturday 30/01/2021 Time 2020 Serious at B4100 45M NW OF J/W CAVERSFIELD TURN CAVERSFIELD
E: 458087 N: 225120 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Darkness: no street lighting
Vehicle Reference 1 Car Moving from SE to N Going ahead other
Vehicle Reference 2 Car Moving from N to SE Going ahead other
Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Serious Injured by vehicle: 2

Accidents between dates 01/01/2018 and 20/06/2023 (66) months

Selection: Notes:

Selected using Manual Selection

Tuesday 18/05/2021 Time 0423 Slight at B4100 BANBURY RD RBT J/W A4095 SOUTHWOLD LANE BICESTER
 E: 458155 N: 224471 Junction Detail: 1 Control 4
 Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
 Vehicle Reference 1 Car Moving from S to N Starting
 Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Moving from E to W Going ahead other
 Casualty Reference: 1 Age: 35 Male Driver/rider Severity: Slight Injured by vehicle: 2

Monday 19/07/2021 Time 0750 Slight at A4095 LORDS LANE RBT J/W B4100 BANBURY ROAD
 E: 458175 N: 224501 Junction Detail: 1 Control 4
 Fine without high winds Road surface Dry Daylight
 Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from N to S Going ahead other
 Vehicle Reference 2 Car Moving from W to E Going ahead other
 Casualty Reference: 1 Age: 33 Female Driver/rider Severity: Slight Injured by vehicle: 2

Thursday 23/12/2021 Time 1700 Slight at A4421 BUCKINGHAM ROAD J/W SKIMMINGDISH LANE CAVERSFIELD
 E: 459064 N: 224529 Junction Detail: 3 Control 4
 Raining without high winds Road surface Wet/Damp Darkness: no street lighting
 Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 tonnes mgw Moving from NE to S Going ahead other
 Vehicle Reference 2 Car Moving from NE to S Turning right
 Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Slight Injured by vehicle: 2
 Casualty Reference: 2 Age: 48 Female Passenger Severity: Slight Injured by vehicle: 2

Accidents between dates 01/01/2018 and 20/06/2023 (66) months

Selection: Notes:

Selected using Manual Selection

Friday 25/02/2022 Time 1432 Serious at A4095 SOUTHWOLD DRIVE J/W SPRUCE DRIVE BICESTER
 E: 458745 N: 224396 Junction Detail: 3 Control 4
 Fine without high winds Road surface Dry Daylight
 Vehicle Reference 1 Motorcycle over 500cc Moving from S to W Turning left
 Casualty Reference: 1 Age: 33 Male Driver/rider Severity: Serious Injured by vehicle: 1

Saturday 02/04/2022 Time 2224 Slight at A4421 32M S OF J/W SKIMMINGDISH LANE BICESTER
 E: 459052 N: 224497 Junction Detail: 0 Control
 Fine without high winds Road surface Dry Darkness: street lights present and lit
 Vehicle Reference 1 Pedal Cycle Moving from SE to N Going ahead other
 Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Slight Injured by vehicle: 1
 Vehicle Reference 2 Car Moving from NE to S Going ahead other

Thursday 14/04/2022 Time 1241 Slight at A4095 RBT J/W BUCKINGHAM ROAD BICESTER
 E: 458982 N: 224314 Junction Detail: 1 Control 4
 Fine without high winds Road surface Dry Daylight
 Vehicle Reference 1 Car Moving from N to S Going ahead other
 Vehicle Reference 2 Motorcycle over 500cc Moving from SE to N Going ahead other
 Casualty Reference: 1 Age: 25 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates 01/01/2018 and 20/06/2023 (66) months

Selection: Notes:

Selected using Manual Selection

Monday 18/07/2022 Time 0846 Slight at A4421 BUCKINGHAM ROAD J/W SKIMMINGDISH LANE CAVERSFIELD

E: 459069 N: 224533 Junction Detail: 3 Control 4

Fine without high winds

Road surface Dry

Daylight

Vehicle Reference 1	Goods over 3.5 tonnes and under 7.5 tonnes mgw	Moving from NE to S	Going ahead other
Vehicle Reference 2	Goods 3.5 tonnes mgw and under	Moving from NE to S	Stopping
Casualty Reference: 1	Age: 34 Male	Driver/rider	Severity: Slight Injured by vehicle: 2
Casualty Reference: 2	Age: 33 Male	Passenger	Severity: Slight Injured by vehicle: 2
Vehicle Reference 3	Car	Moving from NE to S	Stopping
Casualty Reference: 3	Age: 41 Male	Driver/rider	Severity: Slight Injured by vehicle: 3
Vehicle Reference 4	Car	Moving from NE to S	Stopping

Wednesday 07/12/2022 Time 1143 Serious at A4421 BUCKINGHAM ROAD AT TOUCAN CROSSING APPROX 30M SW OF J/W SKIMMINDISH LANE CAVEF

E: 459048 N: 224498 Junction Detail: 0 Control

Fine without high winds

Road surface Dry

Daylight

Vehicle Reference 1	Goods 3.5 tonnes mgw and under	Moving from S to NE	Going ahead other
Casualty Reference: 1	Age: 50 Male	Pedestrian	Severity: Serious Injured by vehicle: 1

T21575
Caversfield



Appendix B

TRICS Output – Residential Dwellings

Calculation Reference: AUDIT-141301-230726-0755

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	3 days
	KC KENT	1 days
	SC SURREY	2 days
	WB WEST BERKSHIRE	1 days
	WS WEST SUSSEX	3 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	11 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	TE TELFORD & WREKIN	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR DONCASTER	1 days
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	DH DURHAM	1 days
11	SCOTLAND	
	AS ABERDEENSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 50 to 143 (units:)
 Range Selected by User: 50 to 150 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 01/03/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	4 days
Tuesday	6 days
Wednesday	11 days
Thursday	10 days
Friday	6 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	32 days
Directional ATC Count	5 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	26
Village	7
Out of Town	1
No Sub Category	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	9 days - Selected
Servicing vehicles Excluded	51 days - Selected

Secondary Filtering selection:

Use Class:

C3	37 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	10 days
5,001 to 10,000	13 days
10,001 to 15,000	7 days
15,001 to 20,000	4 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	9 days
25,001 to 50,000	7 days
50,001 to 75,000	4 days
75,001 to 100,000	5 days
100,001 to 125,000	3 days
125,001 to 250,000	8 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	35 days
1.6 to 2.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	23 days
No	14 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	37 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AC-03-A-06 COMMON LANE NEAR CHESTER WAVERTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 99 <i>Survey date: FRIDAY 29/04/22</i>	DETACHED HOUSES	CHESHIRE WEST & CHESTER	<i>Survey Type: MANUAL</i>
2	AS-03-A-02 FARROCHIE ROAD STONEHAVEN Edge of Town Residential Zone Total No of Dwellings: 131 <i>Survey date: WEDNESDAY 20/04/22</i>	MIXED HOUSES	ABERDEENSHIRE	<i>Survey Type: MANUAL</i>
3	CA-03-A-08 GIDDING ROAD SAWTRY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 83 <i>Survey date: THURSDAY 13/10/22</i>	DETACHED & SEMI-DETACHED	CAMBRIDGESHIRE	<i>Survey Type: MANUAL</i>
4	DC-03-A-09 A350 SHAFTESBURY Edge of Town No Sub Category Total No of Dwellings: 50 <i>Survey date: FRIDAY 19/11/21</i>	MIXED HOUSES	DORSET	<i>Survey Type: MANUAL</i>
5	DH-03-A-03 PILGRIMS WAY DURHAM Edge of Town Residential Zone Total No of Dwellings: 57 <i>Survey date: FRIDAY 19/10/18</i>	SEMI-DETACHED & TERRACED	DURHAM	<i>Survey Type: MANUAL</i>
6	DR-03-A-01 A19 BENTLEY ROAD DONCASTER BENTLEY RISE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 54 <i>Survey date: WEDNESDAY 18/09/13</i>	SEMI DETACHED HOUSES	DONCASTER	<i>Survey Type: MANUAL</i>
7	DV-03-A-02 MILLHEAD ROAD HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 116 <i>Survey date: FRIDAY 25/09/15</i>	HOUSES & BUNGALOWS	DEVON	<i>Survey Type: MANUAL</i>
8	DV-03-A-03 LOWER BRAND LANE HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 <i>Survey date: MONDAY 28/09/15</i>	TERRACED & SEMI DETACHED	DEVON	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES & FLATS 99 <i>05/06/19</i>	EAST SUSSEX <i>Survey Type: MANUAL</i>
10	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES & FLATS 91 <i>07/11/19</i>	EAST SUSSEX <i>Survey Type: MANUAL</i>
11	ES-03-A-08 WRESTWOOD ROAD BEXHILL Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES & FLATS 110 <i>12/10/22</i>	EAST SUSSEX <i>Survey Type: MANUAL</i>
12	HC-03-A-23 CANADA WAY LIPHOK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	HOUSES & FLATS 62 <i>19/11/19</i>	HAMPSHIRE <i>Survey Type: MANUAL</i>
13	HC-03-A-27 DAIRY ROAD ANDOVER Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES 73 <i>16/11/21</i>	HAMPSHIRE <i>Survey Type: MANUAL</i>
14	HC-03-A-28 EAGLE AVENUE WATERLOOVILLE LOVEDEAN Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	MIXED HOUSES & FLATS 125 <i>08/11/21</i>	HAMPSHIRE <i>Survey Type: MANUAL</i>
15	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES & FLATS 51 <i>14/07/16</i>	KENT <i>Survey Type: MANUAL</i>
16	LE-03-A-02 MELBOURNE ROAD IBSTOCK Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: THURSDAY</i>	DETACHED & OTHERS 85 <i>28/06/18</i>	LEICESTERSHIRE <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

17	NF-03-A-02 DEREHAM ROAD NORWICH	HOUSES & FLATS		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 98 <i>Survey date: MONDAY 22/10/12</i>			
	<i>Survey Type: MANUAL</i>			
18	NF-03-A-16 NORWICH COMMON WYMONDHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 138 <i>Survey date: TUESDAY 20/10/15</i>			
	<i>Survey Type: DIRECTIONAL ATC COUNT</i>			
19	NF-03-A-24 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 127 <i>Survey date: WEDNESDAY 22/09/21</i>			
	<i>Survey Type: DIRECTIONAL ATC COUNT</i>			
20	NF-03-A-26 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 91 <i>Survey date: WEDNESDAY 22/09/21</i>			
	<i>Survey Type: DIRECTIONAL ATC COUNT</i>			
21	NF-03-A-27 YARMOUTH ROAD NEAR NORWICH BLOFIELD	MIXED HOUSES & FLATS		NORFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 93 <i>Survey date: THURSDAY 16/09/21</i>			
	<i>Survey Type: MANUAL</i>			
22	NF-03-A-33 LONDON ROAD ATTLEBOROUGH	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 143 <i>Survey date: THURSDAY 29/09/22</i>			
	<i>Survey Type: MANUAL</i>			
23	NF-03-A-34 NORWICH ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Out of Town Total No of Dwellings: 80 <i>Survey date: TUESDAY 27/09/22</i>			
	<i>Survey Type: MANUAL</i>			
24	NF-03-A-35 REPTON AVENUE NORWICH	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 116 <i>Survey date: WEDNESDAY 28/09/22</i>			
	<i>Survey Type: MANUAL</i>			

LIST OF SITES relevant to selection parameters (Cont.)

25	NF-03-A-36 LONDON ROAD WYMONDHAM	MIXED HOUSES		NORFOLK
	Edge of Town No Sub Category Total No of Dwellings:		75	
	<i>Survey date: THURSDAY</i>		<i>29/09/22</i>	<i>Survey Type: MANUAL</i>
26	NF-03-A-44 MILL LANE NEAR NORWICH HORSFORD Neighbourhood Centre (PPS6 Local Centre) Village	MIXED HOUSES		NORFOLK
	Total No of Dwellings:		125	
	<i>Survey date: WEDNESDAY</i>		<i>21/09/22</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
27	NF-03-A-49 BRANDON ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		141	
	<i>Survey date: FRIDAY</i>		<i>14/09/18</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
28	NY-03-A-09 GRAMMAR SCHOOL LANE NORTHALLERTON	MIXED HOUSING		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		52	
	<i>Survey date: MONDAY</i>		<i>16/09/13</i>	<i>Survey Type: MANUAL</i>
29	NY-03-A-10 BOROUGHBRIDGE ROAD RIPON	HOUSES AND FLATS		NORTH YORKSHIRE
	Edge of Town No Sub Category Total No of Dwellings:		71	
	<i>Survey date: TUESDAY</i>		<i>17/09/13</i>	<i>Survey Type: MANUAL</i>
30	SC-03-A-04 HIGH ROAD BYFLEET	DETACHED & TERRACED		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		71	
	<i>Survey date: THURSDAY</i>		<i>23/01/14</i>	<i>Survey Type: MANUAL</i>
31	SC-03-A-09 AMLETS LANE CRANLEIGH	MIXED HOUSES & FLATS		SURREY
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		136	
	<i>Survey date: TUESDAY</i>		<i>24/05/22</i>	<i>Survey Type: MANUAL</i>
32	SF-03-A-07 FOXHALL ROAD IPSWICH	MIXED HOUSES		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		73	
	<i>Survey date: THURSDAY</i>		<i>09/05/19</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

33	TE-03-A-03 SANDCROFT TELFORD SUTTON HILL Edge of Town Residential Zone Total No of Dwellings: 54 <i>Survey date: THURSDAY 24/10/13</i>	SEMI -DETACHED/TERRACED	TELFORD & WREKIN	<i>Survey Type: MANUAL</i>
34	WB-03-A-03 DORKING WAY READING CALCOT Edge of Town Residential Zone Total No of Dwellings: 108 <i>Survey date: FRIDAY 09/09/22</i>	MIXED HOUSES	WEST BERKSHIRE	<i>Survey Type: MANUAL</i>
35	WS-03-A-14 TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Total No of Dwellings: 117 <i>Survey date: WEDNESDAY 20/10/21</i>	MIXED HOUSES	WEST SUSSEX	<i>Survey Type: MANUAL</i>
36	WS-03-A-16 BRACKLESHAM LANE BRACKLESHAM BAY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 58 <i>Survey date: WEDNESDAY 09/11/22</i>	DETACHED & SEMI -DETACHED	WEST SUSSEX	<i>Survey Type: MANUAL</i>
37	WS-03-A-17 SHOPWHYKE ROAD CHICHESTER Edge of Town Residential Zone Total No of Dwellings: 86 <i>Survey date: WEDNESDAY 01/03/23</i>	MIXED HOUSES & FLATS	WEST SUSSEX	<i>Survey Type: MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SF-03-A-10	Covid
WS-03-A-07	Bungalows

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	37	92	0.090	37	92	0.304	37	92	0.394
08:00 - 09:00	37	92	0.148	37	92	0.356	37	92	0.504
09:00 - 10:00	37	92	0.143	37	92	0.174	37	92	0.317
10:00 - 11:00	37	92	0.131	37	92	0.165	37	92	0.296
11:00 - 12:00	37	92	0.138	37	92	0.148	37	92	0.286
12:00 - 13:00	37	92	0.167	37	92	0.156	37	92	0.323
13:00 - 14:00	37	92	0.170	37	92	0.172	37	92	0.342
14:00 - 15:00	37	92	0.169	37	92	0.189	37	92	0.358
15:00 - 16:00	37	92	0.260	37	92	0.174	37	92	0.434
16:00 - 17:00	37	92	0.278	37	92	0.183	37	92	0.461
17:00 - 18:00	37	92	0.347	37	92	0.166	37	92	0.513
18:00 - 19:00	37	92	0.262	37	92	0.144	37	92	0.406
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.303			2.331			4.634

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected: 50 - 143 (units:)
Survey date range: 01/01/12 - 01/03/23
Number of weekdays (Monday-Friday): 37
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 14
Surveys manually removed from selection: 2

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

T21575
Caversfield



Appendix C

Traffic Count Datas

12648		CAVERSFIELD			Posted Speed Limit MPH (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site	Location	Direction	Start Date	End Date						
Site No: 12648001	Fringford Rd, Caversfield (N of Skimmingdish Ln) 51.920056, -0.149919	Channel: Northbound	Tue 05-Sep-23	Mon 11-Sep-23	40	8652	1337	1236	39.1	32.0
		Channel: Southbound	Tue 05-Sep-23	Mon 11-Sep-23		9631	1505	1376	40.0	34.1

12648		CAVERSFIELD				Site No: 12648001		Location		Fringford Rd, Caversfield (N of Skimmingdish Ln)						
Tue 05-Sep-23 to Mon 11-Sep-23						Channel: Northbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC		
Tue 05-Sep-23																
00:00	5	0	4	0	0	0	1	0	0	0	0	0	0	0		
01:00	4	0	4	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	0	0		
03:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0		
04:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0		
05:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0		
06:00	12	0	11	1	0	0	0	0	0	0	0	0	0	0		
07:00	36	3	30	3	0	0	0	0	0	0	0	0	0	0		
08:00	61	3	56	2	0	0	0	0	0	0	0	0	0	0		
09:00	54	2	47	4	0	0	0	0	1	0	0	0	0	0		
10:00	56	1	50	3	0	0	1	0	1	0	0	0	0	0		
11:00	63	1	58	3	0	0	1	0	0	0	0	0	0	0		
12:00	65	2	58	5	0	0	0	0	0	0	0	0	0	0		
13:00	65	1	61	2	0	0	1	0	0	0	0	0	0	0		
14:00	72	3	67	2	0	0	0	0	0	0	0	0	0	0		
15:00	134	3	126	5	0	0	0	0	0	0	0	0	0	0		
16:00	127	7	110	8	0	0	1	0	0	0	0	1	0	0		
17:00	190	5	175	10	0	0	0	0	0	0	0	0	0	0		
18:00	120	5	109	4	0	0	2	0	0	0	0	0	0	0		
19:00	81	6	71	4	0	0	0	0	0	0	0	0	0	0		
20:00	62	0	61	1	0	0	0	0	0	0	0	0	0	0		
21:00	42	2	40	0	0	0	0	0	0	0	0	0	0	0		
22:00	22	1	20	1	0	0	0	0	0	0	0	0	0	0		
23:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0		
12H,7-19	1043	36	947	51	0	0	6	0	2	0	0	1	0	0		
16H,6-22	1240	44	1130	57	0	0	6	0	2	0	0	1	0	0		
18H,6-24	1271	45	1159	58	0	0	6	0	2	0	0	1	0	0		
24H,0-24	1288	45	1175	58	0	0	7	0	2	0	0	1	0	0		

12648		CAVERSFIELD				Site No: 12648001		Location Fringford Rd, Caversfield (N of Skimmingdish Ln)							
Tue 05-Sep-23 to Mon 11-Sep-23						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Wed 06-Sep-23															
00:00	5	1	4	0	0	0	0	0	0	0	0	0	0	0	0
01:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
02:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
06:00	15	0	14	1	0	0	0	0	0	0	0	0	0	0	0
07:00	55	4	45	6	0	0	0	0	0	0	0	0	0	0	0
08:00	74	1	68	3	0	0	1	0	1	0	0	0	0	0	0
09:00	64	5	51	6	0	0	1	0	1	0	0	0	0	0	0
10:00	65	1	55	8	0	0	1	0	0	0	0	0	0	0	0
11:00	49	3	41	2	0	0	1	0	0	0	2	0	0	0	0
12:00	57	5	49	3	0	0	0	0	0	0	0	0	0	0	0
13:00	62	1	50	10	0	0	1	0	0	0	0	0	0	0	0
14:00	70	4	64	2	0	0	0	0	0	0	0	0	0	0	0
15:00	126	4	116	6	0	0	0	0	0	0	0	0	0	0	0
16:00	140	3	129	8	0	0	0	0	0	0	0	0	0	0	0
17:00	183	9	168	6	0	0	0	0	0	0	0	0	0	0	0
18:00	139	8	130	1	0	0	0	0	0	0	0	0	0	0	0
19:00	97	3	91	2	0	0	0	0	1	0	0	0	0	0	0
20:00	58	1	56	1	0	0	0	0	0	0	0	0	0	0	0
21:00	34	1	32	1	0	0	0	0	0	0	0	0	0	0	0
22:00	29	3	24	2	0	0	0	0	0	0	0	0	0	0	0
23:00	15	1	14	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	1084	48	966	61	0	0	5	0	2	0	2	0	0	0	0
16H,6-22	1288	53	1159	66	0	0	5	0	3	0	2	0	0	0	0
18H,6-24	1332	57	1197	68	0	0	5	0	3	0	2	0	0	0	0
24H,0-24	1352	58	1215	69	0	0	5	0	3	0	2	0	0	0	0

12648		CAVERSFIELD				Site No: 12648001		Location		Fringford Rd, Caversfield (N of Skimmingdish Ln)						
Tue 05-Sep-23 to Mon 11-Sep-23					Channel: Northbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC		
Thu 07-Sep-23																
00:00	6	1	5	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	
05:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0	0	
07:00	43	4	33	5	0	1	0	0	0	0	0	0	0	0	0	
08:00	77	2	73	2	0	0	0	0	0	0	0	0	0	0	0	
09:00	57	6	48	2	0	0	0	0	0	0	1	0	0	0	0	
10:00	55	2	44	8	0	1	0	0	0	0	0	0	0	0	0	
11:00	58	0	56	2	0	0	0	0	0	0	0	0	0	0	0	
12:00	71	3	64	4	0	0	0	0	0	0	0	0	0	0	0	
13:00	62	5	55	2	0	0	0	0	0	0	0	0	0	0	0	
14:00	68	2	64	2	0	0	0	0	0	0	0	0	0	0	0	
15:00	120	3	113	4	0	0	0	0	0	0	0	0	0	0	0	
16:00	127	6	109	11	0	0	0	0	1	0	0	0	0	0	0	
17:00	182	7	165	10	0	0	0	0	0	0	0	0	0	0	0	
18:00	119	3	113	3	0	0	0	0	0	0	0	0	0	0	0	
19:00	83	1	80	0	0	0	0	0	1	0	1	0	0	0	0	
20:00	70	0	68	2	0	0	0	0	0	0	0	0	0	0	0	
21:00	43	0	42	1	0	0	0	0	0	0	0	0	0	0	0	
22:00	24	2	22	0	0	0	0	0	0	0	0	0	0	0	0	
23:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	1039	43	937	55	0	2	0	0	1	0	1	0	0	0	0	
16H,6-22	1245	44	1136	59	0	2	0	0	2	0	2	0	0	0	0	
18H,6-24	1282	46	1171	59	0	2	0	0	2	0	2	0	0	0	0	
24H,0-24	1299	47	1186	60	0	2	0	0	2	0	2	0	0	0	0	

12648		CAVERSFIELD				Site No: 12648001		Location Fringford Rd, Caversfield (N of Skimmingdish Ln)							
Tue 05-Sep-23 to Mon 11-Sep-23						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Fri 08-Sep-23															
00:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
01:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	2	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	0	0	0
05:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
06:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
07:00	49	2	45	2	0	0	0	0	0	0	0	0	0	0	0
08:00	85	1	76	8	0	0	0	0	0	0	0	0	0	0	0
09:00	56	2	53	1	0	0	0	0	0	0	0	0	0	0	0
10:00	56	0	53	1	0	0	2	0	0	0	0	0	0	0	0
11:00	88	5	77	5	0	0	0	0	1	0	0	0	0	0	0
12:00	89	10	73	4	0	0	0	0	2	0	0	0	0	0	0
13:00	65	3	58	3	0	0	0	0	1	0	0	0	0	0	0
14:00	99	5	84	9	0	0	1	0	0	0	0	0	0	0	0
15:00	135	4	124	6	0	0	0	0	1	0	0	0	0	0	0
16:00	133	4	123	5	0	0	0	0	1	0	0	0	0	0	0
17:00	163	7	152	3	0	0	0	0	1	0	0	0	0	0	0
18:00	133	1	128	4	0	0	0	0	0	0	0	0	0	0	0
19:00	97	5	91	1	0	0	0	0	0	0	0	0	0	0	0
20:00	50	1	49	0	0	0	0	0	0	0	0	0	0	0	0
21:00	50	1	48	1	0	0	0	0	0	0	0	0	0	0	0
22:00	44	2	41	1	0	0	0	0	0	0	0	0	0	0	0
23:00	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	1151	44	1046	51	0	0	3	0	7	0	0	0	0	0	0
16H,6-22	1355	51	1241	53	0	0	3	0	7	0	0	0	0	0	0
18H,6-24	1415	53	1298	54	0	0	3	0	7	0	0	0	0	0	0
24H,0-24	1431	53	1314	54	0	0	3	0	7	0	0	0	0	0	0

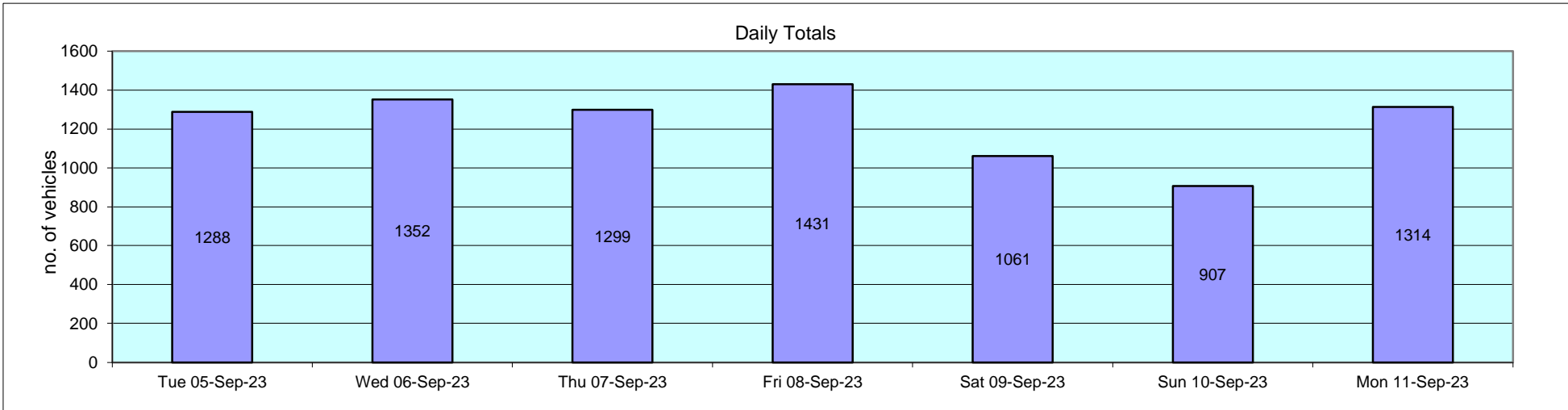
12648		CAVERSFIELD			Site No: 12648001		Location		Fringford Rd, Caversfield (N of Skimmingdish Ln)						
Tue 05-Sep-23 to Mon 11-Sep-23					Channel: Northbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Sat 09-Sep-23															
00:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0
01:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
02:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06:00	8	2	6	0	0	0	0	0	0	0	0	0	0	0	0
07:00	14	2	11	1	0	0	0	0	0	0	0	0	0	0	0
08:00	42	3	38	1	0	0	0	0	0	0	0	0	0	0	0
09:00	46	4	42	0	0	0	0	0	0	0	0	0	0	0	0
10:00	82	6	72	4	0	0	0	0	0	0	0	0	0	0	0
11:00	75	3	69	3	0	0	0	0	0	0	0	0	0	0	0
12:00	100	1	96	3	0	0	0	0	0	0	0	0	0	0	0
13:00	69	2	66	1	0	0	0	0	0	0	0	0	0	0	0
14:00	75	3	67	5	0	0	0	0	0	0	0	0	0	0	0
15:00	70	0	68	2	0	0	0	0	0	0	0	0	0	0	0
16:00	61	3	57	1	0	0	0	0	0	0	0	0	0	0	0
17:00	93	2	89	2	0	0	0	0	0	0	0	0	0	0	0
18:00	65	1	64	0	0	0	0	0	0	0	0	0	0	0	0
19:00	73	2	70	1	0	0	0	0	0	0	0	0	0	0	0
20:00	63	2	59	2	0	0	0	0	0	0	0	0	0	0	0
21:00	44	0	44	0	0	0	0	0	0	0	0	0	0	0	0
22:00	39	0	37	2	0	0	0	0	0	0	0	0	0	0	0
23:00	19	1	17	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	792	30	739	23	0	0	0	0	0	0	0	0	0	0	0
16H,6-22	980	36	918	26	0	0	0	0	0	0	0	0	0	0	0
18H,6-24	1038	37	972	29	0	0	0	0	0	0	0	0	0	0	0
24H,0-24	1061	38	994	29	0	0	0	0	0	0	0	0	0	0	0

12648		CAVERSFIELD				Site No: 12648001		Location		Fringford Rd, Caversfield (N of Skimmingdish Ln)						
Tue 05-Sep-23 to Mon 11-Sep-23					Channel: Northbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC		
Sun 10-Sep-23																
00:00	15	1	13	1	0	0	0	0	0	0	0	0	0	0	0	
01:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0	
02:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0	
04:00	2	0	2	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	0	0	0	
06:00	6	0	5	0	0	0	0	1	0	0	0	0	0	0	0	
07:00	13	6	7	0	0	0	0	0	0	0	0	0	0	0	0	
08:00	26	6	19	1	0	0	0	0	0	0	0	0	0	0	0	
09:00	50	9	38	2	0	1	0	0	0	0	0	0	0	0	0	
10:00	66	4	57	3	0	0	0	0	2	0	0	0	0	0	0	
11:00	80	5	72	3	0	0	0	0	0	0	0	0	0	0	0	
12:00	94	1	92	1	0	0	0	0	0	0	0	0	0	0	0	
13:00	63	3	58	1	0	0	0	0	1	0	0	0	0	0	0	
14:00	61	0	61	0	0	0	0	0	0	0	0	0	0	0	0	
15:00	73	3	69	1	0	0	0	0	0	0	0	0	0	0	0	
16:00	72	0	71	1	0	0	0	0	0	0	0	0	0	0	0	
17:00	70	0	69	1	0	0	0	0	0	0	0	0	0	0	0	
18:00	58	0	57	1	0	0	0	0	0	0	0	0	0	0	0	
19:00	54	1	50	3	0	0	0	0	0	0	0	0	0	0	0	
20:00	38	2	35	1	0	0	0	0	0	0	0	0	0	0	0	
21:00	31	0	30	1	0	0	0	0	0	0	0	0	0	0	0	
22:00	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0	
23:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	726	37	670	15	0	1	0	0	3	0	0	0	0	0	0	
16H,6-22	855	40	790	20	0	1	0	1	3	0	0	0	0	0	0	
18H,6-24	877	40	812	20	0	1	0	1	3	0	0	0	0	0	0	
24H,0-24	907	41	838	23	0	1	0	1	3	0	0	0	0	0	0	

12648		CAVERSFIELD				Site No: 12648001		Location Fringford Rd, Caversfield (N of Skimmingdish Ln)							
Tue 05-Sep-23 to Mon 11-Sep-23						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Mon 11-Sep-23															
00:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
01:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	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	0	0	0
05:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
06:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0
07:00	54	1	47	4	0	1	0	0	1	0	0	0	0	0	0
08:00	65	1	59	4	0	0	1	0	0	0	0	0	0	0	0
09:00	58	0	46	10	0	0	1	0	1	0	0	0	0	0	0
10:00	56	1	50	4	0	0	1	0	0	0	0	0	0	0	0
11:00	49	4	41	4	0	0	0	0	0	0	0	0	0	0	0
12:00	62	1	58	3	0	0	0	0	0	0	0	0	0	0	0
13:00	73	1	66	6	0	0	0	0	0	0	0	0	0	0	0
14:00	71	5	65	1	0	0	0	0	0	0	0	0	0	0	0
15:00	139	3	135	1	0	0	0	0	0	0	0	0	0	0	0
16:00	130	5	112	11	0	0	0	0	2	0	0	0	0	0	0
17:00	195	7	182	5	0	0	0	0	1	0	0	0	0	0	0
18:00	134	5	125	4	0	0	0	0	0	0	0	0	0	0	0
19:00	82	4	75	3	0	0	0	0	0	0	0	0	0	0	0
20:00	53	1	52	0	0	0	0	0	0	0	0	0	0	0	0
21:00	38	5	32	1	0	0	0	0	0	0	0	0	0	0	0
22:00	27	1	25	0	0	0	0	0	1	0	0	0	0	0	0
23:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	1086	34	986	57	0	1	3	0	5	0	0	0	0	0	0
16H,6-22	1266	44	1151	62	0	1	3	0	5	0	0	0	0	0	0
18H,6-24	1301	45	1184	62	0	1	3	0	6	0	0	0	0	0	0
24H,0-24	1314	45	1196	63	0	1	3	0	6	0	0	0	0	0	0

12648 CAVERSFIELD Site No: 12648001 Location Fringford Rd, Caversfield (N of Skimmingdish Ln)
 Tue 05-Sep-23 to Mon 11-Sep-23 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Tue 05-Sep-23	1288	45	1175	58	0	0	7	0	2	0	0	1	0	0
Wed 06-Sep-23	1352	58	1215	69	0	0	5	0	3	0	2	0	0	0
Thu 07-Sep-23	1299	47	1186	60	0	2	0	0	2	0	2	0	0	0
Fri 08-Sep-23	1431	53	1314	54	0	0	3	0	7	0	0	0	0	0
Sat 09-Sep-23	1061	38	994	29	0	0	0	0	0	0	0	0	0	0
Sun 10-Sep-23	907	41	838	23	0	1	0	1	3	0	0	0	0	0
Mon 11-Sep-23	1314	45	1196	63	0	1	3	0	6	0	0	0	0	0
Total Vehicles	8652	327	7918	356	0	4	18	1	23	0	4	1	0	0



12648	CAVERSFIELD	Site No: 12648001	Location	Fringford Rd, Caversfield (N of Skimmingdish Ln)												
Tue 05-Sep-23 to Mon 11-Sep-23		Channel: Northbound														
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61

Tue 05-Sep-23																
00:00	5	-	34.5	5.6	0	0	0	0	1	3	0	1	0	0	0	0
01:00	4	-	23.5	7.1	0	1	0	1	2	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	-	38.5	1.8	0	0	0	0	0	0	2	0	0	0	0	0
04:00	3	-	35.2	12.6	0	0	0	1	0	1	0	0	1	0	0	0
05:00	3	-	33.5	10	0	0	0	1	0	1	0	1	0	0	0	0
06:00	12	38.8	33.5	6.5	0	0	1	0	2	5	3	1	0	0	0	0
07:00	36	37.4	31.1	7.3	0	2	1	3	10	13	4	3	0	0	0	0
08:00	61	37.8	32.3	5.2	0	0	0	9	12	25	15	0	0	0	0	0
09:00	54	37.2	29.9	6.8	0	1	5	8	16	13	10	1	0	0	0	0
10:00	56	36.1	29.9	6.6	0	1	1	14	18	13	5	4	0	0	0	0
11:00	63	38.1	31.1	6.9	0	1	1	15	12	19	12	2	1	0	0	0
12:00	65	39.2	32.9	6.7	0	1	3	4	12	27	12	5	1	0	0	0
13:00	65	40.4	32	7.8	0	2	2	10	14	18	10	8	1	0	0	0
14:00	72	38.6	31.6	7	1	1	2	10	15	24	15	4	0	0	0	0
15:00	134	38	31.6	6.3	0	2	5	14	36	47	23	7	0	0	0	0
16:00	127	38.2	30.8	6.8	1	2	2	24	39	29	24	5	1	0	0	0
17:00	190	38.1	32.1	6.1	0	0	5	27	42	72	35	6	3	0	0	0
18:00	120	38.9	31.6	7.3	0	2	5	17	33	31	23	6	2	1	0	0
19:00	81	38.9	31.4	8.3	2	3	1	14	12	27	16	3	3	0	0	0
20:00	62	39.4	33.1	6.6	0	0	1	9	10	24	12	4	2	0	0	0
21:00	42	45	35.6	9.2	0	1	2	3	6	7	13	4	5	1	0	0
22:00	22	44.2	38	10.7	0	0	0	3	2	4	6	5	0	0	0	2
23:00	9	-	37.4	9	0	0	0	1	0	4	2	0	1	1	0	0
12H,7-19	1043	38.4	31.5	6.7	2	15	32	155	259	331	188	51	9	1	0	0
16H,6-22	1240	38.8	31.7	6.9	4	19	37	181	289	394	232	63	19	2	0	0
18H,6-24	1271	39	31.9	7.1	4	19	37	185	291	402	240	68	20	3	0	2
24H,0-24	1288	39	31.9	7.1	4	20	37	188	294	407	242	70	21	3	0	2

12648 CAVERSFIELD Site No: 12648001 Location Fringford Rd, Caversfield (N of Skimmingdish Ln)
 Tue 05-Sep-23 to Mon 11-Sep-23 Channel: Northbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Wed 06-Sep-23																
00:00	5	-	33.5	6.3	0	0	0	1	0	2	2	0	0	0	0	0
01:00	3	-	31.8	7.6	0	0	0	1	0	1	1	0	0	0	0	0
02:00	6	-	26.8	4.3	0	0	1	0	5	0	0	0	0	0	0	0
03:00	1	-	33.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	1	-	33.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	4	-	31	8.7	0	0	0	1	2	0	0	1	0	0	0	0
06:00	15	41.6	35.8	5.8	0	0	0	0	2	8	2	2	1	0	0	0
07:00	55	38	30.7	7.5	0	2	4	8	11	18	8	4	0	0	0	0
08:00	74	39.3	33.6	6	0	0	2	7	9	32	19	4	1	0	0	0
09:00	64	39	29.9	8.7	0	5	6	10	10	17	10	6	0	0	0	0
10:00	65	38.8	32.6	6.2	0	0	1	7	19	20	14	2	2	0	0	0
11:00	49	37.3	30.1	9.5	1	6	2	4	5	21	8	0	1	1	0	0
12:00	57	38.3	30.5	7.6	0	2	5	9	10	16	13	2	0	0	0	0
13:00	62	38.9	32.5	6.1	0	0	1	7	18	17	16	2	1	0	0	0
14:00	70	38.8	31.7	7.8	0	2	2	12	14	24	9	5	0	2	0	0
15:00	126	39.2	32	7.2	2	1	2	19	28	36	29	8	1	0	0	0
16:00	140	39.7	33	7	1	1	1	16	32	47	28	7	7	0	0	0
17:00	183	38.9	31.7	7.2	0	5	9	23	38	56	42	8	2	0	0	0
18:00	139	39.4	32.2	7.5	0	6	3	16	27	48	26	10	3	0	0	0
19:00	97	39.4	32.4	6.8	0	2	2	12	21	30	22	8	0	0	0	0
20:00	58	39.2	32.5	6.9	0	0	2	9	13	14	17	1	2	0	0	0
21:00	34	38.4	32.2	7.2	1	0	0	4	8	12	7	1	1	0	0	0
22:00	29	39.9	33.2	9.4	0	0	0	7	6	8	4	2	0	0	2	0
23:00	15	41.6	32.2	10.2	0	1	1	3	1	3	3	2	1	0	0	0
12H,7-19	1084	39.1	31.9	7.3	4	30	38	138	221	352	222	58	18	3	0	0
16H,6-22	1288	39.2	32	7.3	5	32	42	163	265	416	270	70	22	3	0	0
18H,6-24	1332	39.2	32	7.3	5	33	43	173	272	427	277	74	23	3	2	0
24H,0-24	1352	39.2	32	7.3	5	33	44	176	279	432	280	75	23	3	2	0

12648		CAVERSFIELD			Site No: 12648001		Location Fringford Rd, Caversfield (N of Skimmingdish Ln)									
Tue 05-Sep-23 to Mon 11-Sep-23					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Thu 07-Sep-23																
00:00	6	-	29.4	11.9	1	0	0	1	1	0	3	0	0	0	0	0
01:00	4	-	33.5	8.2	0	0	0	1	0	2	0	1	0	0	0	0
02:00	1	-	28.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	2	-	28.5	14.1	0	0	1	0	0	0	1	0	0	0	0	0
04:00	2	-	31	17.7	0	0	1	0	0	0	0	1	0	0	0	0
05:00	2	-	26	3.5	0	0	0	1	1	0	0	0	0	0	0	0
06:00	10	37.7	31.5	6.5	0	0	0	3	1	3	3	0	0	0	0	0
07:00	43	38.8	32.2	7.5	0	2	3	3	3	20	9	3	0	0	0	0
08:00	77	37.7	31.2	6.9	1	1	2	12	17	27	15	0	2	0	0	0
09:00	57	37.6	30	8.4	0	4	4	9	11	17	9	2	0	1	0	0
10:00	55	36.2	29.1	6.9	0	1	5	14	11	15	8	1	0	0	0	0
11:00	58	37.3	31.9	7	0	0	2	8	16	21	7	2	0	2	0	0
12:00	71	40	32.7	7.2	0	0	4	10	13	20	16	7	1	0	0	0
13:00	62	40.3	32	9.2	1	1	3	9	18	10	12	4	1	3	0	0
14:00	68	39.5	32.6	8	1	1	0	9	16	22	12	5	1	0	0	1
15:00	120	38.9	32	7.1	1	0	3	25	17	39	28	5	1	1	0	0
16:00	127	38.5	31.9	6.5	0	2	4	13	36	40	25	5	2	0	0	0
17:00	182	38.2	31.5	6.8	0	3	5	29	43	60	32	7	2	1	0	0
18:00	119	38.6	32.4	6.3	0	2	0	15	29	42	24	5	2	0	0	0
19:00	83	39.7	32.4	7.6	0	1	2	13	21	22	15	3	6	0	0	0
20:00	70	39.5	32.9	6.2	0	0	1	9	15	25	13	7	0	0	0	0
21:00	43	39.9	32.3	7.1	0	0	0	10	10	9	9	4	1	0	0	0
22:00	24	40.5	34.8	10	0	0	0	6	3	4	7	1	2	0	0	1
23:00	13	33.8	29.3	6.5	0	0	0	5	4	2	1	1	0	0	0	0
12H,7-19	1039	38.7	31.7	7.2	4	17	35	156	230	333	197	46	12	8	0	1
16H,6-22	1245	38.9	31.8	7.2	4	18	38	191	277	392	237	60	19	8	0	1
18H,6-24	1282	39	31.9	7.2	4	18	38	202	284	398	245	62	21	8	0	2
24H,0-24	1299	39	31.8	7.3	5	18	40	205	287	400	249	64	21	8	0	2

12648	CAVERSFIELD				Site No: 12648001	Location Fringford Rd, Caversfield (N of Skimmingdish Ln)										
Tue 05-Sep-23 to Mon 11-Sep-23					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61

Fri 08-Sep-23																
00:00	5	-	38.5	6.3	0	0	0	0	1	0	2	2	0	0	0	0
01:00	3	-	30.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
02:00	2	-	36	10.6	0	0	0	0	1	0	0	1	0	0	0	0
03:00	2	-	31	3.5	0	0	0	0	1	1	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	-	38.5	4.2	0	0	0	0	0	1	2	1	0	0	0	0
06:00	7	-	32.1	6.4	0	0	0	2	0	3	2	0	0	0	0	0
07:00	49	36.1	30.9	6	0	1	1	6	16	17	6	2	0	0	0	0
08:00	85	36.6	31.6	5.1	0	0	0	13	22	35	14	1	0	0	0	0
09:00	56	38.3	32.5	6.4	0	1	1	8	6	25	13	1	1	0	0	0
10:00	56	37.5	32.4	5.8	0	0	1	8	8	28	7	4	0	0	0	0
11:00	88	38.7	31.2	7.9	0	3	6	14	14	28	17	3	3	0	0	0
12:00	89	39.6	30.6	8.5	1	5	4	16	20	14	21	8	0	0	0	0
13:00	65	39.2	32.3	7.5	0	1	2	9	16	16	17	1	2	1	0	0
14:00	99	39	32.4	7.7	0	3	2	14	18	33	23	2	2	1	1	0
15:00	135	38.2	31.9	6.2	0	1	2	22	30	47	28	3	2	0	0	0
16:00	133	39.2	32.6	6.6	0	2	3	16	25	46	32	8	1	0	0	0
17:00	163	38.6	31.6	7.2	1	2	2	33	34	53	25	8	4	1	0	0
18:00	133	39	32.5	6.5	0	1	3	18	27	44	33	6	0	1	0	0
19:00	97	38.8	32.1	6.8	0	2	2	11	25	32	18	5	2	0	0	0
20:00	50	39.2	31.5	7.4	0	1	0	10	17	7	11	2	2	0	0	0
21:00	50	36.6	30.8	6.2	0	0	1	8	20	12	8	0	0	1	0	0
22:00	44	39.1	33.5	5.5	0	0	1	1	12	16	11	3	0	0	0	0
23:00	16	38.6	32.3	6.4	0	0	0	4	2	4	6	0	0	0	0	0
12H,7-19	1151	38.8	31.9	6.9	2	20	27	177	236	386	236	47	15	4	1	0
16H,6-22	1355	38.7	31.9	6.9	2	23	30	208	298	440	275	54	19	5	1	0
18H,6-24	1415	38.8	31.9	6.8	2	23	31	213	312	460	292	57	19	5	1	0
24H,0-24	1431	38.8	32	6.8	2	23	31	213	317	463	296	61	19	5	1	0

12648		CAVERSFIELD			Site No: 12648001		Location Fringford Rd, Caversfield (N of Skimmingdish Ln)									
Tue 05-Sep-23 to Mon 11-Sep-23					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sat 09-Sep-23																
00:00	9	-	28.5	8	0	1	0	2	3	1	2	0	0	0	0	0
01:00	4	-	27.3	2.8	0	0	0	1	3	0	0	0	0	0	0	0
02:00	3	-	36.8	3.1	0	0	0	0	0	1	2	0	0	0	0	0
03:00	3	-	21.8	10.4	0	1	1	0	0	1	0	0	0	0	0	0
04:00	3	-	30.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
05:00	1	-	23.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	8	-	26.6	9.3	0	1	2	1	0	3	1	0	0	0	0	0
07:00	14	34	27.4	10.3	0	2	1	4	2	4	0	0	0	1	0	0
08:00	42	38.3	30.9	7.3	0	1	2	7	12	9	9	1	1	0	0	0
09:00	46	37.6	29.6	7.7	0	2	4	7	15	8	8	1	1	0	0	0
10:00	82	36.5	30.3	7.3	2	2	2	12	22	28	11	2	1	0	0	0
11:00	75	39.2	31.8	7.4	0	2	2	11	19	21	13	5	2	0	0	0
12:00	100	41.5	34.5	7.7	1	0	2	9	19	23	29	15	1	0	0	1
13:00	69	38.6	32	7.1	0	0	4	11	11	28	8	6	0	1	0	0
14:00	75	39.6	32.9	7.1	0	0	2	13	14	17	24	3	1	1	0	0
15:00	70	40.7	33.5	7.3	0	0	2	11	11	19	17	8	2	0	0	0
16:00	61	40.2	32.8	7.7	0	3	0	10	7	17	17	7	0	0	0	0
17:00	93	39.8	33.2	6.7	0	1	1	10	20	33	18	8	1	1	0	0
18:00	65	38.9	32.3	7.1	0	0	3	10	13	20	15	2	1	1	0	0
19:00	73	40.4	32.6	7.4	0	0	2	13	16	20	12	7	3	0	0	0
20:00	63	40.3	33.4	7.7	0	1	1	9	10	20	14	6	1	0	1	0
21:00	44	38.2	33.5	5.5	0	0	0	3	9	20	11	0	0	1	0	0
22:00	39	39.9	33.9	6.9	0	0	0	5	6	17	6	3	1	1	0	0
23:00	19	40.2	34.6	9.3	0	1	0	1	5	2	8	1	0	0	1	0
12H,7-19	792	39.7	32.3	7.5	3	13	25	115	165	227	169	58	11	5	0	1
16H,6-22	980	39.7	32.4	7.4	3	15	30	141	200	290	207	71	15	6	1	1
18H,6-24	1038	39.8	32.5	7.5	3	16	30	147	211	309	221	75	16	7	2	1
24H,0-24	1061	39.7	32.4	7.5	3	18	31	151	219	313	225	75	16	7	2	1

12648	CAVERSFIELD				Site No: 12648001	Location Fringford Rd, Caversfield (N of Skimmingdish Ln)										
Tue 05-Sep-23 to Mon 11-Sep-23					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61

Sun 10-Sep-23																
00:00	15	34.8	28.8	6	0	0	1	4	5	3	2	0	0	0	0	0
01:00	6	-	30.2	5.3	0	0	0	1	3	1	1	0	0	0	0	0
02:00	3	-	38.5	8.8	0	0	0	0	0	2	0	0	1	0	0	0
03:00	4	-	31	8.7	0	0	1	0	0	2	1	0	0	0	0	0
04:00	2	-	43.5	14.1	0	0	0	0	0	1	0	0	0	1	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	6	-	25.2	12.5	0	1	2	1	1	0	0	0	1	0	0	0
07:00	13	32.9	23.1	9.1	0	5	1	1	2	4	0	0	0	0	0	0
08:00	26	36.8	27	9.5	0	5	2	6	2	6	4	1	0	0	0	0
09:00	50	34.8	26.6	7.9	1	4	7	10	14	8	5	1	0	0	0	0
10:00	66	35.5	28.6	7	1	1	4	19	17	15	7	2	0	0	0	0
11:00	80	39	31.3	7.7	0	1	6	11	24	14	19	4	0	0	1	0
12:00	94	39.6	32.8	6.9	0	1	3	10	21	30	20	7	2	0	0	0
13:00	63	38.5	32.4	6.5	0	0	0	10	17	20	12	2	1	1	0	0
14:00	61	39.7	33.3	6.6	0	0	2	7	10	22	14	5	1	0	0	0
15:00	73	38.7	30.8	7.3	0	0	7	14	15	16	18	2	1	0	0	0
16:00	72	39.2	32.9	6.4	0	0	1	6	25	16	20	2	1	1	0	0
17:00	70	39.1	33.4	6.1	0	1	1	4	14	29	16	4	1	0	0	0
18:00	58	40.7	35.3	6.8	0	0	2	4	5	18	21	5	3	0	0	0
19:00	54	36.3	30.7	5.6	0	1	1	5	23	15	8	1	0	0	0	0
20:00	38	39.6	31.9	8.1	0	1	0	10	6	9	8	3	0	1	0	0
21:00	31	39.7	33.2	7.4	0	0	1	4	7	8	8	2	0	1	0	0
22:00	16	41.3	34.4	7.5	0	0	0	3	1	6	3	2	1	0	0	0
23:00	6	-	35.2	6.2	0	0	0	1	0	1	4	0	0	0	0	0
12H,7-19	726	39	31.5	7.5	2	18	36	102	166	198	156	35	10	2	1	0
16H,6-22	855	39	31.5	7.5	2	21	40	122	203	230	180	41	11	4	1	0
18H,6-24	877	39.1	31.6	7.5	2	21	40	126	204	237	187	43	12	4	1	0
24H,0-24	907	39	31.6	7.5	2	21	42	131	212	246	191	43	13	5	1	0

12648		CAVERSFIELD			Site No: 12648001		Location Fringford Rd, Caversfield (N of Skimmingdish Ln)									
Tue 05-Sep-23 to Mon 11-Sep-23					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Mon 11-Sep-23																
00:00	3	-	30.2	7.6	0	0	0	1	1	0	1	0	0	0	0	0
01:00	3	-	35.2	10.4	0	0	0	1	0	0	1	1	0	0	0	0
02:00	1	-	28.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	1	-	18.5	-	0	0	1	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	5	-	37.5	9.6	0	0	0	1	0	1	1	1	1	0	0	0
06:00	7	-	32.8	5.5	0	0	0	0	3	3	0	1	0	0	0	0
07:00	54	38.8	31.5	7.7	0	1	1	11	14	15	6	4	1	1	0	0
08:00	65	38.1	32.1	6.4	0	1	1	8	15	26	9	4	1	0	0	0
09:00	58	39	31.7	7.1	0	1	0	13	12	18	8	5	1	0	0	0
10:00	56	40.3	34.3	6.4	0	0	2	2	10	22	13	5	2	0	0	0
11:00	49	38.3	29	8.7	1	4	4	6	14	7	11	2	0	0	0	0
12:00	62	40.3	32.5	7.5	0	1	1	13	9	18	12	7	1	0	0	0
13:00	73	38.1	31.9	6	0	0	1	12	18	26	11	5	0	0	0	0
14:00	71	38.6	30.9	7.6	1	0	6	10	18	18	13	4	1	0	0	0
15:00	139	38.5	32.3	6.2	0	2	0	20	30	50	31	4	2	0	0	0
16:00	130	39	31.8	7	0	1	3	22	37	30	28	6	2	1	0	0
17:00	195	38.3	31.4	6.6	0	2	6	24	69	48	35	9	0	2	0	0
18:00	134	39.7	32.9	7	1	1	4	13	29	42	32	9	3	0	0	0
19:00	82	38.4	32	6.8	0	2	1	10	21	30	11	5	2	0	0	0
20:00	53	40.3	33.3	7	0	0	1	7	12	15	11	5	2	0	0	0
21:00	38	39.9	31.9	8.9	1	1	2	6	4	10	10	3	1	0	0	0
22:00	27	38.4	30.2	6.9	0	0	1	6	12	2	3	3	0	0	0	0
23:00	8	-	32.9	11.2	0	0	1	1	2	2	0	1	0	1	0	0
12H,7-19	1086	39.1	31.9	6.9	3	14	29	154	275	320	209	64	14	4	0	0
16H,6-22	1266	39.1	32	7	4	17	33	177	315	378	241	78	19	4	0	0
18H,6-24	1301	39.2	31.9	7	4	17	35	184	329	382	244	82	19	5	0	0
24H,0-24	1314	39.2	32	7	4	17	36	187	331	383	247	84	20	5	0	0

12648 CAVERSFIELD Site No: 12648001 Location Fringford Rd, Caversfield (N of Skimmingdish Ln)
 Tue 05-Sep-23 to Mon 11-Sep-23 Channel: Northbound

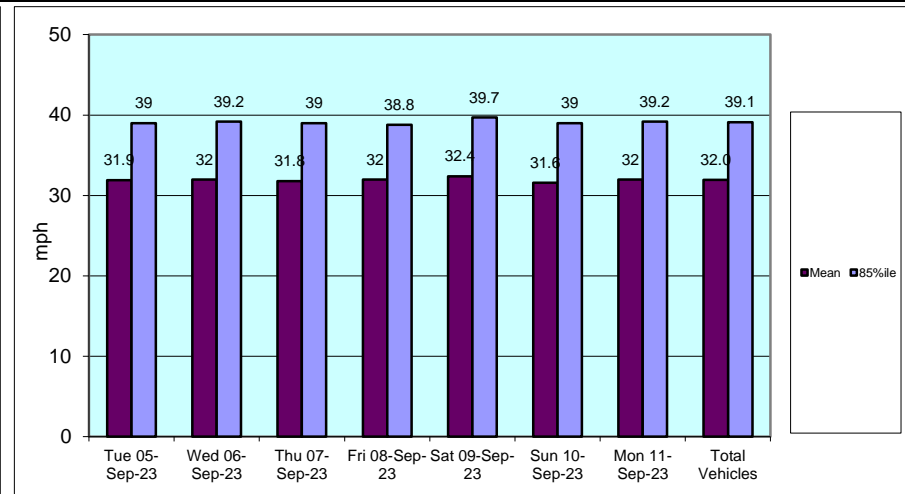
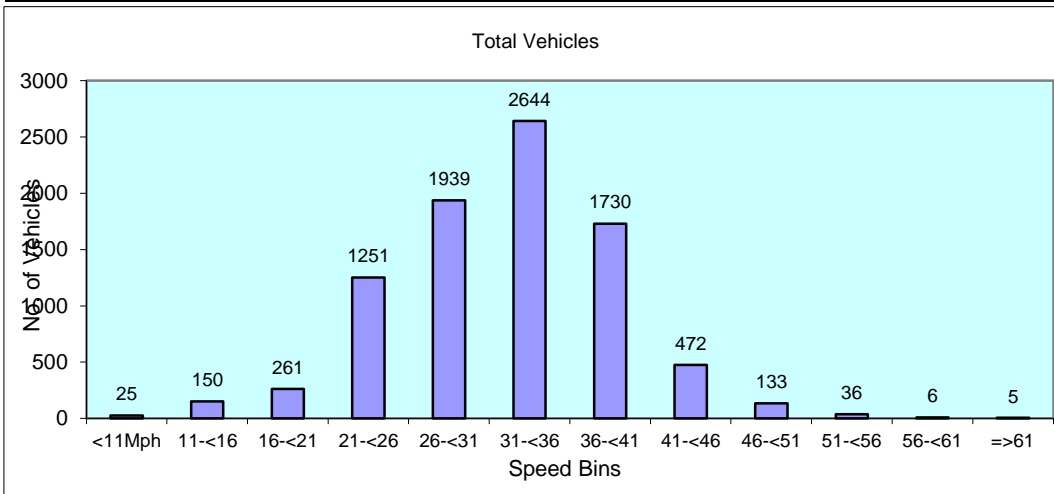
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
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Daily Totals

Tue 05-Sep-23	1288	39	31.9	7.1	4	20	37	188	294	407	242	70	21	3	0	2
Wed 06-Sep-23	1352	39.2	32	7.3	5	33	44	176	279	432	280	75	23	3	2	0
Thu 07-Sep-23	1299	39	31.8	7.3	5	18	40	205	287	400	249	64	21	8	0	2
Fri 08-Sep-23	1431	38.8	32	6.8	2	23	31	213	317	463	296	61	19	5	1	0
Sat 09-Sep-23	1061	39.7	32.4	7.5	3	18	31	151	219	313	225	75	16	7	2	1
Sun 10-Sep-23	907	39	31.6	7.5	2	21	42	131	212	246	191	43	13	5	1	0
Mon 11-Sep-23	1314	39.2	32	7	4	17	36	187	331	383	247	84	20	5	0	0

Total Vehicles

[--]	8652	39.1	32.0	7.2	25	150	261	1251	1939	2644	1730	472	133	36	6	5
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12648		CAVERSFIELD				Site No: 12648001		Location		Fringford Rd, Caversfield (N of Skimmingdish Ln)						
Tue 05-Sep-23 to Mon 11-Sep-23					Channel: Southbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC		
Tue 05-Sep-23																
00:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	1	0	1	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	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	19	1	17	1	0	0	0	0	0	0	0	0	0	0	0	
06:00	80	2	70	8	0	0	0	0	0	0	0	0	0	0	0	
07:00	186	8	164	14	0	0	0	0	0	0	0	0	0	0	0	
08:00	204	1	195	8	0	0	0	0	0	0	0	0	0	0	0	
09:00	90	1	86	2	0	1	0	0	0	0	0	0	0	0	0	
10:00	69	3	60	5	0	0	0	0	1	0	0	0	0	0	0	
11:00	78	2	68	7	0	0	1	0	0	0	0	0	0	0	0	
12:00	70	1	66	3	0	0	0	0	0	0	0	0	0	0	0	
13:00	74	4	65	5	0	0	0	0	0	0	0	0	0	0	0	
14:00	88	2	82	4	0	0	0	0	0	0	0	0	0	0	0	
15:00	71	1	64	6	0	0	0	0	0	0	0	0	0	0	0	
16:00	77	4	64	9	0	0	0	0	0	0	0	0	0	0	0	
17:00	82	3	74	5	0	0	0	0	0	0	0	0	0	0	0	
18:00	77	2	72	3	0	0	0	0	0	0	0	0	0	0	0	
19:00	65	5	59	1	0	0	0	0	0	0	0	0	0	0	0	
20:00	49	2	46	1	0	0	0	0	0	0	0	0	0	0	0	
21:00	16	1	13	1	0	0	0	0	1	0	0	0	0	0	0	
22:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0	
23:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	1166	32	1060	71	0	1	1	0	1	0	0	0	0	0	0	
16H,6-22	1376	42	1248	82	0	1	1	0	2	0	0	0	0	0	0	
18H,6-24	1387	42	1258	83	0	1	1	0	2	0	0	0	0	0	0	
24H,0-24	1415	43	1284	84	0	1	1	0	2	0	0	0	0	0	0	

12648		CAVERSFIELD			Site No: 12648001		Location		Fringford Rd, Caversfield (N of Skimmingdish Ln)						
Tue 05-Sep-23 to Mon 11-Sep-23					Channel: Southbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Wed 06-Sep-23															
00:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	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	0	0	0
03:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
05:00	21	1	19	1	0	0	0	0	0	0	0	0	0	0	0
06:00	79	0	73	6	0	0	0	0	0	0	0	0	0	0	0
07:00	190	5	173	12	0	0	0	0	0	0	0	0	0	0	0
08:00	204	6	191	6	0	1	0	0	0	0	0	0	0	0	0
09:00	95	1	89	4	0	0	1	0	0	0	0	0	0	0	0
10:00	88	14	64	8	0	0	1	0	0	0	1	0	0	0	0
11:00	64	0	56	5	0	0	3	0	0	0	0	0	0	0	0
12:00	69	4	58	7	0	0	0	0	0	0	0	0	0	0	0
13:00	67	3	60	4	0	0	0	0	0	0	0	0	0	0	0
14:00	71	1	68	2	0	0	0	0	0	0	0	0	0	0	0
15:00	57	0	53	4	0	0	0	0	0	0	0	0	0	0	0
16:00	88	3	77	8	0	0	0	0	0	0	0	0	0	0	0
17:00	93	5	84	3	0	0	0	0	1	0	0	0	0	0	0
18:00	79	5	74	0	0	0	0	0	0	0	0	0	0	0	0
19:00	81	7	68	6	0	0	0	0	0	0	0	0	0	0	0
20:00	48	2	44	2	0	0	0	0	0	0	0	0	0	0	0
21:00	33	1	30	2	0	0	0	0	0	0	0	0	0	0	0
22:00	14	1	13	0	0	0	0	0	0	0	0	0	0	0	0
23:00	11	1	10	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	1165	47	1047	63	0	1	5	0	1	0	1	0	0	0	0
16H,6-22	1406	57	1262	79	0	1	5	0	1	0	1	0	0	0	0
18H,6-24	1431	59	1285	79	0	1	5	0	1	0	1	0	0	0	0
24H,0-24	1461	60	1312	81	0	1	5	0	1	0	1	0	0	0	0

12648		CAVERSFIELD				Site No: 12648001		Location		Fringford Rd, Caversfield (N of Skimmingdish Ln)					
Tue 05-Sep-23 to Mon 11-Sep-23				Channel: Southbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Thu 07-Sep-23															
00:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
04:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
05:00	21	3	17	1	0	0	0	0	0	0	0	0	0	0	0
06:00	89	1	78	10	0	0	0	0	0	0	0	0	0	0	0
07:00	175	7	153	14	0	1	0	0	0	0	0	0	0	0	0
08:00	201	5	188	8	0	0	0	0	0	0	0	0	0	0	0
09:00	92	2	85	5	0	0	0	0	0	0	0	0	0	0	0
10:00	72	1	65	4	0	1	0	0	1	0	0	0	0	0	0
11:00	60	4	49	7	0	0	0	0	0	0	0	0	0	0	0
12:00	64	4	56	4	0	0	0	0	0	0	0	0	0	0	0
13:00	71	3	64	4	0	0	0	0	0	0	0	0	0	0	0
14:00	77	1	66	10	0	0	0	0	0	0	0	0	0	0	0
15:00	98	2	89	5	0	0	1	0	1	0	0	0	0	0	0
16:00	69	1	66	2	0	0	0	0	0	0	0	0	0	0	0
17:00	91	3	85	3	0	0	0	0	0	0	0	0	0	0	0
18:00	82	5	73	2	1	0	0	0	0	0	1	0	0	0	0
19:00	69	2	66	1	0	0	0	0	0	0	0	0	0	0	0
20:00	51	2	48	1	0	0	0	0	0	0	0	0	0	0	0
21:00	32	2	30	0	0	0	0	0	0	0	0	0	0	0	0
22:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0	0
23:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	1152	38	1039	68	1	2	1	0	2	0	1	0	0	0	0
16H,6-22	1393	45	1261	80	1	2	1	0	2	0	1	0	0	0	0
18H,6-24	1408	45	1275	81	1	2	1	0	2	0	1	0	0	0	0
24H,0-24	1442	48	1304	83	1	2	1	0	2	0	1	0	0	0	0

12648		CAVERSFIELD				Site No: 12648001		Location		Fringford Rd, Caversfield (N of Skimmingdish Ln)					
Tue 05-Sep-23 to Mon 11-Sep-23				Channel: Southbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Fri 08-Sep-23															
00:00	5	0	5	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	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
04:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	0
05:00	29	3	24	2	0	0	0	0	0	0	0	0	0	0	0
06:00	96	0	89	6	0	0	0	0	1	0	0	0	0	0	0
07:00	165	8	143	13	1	0	0	0	0	0	0	0	0	0	0
08:00	197	3	190	4	0	0	0	0	0	0	0	0	0	0	0
09:00	100	2	90	8	0	0	0	0	0	0	0	0	0	0	0
10:00	77	1	68	7	0	1	0	0	0	0	0	0	0	0	0
11:00	61	1	54	6	0	0	0	0	0	0	0	0	0	0	0
12:00	71	2	66	3	0	0	0	0	0	0	0	0	0	0	0
13:00	81	6	70	5	0	0	0	0	0	0	0	0	0	0	0
14:00	110	5	96	9	0	0	0	0	0	0	0	0	0	0	0
15:00	127	3	118	6	0	0	0	0	0	0	0	0	0	0	0
16:00	98	2	88	8	0	0	0	0	0	0	0	0	0	0	0
17:00	150	6	137	7	0	0	0	0	0	0	0	0	0	0	0
18:00	129	2	120	5	0	0	1	0	1	0	0	0	0	0	0
19:00	75	2	70	3	0	0	0	0	0	0	0	0	0	0	0
20:00	49	3	46	0	0	0	0	0	0	0	0	0	0	0	0
21:00	27	0	27	0	0	0	0	0	0	0	0	0	0	0	0
22:00	19	0	19	0	0	0	0	0	0	0	0	0	0	0	0
23:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	1366	41	1240	81	1	1	1	0	1	0	0	0	0	0	0
16H,6-22	1613	46	1472	90	1	1	1	0	2	0	0	0	0	0	0
18H,6-24	1646	46	1505	90	1	1	1	0	2	0	0	0	0	0	0
24H,0-24	1692	49	1545	93	1	1	1	0	2	0	0	0	0	0	0

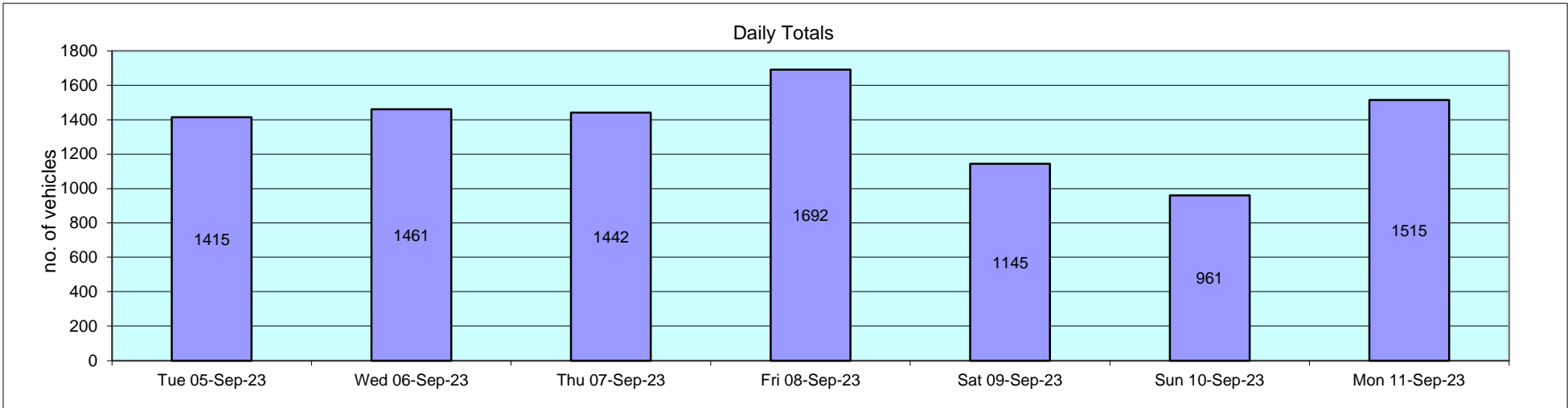
12648		CAVERSFIELD			Site No: 12648001		Location		Fringford Rd, Caversfield (N of Skimmingdish Ln)						
Tue 05-Sep-23 to Mon 11-Sep-23					Channel: Southbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Sat 09-Sep-23															
00:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
01:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
05:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0
06:00	23	0	23	0	0	0	0	0	0	0	0	0	0	0	0
07:00	29	1	25	3	0	0	0	0	0	0	0	0	0	0	0
08:00	90	3	80	6	0	0	1	0	0	0	0	0	0	0	0
09:00	103	3	97	2	0	0	1	0	0	0	0	0	0	0	0
10:00	99	5	85	9	0	0	0	0	0	0	0	0	0	0	0
11:00	106	7	97	2	0	0	0	0	0	0	0	0	0	0	0
12:00	88	1	84	3	0	0	0	0	0	0	0	0	0	0	0
13:00	73	3	68	2	0	0	0	0	0	0	0	0	0	0	0
14:00	63	4	57	2	0	0	0	0	0	0	0	0	0	0	0
15:00	66	0	64	2	0	0	0	0	0	0	0	0	0	0	0
16:00	59	2	56	1	0	0	0	0	0	0	0	0	0	0	0
17:00	88	2	83	2	0	0	0	1	0	0	0	0	0	0	0
18:00	68	2	65	1	0	0	0	0	0	0	0	0	0	0	0
19:00	62	1	60	1	0	0	0	0	0	0	0	0	0	0	0
20:00	43	0	40	3	0	0	0	0	0	0	0	0	0	0	0
21:00	28	1	27	0	0	0	0	0	0	0	0	0	0	0	0
22:00	24	0	22	2	0	0	0	0	0	0	0	0	0	0	0
23:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	932	33	861	35	0	0	2	1	0	0	0	0	0	0	0
16H,6-22	1088	35	1011	39	0	0	2	1	0	0	0	0	0	0	0
18H,6-24	1122	35	1042	42	0	0	2	1	0	0	0	0	0	0	0
24H,0-24	1145	35	1065	42	0	0	2	1	0	0	0	0	0	0	0

12648		CAVERSFIELD				Site No: 12648001		Location		Fringford Rd, Caversfield (N of Skimmingdish Ln)						
Tue 05-Sep-23 to Mon 11-Sep-23					Channel: Southbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC		
Sun 10-Sep-23																
00:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0		
01:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0		
02:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0		
03:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0		
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0		
05:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0		
06:00	12	1	11	0	0	0	0	0	0	0	0	0	0	0		
07:00	20	1	19	0	0	0	0	0	0	0	0	0	0	0		
08:00	37	5	29	3	0	0	0	0	0	0	0	0	0	0		
09:00	90	6	80	3	0	1	0	0	0	0	0	0	0	0		
10:00	87	4	79	4	0	0	0	0	0	0	0	0	0	0		
11:00	100	9	83	8	0	0	0	0	0	0	0	0	0	0		
12:00	102	4	95	3	0	0	0	0	0	0	0	0	0	0		
13:00	67	0	67	0	0	0	0	0	0	0	0	0	0	0		
14:00	78	4	73	1	0	0	0	0	0	0	0	0	0	0		
15:00	56	0	56	0	0	0	0	0	0	0	0	0	0	0		
16:00	67	2	63	2	0	0	0	0	0	0	0	0	0	0		
17:00	68	2	62	3	0	0	1	0	0	0	0	0	0	0		
18:00	51	1	49	1	0	0	0	0	0	0	0	0	0	0		
19:00	36	1	34	1	0	0	0	0	0	0	0	0	0	0		
20:00	31	0	30	1	0	0	0	0	0	0	0	0	0	0		
21:00	17	0	17	0	0	0	0	0	0	0	0	0	0	0		
22:00	12	0	11	1	0	0	0	0	0	0	0	0	0	0		
23:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0		
12H,7-19	823	38	755	28	0	1	1	0	0	0	0	0	0	0		
16H,6-22	919	40	847	30	0	1	1	0	0	0	0	0	0	0		
18H,6-24	934	40	861	31	0	1	1	0	0	0	0	0	0	0		
24H,0-24	961	40	885	34	0	1	1	0	0	0	0	0	0	0		

12648		CAVERSFIELD				Site No: 12648001		Location		Fringford Rd, Caversfield (N of Skimmingdish Ln)					
Tue 05-Sep-23 to Mon 11-Sep-23				Channel: Southbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Mon 11-Sep-23															
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
05:00	31	3	27	1	0	0	0	0	0	0	0	0	0	0	0
06:00	72	0	64	8	0	0	0	0	0	0	0	0	0	0	0
07:00	222	5	200	16	1	0	0	0	0	0	0	0	0	0	0
08:00	226	6	209	10	0	1	0	0	0	0	0	0	0	0	0
09:00	95	1	88	5	0	1	0	0	0	0	0	0	0	0	0
10:00	64	2	55	6	0	0	0	0	1	0	0	0	0	0	0
11:00	71	5	62	4	0	0	0	0	0	0	0	0	0	0	0
12:00	62	2	52	5	0	1	2	0	0	0	0	0	0	0	0
13:00	78	3	68	7	0	0	0	0	0	0	0	0	0	0	0
14:00	80	3	74	3	0	0	0	0	0	0	0	0	0	0	0
15:00	98	1	90	7	0	0	0	0	0	0	0	0	0	0	0
16:00	73	2	63	8	0	0	0	0	0	0	0	0	0	0	0
17:00	82	4	73	5	0	0	0	0	0	0	0	0	0	0	0
18:00	99	4	89	4	0	1	0	0	1	0	0	0	0	0	0
19:00	74	6	64	4	0	0	0	0	0	0	0	0	0	0	0
20:00	38	2	35	1	0	0	0	0	0	0	0	0	0	0	0
21:00	23	0	23	0	0	0	0	0	0	0	0	0	0	0	0
22:00	12	0	10	1	0	0	0	0	1	0	0	0	0	0	0
23:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	1250	38	1123	80	1	4	2	0	2	0	0	0	0	0	0
16H,6-22	1457	46	1309	93	1	4	2	0	2	0	0	0	0	0	0
18H,6-24	1475	46	1325	94	1	4	2	0	3	0	0	0	0	0	0
24H,0-24	1515	49	1360	96	1	4	2	0	3	0	0	0	0	0	0

12648 CAVERSFIELD Site No: 12648001 Location Fringford Rd, Caversfield (N of Skimmingdish Ln)
 Tue 05-Sep-23 to Mon 11-Sep-23 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Tue 05-Sep-23	1415	43	1284	84	0	1	1	0	2	0	0	0	0	0
Wed 06-Sep-23	1461	60	1312	81	0	1	5	0	1	0	1	0	0	0
Thu 07-Sep-23	1442	48	1304	83	1	2	1	0	2	0	1	0	0	0
Fri 08-Sep-23	1692	49	1545	93	1	1	1	0	2	0	0	0	0	0
Sat 09-Sep-23	1145	35	1065	42	0	0	2	1	0	0	0	0	0	0
Sun 10-Sep-23	961	40	885	34	0	1	1	0	0	0	0	0	0	0
Mon 11-Sep-23	1515	49	1360	96	1	4	2	0	3	0	0	0	0	0
Total Vehicles	9631	324	8755	513	3	10	13	1	10	0	2	0	0	0



12648	CAVERSFIELD	Site No: 12648001	Location	Fringford Rd, Caversfield (N of Skimmingdish Ln)												
Tue 05-Sep-23 to Mon 11-Sep-23		Channel: Southbound														
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61

Tue 05-Sep-23																
00:00	4	-	38.5	4.2	0	0	0	0	0	1	2	1	0	0	0	0
01:00	1	-	23.5	-	0	0	0	1	0	0	0	0	0	0	0	0
02:00	0	-	-	-	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	0
04:00	4	-	33.5	4.2	0	0	0	0	1	2	1	0	0	0	0	0
05:00	19	40.4	34.6	6.5	0	0	1	0	4	6	5	3	0	0	0	0
06:00	80	41.4	34.9	7.6	0	1	1	5	14	28	18	6	4	3	0	0
07:00	186	40.1	35.1	5.2	0	1	2	3	24	74	66	15	1	0	0	0
08:00	204	39	33.9	4.9	0	0	0	7	44	94	47	10	2	0	0	0
09:00	90	39.4	33.7	5.7	0	0	3	3	21	28	31	4	0	0	0	0
10:00	69	39.6	31.8	7.6	0	1	6	4	23	14	14	5	2	0	0	0
11:00	78	39.5	33.8	6.3	0	2	2	2	10	38	17	6	1	0	0	0
12:00	70	40.4	35.1	6.3	0	0	2	3	11	19	27	6	2	0	0	0
13:00	74	40.3	34.4	6.4	0	2	0	0	18	26	19	7	2	0	0	0
14:00	88	38.9	33.5	5.8	0	0	1	5	20	39	16	4	3	0	0	0
15:00	71	41.9	36.5	5.6	0	0	0	0	13	19	26	10	3	0	0	0
16:00	77	40.3	34.9	6.7	0	1	1	2	13	30	21	4	4	1	0	0
17:00	82	39.7	33.8	6.5	0	1	0	7	15	33	18	5	2	1	0	0
18:00	77	39.6	34.3	5.1	0	0	1	1	17	30	22	6	0	0	0	0
19:00	65	40.1	33.6	7.5	0	2	2	4	12	19	19	6	0	1	0	0
20:00	49	40.7	34.2	7.1	0	2	0	1	11	15	13	6	1	0	0	0
21:00	16	37.4	30.4	6.4	0	0	1	3	5	3	4	0	0	0	0	0
22:00	4	-	31	6.5	0	0	0	1	1	1	1	0	0	0	0	0
23:00	7	-	35.6	8.2	0	0	0	1	1	2	0	3	0	0	0	0
12H,7-19	1166	39.9	34.2	5.9	0	8	18	37	229	444	324	82	22	2	0	0
16H,6-22	1376	40	34.2	6.2	0	13	22	50	271	509	378	100	27	6	0	0
18H,6-24	1387	40	34.2	6.2	0	13	22	52	273	512	379	103	27	6	0	0
24H,0-24	1415	40.1	34.2	6.2	0	13	23	53	278	521	387	107	27	6	0	0

12648	CAVERSFIELD				Site No: 12648001	Location Fringford Rd, Caversfield (N of Skimmingdish Ln)										
Tue 05-Sep-23 to Mon 11-Sep-23					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61

Wed 06-Sep-23																
00:00	2	-	36	3.5	0	0	0	0	0	1	1	0	0	0	0	0
01:00	1	-	33.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	-	30.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
04:00	3	-	36.8	3.1	0	0	0	0	0	1	2	0	0	0	0	0
05:00	21	41.6	36.6	7.3	0	0	0	1	2	8	6	3	0	0	1	0
06:00	79	40.7	35.8	6.2	0	0	0	0	17	26	25	8	2	0	0	1
07:00	190	40.5	35.5	5.3	0	0	2	2	27	73	64	17	5	0	0	0
08:00	204	39.3	34	5.3	0	0	1	12	37	85	58	8	3	0	0	0
09:00	95	39.9	33.7	6.3	0	1	2	6	20	30	27	9	0	0	0	0
10:00	88	39	33.2	5.8	0	0	3	3	24	31	22	4	1	0	0	0
11:00	64	41.5	35.5	6.4	0	0	1	1	14	17	20	9	1	1	0	0
12:00	69	39.8	34.8	5.8	0	1	0	3	8	28	24	4	0	1	0	0
13:00	67	40.5	34.2	6.3	0	0	2	3	14	23	16	8	1	0	0	0
14:00	71	40.2	35	5.5	0	0	1	1	11	30	20	6	2	0	0	0
15:00	57	39.6	32.8	8.1	2	1	0	7	6	22	14	3	2	0	0	0
16:00	88	40.1	34	6.2	0	1	2	3	17	35	20	9	1	0	0	0
17:00	93	40.3	35	6.1	0	1	2	4	11	28	38	9	0	0	0	0
18:00	79	39.4	33.5	6.4	0	2	2	2	14	35	17	6	1	0	0	0
19:00	81	40	33	7.5	0	2	4	7	15	21	24	7	1	0	0	0
20:00	48	39.6	33	7	0	1	1	5	10	14	13	3	1	0	0	0
21:00	33	36.6	32	5.3	0	0	1	2	10	14	5	1	0	0	0	0
22:00	14	40.4	36.4	7.1	0	0	0	1	1	5	5	1	0	1	0	0
23:00	11	45.6	34	11.3	0	1	1	1	0	2	4	0	2	0	0	0
12H,7-19	1165	40.1	34.3	6	2	7	18	47	203	437	340	92	17	2	0	0
16H,6-22	1406	40.1	34.2	6.1	2	10	24	61	255	512	407	111	21	2	0	1
18H,6-24	1431	40.1	34.3	6.2	2	11	25	63	256	519	416	112	23	3	0	1
24H,0-24	1461	40.1	34.3	6.2	2	11	25	64	260	531	425	115	23	3	1	1

12648 CAVERSFIELD Site No: 12648001 Location Fringford Rd, Caversfield (N of Skimmingdish Ln)
 Tue 05-Sep-23 to Mon 11-Sep-23 Channel: Southbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Thu 07-Sep-23																
00:00	4	-	29.8	2.8	0	0	0	0	3	1	0	0	0	0	0	0
01:00	1	-	28.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	1	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	2	-	26	3.5	0	0	0	1	1	0	0	0	0	0	0	0
04:00	5	-	37.5	4.4	0	0	0	0	0	2	2	1	0	0	0	0
05:00	21	38.3	33.3	7.4	0	0	1	2	3	10	3	1	0	1	0	0
06:00	89	41.9	35.6	5.9	0	1	0	1	17	27	26	17	0	0	0	0
07:00	175	40.3	35.1	5.3	0	0	1	2	31	70	52	18	0	0	1	0
08:00	201	39	33.8	5.4	0	3	3	6	26	99	55	9	0	0	0	0
09:00	92	40.5	34.3	6.1	0	0	2	5	18	32	23	11	1	0	0	0
10:00	72	38.6	32.3	6	0	0	1	8	23	21	15	3	1	0	0	0
11:00	60	38.8	33.2	5.7	0	0	2	1	18	21	15	2	1	0	0	0
12:00	64	39.6	34	6.1	0	0	3	2	11	22	22	3	1	0	0	0
13:00	71	40	34.3	5.7	0	0	1	1	16	30	15	6	2	0	0	0
14:00	77	42.1	35.8	6.2	0	0	0	1	17	23	21	13	0	2	0	0
15:00	98	40.5	34.4	5.8	0	0	0	6	21	34	24	12	1	0	0	0
16:00	69	39.7	34.4	5.6	0	0	0	3	16	22	23	4	0	1	0	0
17:00	91	40	34.7	6.3	0	2	1	2	12	38	27	7	1	1	0	0
18:00	82	39.8	33.7	6.6	0	1	1	7	14	31	20	6	1	1	0	0
19:00	69	38.2	33.2	5	0	1	0	0	20	31	14	3	0	0	0	0
20:00	51	38.4	32.1	6.6	0	2	1	4	11	19	12	2	0	0	0	0
21:00	32	38.9	33.3	6	0	0	1	1	9	11	8	1	1	0	0	0
22:00	11	39.1	32.1	7.5	0	0	1	1	3	2	3	1	0	0	0	0
23:00	4	-	37.3	2.8	0	0	0	0	0	1	3	0	0	0	0	0
12H,7-19	1152	40	34.2	5.8	0	6	15	44	223	443	312	94	9	5	1	0
16H,6-22	1393	40	34.2	5.9	0	10	17	50	280	531	372	117	10	5	1	0
18H,6-24	1408	40	34.2	5.9	0	10	18	51	283	534	378	118	10	5	1	0
24H,0-24	1442	40	34.1	5.9	0	10	19	54	291	547	384	120	10	6	1	0

12648 CAVERSFIELD Site No: 12648001 Location Fringford Rd, Caversfield (N of Skimmingdish Ln)
 Tue 05-Sep-23 to Mon 11-Sep-23 Channel: Southbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Fri 08-Sep-23																
00:00	5	-	27.5	4.4	0	0	0	2	2	1	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	43.5	-	0	0	0	0	0	0	0	1	0	0	0	0
03:00	3	-	26.8	3.1	0	0	0	1	2	0	0	0	0	0	0	0
04:00	8	-	33.5	7.2	0	0	0	1	2	3	0	2	0	0	0	0
05:00	29	41.2	34.5	7.1	0	0	1	4	2	8	9	5	0	0	0	0
06:00	96	40.4	36	6.2	0	0	0	2	12	38	33	7	2	0	1	1
07:00	165	40.4	35.1	5.8	0	1	3	4	23	59	57	15	3	0	0	0
08:00	197	38.9	33.2	5.3	0	1	0	8	58	76	42	10	2	0	0	0
09:00	100	40.3	34.1	6.4	0	0	3	5	22	33	25	9	3	0	0	0
10:00	77	39.6	32.8	6.6	0	1	3	2	25	24	14	7	1	0	0	0
11:00	61	38.6	32.8	6.2	0	1	2	3	13	25	14	2	1	0	0	0
12:00	71	40.1	34.4	6	0	1	0	3	15	22	23	6	1	0	0	0
13:00	81	39	33.3	5.7	0	0	2	6	17	28	26	1	1	0	0	0
14:00	110	40.2	34.2	6.3	0	2	2	3	17	48	25	11	2	0	0	0
15:00	127	37.6	32.7	5.1	0	0	3	7	28	62	23	4	0	0	0	0
16:00	98	40.1	34	6.7	0	1	1	8	17	37	23	7	3	1	0	0
17:00	150	38.6	32	6.6	0	6	4	6	46	46	36	6	0	0	0	0
18:00	129	40.1	34.3	6.4	2	0	1	7	17	54	34	12	2	0	0	0
19:00	75	39.5	34.2	6	0	0	1	3	16	28	22	2	2	1	0	0
20:00	49	35.8	30.5	6.8	0	4	0	6	8	24	7	0	0	0	0	0
21:00	27	38	32.4	6.3	0	0	1	2	8	9	6	0	1	0	0	0
22:00	19	40.1	32.2	7	0	0	0	2	9	4	1	2	1	0	0	0
23:00	14	40	34.6	7	0	0	0	2	1	6	3	1	1	0	0	0
12H,7-19	1366	39.6	33.6	6.1	2	14	24	62	298	514	342	90	19	1	0	0
16H,6-22	1613	39.6	33.6	6.2	2	18	26	75	342	613	410	99	24	2	1	1
18H,6-24	1646	39.6	33.6	6.2	2	18	26	79	352	623	414	102	26	2	1	1
24H,0-24	1692	39.6	33.6	6.2	2	18	27	87	360	635	423	110	26	2	1	1

12648		CAVERSFIELD			Site No: 12648001		Location Fringford Rd, Caversfield (N of Skimmingdish Ln)									
Tue 05-Sep-23 to Mon 11-Sep-23					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sat 09-Sep-23																
00:00	3	-	31.8	10.4	0	0	0	1	1	0	0	1	0	0	0	0
01:00	5	-	34.5	8.3	0	0	0	0	2	2	0	0	1	0	0	0
02:00	1	-	23.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	1	-	28.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	2	-	38.5	14.1	0	0	0	0	1	0	0	0	1	0	0	0
05:00	11	50.6	36.7	10.6	0	0	1	0	2	3	2	1	0	2	0	0
06:00	23	42.7	35.9	6.2	0	0	0	2	1	10	4	6	0	0	0	0
07:00	29	42.9	37.1	7.7	0	0	1	1	1	10	10	3	2	0	1	0
08:00	90	39.9	34.8	5.4	0	0	1	5	9	39	28	7	1	0	0	0
09:00	103	40.3	34.6	6.9	0	3	1	3	14	42	28	7	4	1	0	0
10:00	99	39.9	33.8	6.2	0	1	2	5	23	29	30	9	0	0	0	0
11:00	106	40	33.9	6.8	0	4	2	4	13	42	31	9	1	0	0	0
12:00	88	42.3	35	7.3	0	0	3	5	18	21	24	13	3	1	0	0
13:00	73	42	36.5	6.4	0	0	2	1	6	25	26	8	4	1	0	0
14:00	63	40.3	34.5	5.8	0	0	1	3	12	20	20	7	0	0	0	0
15:00	66	41.3	35.7	6.4	0	0	1	3	7	24	20	10	0	0	1	0
16:00	59	41.4	36	6.3	0	1	0	1	9	15	23	8	2	0	0	0
17:00	88	39.6	34.3	5.8	0	1	1	3	14	36	27	4	2	0	0	0
18:00	68	38.6	33.1	6.5	0	0	1	4	21	25	12	4	0	0	0	1
19:00	62	40.4	34.5	6.6	0	1	0	2	13	24	14	5	2	1	0	0
20:00	43	40.3	32.9	6.5	0	0	0	4	17	9	7	5	1	0	0	0
21:00	28	39.3	34.2	6.8	0	0	1	2	3	12	8	1	0	1	0	0
22:00	24	36.9	33.3	3.7	0	0	0	0	6	13	5	0	0	0	0	0
23:00	10	39.8	34.5	6.3	0	0	0	1	2	2	4	1	0	0	0	0
12H,7-19	932	40.5	34.7	6.5	0	10	16	38	147	328	279	89	19	3	2	1
16H,6-22	1088	40.6	34.7	6.5	0	11	17	48	181	383	312	106	22	5	2	1
18H,6-24	1122	40.5	34.6	6.4	0	11	17	49	189	398	321	107	22	5	2	1
24H,0-24	1145	40.5	34.6	6.5	0	11	18	51	196	403	323	109	24	7	2	1

12648	CAVERSFIELD				Site No: 12648001	Location Fringford Rd, Caversfield (N of Skimmingdish Ln)										
Tue 05-Sep-23 to Mon 11-Sep-23					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61

Sun 10-Sep-23																
00:00	7	-	34.9	5.7	0	0	0	0	2	2	2	1	0	0	0	0
01:00	4	-	31	6.5	0	0	0	1	1	1	1	0	0	0	0	0
02:00	4	-	33.5	7.1	0	0	0	0	2	1	0	1	0	0	0	0
03:00	5	-	31.5	4.6	0	0	0	0	3	1	1	0	0	0	0	0
04:00	2	-	26	3.5	0	0	0	1	1	0	0	0	0	0	0	0
05:00	5	-	41.5	7.6	0	0	0	0	0	1	2	1	0	1	0	0
06:00	12	39.4	35.2	7.6	0	0	0	1	2	4	4	0	0	1	0	0
07:00	20	40.2	34	6.8	0	0	1	1	4	6	5	3	0	0	0	0
08:00	37	38.1	30.7	7.8	0	0	6	4	7	11	7	1	1	0	0	0
09:00	90	38.7	32.2	6.9	0	4	4	4	17	34	24	3	0	0	0	0
10:00	87	40.2	34.2	6.1	0	1	3	1	15	35	22	10	0	0	0	0
11:00	100	39.3	32.7	6.7	0	3	4	2	26	35	22	8	0	0	0	0
12:00	102	39.6	33.8	5.7	0	0	3	5	17	42	27	8	0	0	0	0
13:00	67	40.3	34.1	6.1	0	0	0	8	11	21	19	8	0	0	0	0
14:00	78	39.5	33.7	6.2	0	1	3	4	9	34	21	6	0	0	0	0
15:00	56	39.8	34.5	5.5	0	0	1	1	11	22	16	4	1	0	0	0
16:00	67	40.6	34.2	6.9	0	0	3	3	15	18	19	8	0	1	0	0
17:00	68	39.6	34.2	5.8	0	0	1	3	14	25	20	4	0	1	0	0
18:00	51	40.7	35.3	6	0	0	1	1	10	14	18	6	1	0	0	0
19:00	36	39.6	32.8	6.7	0	1	0	3	10	11	7	4	0	0	0	0
20:00	31	39.1	33.7	6.5	0	0	0	1	11	12	3	1	3	0	0	0
21:00	17	38.4	33.8	5.9	0	0	0	1	4	7	4	0	1	0	0	0
22:00	12	44.5	40.2	8.7	0	0	0	0	0	4	5	1	1	0	0	1
23:00	3	-	28.5	13.2	0	0	1	1	0	0	0	1	0	0	0	0
12H,7-19	823	39.9	33.6	6.4	0	9	30	37	156	297	220	69	3	2	0	0
16H,6-22	919	39.9	33.6	6.4	0	10	30	43	183	331	238	74	7	3	0	0
18H,6-24	934	39.9	33.7	6.5	0	10	31	44	183	335	243	76	8	3	0	1
24H,0-24	961	39.9	33.7	6.5	0	10	31	46	192	341	249	79	8	4	0	1

12648 CAVERSFIELD Site No: 12648001 Location Fringford Rd, Caversfield (N of Skimmingdish Ln)
 Tue 05-Sep-23 to Mon 11-Sep-23 Channel: Southbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Mon 11-Sep-23																
00:00	1	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
01:00	2	-	31	10.6	0	0	0	1	0	0	1	0	0	0	0	0
02:00	2	-	36	10.6	0	0	0	0	1	0	0	1	0	0	0	0
03:00	1	-	23.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	3	-	33.5	1.7	0	0	0	0	0	3	0	0	0	0	0	0
05:00	31	42.5	35.4	6.8	0	0	1	0	5	14	4	6	0	1	0	0
06:00	72	39.7	35	5.2	0	0	0	0	14	32	20	2	4	0	0	0
07:00	222	39.4	34.1	5.3	1	0	1	7	40	103	54	14	1	1	0	0
08:00	226	39.2	34	5.5	0	2	3	8	34	108	57	11	3	0	0	0
09:00	95	38.1	33.1	5.1	0	0	0	6	23	44	17	4	1	0	0	0
10:00	64	39.7	34	6.2	0	1	2	1	11	25	19	4	1	0	0	0
11:00	71	40.3	33.4	7.6	1	3	1	1	13	28	15	8	1	0	0	0
12:00	62	39.1	33.7	5.9	0	1	1	2	12	25	18	2	1	0	0	0
13:00	78	39.5	33.4	6	0	0	2	4	17	35	11	8	1	0	0	0
14:00	80	40	34.2	6.6	1	0	2	2	15	30	22	5	3	0	0	0
15:00	98	40.6	35.1	6.5	0	0	1	6	19	22	38	10	1	0	1	0
16:00	73	39.3	33.1	6.2	0	1	2	4	15	31	13	7	0	0	0	0
17:00	82	40.1	34.4	6	0	1	2	2	12	34	22	9	0	0	0	0
18:00	99	38.8	32.8	6.1	0	0	4	8	21	37	24	4	1	0	0	0
19:00	74	39.6	33.6	6.9	0	2	1	5	12	30	17	4	3	0	0	0
20:00	38	39	33.4	6.3	0	1	0	1	10	15	8	2	1	0	0	0
21:00	23	38.1	33.7	4.6	0	0	0	1	4	12	5	1	0	0	0	0
22:00	12	37.8	33.5	6.9	0	0	0	2	1	6	2	0	1	0	0	0
23:00	6	-	35.2	4.3	0	0	0	0	1	2	3	0	0	0	0	0
12H,7-19	1250	39.6	33.8	5.9	3	9	21	51	232	522	310	86	14	1	1	0
16H,6-22	1457	39.6	33.9	5.9	3	12	22	58	272	611	360	95	22	1	1	0
18H,6-24	1475	39.6	33.9	5.9	3	12	22	60	274	619	365	95	23	1	1	0
24H,0-24	1515	39.7	33.9	6	3	12	23	62	280	636	371	102	23	2	1	0

12648 CAVERSFIELD Site No: 12648001 Location Fringford Rd, Caversfield (N of Skimmingdish Ln)
 Tue 05-Sep-23 to Mon 11-Sep-23 Channel: Southbound

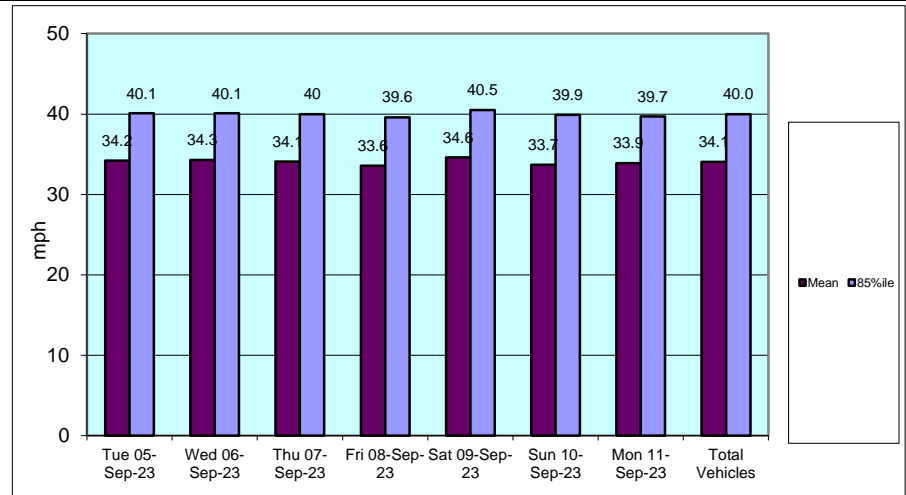
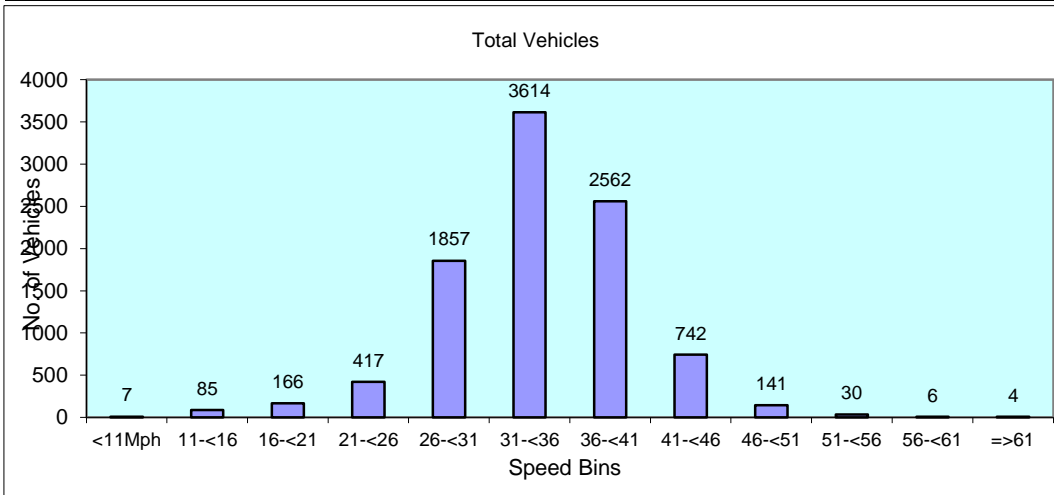
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
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Daily Totals

Tue 05-Sep-23	1415	40.1	34.2	6.2	0	13	23	53	278	521	387	107	27	6	0	0
Wed 06-Sep-23	1461	40.1	34.3	6.2	2	11	25	64	260	531	425	115	23	3	1	1
Thu 07-Sep-23	1442	40	34.1	5.9	0	10	19	54	291	547	384	120	10	6	1	0
Fri 08-Sep-23	1692	39.6	33.6	6.2	2	18	27	87	360	635	423	110	26	2	1	1
Sat 09-Sep-23	1145	40.5	34.6	6.5	0	11	18	51	196	403	323	109	24	7	2	1
Sun 10-Sep-23	961	39.9	33.7	6.5	0	10	31	46	192	341	249	79	8	4	0	1
Mon 11-Sep-23	1515	39.7	33.9	6	3	12	23	62	280	636	371	102	23	2	1	0

Total Vehicles

[--]	9631	40.0	34.1	6.2	7	85	166	417	1857	3614	2562	742	141	30	6	4
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Site 1 - 51.9200856,-1.1498555

LOOKING SOUTH





1

High Spec Composites
Fido Tech

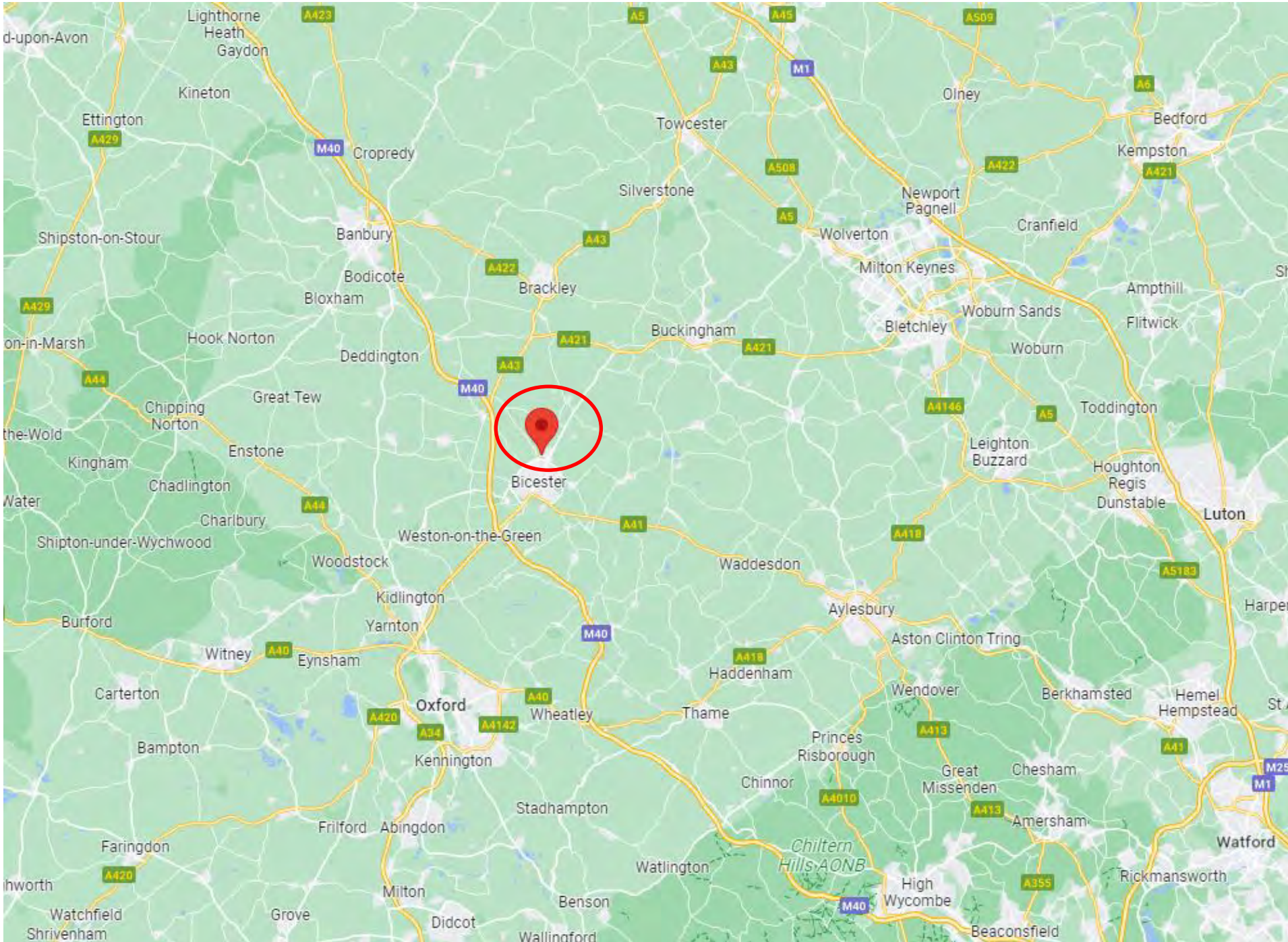
Sign Sense
Consultants Ltd
Temporarily Closed

Op pulse Charging Station
Chargemaster
Charging Station

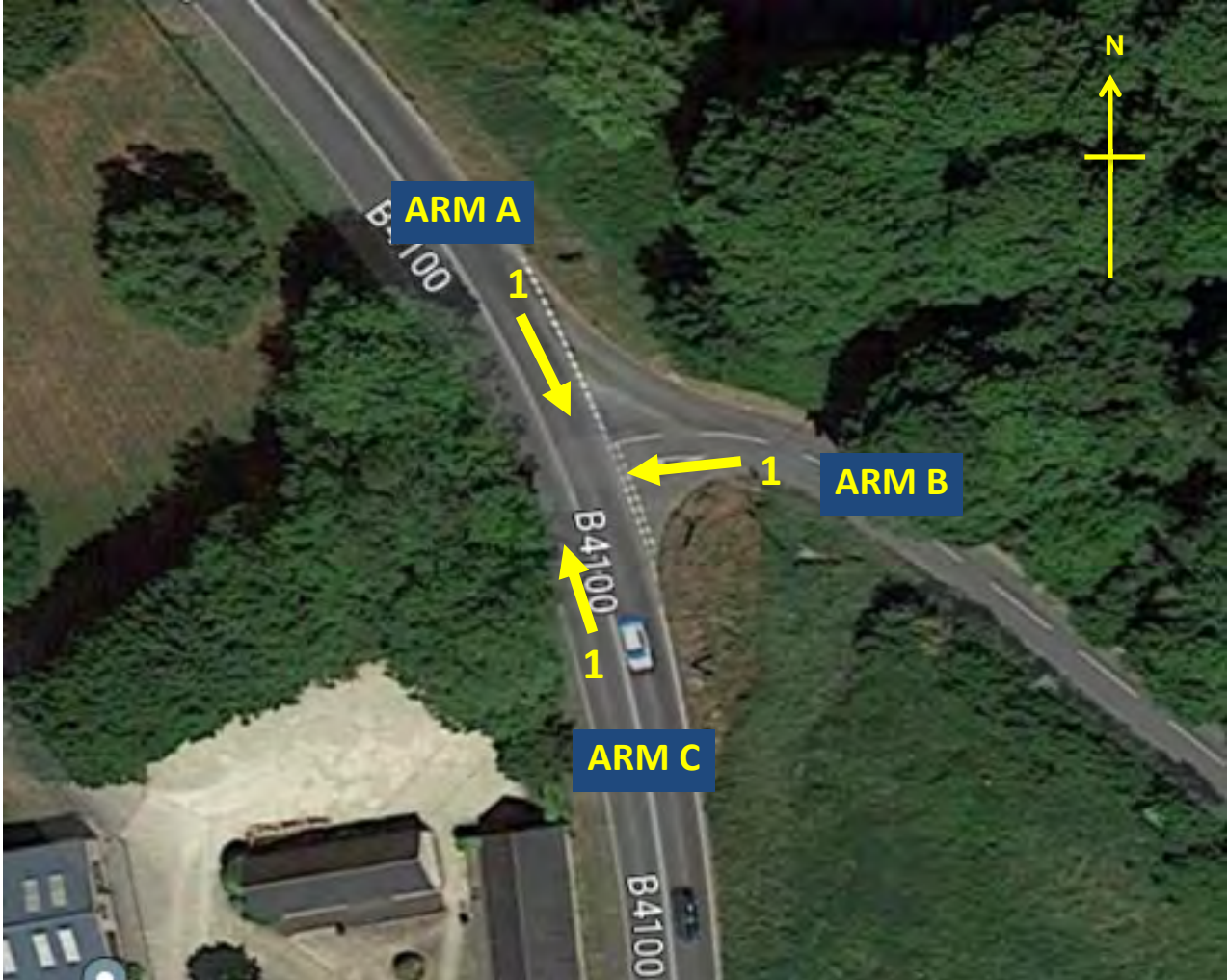
Tennis courts

Different Duck
The Guard House

Hedgehog Studio



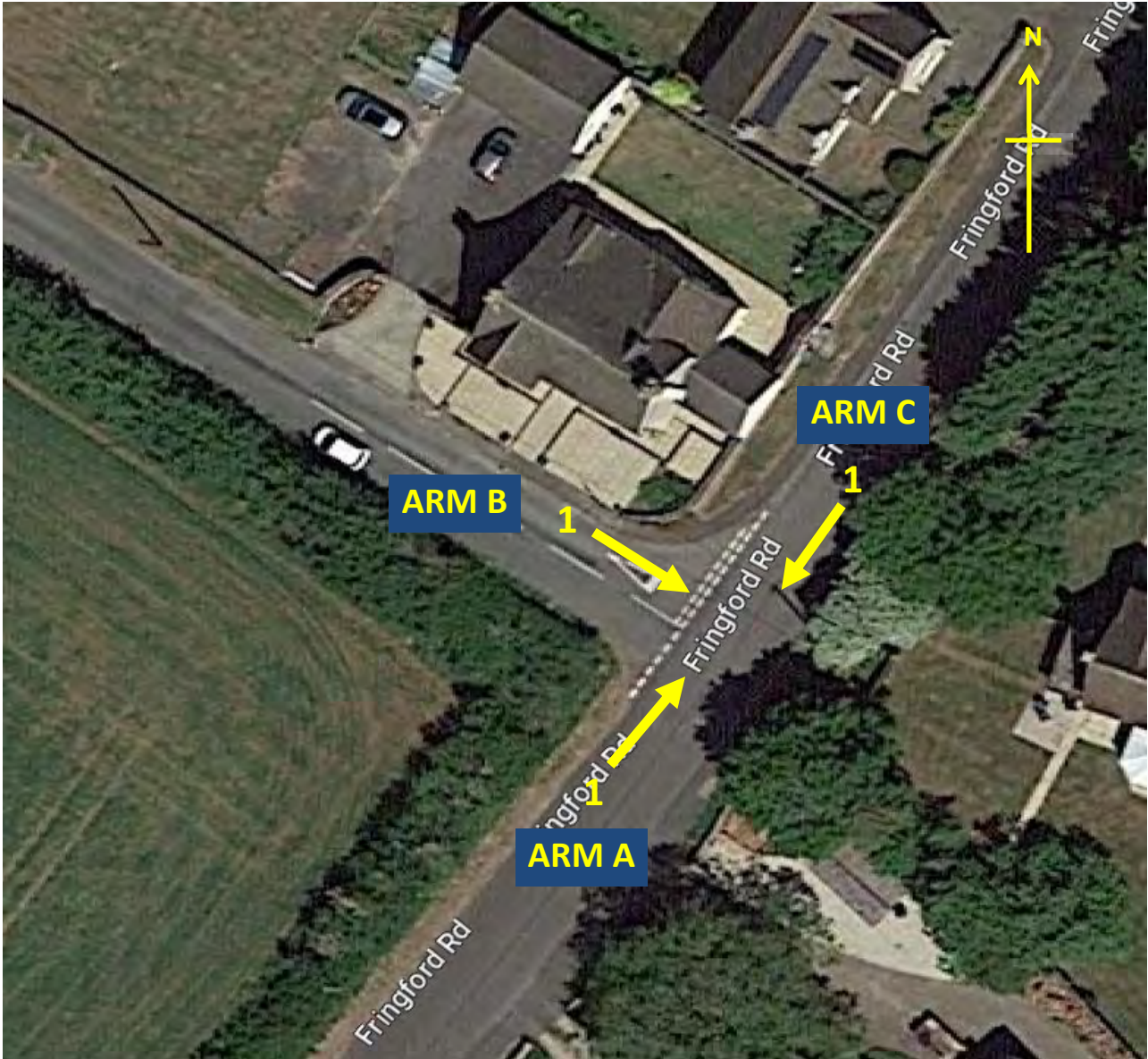
SITE: <p style="text-align: center;">1</p>		DATE: <p style="text-align: center;">07/09/2023</p>
LOCATION: <p style="text-align: center;">B4100 (N) / UN-NAMED ROAD / B4100 (S)</p>		DAY: <p style="text-align: center;">THURSDAY</p>



JOB TITLE:
CAVERSFIELD

JOB NUMBER:
12648

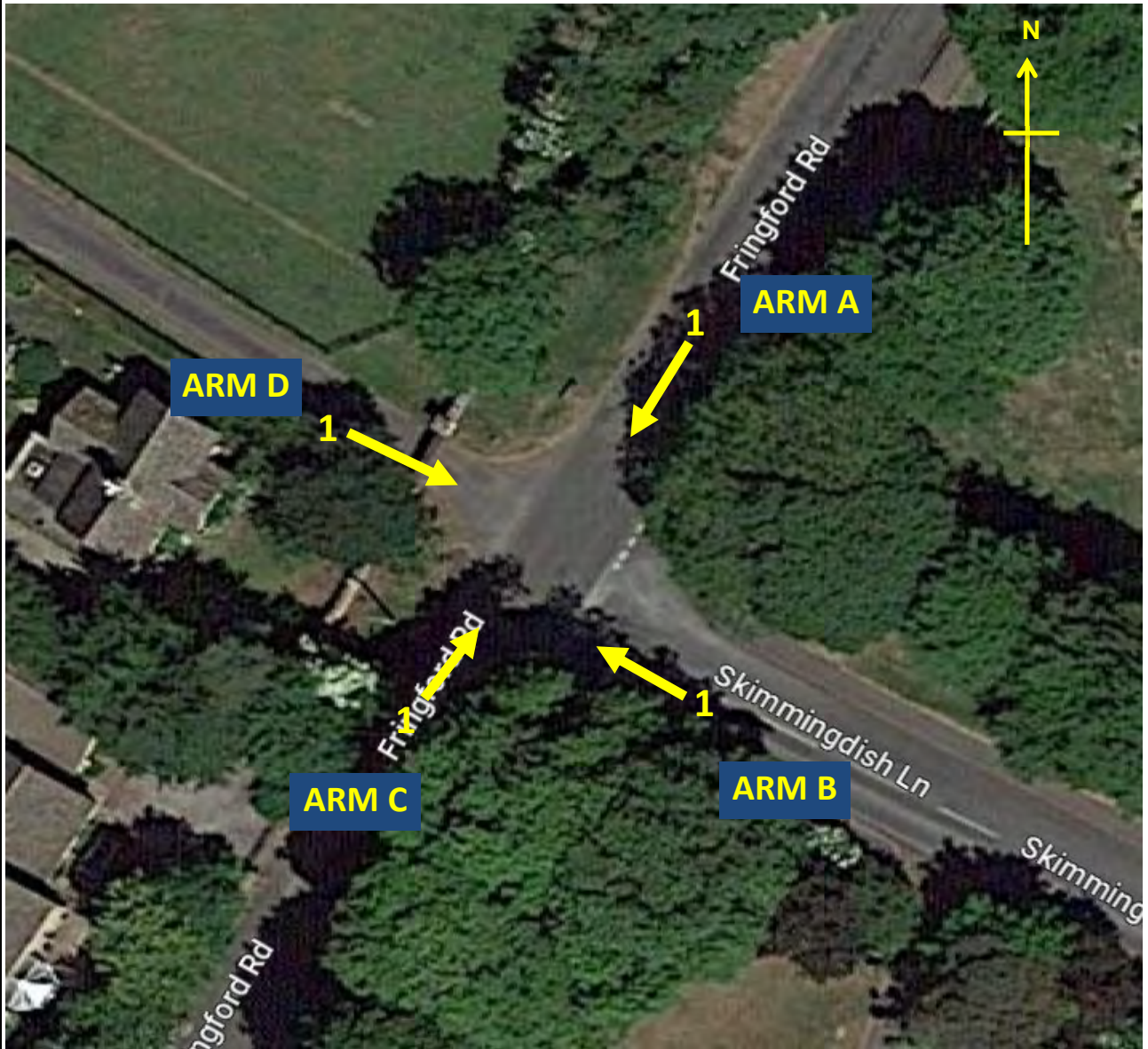
SITE: 2		DATE: 07/09/2023
LOCATION: FRINGFORD ROAD (S) / UN- NAMED ROAD / FRINGFORD ROAD (N)		DAY: THURSDAY



JOB TITLE:
CAVERSFIELD

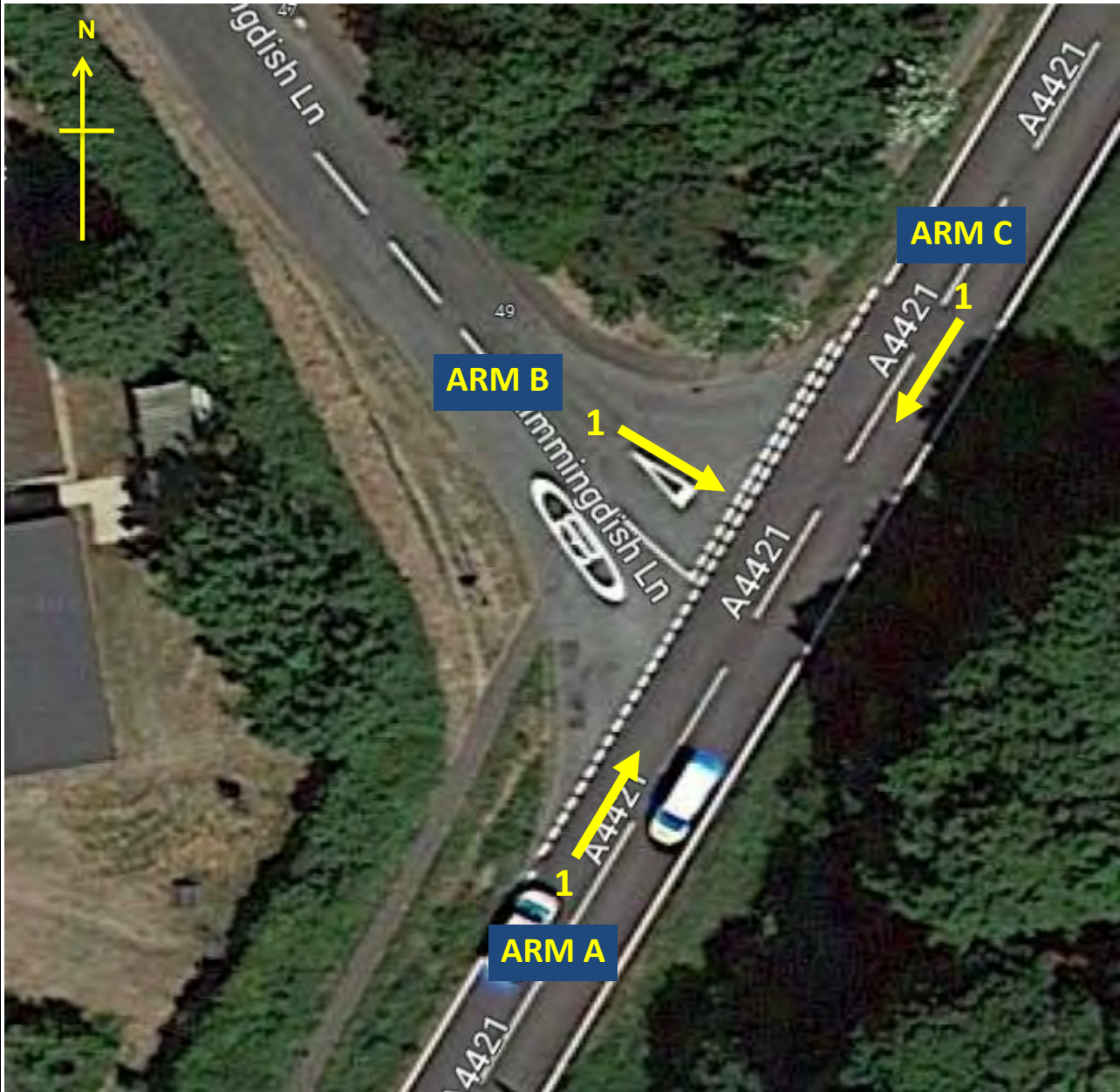
JOB NUMBER:
12648

SITE: 3		DATE: 07/09/2023
LOCATION: FRINGFORD ROAD (N) / SKIMMINGDISH LANE / FRINGFORD ROAD (S) / PRIVATE		DAY: THURSDAY



JOB TITLE: CAVERSFIELD	JOB NUMBER: 12648
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<p>SITE:</p> <p>4</p>		<p>DATE:</p> <p>07/09/2023</p>
<p>LOCATION:</p> <p>A4421 (S) / SKIMMINGDISH LANE / A4421 (N)</p>		<p>DAY:</p> <p>THURSDAY</p>



<p>JOB TITLE:</p> <p>CAVERSFIELD</p>

<p>JOB NUMBER:</p> <p>12648</p>
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MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 1

DATE: 07/09/2023

LOCATION: B4100 (N) / UN-NAMED ROAD / B4100 (S)

DAY: THURSDAY

TIME	A TO B FROM B4100 (N) TO UN-NAMED ROAD								A TO C FROM B4100 (N) TO B4100 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	1	0	0	2	116	36	5	5	0	4	0	166
07:15	3	0	0	0	0	0	0	3	135	25	7	6	0	1	0	174
07:30	3	0	0	0	0	0	0	3	144	40	5	3	0	2	0	194
07:45	3	2	0	0	0	0	0	5	161	18	7	2	0	1	0	189
H/TOT	10	2	0	0	1	0	0	13	556	119	24	16	0	8	0	723
08:00	4	2	0	0	0	0	0	6	133	26	6	3	0	0	0	168
08:15	4	3	0	0	0	0	0	7	149	22	8	3	0	3	0	185
08:30	8	0	0	0	0	0	0	8	121	20	4	3	0	2	0	150
08:45	5	0	0	0	0	0	0	5	115	24	6	2	0	2	0	149
H/TOT	21	5	0	0	0	0	0	26	518	92	24	11	0	7	0	652
09:00	5	0	0	0	0	0	0	5	107	21	5	4	2	2	0	141
09:15	1	1	0	0	0	0	0	2	73	25	9	5	0	3	0	115
09:30	1	0	0	0	0	0	0	1	93	20	7	1	0	1	0	122
09:45	2	1	0	0	0	0	0	3	82	20	9	6	0	0	0	117
H/TOT	9	2	0	0	0	0	0	11	355	86	30	16	2	6	0	495
P/TOT	40	9	0	0	1	0	0	50	1429	297	78	43	2	21	0	1870

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 1

DATE: 07/09/2023

LOCATION: B4100 (N) / UN-NAMED ROAD / B4100 (S)

DAY: THURSDAY

TIME	A TO B FROM B4100 (N) TO UN-NAMED ROAD								A TO C FROM B4100 (N) TO B4100 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	6	1	0	0	0	0	1	8	96	21	6	0	0	2	0	125
16:15	13	1	0	0	0	1	0	15	84	18	6	1	0	1	0	110
16:30	11	2	0	0	0	0	0	13	102	17	4	0	0	0	0	123
16:45	12	1	0	0	0	0	0	13	128	12	5	2	0	0	0	147
H/TOT	42	5	0	0	0	1	1	49	410	68	21	3	0	3	0	505
17:00	12	0	0	0	0	0	1	13	97	10	5	1	0	0	0	113
17:15	14	2	0	0	0	0	0	16	118	12	1	4	0	0	0	135
17:30	13	1	0	0	0	0	0	14	139	8	1	4	0	1	0	153
17:45	15	0	0	0	0	0	0	15	130	10	0	2	0	2	0	144
H/TOT	54	3	0	0	0	0	1	58	484	40	7	11	0	3	0	545
18:00	11	1	0	0	0	0	0	12	118	9	0	0	1	0	0	128
18:15	9	0	0	0	1	0	0	10	106	8	4	2	0	1	0	121
18:30	8	1	0	0	0	0	0	9	82	5	1	2	0	4	0	94
18:45	5	1	0	0	0	0	0	6	88	7	3	1	0	2	0	101
H/TOT	33	3	0	0	1	0	0	37	394	29	8	5	1	7	0	444
P/TOT	129	11	0	0	1	1	2	144	1288	137	36	19	1	13	0	1494

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 1

DATE: 07/09/2023

LOCATION: B4100 (N) / UN-NAMED ROAD / B4100 (S)

DAY: THURSDAY

TIME	B TO A								B TO C							
	FROM UN-NAMED ROAD TO B4100 (N)								FROM UN-NAMED ROAD TO B4100 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	10	0	0	0	0	0	0	10	10	0	0	0	0	0	0	10
07:15	18	1	0	0	1	0	0	20	11	1	1	0	0	0	0	13
07:30	14	1	0	0	0	1	0	16	12	3	0	0	0	1	0	16
07:45	22	1	0	0	1	0	0	24	14	2	0	0	0	0	0	16
H/TOT	64	3	0	0	2	1	0	70	47	6	1	0	0	1	0	55
08:00	14	2	0	0	0	0	0	16	27	1	0	0	0	1	1	30
08:15	10	0	0	0	0	0	0	10	18	1	0	0	0	0	0	19
08:30	13	1	0	0	0	0	0	14	10	4	0	0	0	0	0	14
08:45	9	2	0	0	0	0	0	11	9	0	0	0	0	0	0	9
H/TOT	46	5	0	0	0	0	0	51	64	6	0	0	0	1	1	72
09:00	9	1	0	0	0	0	0	10	7	1	0	0	0	0	0	8
09:15	4	0	0	0	0	0	0	4	5	1	0	0	0	0	0	6
09:30	3	2	0	0	0	0	0	5	7	1	0	0	0	0	0	8
09:45	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
H/TOT	19	3	0	0	0	0	0	22	21	3	0	0	0	0	0	24
P/TOT	129	11	0	0	2	1	0	143	132	15	1	0	0	2	1	151

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 1

DATE: 07/09/2023

LOCATION: B4100 (N) / UN-NAMED ROAD / B4100 (S)

DAY: THURSDAY

TIME	B TO A								B TO C							
	FROM UN-NAMED ROAD TO B4100 (N)								FROM UN-NAMED ROAD TO B4100 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
16:15	3	0	0	0	0	0	0	3	6	2	1	0	0	0	0	9
16:30	0	1	0	0	0	0	0	1	6	0	0	0	0	0	0	6
16:45	3	1	0	0	0	0	0	4	7	2	0	0	0	0	0	9
H/TOT	7	3	0	0	0	0	0	10	20	4	1	0	0	0	0	25
17:00	3	0	0	0	1	0	0	4	10	1	0	0	0	0	0	11
17:15	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5
17:30	3	0	0	0	0	0	0	3	6	1	0	0	0	0	0	7
17:45	6	1	0	0	0	0	0	7	6	1	0	0	0	0	0	7
H/TOT	14	1	0	0	1	0	0	16	27	3	0	0	0	0	0	30
18:00	3	1	0	0	0	0	0	4	4	0	0	0	0	0	0	4
18:15	3	0	0	0	1	0	0	4	5	0	0	0	0	0	0	5
18:30	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
18:45	6	0	0	0	0	0	0	6	5	2	0	0	0	0	0	7
H/TOT	17	1	0	0	1	0	0	19	18	2	0	0	0	0	0	20
P/TOT	38	5	0	0	2	0	0	45	65	9	1	0	0	0	0	75

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 1

LOCATION: B4100 (N) / UN-NAMED ROAD / B4100 (S)

DATE: 07/09/2023

DAY: THURSDAY

TIME	TO ARM A B4100 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	102	16	6	1	0	0	0	125
07:15	102	10	0	5	2	0	0	119
07:30	116	20	3	4	2	1	0	146
07:45	117	13	6	8	1	2	0	147
H/TOT	437	59	15	18	5	3	0	537
08:00	112	21	4	5	0	1	0	143
08:15	86	12	3	9	0	0	0	110
08:30	71	12	2	7	0	1	0	93
08:45	89	16	8	6	0	1	0	120
H/TOT	358	61	17	27	0	3	0	466
09:00	69	17	4	4	0	0	0	94
09:15	55	12	7	6	0	0	0	80
09:30	50	15	4	1	0	0	0	70
09:45	54	11	2	1	0	0	0	68
H/TOT	228	55	17	12	0	0	0	312
P/TOT	1023	175	49	57	5	6	0	1315

TIME	FROM ARM A B4100 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	117	36	5	5	1	4	0	168
07:15	138	25	7	6	0	1	0	177
07:30	147	40	5	3	0	2	0	197
07:45	164	20	7	2	0	1	0	194
H/TOT	566	121	24	16	1	8	0	736
08:00	137	28	6	3	0	0	0	174
08:15	153	25	8	3	0	3	0	192
08:30	129	20	4	3	0	2	0	158
08:45	120	24	6	2	0	2	0	154
H/TOT	539	97	24	11	0	7	0	678
09:00	112	21	5	4	2	2	0	146
09:15	74	26	9	5	0	3	0	117
09:30	94	20	7	1	0	1	0	123
09:45	84	21	9	6	0	0	0	120
H/TOT	364	88	30	16	2	6	0	506
P/TOT	1469	306	78	43	3	21	0	1920

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 1

LOCATION: B4100 (N) / UN-NAMED ROAD / B4100 (S)

DATE: 07/09/2023

DAY: THURSDAY

TIME	TO ARM A B4100 (N)								FROM ARM A B4100 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	110	31	2	3	1	1	0	148	102	22	6	0	0	2	1	133
16:15	113	15	4	1	0	0	0	133	97	19	6	1	0	2	0	125
16:30	140	23	3	1	0	2	0	169	113	19	4	0	0	0	0	136
16:45	121	22	3	4	0	5	1	156	140	13	5	2	0	0	0	160
H/TOT	484	91	12	9	1	8	1	606	452	73	21	3	0	4	1	554
17:00	148	22	0	2	1	2	0	175	109	10	5	1	0	0	1	126
17:15	112	18	1	1	0	3	0	135	132	14	1	4	0	0	0	151
17:30	141	10	0	1	0	2	0	154	152	9	1	4	0	1	0	167
17:45	113	10	2	3	0	1	0	129	145	10	0	2	0	2	0	159
H/TOT	514	60	3	7	1	8	0	593	538	43	7	11	0	3	1	603
18:00	117	16	1	2	0	1	0	137	129	10	0	0	1	0	0	140
18:15	120	8	1	2	1	2	0	134	115	8	4	2	1	1	0	131
18:30	114	5	2	1	0	1	0	123	90	6	1	2	0	4	0	103
18:45	92	2	2	1	0	0	0	97	93	8	3	1	0	2	0	107
H/TOT	443	31	6	6	1	4	0	491	427	32	8	5	2	7	0	481
P/TOT	1441	182	21	22	3	20	1	1690	1417	148	36	19	2	14	2	1638

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 1

DATE: 07/09/2023

LOCATION: B4100 (N) / UN-NAMED ROAD / B4100 (S)

DAY: THURSDAY

TIME	TO ARM B UN-NAMED ROAD								FROM ARM B UN-NAMED ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	0	0	1	0	0	3	20	0	0	0	0	0	0	20
07:15	3	0	0	0	0	0	0	3	29	2	1	0	1	0	0	33
07:30	3	0	0	0	0	0	0	3	26	4	0	0	0	2	0	32
07:45	3	2	0	0	0	0	0	5	36	3	0	0	1	0	0	40
H/TOT	11	2	0	0	1	0	0	14	111	9	1	0	2	2	0	125
08:00	4	2	0	0	0	0	0	6	41	3	0	0	0	1	1	46
08:15	5	3	0	0	0	0	0	8	28	1	0	0	0	0	0	29
08:30	13	0	0	0	0	0	0	13	23	5	0	0	0	0	0	28
08:45	8	1	0	0	0	0	0	9	18	2	0	0	0	0	0	20
H/TOT	30	6	0	0	0	0	0	36	110	11	0	0	0	1	1	123
09:00	5	0	0	0	0	0	0	5	16	2	0	0	0	0	0	18
09:15	2	1	0	0	0	0	0	3	9	1	0	0	0	0	0	10
09:30	1	0	0	0	0	0	0	1	10	3	0	0	0	0	0	13
09:45	2	1	0	0	0	0	0	3	5	0	0	0	0	0	0	5
H/TOT	10	2	0	0	0	0	0	12	40	6	0	0	0	0	0	46
P/TOT	51	10	0	0	1	0	0	62	261	26	1	0	2	3	1	294

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 1

DATE: 07/09/2023

LOCATION: B4100 (N) / UN-NAMED ROAD / B4100 (S)

DAY: THURSDAY

TIME	TO ARM B UN-NAMED ROAD								FROM ARM B UN-NAMED ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	6	1	0	0	0	0	1	8	2	1	0	0	0	0	0	3
16:15	13	1	0	0	0	1	0	15	9	2	1	0	0	0	0	12
16:30	12	2	0	0	0	0	0	14	6	1	0	0	0	0	0	7
16:45	12	1	0	0	0	0	0	13	10	3	0	0	0	0	0	13
H/TOT	43	5	0	0	0	1	1	50	27	7	1	0	0	0	0	35
17:00	14	0	0	0	0	0	1	15	13	1	0	0	1	0	0	15
17:15	14	2	0	0	0	0	0	16	7	0	0	0	0	0	0	7
17:30	17	1	0	0	0	0	0	18	9	1	0	0	0	0	0	10
17:45	15	0	0	0	0	0	0	15	12	2	0	0	0	0	0	14
H/TOT	60	3	0	0	0	0	1	64	41	4	0	0	1	0	0	46
18:00	11	1	0	0	0	0	0	12	7	1	0	0	0	0	0	8
18:15	10	0	0	0	1	0	0	11	8	0	0	0	1	0	0	9
18:30	8	1	0	0	0	0	0	9	9	0	0	0	0	0	0	9
18:45	6	1	0	0	0	0	0	7	11	2	0	0	0	0	0	13
H/TOT	35	3	0	0	1	0	0	39	35	3	0	0	1	0	0	39
P/TOT	138	11	0	0	1	1	2	153	103	14	1	0	2	0	0	120

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 1

DATE: 07/09/2023

LOCATION: B4100 (N) / UN-NAMED ROAD / B4100 (S)

DAY: THURSDAY

TIME	TO ARM C B4100 (S)								FROM ARM C B4100 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	126	36	5	5	0	4	0	176	93	16	6	1	0	0	0	116
07:15	146	26	8	6	0	1	0	187	84	9	0	5	1	0	0	99
07:30	156	43	5	3	0	3	0	210	102	19	3	4	2	0	0	130
07:45	175	20	7	2	0	1	0	205	95	12	6	8	0	2	0	123
H/TOT	603	125	25	16	0	9	0	778	374	56	15	18	3	2	0	468
08:00	160	27	6	3	0	1	1	198	98	19	4	5	0	1	0	127
08:15	167	23	8	3	0	3	0	204	77	12	3	9	0	0	0	101
08:30	131	24	4	3	0	2	0	164	63	11	2	7	0	1	0	84
08:45	124	24	6	2	0	2	0	158	83	15	8	6	0	1	0	113
H/TOT	582	98	24	11	0	8	1	724	321	57	17	27	0	3	0	425
09:00	114	22	5	4	2	2	0	149	60	16	4	4	0	0	0	84
09:15	78	26	9	5	0	3	0	121	52	12	7	6	0	0	0	77
09:30	100	21	7	1	0	1	0	130	47	13	4	1	0	0	0	65
09:45	84	20	9	6	0	0	0	119	51	11	2	1	0	0	0	65
H/TOT	376	89	30	16	2	6	0	519	210	52	17	12	0	0	0	291
P/TOT	1561	312	79	43	2	23	1	2021	905	165	49	57	3	5	0	1184

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 1

LOCATION: B4100 (N) / UN-NAMED ROAD / B4100 (S)

DATE: 07/09/2023

DAY: THURSDAY

TIME	TO ARM C B4100 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	97	21	6	0	0	2	0	126
16:15	90	20	7	1	0	1	0	119
16:30	108	17	4	0	0	0	0	129
16:45	135	14	5	2	0	0	0	156
H/TOT	430	72	22	3	0	3	0	530
17:00	107	11	5	1	0	0	0	124
17:15	123	12	1	4	0	0	0	140
17:30	145	9	1	4	0	1	0	160
17:45	136	11	0	2	0	2	0	151
H/TOT	511	43	7	11	0	3	0	575
18:00	122	9	0	0	1	0	0	132
18:15	111	8	4	2	0	1	0	126
18:30	86	5	1	2	0	4	0	98
18:45	93	9	3	1	0	2	0	108
H/TOT	412	31	8	5	1	7	0	464
P/TOT	1353	146	37	19	1	13	0	1569

TIME	FROM ARM C B4100 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	109	30	2	3	1	1	0	146
16:15	110	15	4	1	0	0	0	130
16:30	141	22	3	1	0	2	0	169
16:45	118	21	3	4	0	5	1	152
H/TOT	478	88	12	9	1	8	1	597
17:00	147	22	0	2	0	2	0	173
17:15	110	18	1	1	0	3	0	133
17:30	142	10	0	1	0	2	0	155
17:45	107	9	2	3	0	1	0	122
H/TOT	506	59	3	7	0	8	0	583
18:00	114	15	1	2	0	1	0	133
18:15	118	8	1	2	0	2	0	131
18:30	109	5	2	1	0	1	0	118
18:45	87	2	2	1	0	0	0	92
H/TOT	428	30	6	6	0	4	0	474
P/TOT	1412	177	21	22	1	20	1	1654

QUEUE LENGTHS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 1

DATE: 07/09/2023

LOCATION: B4100 (N) / UN-NAMED ROAD / B4100 (S)

DAY: THURSDAY

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

TIME	ARM A	ARM B	ARM C	TIME	ARM A	ARM B	ARM C
	B4100 (N)	UN-NAMED ROAD	B4100 (S)		B4100 (N)	UN-NAMED ROAD	B4100 (S)
	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1
07:00	0	1	0	16:00	0	0	0
07:05	0	2	0	16:05	0	2	0
07:10	0	1	0	16:10	0	1	0
07:15	0	2	0	16:15	0	0	0
07:20	0	2	0	16:20	0	1	0
07:25	0	2	0	16:25	0	1	0
07:30	0	2	0	16:30	0	1	2
07:35	0	2	0	16:35	0	1	0
07:40	0	2	0	16:40	0	0	0
07:45	0	2	0	16:45	0	1	0
07:50	0	2	0	16:50	0	1	0
07:55	0	2	0	16:55	0	1	0
08:00	0	2	0	17:00	0	2	0
08:05	0	2	0	17:05	0	1	0
08:10	0	2	0	17:10	0	1	0
08:15	0	2	0	17:15	0	1	0
08:20	0	2	0	17:20	0	1	0
08:25	0	2	0	17:25	0	1	0
08:30	0	2	0	17:30	0	1	1
08:35	0	1	1	17:35	0	2	0
08:40	0	1	2	17:40	0	0	1
08:45	0	1	1	17:45	0	1	0
08:50	0	2	3	17:50	0	1	0
08:55	0	1	0	17:55	0	2	0

QUEUE LENGTHS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 1

DATE: 07/09/2023

LOCATION: B4100 (N) / UN-NAMED ROAD / B4100 (S)

DAY: THURSDAY

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

TIME	ARM A	ARM B	ARM C	TIME	ARM A	ARM B	ARM C
	B4100 (N)	UN-NAMED ROAD	B4100 (S)		B4100 (N)	UN-NAMED ROAD	B4100 (S)
	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1
09:00	0	1	0	18:00	0	1	0
09:05	0	2	0	18:05	0	0	0
09:10	0	1	0	18:10	0	2	0
09:15	0	0	0	18:15	0	1	0
09:20	0	1	0	18:20	0	0	0
09:25	0	1	1	18:25	0	1	1
09:30	0	0	0	18:30	0	1	0
09:35	0	1	0	18:35	0	0	0
09:40	0	1	0	18:40	0	1	0
09:45	0	1	0	18:45	0	1	0
09:50	0	1	0	18:50	0	1	0
09:55	0	1	0	18:55	0	1	0

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 2

DATE: 07/09/2023

LOCATION: FRINGFORD ROAD (S) / UN-NAMED ROAD / FRINGFORD ROAD (N)

DAY: THURSDAY

TIME	A TO B FROM FRINGFORD ROAD (S) TO UN-NAMED ROAD								A TO C FROM FRINGFORD ROAD (S) TO FRINGFORD ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	3	0	1	0	0	0	1	5
07:15	0	0	0	0	0	0	0	0	7	1	2	0	0	0	0	10
07:30	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
07:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	1	8
H/TOT	0	0	0	0	0	0	0	0	29	1	3	0	0	0	2	35
08:00	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10
08:15	0	0	0	0	0	0	0	0	7	2	0	0	0	0	1	10
08:30	0	0	0	0	0	0	0	0	20	1	0	0	0	0	1	22
08:45	1	0	0	0	0	0	0	1	13	0	0	0	0	0	0	13
H/TOT	1	0	0	0	0	0	0	1	48	5	0	0	0	0	2	55
09:00	0	0	0	0	0	0	0	0	10	0	0	0	0	0	3	13
09:15	0	0	0	0	0	0	0	0	5	1	0	0	0	0	1	7
09:30	0	0	0	0	0	0	0	0	7	1	1	0	0	1	2	12
09:45	0	0	0	0	0	0	0	0	8	0	1	0	0	0	0	9
H/TOT	0	0	0	0	0	0	0	0	30	2	2	0	0	1	6	41
P/TOT	1	0	0	0	0	0	0	1	107	8	5	0	0	1	10	131

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 2

DATE: 07/09/2023

LOCATION: FRINGFORD ROAD (S) / UN-NAMED ROAD / FRINGFORD ROAD (N)

DAY: THURSDAY

TIME	A TO B FROM FRINGFORD ROAD (S) TO UN-NAMED ROAD								A TO C FROM FRINGFORD ROAD (S) TO FRINGFORD ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	15	1	1	0	0	0	1	18
16:15	0	0	0	0	0	0	0	0	14	5	2	0	0	0	0	21
16:30	0	0	0	0	0	0	0	0	10	1	0	0	0	1	1	13
16:45	0	0	0	0	0	0	0	0	24	2	0	0	0	1	1	28
H/TOT	0	0	0	0	0	0	0	0	63	9	3	0	0	2	3	80
17:00	0	0	0	0	0	0	0	0	18	3	0	0	0	0	1	22
17:15	0	0	0	0	0	0	0	0	23	3	0	0	0	0	1	27
17:30	0	0	0	0	0	0	0	0	23	1	0	0	0	0	1	25
17:45	1	0	0	0	0	0	0	1	31	2	0	0	0	1	3	37
H/TOT	1	0	0	0	0	0	0	1	95	9	0	0	0	1	6	111
18:00	0	0	0	0	0	0	0	0	19	0	0	0	0	0	3	22
18:15	1	0	0	0	0	0	0	1	14	1	0	0	0	0	1	16
18:30	0	0	0	0	0	0	0	0	26	1	0	0	0	0	1	28
18:45	0	0	0	0	0	0	0	0	21	1	0	0	0	0	0	22
H/TOT	1	0	0	0	0	0	0	1	80	3	0	0	0	0	5	88
P/TOT	2	0	0	0	0	0	0	2	238	21	3	0	0	3	14	279

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 2

DATE: 07/09/2023

LOCATION: FRINGFORD ROAD (S) / UN-NAMED ROAD / FRINGFORD ROAD (N)

DAY: THURSDAY

TIME	B TO A FROM UN-NAMED ROAD TO FRINGFORD ROAD (S)								B TO C FROM UN-NAMED ROAD TO FRINGFORD ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
07:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	12	1	0	0	1	0	0	14
08:00	1	1	0	0	0	0	0	2	2	2	0	0	0	0	0	4
08:15	0	0	0	0	0	0	0	0	6	1	0	0	1	0	0	8
08:30	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14
08:45	1	0	0	0	0	0	0	1	6	1	0	0	0	0	0	7
H/TOT	2	1	0	0	0	0	0	3	27	5	0	0	1	0	0	33
09:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
09:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12
P/TOT	2	1	0	0	0	0	0	3	49	8	0	0	2	0	0	59

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 2

DATE: 07/09/2023

LOCATION: FRINGFORD ROAD (S) / UN-NAMED ROAD / FRINGFORD ROAD (N)

DAY: THURSDAY

TIME	B TO A FROM UN-NAMED ROAD TO FRINGFORD ROAD (S)								B TO C FROM UN-NAMED ROAD TO FRINGFORD ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	6	1	0	0	0	0	1	8
16:15	0	0	0	0	0	0	0	0	13	1	0	0	0	1	0	15
16:30	0	0	0	0	0	0	0	0	11	1	0	0	1	0	0	13
16:45	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14
H/TOT	0	0	0	0	0	0	0	0	43	4	0	0	1	1	1	50
17:00	1	0	0	0	0	0	0	1	13	0	0	0	0	0	1	14
17:15	0	0	0	0	0	0	0	0	15	2	0	0	0	0	0	17
17:30	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16
17:45	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16
H/TOT	1	0	0	0	0	0	0	1	59	3	0	0	0	0	1	63
18:00	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13
18:15	0	0	0	0	0	0	0	0	8	0	0	0	1	0	0	9
18:30	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
18:45	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
H/TOT	0	0	0	0	0	0	0	0	38	3	0	0	1	0	0	42
P/TOT	1	0	0	0	0	0	0	1	140	10	0	0	2	1	2	155

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 2

DATE: 07/09/2023

LOCATION: FRINGFORD ROAD (S) / UN-NAMED ROAD / FRINGFORD ROAD (N)

DAY: THURSDAY

TIME	C TO A FROM FRINGFORD ROAD (N) TO FRINGFORD ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	21	6	0	0	0	1	0	28
07:15	18	1	0	0	1	1	0	21
07:30	12	1	1	0	0	1	0	15
07:45	22	2	0	0	0	0	3	27
H/TOT	73	10	1	0	1	3	3	91
08:00	24	2	0	0	0	0	5	31
08:15	26	3	0	0	0	0	3	32
08:30	26	1	0	0	0	0	2	29
08:45	18	1	0	0	0	0	0	19
H/TOT	94	7	0	0	0	0	10	111
09:00	15	0	0	0	0	0	1	16
09:15	3	2	0	0	0	0	0	5
09:30	6	2	2	0	0	0	0	10
09:45	12	2	0	0	0	0	1	15
H/TOT	36	6	2	0	0	0	2	46
P/TOT	203	23	3	0	1	3	15	248

TIME	C TO B FROM FRINGFORD ROAD (N) TO UN-NAMED ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	20	0	0	0	0	0	0	20
07:15	30	2	1	0	1	0	0	34
07:30	26	4	0	0	0	2	0	32
07:45	36	3	0	0	1	0	0	40
H/TOT	112	9	1	0	2	2	0	126
08:00	40	4	0	0	0	1	1	46
08:15	28	0	0	0	0	0	0	28
08:30	22	4	0	0	1	0	0	27
08:45	18	2	0	0	0	0	0	20
H/TOT	108	10	0	0	1	1	1	121
09:00	15	3	0	0	0	0	0	18
09:15	9	1	0	0	0	0	0	10
09:30	10	2	0	0	0	0	0	12
09:45	5	0	0	0	0	0	0	5
H/TOT	39	6	0	0	0	0	0	45
P/TOT	259	25	1	0	3	3	1	292

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 2

DATE: 07/09/2023

LOCATION: FRINGFORD ROAD (S) / UN-NAMED ROAD / FRINGFORD ROAD (N)

DAY: THURSDAY

TIME	C TO A FROM FRINGFORD ROAD (N) TO FRINGFORD ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	4	0	0	0	0	0	0	4
16:15	11	2	0	0	0	0	0	13
16:30	12	2	1	0	0	1	0	16
16:45	13	2	0	0	0	0	0	15
H/TOT	40	6	1	0	0	1	0	48
17:00	14	1	0	0	0	1	1	17
17:15	12	2	0	0	0	0	3	17
17:30	17	1	1	0	0	0	0	19
17:45	16	1	0	0	0	0	1	18
H/TOT	59	5	1	0	0	1	5	71
18:00	6	1	0	0	0	0	1	8
18:15	13	1	0	0	0	0	2	16
18:30	15	2	0	0	0	1	0	18
18:45	11	1	1	0	0	0	1	14
H/TOT	45	5	1	0	0	1	4	56
P/TOT	144	16	3	0	0	3	9	175

TIME	C TO B FROM FRINGFORD ROAD (N) TO UN-NAMED ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	3	1	0	0	0	0	0	4
16:15	8	4	1	0	0	0	0	13
16:30	5	0	0	0	1	0	0	6
16:45	12	3	0	0	0	0	0	15
H/TOT	28	8	1	0	1	0	0	38
17:00	11	1	0	0	1	0	0	13
17:15	8	0	0	0	0	0	0	8
17:30	10	1	0	0	0	0	0	11
17:45	11	2	0	0	0	0	0	13
H/TOT	40	4	0	0	1	0	0	45
18:00	4	1	1	0	0	0	0	6
18:15	8	0	0	0	1	0	0	9
18:30	10	0	0	0	0	0	0	10
18:45	12	2	0	0	0	0	0	14
H/TOT	34	3	1	0	1	0	0	39
P/TOT	102	15	2	0	3	0	0	122

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 2

DATE: 07/09/2023

LOCATION: FRINGFORD ROAD (S) / UN-NAMED ROAD / FRINGFORD ROAD (N)

DAY: THURSDAY

TIME	TO ARM A FRINGFORD ROAD (S)								FROM ARM A FRINGFORD ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	21	6	0	0	0	1	0	28	3	0	1	0	0	0	1	5
07:15	18	1	0	0	1	1	0	21	7	1	2	0	0	0	0	10
07:30	12	1	1	0	0	1	0	15	12	0	0	0	0	0	0	12
07:45	22	2	0	0	0	0	3	27	7	0	0	0	0	0	1	8
H/TOT	73	10	1	0	1	3	3	91	29	1	3	0	0	0	2	35
08:00	25	3	0	0	0	0	5	33	8	2	0	0	0	0	0	10
08:15	26	3	0	0	0	0	3	32	7	2	0	0	0	0	1	10
08:30	26	1	0	0	0	0	2	29	20	1	0	0	0	0	1	22
08:45	19	1	0	0	0	0	0	20	14	0	0	0	0	0	0	14
H/TOT	96	8	0	0	0	0	10	114	49	5	0	0	0	0	2	56
09:00	15	0	0	0	0	0	1	16	10	0	0	0	0	0	3	13
09:15	3	2	0	0	0	0	0	5	5	1	0	0	0	0	1	7
09:30	6	2	2	0	0	0	0	10	7	1	1	0	0	1	2	12
09:45	12	2	0	0	0	0	1	15	8	0	1	0	0	0	0	9
H/TOT	36	6	2	0	0	0	2	46	30	2	2	0	0	1	6	41
P/TOT	205	24	3	0	1	3	15	251	108	8	5	0	0	1	10	132

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 2

DATE: 07/09/2023

LOCATION: FRINGFORD ROAD (S) / UN-NAMED ROAD / FRINGFORD ROAD (N)

DAY: THURSDAY

TIME	TO ARM A FRINGFORD ROAD (S)								FROM ARM A FRINGFORD ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	4	0	0	0	0	0	0	4	15	1	1	0	0	0	1	18
16:15	11	2	0	0	0	0	0	13	14	5	2	0	0	0	0	21
16:30	12	2	1	0	0	1	0	16	10	1	0	0	0	1	1	13
16:45	13	2	0	0	0	0	0	15	24	2	0	0	0	1	1	28
H/TOT	40	6	1	0	0	1	0	48	63	9	3	0	0	2	3	80
17:00	15	1	0	0	0	1	1	18	18	3	0	0	0	0	1	22
17:15	12	2	0	0	0	0	3	17	23	3	0	0	0	0	1	27
17:30	17	1	1	0	0	0	0	19	23	1	0	0	0	0	1	25
17:45	16	1	0	0	0	0	1	18	32	2	0	0	0	1	3	38
H/TOT	60	5	1	0	0	1	5	72	96	9	0	0	0	1	6	112
18:00	6	1	0	0	0	0	1	8	19	0	0	0	0	0	3	22
18:15	13	1	0	0	0	0	2	16	15	1	0	0	0	0	1	17
18:30	15	2	0	0	0	1	0	18	26	1	0	0	0	0	1	28
18:45	11	1	1	0	0	0	1	14	21	1	0	0	0	0	0	22
H/TOT	45	5	1	0	0	1	4	56	81	3	0	0	0	0	5	89
P/TOT	145	16	3	0	0	3	9	176	240	21	3	0	0	3	14	281

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 2

DATE: 07/09/2023

LOCATION: FRINGFORD ROAD (S) / UN-NAMED ROAD / FRINGFORD ROAD (N)

DAY: THURSDAY

TIME	TO ARM B UN-NAMED ROAD								FROM ARM B UN-NAMED ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	20	0	0	0	0	0	0	20	2	0	0	0	0	0	0	2
07:15	30	2	1	0	1	0	0	34	3	0	0	0	1	0	0	4
07:30	26	4	0	0	0	2	0	32	3	0	0	0	0	0	0	3
07:45	36	3	0	0	1	0	0	40	4	1	0	0	0	0	0	5
H/TOT	112	9	1	0	2	2	0	126	12	1	0	0	1	0	0	14
08:00	40	4	0	0	0	1	1	46	3	3	0	0	0	0	0	6
08:15	28	0	0	0	0	0	0	28	6	1	0	0	1	0	0	8
08:30	22	4	0	0	1	0	0	27	13	1	0	0	0	0	0	14
08:45	19	2	0	0	0	0	0	21	7	1	0	0	0	0	0	8
H/TOT	109	10	0	0	1	1	1	122	29	6	0	0	1	0	0	36
09:00	15	3	0	0	0	0	0	18	5	0	0	0	0	0	0	5
09:15	9	1	0	0	0	0	0	10	2	1	0	0	0	0	0	3
09:30	10	2	0	0	0	0	0	12	1	0	0	0	0	0	0	1
09:45	5	0	0	0	0	0	0	5	2	1	0	0	0	0	0	3
H/TOT	39	6	0	0	0	0	0	45	10	2	0	0	0	0	0	12
P/TOT	260	25	1	0	3	3	1	293	51	9	0	0	2	0	0	62

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 2

DATE: 07/09/2023

LOCATION: FRINGFORD ROAD (S) / UN-NAMED ROAD / FRINGFORD ROAD (N)

DAY: THURSDAY

TIME	TO ARM B UN-NAMED ROAD								FROM ARM B UN-NAMED ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	3	1	0	0	0	0	0	4	6	1	0	0	0	0	1	8
16:15	8	4	1	0	0	0	0	13	13	1	0	0	0	1	0	15
16:30	5	0	0	0	1	0	0	6	11	1	0	0	1	0	0	13
16:45	12	3	0	0	0	0	0	15	13	1	0	0	0	0	0	14
H/TOT	28	8	1	0	1	0	0	38	43	4	0	0	1	1	1	50
17:00	11	1	0	0	1	0	0	13	14	0	0	0	0	0	1	15
17:15	8	0	0	0	0	0	0	8	15	2	0	0	0	0	0	17
17:30	10	1	0	0	0	0	0	11	15	1	0	0	0	0	0	16
17:45	12	2	0	0	0	0	0	14	16	0	0	0	0	0	0	16
H/TOT	41	4	0	0	1	0	0	46	60	3	0	0	0	0	1	64
18:00	4	1	1	0	0	0	0	6	12	1	0	0	0	0	0	13
18:15	9	0	0	0	1	0	0	10	8	0	0	0	1	0	0	9
18:30	10	0	0	0	0	0	0	10	11	1	0	0	0	0	0	12
18:45	12	2	0	0	0	0	0	14	7	1	0	0	0	0	0	8
H/TOT	35	3	1	0	1	0	0	40	38	3	0	0	1	0	0	42
P/TOT	104	15	2	0	3	0	0	124	141	10	0	0	2	1	2	156

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 2

DATE: 07/09/2023

LOCATION: FRINGFORD ROAD (S) / UN-NAMED ROAD / FRINGFORD ROAD (N)

DAY: THURSDAY

TIME	TO ARM C FRINGFORD ROAD (N)								FROM ARM C FRINGFORD ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	0	1	0	0	0	1	7	41	6	0	0	0	1	0	48
07:15	10	1	2	0	1	0	0	14	48	3	1	0	2	1	0	55
07:30	15	0	0	0	0	0	0	15	38	5	1	0	0	3	0	47
07:45	11	1	0	0	0	0	1	13	58	5	0	0	1	0	3	67
H/TOT	41	2	3	0	1	0	2	49	185	19	2	0	3	5	3	217
08:00	10	4	0	0	0	0	0	14	64	6	0	0	0	1	6	77
08:15	13	3	0	0	1	0	1	18	54	3	0	0	0	0	3	60
08:30	33	2	0	0	0	0	1	36	48	5	0	0	1	0	2	56
08:45	19	1	0	0	0	0	0	20	36	3	0	0	0	0	0	39
H/TOT	75	10	0	0	1	0	2	88	202	17	0	0	1	1	11	232
09:00	15	0	0	0	0	0	3	18	30	3	0	0	0	0	1	34
09:15	7	2	0	0	0	0	1	10	12	3	0	0	0	0	0	15
09:30	8	1	1	0	0	1	2	13	16	4	2	0	0	0	0	22
09:45	10	1	1	0	0	0	0	12	17	2	0	0	0	0	1	20
H/TOT	40	4	2	0	0	1	6	53	75	12	2	0	0	0	2	91
P/TOT	156	16	5	0	2	1	10	190	462	48	4	0	4	6	16	540

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 2

DATE: 07/09/2023

LOCATION: FRINGFORD ROAD (S) / UN-NAMED ROAD / FRINGFORD ROAD (N)

DAY: THURSDAY

TIME	TO ARM C FRINGFORD ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	21	2	1	0	0	0	2	26
16:15	27	6	2	0	0	1	0	36
16:30	21	2	0	0	1	1	1	26
16:45	37	3	0	0	0	1	1	42
H/TOT	106	13	3	0	1	3	4	130
17:00	31	3	0	0	0	0	2	36
17:15	38	5	0	0	0	0	1	44
17:30	38	2	0	0	0	0	1	41
17:45	47	2	0	0	0	1	3	53
H/TOT	154	12	0	0	0	1	7	174
18:00	31	1	0	0	0	0	3	35
18:15	22	1	0	0	1	0	1	25
18:30	37	2	0	0	0	0	1	40
18:45	28	2	0	0	0	0	0	30
H/TOT	118	6	0	0	1	0	5	130
P/TOT	378	31	3	0	2	4	16	434

TIME	FROM ARM C FRINGFORD ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	7	1	0	0	0	0	0	8
16:15	19	6	1	0	0	0	0	26
16:30	17	2	1	0	1	1	0	22
16:45	25	5	0	0	0	0	0	30
H/TOT	68	14	2	0	1	1	0	86
17:00	25	2	0	0	1	1	1	30
17:15	20	2	0	0	0	0	3	25
17:30	27	2	1	0	0	0	0	30
17:45	27	3	0	0	0	0	1	31
H/TOT	99	9	1	0	1	1	5	116
18:00	10	2	1	0	0	0	1	14
18:15	21	1	0	0	1	0	2	25
18:30	25	2	0	0	0	1	0	28
18:45	23	3	1	0	0	0	1	28
H/TOT	79	8	2	0	1	1	4	95
P/TOT	246	31	5	0	3	3	9	297

QUEUE LENGTHS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 2

DATE: 07/09/2023

LOCATION: FRINGFORD ROAD (S) / UN-NAMED ROAD / FRINGFORD ROAD (N)

DAY: THURSDAY

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

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

QUEUE LENGTHS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 2

DATE: 07/09/2023

LOCATION: FRINGFORD ROAD (S) / UN-NAMED ROAD / FRINGFORD ROAD (N)

DAY: THURSDAY

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

TIME	ARM A	ARM B	ARM C	TIME	ARM A	ARM B	ARM C
	FRINGFORD ROAD (S)	UN-NAMED ROAD	FRINGFORD ROAD (N)		FRINGFORD ROAD (S)	UN-NAMED ROAD	FRINGFORD ROAD (N)
	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1
09:00	0	0	0	18:00	0	1	0
09:05	0	1	0	18:05	0	0	0
09:10	0	0	0	18:10	0	0	0
09:15	0	0	0	18:15	0	1	0
09:20	0	0	0	18:20	0	0	0
09:25	0	0	1	18:25	0	0	0
09:30	0	0	0	18:30	0	1	0
09:35	0	0	0	18:35	0	0	0
09:40	0	1	0	18:40	0	1	1
09:45	0	1	0	18:45	0	1	0
09:50	0	0	0	18:50	0	0	1
09:55	0	1	0	18:55	0	1	1

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 3

DATE: 07/09/2023

LOCATION: FRINGFORD ROAD (N) / SKIMMINGDISH LANE / FRINGFORD ROAD (S) / PRIVATE ACCESS

DAY: THURSDAY

TIME	A TO B FROM FRINGFORD ROAD (N) TO SKIMMINGDISH LANE								A TO C FROM FRINGFORD ROAD (N) TO FRINGFORD ROAD (S)						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
	07:00	0	0	0	0	0	0	0	0	33	5	0	0	0	1
07:15	1	0	0	0	0	0	1	2	38	3	1	0	1	1	0
07:30	2	0	0	0	0	0	0	2	28	3	1	0	0	3	0
07:45	4	0	0	0	0	0	1	5	48	6	0	0	0	0	2
H/TOT	7	0	0	0	0	0	2	9	147	17	2	0	1	5	2
08:00	2	0	0	0	0	0	2	4	55	4	0	0	0	1	1
08:15	3	1	0	0	0	0	2	6	48	3	0	0	0	0	2
08:30	3	2	0	0	0	0	0	5	37	5	0	0	0	0	1
08:45	1	0	0	0	0	0	0	1	32	1	0	0	0	0	0
H/TOT	9	3	0	0	0	0	4	16	172	13	0	0	0	1	4
09:00	1	0	0	0	0	0	0	1	23	3	0	0	0	0	1
09:15	3	0	0	0	0	0	0	3	12	3	0	0	0	0	0
09:30	3	0	0	0	0	0	0	3	14	5	2	0	0	0	0
09:45	0	0	0	0	0	0	0	0	15	2	0	0	0	0	1
H/TOT	7	0	0	0	0	0	0	7	64	13	2	0	0	0	2
P/TOT	23	3	0	0	0	0	6	32	383	43	4	0	1	6	8

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 3

DATE: 07/09/2023

LOCATION: FRINGFORD ROAD (N) / SKIMMINGDISH LANE / FRINGFORD ROAD (S) / PRIVATE ACCESS

DAY: THURSDAY

TIME	A TO B FROM FRINGFORD ROAD (N) TO SKIMMINGDISH LANE								A TO C FROM FRINGFORD ROAD (N) TO FRINGFORD ROAD (S)						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
	16:00	1	0	0	0	0	0	0	1	4	1	0	0	0	0
16:15	2	0	0	0	0	0	0	2	13	4	1	0	0	0	0
16:30	2	0	0	0	0	0	0	2	16	2	0	0	0	1	0
16:45	1	0	0	0	0	0	0	1	18	5	0	0	0	0	0
H/TOT	6	0	0	0	0	0	0	6	51	12	1	0	0	1	0
17:00	0	0	0	0	0	0	0	0	18	2	0	0	0	1	0
17:15	1	0	0	0	0	0	0	1	15	2	0	0	0	0	3
17:30	0	0	0	0	0	0	0	0	24	2	1	0	0	0	0
17:45	2	0	0	0	0	0	1	3	23	2	0	0	0	0	0
H/TOT	3	0	0	0	0	0	1	4	80	8	1	0	0	1	3
18:00	0	0	0	0	0	0	0	0	10	1	0	0	0	0	1
18:15	0	0	0	0	0	0	3	3	15	1	0	0	1	0	2
18:30	2	0	0	0	0	0	0	2	22	2	0	0	0	1	0
18:45	2	0	0	0	0	0	0	2	14	2	0	0	0	0	1
H/TOT	4	0	0	0	0	0	3	7	61	6	0	0	1	1	4
P/TOT	13	0	0	0	0	0	4	17	192	26	2	0	1	3	7

TD

TOT
39
44
35
56
174
61
53
43
33
190
27
15
21
18
81
445

TD

TOT
5
18
19
23
65
21
20
27
25
93
12
19
25
17
73
231

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 3

DATE: 07/09/2023

LOCATION: FRINGFORD ROAD (N) / SKIMMINGDISH LANE / FRINGFORD ROAD (S) / PRIVATE ACCESS

DAY: THURSDAY

TIME	A TO D								B TO A						
	FROM FRINGFORD ROAD (N) TO PRIVATE ACCESS								FROM SKIMMINGDISH LANE TO FRINGFORD ROAD (N)						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	4	1	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	12	3	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	29	6	0	0	0	0	1

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 3

DATE: 07/09/2023

LOCATION: FRINGFORD ROAD (N) / SKIMMINGDISH LANE / FRINGFORD ROAD (S) / PRIVATE ACCESS

DAY: THURSDAY

TIME	A TO D								B TO A						
	FROM FRINGFORD ROAD (N) TO PRIVATE ACCESS								FROM SKIMMINGDISH LANE TO FRINGFORD ROAD (N)						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
16:00	0	0	0	0	0	0	0	0	7	0	0	0	0	1	0
16:15	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	20	2	0	0	0	1	0
17:00	0	0	0	0	0	0	0	0	12	1	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	9	1	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	37	5	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	7	1	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	26	1	0	0	0	0	1
P/TOT	0	0	0	0	0	0	0	0	83	8	0	0	0	1	4

.TD

TOT
1
4
1
0
6
2
0
5
8
15
5
4
3
3
15
36

.TD

TOT
8
4
3
8
23
15
12
11
7
45
9
6
9
4
28
96

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 3

DATE: 07/09/2023

LOCATION: FRINGFORD ROAD (N) / SKIMMINGDISH LANE / FRINGFORD ROAD (S) / PRIVATE ACCESS

DAY: THURSDAY

TIME	B TO C FROM SKIMMINGDISH LANE TO FRINGFORD ROAD (S)								B TO D FROM SKIMMINGDISH LANE TO PRIVATE ACCESS						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
16:00	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0
16:15	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0
16:30	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0
16:45	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0
H/TOT	17	1	1	0	0	0	0	19	0	0	0	0	0	0	0
17:00	7	0	0	0	1	0	1	9	0	0	0	0	0	0	0
17:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0
17:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0
17:45	3	1	0	0	0	0	1	5	0	0	0	0	0	0	0
H/TOT	19	1	0	0	1	0	2	23	0	0	0	0	0	0	0
18:00	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0
18:15	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0
18:30	3	0	0	0	0	0	0	3	0	1	0	0	0	0	0
18:45	9	1	1	0	0	0	0	11	0	0	0	0	0	0	0
H/TOT	20	2	1	0	0	0	0	23	1	1	0	0	0	0	0
P/TOT	56	4	2	0	1	0	2	65	1	1	0	0	0	0	0

TD

TOT
0
0
0
0
0
0
0
0
0
0
1
0
1
0
2
2

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 3

DATE: 07/09/2023

LOCATION: FRINGFORD ROAD (N) / SKIMMINGDISH LANE / FRINGFORD ROAD (S) / PRIVATE ACCESS

DAY: THURSDAY

TIME	C TO A FROM FRINGFORD ROAD (S) TO FRINGFORD ROAD (N)								C TO B FROM FRINGFORD ROAD (S) TO SKIMMINGDISH LANE						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
	07:00	5	0	1	0	0	0	0	6	0	0	0	0	0	0
07:15	6	0	2	0	0	0	0	8	4	0	0	0	1	0	0
07:30	11	0	0	0	0	0	0	11	4	0	0	0	0	0	0
07:45	9	0	0	0	0	0	1	10	2	1	0	0	0	0	0
H/TOT	31	0	3	0	0	0	1	35	10	1	0	0	1	0	0
08:00	8	4	0	0	0	0	0	12	2	0	0	0	0	0	0
08:15	5	1	0	0	1	0	1	8	9	2	0	0	0	0	0
08:30	23	2	0	0	0	0	1	26	10	0	0	0	0	0	0
08:45	14	1	0	0	0	0	0	15	5	0	0	0	0	0	0
H/TOT	50	8	0	0	1	0	2	61	26	2	0	0	0	0	0
09:00	10	0	0	0	0	0	3	13	6	0	0	0	0	0	0
09:15	6	2	0	0	0	0	1	9	1	0	0	0	0	0	0
09:30	6	1	1	0	0	1	1	10	1	0	0	0	0	0	1
09:45	9	1	1	0	0	0	0	11	2	0	0	0	0	0	0
H/TOT	31	4	2	0	0	1	5	43	10	0	0	0	0	0	1
P/TOT	112	12	5	0	1	1	8	139	46	3	0	0	1	0	1

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 3

DATE: 07/09/2023

LOCATION: FRINGFORD ROAD (N) / SKIMMINGDISH LANE / FRINGFORD ROAD (S) / PRIVATE ACCESS

DAY: THURSDAY

TIME	C TO A FROM FRINGFORD ROAD (S) TO FRINGFORD ROAD (N)								C TO B FROM FRINGFORD ROAD (S) TO SKIMMINGDISH LANE						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
16:00	14	0	1	0	1	0	1	17	7	1	0	0	0	0	0
16:15	22	8	0	0	0	1	0	31	5	0	2	0	0	0	0
16:30	18	1	0	0	1	0	1	21	4	0	0	0	0	1	0
16:45	27	4	0	0	0	1	1	33	9	0	0	0	0	0	0
H/TOT	81	13	1	0	2	2	3	102	25	1	2	0	0	1	0
17:00	28	3	0	0	0	0	1	32	3	0	0	0	0	0	0
17:15	29	5	0	0	0	0	0	34	8	0	0	0	0	0	0
17:30	31	2	0	0	0	0	1	34	7	0	0	0	0	0	0
17:45	34	2	0	0	0	1	3	40	14	0	0	0	0	0	0
H/TOT	122	12	0	0	0	1	5	140	32	0	0	0	0	0	0
18:00	28	1	0	0	0	0	1	30	3	0	0	0	0	1	0
18:15	15	1	0	0	0	0	1	17	7	0	0	0	1	0	0
18:30	27	2	0	0	0	0	0	29	9	0	0	0	0	0	0
18:45	15	1	0	0	0	0	0	16	14	0	0	0	0	0	0
H/TOT	85	5	0	0	0	0	2	92	33	0	0	0	1	1	0
P/TOT	288	30	1	0	2	3	10	334	90	1	2	0	1	2	0

TD

TOT
0
5
4
3
12
2
11
10
5
28
6
1
2
2
11
51

TD

TOT
8
7
5
9
29
3
8
7
14
32
4
8
9
14
35
96

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 3

DATE: 07/09/2023

LOCATION: FRINGFORD ROAD (N) / SKIMMINGDISH LANE / FRINGFORD ROAD (S) / PRIVATE ACCESS

DAY: THURSDAY

TIME	C TO D FROM FRINGFORD ROAD (S) TO PRIVATE ACCESS								D TO A FROM PRIVATE ACCESS TO FRINGFORD ROAD (N)						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 3

DATE: 07/09/2023

LOCATION: FRINGFORD ROAD (N) / SKIMMINGDISH LANE / FRINGFORD ROAD (S) / PRIVATE ACCESS

DAY: THURSDAY

TIME	C TO D								D TO A						
	FROM FRINGFORD ROAD (S) TO PRIVATE ACCESS								FROM PRIVATE ACCESS TO FRINGFORD ROAD (N)						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	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	0	0	0
H/TOT	0	0	0	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	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 12648



JOB NAME: CAVERSFIELD

SITE: 3

DATE: 07/09/20

LOCATION: FRINGFORD ROAD (N) / SKIMMINGDISH LANE / FRINGFORD ROAD (S) / PRIVATE ACCESS

DAY: THURSDA

TOT	TIME	D TO B FROM PRIVATE ACCESS TO SKIMMINGDISH LANE								D TO C FROM PRIVATE ACCESS TO FRINGFORD ROAD (S)					
		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL
0	07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	08:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0
0	08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0
0	09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0
0	09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0
0	P/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 12648



JOB NAME: CAVERSFIELD

SITE: 3

DATE: 07/09/20

LOCATION: FRINGFORD ROAD (N) / SKIMMINGDISH LANE / FRINGFORD ROAD (S) / PRIVATE ACCESS

DAY: THURSDA

TOT	TIME	D TO B FROM PRIVATE ACCESS TO SKIMMINGDISH LANE								D TO C FROM PRIVATE ACCESS TO FRINGFORD ROAD (S)					
		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL
0	16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	16:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0
0	H/TOT	1	0	0	0	0	0	0	1	1	0	0	0	0	0
0	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	P/TOT	1	0	0	0	0	0	0	1	1	0	0	0	0	0

23

Y

PCL	TOT
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	1
0	0
0	0
0	0
0	1
0	0
0	1
0	0
0	1
0	2

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 3

DATE: 07/09/2023

LOCATION: FRINGFORD ROAD (N) / SKIMMINGDISH LANE / FRINGFORD ROAD (S) / PRIVATE ACCESS

DAY: THURSDAY

TIME	TO ARM A FRINGFORD ROAD (N)								FROM ARM A FRINGFORD ROAD (N)						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
07:00	6	0	1	0	0	0	0	7	33	5	0	0	0	1	0
07:15	9	0	2	0	0	0	1	12	39	3	1	0	1	1	1
07:30	11	1	0	0	0	0	0	12	30	3	1	0	0	3	0
07:45	9	0	0	0	0	0	1	10	52	6	0	0	0	0	3
H/TOT	35	1	3	0	0	0	2	41	154	17	2	0	1	5	4
08:00	10	4	0	0	0	0	0	14	57	4	0	0	0	1	3
08:15	5	1	0	0	1	0	1	8	51	4	0	0	0	0	4
08:30	28	2	0	0	0	0	1	31	40	7	0	0	0	0	1
08:45	20	3	0	0	0	0	0	23	33	1	0	0	0	0	0
H/TOT	63	10	0	0	1	0	2	76	181	16	0	0	0	1	8
09:00	14	1	0	0	0	0	3	18	24	3	0	0	0	0	1
09:15	9	3	0	0	0	0	1	13	15	3	0	0	0	0	0
09:30	8	2	1	0	0	1	1	13	17	5	2	0	0	0	0
09:45	12	1	1	0	0	0	0	14	15	2	0	0	0	0	1
H/TOT	43	7	2	0	0	1	5	58	71	13	2	0	0	0	2
P/TOT	141	18	5	0	1	1	9	175	406	46	4	0	1	6	14

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 3

DATE: 07/09/2023

LOCATION: FRINGFORD ROAD (N) / SKIMMINGDISH LANE / FRINGFORD ROAD (S) / PRIVATE ACCESS

DAY: THURSDAY

TIME	TO ARM A FRINGFORD ROAD (N)								FROM ARM A FRINGFORD ROAD (N)						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
16:00	21	0	1	0	1	1	1	25	5	1	0	0	0	0	0
16:15	25	9	0	0	0	1	0	35	15	4	1	0	0	0	0
16:30	20	2	0	0	1	0	1	24	18	2	0	0	0	1	0
16:45	35	4	0	0	0	1	1	41	19	5	0	0	0	0	0
H/TOT	101	15	1	0	2	3	3	125	57	12	1	0	0	1	0
17:00	40	4	0	0	0	0	3	47	18	2	0	0	0	1	0
17:15	38	8	0	0	0	0	0	46	16	2	0	0	0	0	3
17:30	40	3	0	0	0	0	2	45	24	2	1	0	0	0	0
17:45	41	2	0	0	0	1	3	47	25	2	0	0	0	0	1
H/TOT	159	17	0	0	0	1	8	185	83	8	1	0	0	1	4
18:00	37	1	0	0	0	0	1	39	10	1	0	0	0	0	1
18:15	21	1	0	0	0	0	1	23	15	1	0	0	1	0	5
18:30	34	3	0	0	0	0	1	38	24	2	0	0	0	1	0
18:45	19	1	0	0	0	0	0	20	16	2	0	0	0	0	1
H/TOT	111	6	0	0	0	0	3	120	65	6	0	0	1	1	7
P/TOT	371	38	1	0	2	4	14	430	205	26	2	0	1	3	11

TD

TOT
39
46
37
61
183
65
59
48
34
206
28
18
24
18
88
477

TD

TOT
6
20
21
24
71
21
21
27
28
97
12
22
27
19
80
248

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 3

DATE: 07/09/2023

LOCATION: FRINGFORD ROAD (N) / SKIMMINGDISH LANE / FRINGFORD ROAD (S) / PRIVATE ACCESS

DAY: THURSDAY

TIME	TO ARM B SKIMMINGDISH LANE								FROM ARM B SKIMMINGDISH LANE						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
07:00	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0
07:15	5	0	0	0	1	0	1	7	13	0	0	0	0	0	1
07:30	6	0	0	0	0	0	0	6	11	2	0	0	0	0	0
07:45	6	1	0	0	0	0	1	8	10	0	0	0	1	0	0
H/TOT	17	1	0	0	1	0	2	21	46	2	0	0	1	0	1
08:00	4	0	0	0	0	0	2	6	12	1	0	0	0	0	3
08:15	12	3	0	0	0	0	2	17	6	0	0	0	0	0	1
08:30	13	2	0	0	0	0	0	15	15	1	0	0	0	0	0
08:45	6	0	0	0	0	0	0	6	11	4	0	0	0	0	0
H/TOT	35	5	0	0	0	0	4	44	44	6	0	0	0	0	4
09:00	7	0	0	0	0	0	0	7	10	1	0	0	0	0	0
09:15	4	0	0	0	0	0	0	4	4	1	0	0	0	0	0
09:30	4	0	0	0	0	0	1	5	3	1	0	0	0	0	0
09:45	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0
H/TOT	17	0	0	0	0	0	1	18	22	3	0	0	0	0	0
P/TOT	69	6	0	0	1	0	7	83	112	11	0	0	1	0	5

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 3

DATE: 07/09/2023

LOCATION: FRINGFORD ROAD (N) / SKIMMINGDISH LANE / FRINGFORD ROAD (S) / PRIVATE ACCESS

DAY: THURSDAY

TIME	TO ARM B SKIMMINGDISH LANE								FROM ARM B SKIMMINGDISH LANE						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
16:00	8	1	0	0	0	0	0	9	9	1	0	0	0	1	0
16:15	7	0	2	0	0	0	0	9	10	1	0	0	0	0	0
16:30	6	0	0	0	0	1	0	7	4	1	1	0	0	0	0
16:45	11	0	0	0	0	0	0	11	14	0	0	0	0	0	0
H/TOT	32	1	2	0	0	1	0	36	37	3	1	0	0	1	0
17:00	3	0	0	0	0	0	0	3	19	1	0	0	1	0	3
17:15	9	0	0	0	0	0	0	9	14	3	0	0	0	0	0
17:30	7	0	0	0	0	0	0	7	13	1	0	0	0	0	1
17:45	16	0	0	0	0	0	1	17	10	1	0	0	0	0	1
H/TOT	35	0	0	0	0	0	1	36	56	6	0	0	1	0	5
18:00	3	0	0	0	0	1	0	4	11	1	0	0	0	0	0
18:15	7	0	0	0	1	0	3	11	13	0	0	0	0	0	0
18:30	11	0	0	0	0	0	0	11	10	2	0	0	0	0	1
18:45	16	0	0	0	0	0	0	16	13	1	1	0	0	0	0
H/TOT	37	0	0	0	1	1	3	42	47	4	1	0	0	0	1
P/TOT	104	1	2	0	1	2	4	114	140	13	2	0	1	1	6

TD

TOT
12
14
13
11
50
16
7
16
15
54
11
5
4
5
25
129

TD

TOT
11
11
6
14
42
24
17
15
12
68
12
13
13
15
53
163

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 3

DATE: 07/09/2023

LOCATION: FRINGFORD ROAD (N) / SKIMMINGDISH LANE / FRINGFORD ROAD (S) / PRIVATE ACCESS

DAY: THURSDAY

TIME	TO ARM C FRINGFORD ROAD (S)								FROM ARM C FRINGFORD ROAD (S)						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
07:00	44	5	0	0	0	1	0	50	5	0	1	0	0	0	0
07:15	48	3	1	0	1	1	0	54	10	0	2	0	1	0	0
07:30	39	4	1	0	0	3	0	47	15	0	0	0	0	0	0
07:45	58	6	0	0	1	0	2	67	11	1	0	0	0	0	1
H/TOT	189	18	2	0	2	5	2	218	41	1	3	0	1	0	1
08:00	65	5	0	0	0	1	4	75	10	4	0	0	0	0	0
08:15	55	3	0	0	0	0	3	61	14	3	0	0	1	0	1
08:30	47	6	0	0	0	0	1	54	33	2	0	0	0	0	1
08:45	37	3	0	0	0	0	0	40	19	1	0	0	0	0	0
H/TOT	204	17	0	0	0	1	8	230	76	10	0	0	1	0	2
09:00	29	3	0	0	0	0	1	33	16	0	0	0	0	0	3
09:15	13	3	0	0	0	0	0	16	7	2	0	0	0	0	1
09:30	16	5	2	0	0	0	0	23	7	1	1	0	0	1	2
09:45	17	2	0	0	0	0	1	20	11	1	1	0	0	0	0
H/TOT	75	13	2	0	0	0	2	92	41	4	2	0	0	1	6
P/TOT	468	48	4	0	2	6	12	540	158	15	5	0	2	1	9

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 3

DATE: 07/09/2023

LOCATION: FRINGFORD ROAD (N) / SKIMMINGDISH LANE / FRINGFORD ROAD (S) / PRIVATE ACCESS

DAY: THURSDAY

TIME	TO ARM C FRINGFORD ROAD (S)								FROM ARM C FRINGFORD ROAD (S)						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
16:00	6	2	0	0	0	0	0	8	21	1	1	0	1	0	1
16:15	20	4	1	0	0	0	0	25	27	8	2	0	0	1	0
16:30	18	2	1	0	0	1	0	22	22	1	0	0	1	1	1
16:45	25	5	0	0	0	0	0	30	36	4	0	0	0	1	1
H/TOT	69	13	2	0	0	1	0	85	106	14	3	0	2	3	3
17:00	25	2	0	0	1	1	1	30	31	3	0	0	0	0	1
17:15	20	2	0	0	0	0	3	25	37	5	0	0	0	0	0
17:30	28	2	1	0	0	0	0	31	38	2	0	0	0	0	1
17:45	26	3	0	0	0	0	1	30	48	2	0	0	0	1	3
H/TOT	99	9	1	0	1	1	5	116	154	12	0	0	0	1	5
18:00	11	2	0	0	0	0	1	14	31	1	0	0	0	1	1
18:15	22	1	0	0	1	0	2	26	22	1	0	0	1	0	1
18:30	25	2	0	0	0	1	0	28	36	2	0	0	0	0	0
18:45	23	3	1	0	0	0	1	28	29	1	0	0	0	0	0
H/TOT	81	8	1	0	1	1	4	96	118	5	0	0	1	1	2
P/TOT	249	30	4	0	2	3	9	297	378	31	3	0	3	5	10

MANUAL CLASSIFIED COUNTS



JOB REF: 12648



JOB NAME: CAVERSFIELD

SITE: 3

DATE: 07/09/20

LOCATION: FRINGFORD ROAD (N) / SKIMMINGDISH LANE / FRINGFORD ROAD (S) / PRIVATE ACCESS

DAY: THURSDA

TOT	TIME	TO ARM D PRIVATE ACCESS								FROM ARM D PRIVATE ACCESS					
		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL
6	07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
47	H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	08:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0
36	08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
89	H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0
19	09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0
13	09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
54	H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0
190	P/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 12648



JOB NAME: CAVERSFIELD

SITE: 3

DATE: 07/09/20

LOCATION: FRINGFORD ROAD (N) / SKIMMINGDISH LANE / FRINGFORD ROAD (S) / PRIVATE ACCESS

DAY: THURSDA

TOT	TIME	TO ARM D PRIVATE ACCESS								FROM ARM D PRIVATE ACCESS					
		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL
25	16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38	16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26	16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
42	16:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0
131	H/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0
35	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
42	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
41	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
54	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
172	H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
34	18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0
25	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38	18:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0
30	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
127	H/TOT	1	1	0	0	0	0	0	2	0	0	0	0	0	0
430	P/TOT	1	1	0	0	0	0	0	2	2	0	0	0	0	0

23

Y

PCL	TOT
0	0
0	0
0	0
0	0
0	0
0	0
0	1
0	0
0	0
0	1
0	0
0	1
0	0
0	1
0	2

QUEUE LENGTHS

JOB REF: 12648



JOB NAME: CAVERSFIELD

SITE: 3

DATE:

LOCATION: FRINGFORD ROAD (N) / SKIMMINGDISH LANE / FRINGFORD ROAD (S) / PRIVATE ACCESS

DAY:

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

TIME	ARM A	ARM B	ARM C	ARM D	TIME	ARM A	ARM B	ARM C
	FRINGFORD ROAD (N)	SKIMMINGDISH LANE	FRINGFORD ROAD (S)	PRIVATE ACCESS		FRINGFORD ROAD (N)	SKIMMINGDISH LANE	FRINGFORD ROAD (S)
	LANE 1	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1
07:00	0	0	0	0	16:00	0	0	0
07:05	0	1	0	0	16:05	0	2	0
07:10	0	1	0	0	16:10	0	0	0
07:15	0	1	0	0	16:15	0	2	0
07:20	0	1	0	0	16:20	0	1	0
07:25	0	1	0	0	16:25	0	1	0
07:30	0	0	0	0	16:30	0	1	0
07:35	0	1	0	0	16:35	0	1	0
07:40	0	1	0	0	16:40	0	0	0
07:45	0	1	0	0	16:45	0	1	0
07:50	0	1	0	0	16:50	0	1	0
07:55	0	0	0	0	16:55	0	0	0
08:00	0	1	0	0	17:00	0	1	0
08:05	0	0	0	0	17:05	0	0	0
08:10	0	1	1	0	17:10	0	1	0
08:15	0	1	0	0	17:15	0	1	0
08:20	0	1	0	0	17:20	0	2	0
08:25	0	0	0	0	17:25	0	0	0
08:30	0	1	0	0	17:30	0	0	0
08:35	0	1	0	0	17:35	0	2	0
08:40	0	1	0	0	17:40	0	1	0
08:45	0	1	0	0	17:45	0	1	0
08:50	0	0	0	0	17:50	0	1	0
08:55	0	1	0	0	17:55	0	0	0

QUEUE LENGTHS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 3

DATE:

LOCATION: FRINGFORD ROAD (N) / SKIMMINGDISH LANE / FRINGFORD ROAD (S) / PRIVATE ACCESS

DAY:

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

TIME	ARM A	ARM B	ARM C	ARM D	TIME	ARM A	ARM B	ARM C
	FRINGFORD ROAD (N)	SKIMMINGDISH LANE	FRINGFORD ROAD (S)	PRIVATE ACCESS		FRINGFORD ROAD (N)	SKIMMINGDISH LANE	FRINGFORD ROAD (S)
	LANE 1	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1
09:00	0	0	0	0	18:00	0	0	0
09:05	0	1	0	0	18:05	0	2	0
09:10	0	1	0	0	18:10	0	1	0
09:15	0	0	0	0	18:15	0	1	0
09:20	0	0	0	0	18:20	0	1	0
09:25	0	0	0	0	18:25	0	0	0
09:30	0	1	0	0	18:30	0	1	0
09:35	0	1	0	0	18:35	0	0	0
09:40	0	0	0	1	18:40	0	3	0
09:45	0	0	0	0	18:45	0	1	0
09:50	0	1	0	0	18:50	0	1	0
09:55	0	0	0	0	18:55	0	1	0

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 4

DATE: 07/09/2023

LOCATION: A4421 (S) / SKIMMINGDISH LANE / A4421 (N)

DAY: THURSDAY

TIME	A TO B FROM A4421 (S) TO SKIMMINGDISH LANE								A TO C FROM A4421 (S) TO A4421 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	0	0	0	0	0	0	3	82	10	0	1	0	0	0	93
07:15	4	2	0	0	0	0	1	7	92	23	6	1	0	0	1	123
07:30	3	1	0	0	1	0	0	5	86	14	1	2	0	1	0	104
07:45	4	0	0	0	1	0	0	5	83	9	3	1	0	2	0	98
H/TOT	14	3	0	0	2	0	1	20	343	56	10	5	0	3	1	418
08:00	3	0	0	0	0	0	0	3	68	9	2	2	0	0	0	81
08:15	3	0	0	0	0	0	0	3	65	12	1	2	1	3	0	84
08:30	6	1	0	0	0	0	0	7	71	12	2	2	2	0	0	89
08:45	9	3	0	0	0	0	1	13	58	14	4	5	0	2	0	83
H/TOT	21	4	0	0	0	0	1	26	262	47	9	11	3	5	0	337
09:00	11	1	0	0	0	0	0	12	58	11	3	2	0	0	0	74
09:15	7	4	0	0	0	0	0	11	45	23	5	2	0	2	0	77
09:30	8	0	0	0	0	0	0	8	49	14	2	1	0	0	1	67
09:45	8	1	0	0	0	0	0	9	47	8	7	2	1	1	0	66
H/TOT	34	6	0	0	0	0	0	40	199	56	17	7	1	3	1	284
P/TOT	69	13	0	0	2	0	2	86	804	159	36	23	4	11	2	1039

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 4

DATE: 07/09/2023

LOCATION: A4421 (S) / SKIMMINGDISH LANE / A4421 (N)

DAY: THURSDAY

TIME	A TO B FROM A4421 (S) TO SKIMMINGDISH LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	14	2	0	0	0	1	0	17
16:15	17	2	0	0	0	0	0	19
16:30	17	2	0	0	0	0	0	19
16:45	18	1	0	0	0	0	1	20
H/TOT	66	7	0	0	0	1	1	75
17:00	24	2	0	0	0	0	1	27
17:15	25	3	0	0	0	0	0	28
17:30	22	1	0	0	0	0	1	24
17:45	12	0	0	0	0	0	0	12
H/TOT	83	6	0	0	0	0	2	91
18:00	20	3	0	0	0	0	1	24
18:15	21	2	0	0	0	0	0	23
18:30	19	3	0	0	0	0	0	22
18:45	16	0	0	0	0	0	1	17
H/TOT	76	8	0	0	0	0	2	86
P/TOT	225	21	0	0	0	1	5	252

	A TO C FROM A4421 (S) TO A4421 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
100	27	8	5	1	0	2		143
101	23	3	0	0	1	1		129
104	31	5	2	0	1	1		144
108	24	2	0	1	2	0		137
H/TOT	413	105	18	7	2	4	4	553
129	18	0	0	0	3	0		150
109	17	1	3	2	2	0		134
107	15	1	2	1	0	0		126
109	9	0	1	0	2	0		121
H/TOT	454	59	2	6	3	7	0	531
100	9	1	1	0	1	1		113
108	8	0	1	2	1	0		120
87	9	3	5	0	5	1		110
95	10	3	6	1	0	1		116
H/TOT	390	36	7	13	3	7	3	459
P/TOT	1257	200	27	26	8	18	7	1543

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 4

DATE: 07/09/2023

LOCATION: A4421 (S) / SKIMMINGDISH LANE / A4421 (N)

DAY: THURSDAY

TIME	B TO A FROM SKIMMINGDISH LANE TO A4421 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	8	0	0	0	0	0	0	8
07:15	3	0	0	0	0	0	1	4
07:30	14	1	0	0	0	0	0	15
07:45	20	3	0	0	0	0	0	23
H/TOT	45	4	0	0	0	0	1	50
08:00	15	1	0	0	0	0	0	16
08:15	20	1	0	0	0	0	1	22
08:30	17	2	0	0	0	0	0	19
08:45	11	1	0	0	0	0	0	12
H/TOT	63	5	0	0	0	0	1	69
09:00	7	0	0	0	0	0	0	7
09:15	6	0	0	0	0	0	1	7
09:30	8	0	0	0	0	0	1	9
09:45	3	0	0	0	0	0	0	3
H/TOT	24	0	0	0	0	0	2	26
P/TOT	132	9	0	0	0	0	4	145

TIME	B TO C FROM SKIMMINGDISH LANE TO A4421 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	1	0	0	0	0	0	2
07:15	4	0	0	0	1	0	1	6
07:30	5	0	0	0	0	0	0	5
07:45	2	0	0	0	1	0	0	3
H/TOT	12	1	0	0	2	0	1	16
08:00	0	0	0	0	0	0	0	0
08:15	5	1	0	0	0	0	0	6
08:30	2	0	0	0	0	0	0	2
08:45	1	0	0	0	0	0	0	1
H/TOT	8	1	0	0	0	0	0	9
09:00	3	0	0	0	0	0	0	3
09:15	1	0	0	0	0	0	0	1
09:30	2	0	0	0	0	0	1	3
09:45	2	0	0	0	0	0	0	2
H/TOT	8	0	0	0	0	0	1	9
P/TOT	28	2	0	0	2	0	2	34

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 4

DATE: 07/09/2023

LOCATION: A4421 (S) / SKIMMINGDISH LANE / A4421 (N)

DAY: THURSDAY

TIME	B TO A FROM SKIMMINGDISH LANE TO A4421 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	9	1	0	0	1	0	1	12
16:15	13	0	0	0	0	0	0	13
16:30	9	0	0	0	0	0	0	9
16:45	7	0	0	0	0	0	0	7
H/TOT	38	1	0	0	1	0	1	41
17:00	12	1	0	0	0	0	1	14
17:15	5	0	0	0	0	0	0	5
17:30	1	0	0	0	0	0	0	1
17:45	11	0	0	0	0	0	0	11
H/TOT	29	1	0	0	0	0	1	31
18:00	6	1	0	0	0	0	0	7
18:15	11	1	0	0	0	0	3	15
18:30	14	0	0	0	0	0	0	14
18:45	15	0	0	0	0	0	0	15
H/TOT	46	2	0	0	0	0	3	51
P/TOT	113	4	0	0	1	0	5	123

TIME	B TO C FROM SKIMMINGDISH LANE TO A4421 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	2	0	0	0	0	0	0	2
16:15	2	0	0	0	0	0	0	2
16:30	1	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0
H/TOT	5	0	0	0	0	0	0	5
17:00	2	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0
18:15	1	0	0	0	1	0	0	2
18:30	2	0	0	0	0	0	0	2
18:45	1	0	0	0	0	0	0	1
H/TOT	4	0	0	0	1	0	0	5
P/TOT	12	0	0	0	1	0	0	13

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 4

LOCATION: A4421 (S) / SKIMMINGDISH LANE / A4421 (N)

DATE: 07/09/2023

DAY: THURSDAY

TIME	C TO A FROM A4421 (N) TO A4421 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	79	12	3	3	1	0	0	98
16:15	89	11	5	3	1	0	0	109
16:30	92	16	3	4	2	1	0	118
16:45	114	17	2	1	0	1	0	135
H/TOT	374	56	13	11	4	2	0	460
17:00	98	10	1	1	1	1	0	112
17:15	105	8	2	0	0	1	0	116
17:30	94	13	2	1	0	2	0	112
17:45	88	7	4	0	1	2	0	102
H/TOT	385	38	9	2	2	6	0	442
18:00	106	3	1	2	0	1	0	113
18:15	84	10	0	1	0	3	0	98
18:30	63	6	2	0	1	0	0	72
18:45	55	8	1	1	1	3	0	69
H/TOT	308	27	4	4	2	7	0	352
P/TOT	1067	121	26	17	8	15	0	1254

TIME	C TO B FROM A4421 (N) TO SKIMMINGDISH LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	2	1	0	0	0	0	0	3
16:15	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	3	1	0	0	0	0	0	4
17:00	0	0	0	0	1	0	0	1
17:15	0	0	0	0	0	0	0	0
17:30	0	1	0	0	0	0	0	1
17:45	3	0	0	0	0	0	0	3
H/TOT	3	1	0	0	1	0	0	5
18:00	2	0	0	0	0	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	3	0	0	0	0	0	0	3
H/TOT	5	0	0	0	0	0	0	5
P/TOT	11	2	0	0	1	0	0	14

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 4

LOCATION: A4421 (S) / SKIMMINGDISH LANE / A4421 (N)

DATE: 07/09/2023

DAY: THURSDAY

TIME	TO ARM A A4421 (S)								FROM ARM A A4421 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	140	47	9	4	1	1	0	202	85	10	0	1	0	0	0	96
07:15	112	41	2	1	0	1	2	159	96	25	6	1	0	0	2	130
07:30	131	38	3	4	0	2	1	179	89	15	1	2	1	1	0	109
07:45	131	23	3	4	1	3	0	165	87	9	3	1	1	2	0	103
H/TOT	514	149	17	13	2	7	3	705	357	59	10	5	2	3	2	438
08:00	152	26	5	3	2	0	0	188	71	9	2	2	0	0	0	84
08:15	146	19	5	4	0	1	2	177	68	12	1	2	1	3	0	87
08:30	112	16	2	3	1	2	0	136	77	13	2	2	2	0	0	96
08:45	121	23	3	2	2	1	0	152	67	17	4	5	0	2	1	96
H/TOT	531	84	15	12	5	4	2	653	283	51	9	11	3	5	1	363
09:00	94	17	2	3	0	0	0	116	69	12	3	2	0	0	0	86
09:15	95	16	0	1	0	0	2	114	52	27	5	2	0	2	0	88
09:30	79	19	6	2	0	0	1	107	57	14	2	1	0	0	1	75
09:45	84	24	3	2	1	3	0	117	55	9	7	2	1	1	0	75
H/TOT	352	76	11	8	1	3	3	454	233	62	17	7	1	3	1	324
P/TOT	1397	309	43	33	8	14	8	1812	873	172	36	23	6	11	4	1125

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 4

LOCATION: A4421 (S) / SKIMMINGDISH LANE / A4421 (N)

DATE: 07/09/2023

DAY: THURSDAY

TIME	TO ARM A A4421 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	88	13	3	3	2	0	1	110
16:15	102	11	5	3	1	0	0	122
16:30	101	16	3	4	2	1	0	127
16:45	121	17	2	1	0	1	0	142
H/TOT	412	57	13	11	5	2	1	501
17:00	110	11	1	1	1	1	1	126
17:15	110	8	2	0	0	1	0	121
17:30	95	13	2	1	0	2	0	113
17:45	99	7	4	0	1	2	0	113
H/TOT	414	39	9	2	2	6	1	473
18:00	112	4	1	2	0	1	0	120
18:15	95	11	0	1	0	3	3	113
18:30	77	6	2	0	1	0	0	86
18:45	70	8	1	1	1	3	0	84
H/TOT	354	29	4	4	2	7	3	403
P/TOT	1180	125	26	17	9	15	5	1377

TIME	FROM ARM A A4421 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	114	29	8	5	1	1	2	160
16:15	118	25	3	0	0	1	1	148
16:30	121	33	5	2	0	1	1	163
16:45	126	25	2	0	1	2	1	157
H/TOT	479	112	18	7	2	5	5	628
17:00	153	20	0	0	0	3	1	177
17:15	134	20	1	3	2	2	0	162
17:30	129	16	1	2	1	0	1	150
17:45	121	9	0	1	0	2	0	133
H/TOT	537	65	2	6	3	7	2	622
18:00	120	12	1	1	0	1	2	137
18:15	129	10	0	1	2	1	0	143
18:30	106	12	3	5	0	5	1	132
18:45	111	10	3	6	1	0	2	133
H/TOT	466	44	7	13	3	7	5	545
P/TOT	1482	221	27	26	8	19	12	1795

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 4

LOCATION: A4421 (S) / SKIMMINGDISH LANE / A4421 (N)

DATE: 07/09/2023

DAY: THURSDAY

TIME	TO ARM B SKIMMINGDISH LANE								FROM ARM B SKIMMINGDISH LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	0	0	0	0	0	0	3	9	1	0	0	0	0	0	10
07:15	4	2	0	0	0	0	1	7	7	0	0	0	1	0	2	10
07:30	3	1	0	0	1	0	0	5	19	1	0	0	0	0	0	20
07:45	4	0	0	0	1	0	0	5	22	3	0	0	1	0	0	26
H/TOT	14	3	0	0	2	0	1	20	57	5	0	0	2	0	2	66
08:00	3	0	0	0	0	0	0	3	15	1	0	0	0	0	0	16
08:15	3	0	0	0	0	0	0	3	25	2	0	0	0	0	1	28
08:30	7	1	0	0	0	0	0	8	19	2	0	0	0	0	0	21
08:45	9	3	0	0	0	0	1	13	12	1	0	0	0	0	0	13
H/TOT	22	4	0	0	0	0	1	27	71	6	0	0	0	0	1	78
09:00	12	1	0	0	0	0	0	13	10	0	0	0	0	0	0	10
09:15	7	4	0	0	0	0	0	11	7	0	0	0	0	0	1	8
09:30	8	0	0	0	0	0	0	8	10	0	0	0	0	0	2	12
09:45	9	1	0	0	0	0	0	10	5	0	0	0	0	0	0	5
H/TOT	36	6	0	0	0	0	0	42	32	0	0	0	0	0	3	35
P/TOT	72	13	0	0	2	0	2	89	160	11	0	0	2	0	6	179

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 4

LOCATION: A4421 (S) / SKIMMINGDISH LANE / A4421 (N)

DATE: 07/09/2023

DAY: THURSDAY

TIME	TO ARM B SKIMMINGDISH LANE								FROM ARM B SKIMMINGDISH LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	16	3	0	0	0	1	0	20	11	1	0	0	1	0	1	14
16:15	18	2	0	0	0	0	0	20	15	0	0	0	0	0	0	15
16:30	17	2	0	0	0	0	0	19	10	0	0	0	0	0	0	10
16:45	18	1	0	0	0	0	1	20	7	0	0	0	0	0	0	7
H/TOT	69	8	0	0	0	1	1	79	43	1	0	0	1	0	1	46
17:00	24	2	0	0	1	0	1	28	14	1	0	0	0	0	1	16
17:15	25	3	0	0	0	0	0	28	5	0	0	0	0	0	0	5
17:30	22	2	0	0	0	0	1	25	2	0	0	0	0	0	0	2
17:45	15	0	0	0	0	0	0	15	11	0	0	0	0	0	0	11
H/TOT	86	7	0	0	1	0	2	96	32	1	0	0	0	0	1	34
18:00	22	3	0	0	0	0	1	26	6	1	0	0	0	0	0	7
18:15	21	2	0	0	0	0	0	23	12	1	0	0	1	0	3	17
18:30	19	3	0	0	0	0	0	22	16	0	0	0	0	0	0	16
18:45	19	0	0	0	0	0	1	20	16	0	0	0	0	0	0	16
H/TOT	81	8	0	0	0	0	2	91	50	2	0	0	1	0	3	56
P/TOT	236	23	0	0	1	1	5	266	125	4	0	0	2	0	5	136

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 4

LOCATION: A4421 (S) / SKIMMINGDISH LANE / A4421 (N)

DATE: 07/09/2023

DAY: THURSDAY

TIME	TO ARM C A4421 (N)								FROM ARM C A4421 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	83	11	0	1	0	0	0	95	132	47	9	4	1	1	0	194
07:15	96	23	6	1	1	0	2	129	109	41	2	1	0	1	1	155
07:30	91	14	1	2	0	1	0	109	117	37	3	4	0	2	1	164
07:45	85	9	3	1	1	2	0	101	111	20	3	4	1	3	0	142
H/TOT	355	57	10	5	2	3	2	434	469	145	17	13	2	7	2	655
08:00	68	9	2	2	0	0	0	81	137	25	5	3	2	0	0	172
08:15	70	13	1	2	1	3	0	90	126	18	5	4	0	1	1	155
08:30	73	12	2	2	2	0	0	91	96	14	2	3	1	2	0	118
08:45	59	14	4	5	0	2	0	84	110	22	3	2	2	1	0	140
H/TOT	270	48	9	11	3	5	0	346	469	79	15	12	5	4	1	585
09:00	61	11	3	2	0	0	0	77	88	17	2	3	0	0	0	110
09:15	46	23	5	2	0	2	0	78	89	16	0	1	0	0	1	107
09:30	51	14	2	1	0	0	2	70	71	19	6	2	0	0	0	98
09:45	49	8	7	2	1	1	0	68	82	24	3	2	1	3	0	115
H/TOT	207	56	17	7	1	3	2	293	330	76	11	8	1	3	1	430
P/TOT	832	161	36	23	6	11	4	1073	1268	300	43	33	8	14	4	1670

MANUAL CLASSIFIED COUNTS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 4

LOCATION: A4421 (S) / SKIMMINGDISH LANE / A4421 (N)

DATE: 07/09/2023

DAY: THURSDAY

TIME	TO ARM C A4421 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	102	27	8	5	1	0	2	145
16:15	103	23	3	0	0	1	1	131
16:30	105	31	5	2	0	1	1	145
16:45	108	24	2	0	1	2	0	137
H/TOT	418	105	18	7	2	4	4	558
17:00	131	18	0	0	0	3	0	152
17:15	109	17	1	3	2	2	0	134
17:30	108	15	1	2	1	0	0	127
17:45	109	9	0	1	0	2	0	121
H/TOT	457	59	2	6	3	7	0	534
18:00	100	9	1	1	0	1	1	113
18:15	109	8	0	1	3	1	0	122
18:30	89	9	3	5	0	5	1	112
18:45	96	10	3	6	1	0	1	117
H/TOT	394	36	7	13	4	7	3	464
P/TOT	1269	200	27	26	9	18	7	1556

TIME	FROM ARM C A4421 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	81	13	3	3	1	0	0	101
16:15	90	11	5	3	1	0	0	110
16:30	92	16	3	4	2	1	0	118
16:45	114	17	2	1	0	1	0	135
H/TOT	377	57	13	11	4	2	0	464
17:00	98	10	1	1	2	1	0	113
17:15	105	8	2	0	0	1	0	116
17:30	94	14	2	1	0	2	0	113
17:45	91	7	4	0	1	2	0	105
H/TOT	388	39	9	2	3	6	0	447
18:00	108	3	1	2	0	1	0	115
18:15	84	10	0	1	0	3	0	98
18:30	63	6	2	0	1	0	0	72
18:45	58	8	1	1	1	3	0	72
H/TOT	313	27	4	4	2	7	0	357
P/TOT	1078	123	26	17	9	15	0	1268

QUEUE LENGTHS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 4

DATE: 07/09/2023

LOCATION: A4421 (S) / SKIMMINGDISH LANE / A4421 (N)

DAY: THURSDAY

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

TIME	ARM A	ARM B	ARM C	TIME	ARM A	ARM B	ARM C
	A4421 (S)	SKIMMINGDISH LANE	A4421 (N)		A4421 (S)	SKIMMINGDISH LANE	A4421 (N)
	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1
07:00	1	1	0	16:00	0	2	0
07:05	3	1	0	16:05	0	1	0
07:10	0	1	0	16:10	0	2	0
07:15	0	1	0	16:15	0	4	0
07:20	0	1	0	16:20	0	2	0
07:25	0	1	0	16:25	0	2	0
07:30	0	2	0	16:30	0	1	0
07:35	1	1	0	16:35	0	2	0
07:40	0	1	0	16:40	0	1	0
07:45	0	2	0	16:45	0	2	0
07:50	0	3	0	16:50	0	0	0
07:55	0	1	0	16:55	0	1	0
08:00	0	2	0	17:00	0	2	0
08:05	0	1	0	17:05	0	1	0
08:10	0	1	0	17:10	0	1	0
08:15	0	1	0	17:15	0	1	0
08:20	0	1	0	17:20	0	1	0
08:25	0	2	0	17:25	0	1	0
08:30	0	1	0	17:30	0	0	0
08:35	0	3	0	17:35	0	1	0
08:40	0	2	0	17:40	0	0	0
08:45	0	1	0	17:45	0	2	0
08:50	0	1	0	17:50	0	2	0
08:55	0	1	0	17:55	0	1	0

QUEUE LENGTHS



JOB REF: 12648

JOB NAME: CAVERSFIELD

SITE: 4

DATE: 07/09/2023

LOCATION: A4421 (S) / SKIMMINGDISH LANE / A4421 (N)

DAY: THURSDAY

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

TIME	ARM A	ARM B	ARM C	TIME	ARM A	ARM B	ARM C
	A4421 (S)	SKIMMINGDISH LANE	A4421 (N)		A4421 (S)	SKIMMINGDISH LANE	A4421 (N)
	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1
09:00	0	1	0	18:00	0	1	0
09:05	0	1	0	18:05	0	1	0
09:10	0	1	0	18:10	0	1	0
09:15	0	2	0	18:15	0	2	0
09:20	0	2	0	18:20	0	2	0
09:25	0	1	0	18:25	0	1	0
09:30	0	0	0	18:30	0	1	0
09:35	0	1	0	18:35	0	4	0
09:40	0	2	0	18:40	0	1	0
09:45	0	1	0	18:45	0	2	0
09:50	0	0	0	18:50	1	1	0
09:55	0	1	0	18:55	0	1	0

T21575
Caversfield



Appendix D

PICADY Junctions 10 Outputs

Junctions 10
PICADY 10 - Priority Intersection Module
Version: 10.1.0.1820 © Copyright TRL Software Limited, 2023
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Filename: South Lodge_Fringford Road_Skimmingdish Lane_South Lodge Priority Crossroads Junction.j10
Path: C:\Users\BaileyBackler\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\2021\T21575 CaversfieldJunction Assessments\Picady
Report generation date: 15/11/2023 13:27:19

- »2023 Base , AM
- »2023 Base, PM
- »2031 + Committed Dev, AM
- »2031 + Committed Dev, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
2023 Base														
Stream B-ACD	D1	0.1	6.27	0.09	A	1.48	A	D2	0.1	7.24	0.13	A	2.08	A
Stream A-BCD		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
Stream D-ABC		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
Stream C-ABD		0.1	5.88	0.05	A				0.1	5.29	0.06	A		
2031 + Committed Dev														
Stream B-ACD	D3	0.1	6.37	0.10	A	1.51	A	D4	0.2	7.37	0.14	A	2.12	A
Stream A-BCD		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
Stream D-ABC		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
Stream C-ABD		0.1	5.91	0.06	A				0.1	5.27	0.07	A		

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.

File summary

File Description

Title	
Location	
Site number	
Date	22/09/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\BaileyBackler
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 Base	AM	ONE HOUR	07:45	09:15	15
D2	2023 Base	PM	ONE HOUR	16:45	18:15	15
D3	2031 + Committed Dev	AM	ONE HOUR	07:45	09:15	15
D4	2031 + Committed Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023 Base , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		1.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.48	A

Arms

Arms

Arm	Name	Description	Arm type
A	Fringford Road (N)		Major
B	Skimmingdish Lane		Minor
C	Fringford Road (S)		Major
D	South Lodge		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Fringford Road (N)	6.00			120.0	✓	0.00
C - Fringford Road (S)	6.00			150.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Skimmingdish Lane	One lane	5.00	15	20
D - South Lodge	One lane	3.40	120	120

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	643	-	-	-	-	-	-	0.249	0.356	0.249	-	-	-
B-A	591	0.108	0.272	0.272	-	-	-	0.171	0.389	-	0.272	0.272	0.136
B-C	764	0.117	0.296	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	591	0.108	0.272	0.272	-	-	-	0.171	0.389	0.171	-	-	-
B-D, offside lane	591	0.108	0.272	0.272	-	-	-	0.171	0.389	0.171	-	-	-
C-B	661	0.256	0.256	0.368	-	-	-	-	-	-	-	-	-
D-A	727	-	-	-	-	-	-	0.282	-	0.112	-	-	-
D-B, nearside lane	601	0.174	0.174	0.395	-	-	-	0.277	0.277	0.110	-	-	-
D-B, offside lane	601	0.174	0.174	0.395	-	-	-	0.277	0.277	0.110	-	-	-
D-C	601	-	0.174	0.395	0.138	0.277	0.277	0.277	0.277	0.110	-	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.
 Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Fringford Road (N)		✓	208	100.000
B - Skimmingdish Lane		✓	54	100.000
C - Fringford Road (S)		✓	89	100.000
D - South Lodge		✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Fringford Road (N)	B - Skimmingdish Lane	C - Fringford Road (S)	D - South Lodge
From	A - Fringford Road (N)	0	16	190	0
	B - Skimmingdish Lane	15	0	39	0
	C - Fringford Road (S)	61	28	0	0
	D - South Lodge	0	0	1	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Fringford Road (N)	B - Skimmingdish Lane	C - Fringford Road (S)	D - South Lodge
From	A - Fringford Road (N)	0	0	0	0
	B - Skimmingdish Lane	0	0	0	0
	C - Fringford Road (S)	2	0	0	0
	D - South Lodge	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.09	6.27	0.1	A
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.05	5.88	0.1	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	41	657	0.062	40	0.1	5.837	A
A-BCD	0	624	0.000	0	0.0	0.000	A
A-B	12			12			
A-C	143			143			
D-ABC	0	586	0.000	0	0.0	0.000	A
C-ABD	23	651	0.035	23	0.0	5.727	A
C-D	0			0			
C-A	44			44			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	49	647	0.075	48	0.1	6.013	A
A-BCD	0	620	0.000	0	0.0	0.000	A
A-B	14			14			
A-C	171			171			
D-ABC	0	578	0.000	0	0.0	0.000	A
C-ABD	28	649	0.042	27	0.1	5.789	A
C-D	0			0			
C-A	53			53			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	59	634	0.094	59	0.1	6.289	A
A-BCD	0	615	0.000	0	0.0	0.000	A
A-B	18			18			
A-C	209			209			
D-ABC	0	566	0.000	0	0.0	0.000	A
C-ABD	34	647	0.053	34	0.1	5.875	A
C-D	0			0			
C-A	64			64			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	59	634	0.094	59	0.1	6.289	A
A-BCD	0	615	0.000	0	0.0	0.000	A
A-B	18			18			
A-C	209			209			
D-ABC	0	566	0.000	0	0.0	0.000	A
C-ABD	34	647	0.053	34	0.1	5.879	A
C-D	0			0			
C-A	64			64			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	49	647	0.075	49	0.1	6.015	A
A-BCD	0	620	0.000	0	0.0	0.000	A
A-B	14			14			
A-C	171			171			
D-ABC	0	578	0.000	0	0.0	0.000	A
C-ABD	28	649	0.042	28	0.1	5.792	A
C-D	0			0			
C-A	52			52			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	41	657	0.062	41	0.1	5.845	A
A-BCD	0	624	0.000	0	0.0	0.000	A
A-B	12			12			
A-C	143			143			
D-ABC	0	586	0.000	0	0.0	0.000	A
C-ABD	23	651	0.035	23	0.0	5.732	A
C-D	0			0			
C-A	44			44			

2023 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		2.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.08	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023 Base	PM	ONE HOUR	18:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Fringford Road (N)		✓	97	100.000
B - Skimmingdish Lane		✓	88	100.000
C - Fringford Road (S)		✓	172	100.000
D - South Lodge		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Fringford Road (N)	B - Skimmingdish Lane	C - Fringford Road (S)	D - South Lodge
From	A - Fringford Road (N)	0	4	93	0
	B - Skimmingdish Lane	45	0	23	0
	C - Fringford Road (S)	140	32	0	0
	D - South Lodge	0	0	0	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Fringford Road (N)	B - Skimmingdish Lane	C - Fringford Road (S)	D - South Lodge
From	A - Fringford Road (N)	0	0	1	0
	B - Skimmingdish Lane	0	0	4	0
	C - Fringford Road (S)	0	0	0	0
	D - South Lodge	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.13	7.24	0.1	A
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.06	5.29	0.1	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	51	592	0.087	51	0.1	6.652	A
A-BCD	0	607	0.000	0	0.0	0.000	A
A-B	3			3			
A-C	70			70			
D-ABC	0	580	0.000	0	0.0	0.000	A
C-ABD	28	710	0.040	28	0.1	5.280	A
C-D	0			0			
C-A	101			101			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	61	583	0.105	61	0.1	6.890	A
A-BCD	0	600	0.000	0	0.0	0.000	A
A-B	4			4			
A-C	84			84			
D-ABC	0	571	0.000	0	0.0	0.000	A
C-ABD	35	720	0.049	35	0.1	5.259	A
C-D	0			0			
C-A	120			120			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	75	572	0.131	75	0.1	7.233	A
A-BCD	0	591	0.000	0	0.0	0.000	A
A-B	4			4			
A-C	102			102			
D-ABC	0	558	0.000	0	0.0	0.000	A
C-ABD	45	733	0.061	45	0.1	5.228	A
C-D	0			0			
C-A	145			145			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	75	572	0.131	75	0.1	7.237	A
A-BCD	0	591	0.000	0	0.0	0.000	A
A-B	4			4			
A-C	102			102			
D-ABC	0	558	0.000	0	0.0	0.000	A
C-ABD	45	733	0.061	45	0.1	5.231	A
C-D	0			0			
C-A	145			145			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	61	583	0.105	61	0.1	6.894	A
A-BCD	0	600	0.000	0	0.0	0.000	A
A-B	4			4			
A-C	84			84			
D-ABC	0	571	0.000	0	0.0	0.000	A
C-ABD	35	720	0.049	35	0.1	5.259	A
C-D	0			0			
C-A	120			120			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	51	592	0.087	51	0.1	6.663	A
A-BCD	0	607	0.000	0	0.0	0.000	A
A-B	3			3			
A-C	70			70			
D-ABC	0	580	0.000	0	0.0	0.000	A
C-ABD	28	710	0.040	28	0.1	5.285	A
C-D	0			0			
C-A	101			101			

2031 + Committed Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		1.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.51	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 + Committed Dev	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Fringford Road (N)		✓	221	100.000
B - Skimmingdish Lane		✓	58	100.000
C - Fringford Road (S)		✓	95	100.000
D - South Lodge		✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Fringford Road (N)	B - Skimmingdish Lane	C - Fringford Road (S)	D - South Lodge
From	A - Fringford Road (N)	0	17	204	0
	B - Skimmingdish Lane	16	0	42	0
	C - Fringford Road (S)	65	30	0	0
	D - South Lodge	0	0	1	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Fringford Road (N)	B - Skimmingdish Lane	C - Fringford Road (S)	D - South Lodge
From	A - Fringford Road (N)	0	0	0	0
	B - Skimmingdish Lane	0	0	0	0
	C - Fringford Road (S)	2	0	0	0
	D - South Lodge	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.10	6.37	0.1	A
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.06	5.91	0.1	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	44	654	0.067	43	0.1	5.897	A
A-BCD	0	623	0.000	0	0.0	0.000	A
A-B	13			13			
A-C	154			154			
D-ABC	0	583	0.000	0	0.0	0.000	A
C-ABD	24	650	0.038	24	0.0	5.751	A
C-D	0			0			
C-A	47			47			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	52	643	0.081	52	0.1	6.090	A
A-BCD	0	619	0.000	0	0.0	0.000	A
A-B	15			15			
A-C	183			183			
D-ABC	0	574	0.000	0	0.0	0.000	A
C-ABD	30	648	0.046	30	0.1	5.818	A
C-D	0			0			
C-A	56			56			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	64	629	0.102	64	0.1	6.372	A
A-BCD	0	613	0.000	0	0.0	0.000	A
A-B	19			19			
A-C	225			225			
D-ABC	0	561	0.000	0	0.0	0.000	A
C-ABD	37	646	0.058	37	0.1	5.912	A
C-D	0			0			
C-A	67			67			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	64	629	0.102	64	0.1	6.372	A
A-BCD	0	613	0.000	0	0.0	0.000	A
A-B	19			19			
A-C	225			225			
D-ABC	0	561	0.000	0	0.0	0.000	A
C-ABD	37	646	0.058	37	0.1	5.914	A
C-D	0			0			
C-A	67			67			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	52	643	0.081	52	0.1	6.092	A
A-BCD	0	619	0.000	0	0.0	0.000	A
A-B	15			15			
A-C	183			183			
D-ABC	0	574	0.000	0	0.0	0.000	A
C-ABD	30	646	0.046	30	0.1	5.824	A
C-D	0			0			
C-A	56			56			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	44	654	0.067	44	0.1	5.903	A
A-BCD	0	623	0.000	0	0.0	0.000	A
A-B	13			13			
A-C	154			154			
D-ABC	0	583	0.000	0	0.0	0.000	A
C-ABD	24	650	0.038	24	0.0	5.758	A
C-D	0			0			
C-A	47			47			

2031 + Committed Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		2.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.12	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 + Committed Dev	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Fringford Road (N)		✓	104	100.000
B - Skimmingdish Lane		✓	73	100.000
C - Fringford Road (S)		✓	184	100.000
D - South Lodge		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Fringford Road (N)	B - Skimmingdish Lane	C - Fringford Road (S)	D - South Lodge
From	A - Fringford Road (N)	0	4	100	0
	B - Skimmingdish Lane	48	0	25	0
	C - Fringford Road (S)	150	34	0	0
	D - South Lodge	0	0	0	0

Vehicle Mix

Heavy Vehicle %

		To			
		A - Fringford Road (N)	B - Skimmingdish Lane	C - Fringford Road (S)	D - South Lodge
From	A - Fringford Road (N)	0	0	1	0
	B - Skimmingdish Lane	0	0	4	0
	C - Fringford Road (S)	0	0	0	0
	D - South Lodge	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.14	7.37	0.2	A
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.07	5.27	0.1	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	55	589	0.093	55	0.1	6.728	A
A-BCD	0	605	0.000	0	0.0	0.000	A
A-B	3			3			
A-C	75			75			
D-ABC	0	577	0.000	0	0.0	0.000	A
C-ABD	30	713	0.043	30	0.1	5.288	A
C-D	0			0			
C-A	108			108			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	66	581	0.113	66	0.1	6.989	A
A-BCD	0	597	0.000	0	0.0	0.000	A
A-B	4			4			
A-C	90			90			
D-ABC	0	567	0.000	0	0.0	0.000	A
C-ABD	38	724	0.052	38	0.1	5.247	A
C-D	0			0			
C-A	128			128			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	80	569	0.141	80	0.2	7.389	A
A-BCD	0	587	0.000	0	0.0	0.000	A
A-B	4			4			
A-C	110			110			
D-ABC	0	553	0.000	0	0.0	0.000	A
C-ABD	48	739	0.065	48	0.1	5.217	A
C-D	0			0			
C-A	154			154			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	80	589	0.141	80	0.2	7.373	A
A-BCD	0	587	0.000	0	0.0	0.000	A
A-B	4			4			
A-C	110			110			
D-ABC	0	553	0.000	0	0.0	0.000	A
C-ABD	48	739	0.065	48	0.1	5.218	A
C-D	0			0			
C-A	154			154			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	66	581	0.113	66	0.1	6.998	A
A-BCD	0	597	0.000	0	0.0	0.000	A
A-B	4			4			
A-C	90			90			
D-ABC	0	567	0.000	0	0.0	0.000	A
C-ABD	38	724	0.052	38	0.1	5.250	A
C-D	0			0			
C-A	128			128			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	55	589	0.093	55	0.1	6.742	A
A-BCD	0	605	0.000	0	0.0	0.000	A
A-B	3			3			
A-C	75			75			
D-ABC	0	577	0.000	0	0.0	0.000	A
C-ABD	30	713	0.043	31	0.1	5.272	A
C-D	0			0			
C-A	108			108			

Junctions 10
PICADY 10 - Priority Intersection Module
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Filename: Site Access_Fringford Road_Skimmingdish Lane_South Lodge Priority Staggered Crossroads Junction.j10
Path: C:\Users\BaileyBackler\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\2021\T21575 CaversfieldJunction Assessments\Picady
Report generation date: 15/11/2023 14:37:42

- »2031 + Committed Dev + Proposed Dev, AM
- »2031 + Committed Dev + Proposed Dev, PM
- »2031 + Committed Dev + Proposed Dev (Avoiding Skimmingdish Lane Outbound) Sensitivity Test, AM
- »2031 + Committed Dev + Proposed Dev (Avoiding Skimmingdish Lane Outbound) Sensitivity Test, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
2031 + Committed Dev + Proposed Dev														
Stream B-ACD	D1	0.1	6.41	0.10	A	2.16	A	D2	0.1	6.27	0.05	A	2.36	A
Stream A-BCD		0.1	5.94	0.08	A				0.1	5.36	0.07	A		
Stream D-ABC		0.1	6.66	0.11	A				0.2	7.61	0.15	A		
Stream C-ABD		0.0	4.82	0.00	A				0.0	5.43	0.01	A		
2031 + Committed Dev + Proposed Dev (Avoiding Skimmingdish Lane Outbound) Sensitivity Test														
Stream B-ACD	D3	0.1	6.41	0.10	A	2.16	A	D4	0.1	6.29	0.05	A	2.38	A
Stream A-BCD		0.1	5.94	0.08	A				0.1	5.36	0.07	A		
Stream D-ABC		0.1	6.68	0.11	A				0.2	7.62	0.15	A		
Stream C-ABD		0.0	4.82	0.00	A				0.0	5.42	0.01	A		

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.

File summary

File Description

Title	
Location	
Site number	
Date	22/09/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\BaileyBackler
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031 + Committed Dev + Proposed Dev	AM	ONE HOUR	07:45	09:15	15
D2	2031 + Committed Dev + Proposed Dev	PM	ONE HOUR	16:45	18:15	15
D3	2031 + Committed Dev + Proposed Dev (Avoiding Skimmingdish Lane Outbound) Sensitivity Test	AM	ONE HOUR	07:45	09:15	15
D4	2031 + Committed Dev + Proposed Dev (Avoiding Skimmingdish Lane Outbound) Sensitivity Test	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 + Committed Dev + Proposed Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		2.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.16	A

Arms

Arms

Arm	Name	Description	Arm type
A	Fringford Road (S)		Major
B	Site Access		Minor
C	Fringford Road (N)		Major
D	Skimmingdish Lane		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	6.00			150.0	✓	0.00
C	6.00			150.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	5.00	120	120
D	One lane	5.00	15	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	661	-	-	-	0.256	0.256	0.256	-	0.256	-	-
B-AD	694	0.126	0.319	-	-	-	0.201	0.456	0.201	0.126	0.319
B-C	840	0.129	0.325	-	-	-	-	-	-	0.129	0.325
C-B	661	0.256	0.256	-	-	-	-	-	-	0.256	0.256
D-A	764	-	-	-	0.296	0.117	0.296	-	0.117	-	-
D-BC	591	0.171	0.171	0.389	0.272	0.108	0.272	-	0.108	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031 + Committed Dev + Proposed Dev	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	112	100.000
B		✓	58	100.000
C		✓	223	100.000
D		✓	60	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	17	85	30
	B	47	0	4	5
	C	204	2	0	17
	D	42	2	16	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.10	6.41	0.1	A
A-BCD	0.06	5.94	0.1	A
A-B				
A-C				
D-ABC	0.11	6.66	0.1	A
C-ABD	0.00	4.82	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	42	648	0.065	42	0.1	5.932	A
A-BCD	25	649	0.038	25	0.0	5.768	A
A-B	12			12			
A-C	47			47			
D-ABC	45	637	0.071	45	0.1	6.078	A
C-ABD	2	749	0.003	2	0.0	4.821	A
C-D	13			13			
C-A	153			153			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	50	638	0.079	50	0.1	6.126	A
A-BCD	30	647	0.047	30	0.1	5.838	A
A-B	15			15			
A-C	56			56			
D-ABC	54	624	0.086	54	0.1	6.314	A
C-ABD	2	766	0.003	2	0.0	4.714	A
C-D	15			15			
C-A	183			183			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	62	623	0.099	62	0.1	6.409	A
A-BCD	38	645	0.060	38	0.1	5.938	A
A-B	18			18			
A-C	67			67			
D-ABC	66	606	0.109	66	0.1	6.661	A
C-ABD	3	790	0.004	3	0.0	4.573	A
C-D	19			19			
C-A	224			224			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	62	623	0.099	62	0.1	6.409	A
A-BCD	38	645	0.060	38	0.1	5.939	A
A-B	18			18			
A-C	67			67			
D-ABC	66	606	0.109	66	0.1	6.664	A
C-ABD	3	790	0.004	3	0.0	4.573	A
C-D	19			19			
C-A	224			224			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	50	638	0.079	50	0.1	6.131	A
A-BCD	30	647	0.047	31	0.1	5.844	A
A-B	15			15			
A-C	56			56			
D-ABC	54	624	0.086	54	0.1	6.320	A
C-ABD	2	766	0.003	2	0.0	4.716	A
C-D	15			15			
C-A	183			183			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	42	648	0.065	42	0.1	5.938	A
A-BCD	25	649	0.039	25	0.0	5.774	A
A-B	12			12			
A-C	47			47			
D-ABC	45	637	0.071	45	0.1	6.086	A
C-ABD	2	748	0.003	2	0.0	4.821	A
C-D	13			13			
C-A	153			153			

2031 + Committed Dev + Proposed Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		2.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.38	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2031 + Committed Dev + Proposed Dev	PM	ONE HOUR	18:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	219	100.000
B		✓	27	100.000
C		✓	107	100.000
D		✓	77	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	35	150	34
	B	23	0	2	2
	C	100	3	0	4
	D	25	4	48	0

Vehicle Mix

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	0	4
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.05	6.27	0.1	A
A-BCD	0.07	5.36	0.1	A
A-B				
A-C				
D-ABC	0.15	7.61	0.2	A
C-ABD	0.01	5.43	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	20	635	0.032	20	0.0	5.851	A
A-BCD	32	703	0.045	32	0.1	5.359	A
A-B	25			25			
A-C	108			108			
D-ABC	58	584	0.099	58	0.1	6.837	A
C-ABD	3	666	0.004	3	0.0	5.422	A
C-D	3			3			
C-A	75			75			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	24	622	0.039	24	0.0	6.021	A
A-BCD	40	717	0.056	40	0.1	5.322	A
A-B	30			30			
A-C	127			127			
D-ABC	69	573	0.121	69	0.1	7.144	A
C-ABD	3	668	0.005	3	0.0	5.414	A
C-D	4			4			
C-A	89			89			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	30	604	0.049	30	0.1	6.270	A
A-BCD	52	736	0.070	52	0.1	5.288	A
A-B	36			36			
A-C	153			153			
D-ABC	85	558	0.152	85	0.2	7.603	A
C-ABD	4	670	0.006	4	0.0	5.401	A
C-D	4			4			
C-A	109			109			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	30	604	0.049	30	0.1	6.270	A
A-BCD	52	736	0.070	52	0.1	5.285	A
A-B	38			38			
A-C	153			153			
D-ABC	85	558	0.152	85	0.2	7.606	A
C-ABD	4	670	0.006	4	0.0	5.402	A
C-D	4			4			
C-A	109			109			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	24	622	0.039	24	0.0	6.023	A
A-BCD	40	717	0.056	40	0.1	5.314	A
A-B	30			30			
A-C	127			127			
D-ABC	69	573	0.121	69	0.1	7.155	A
C-ABD	3	668	0.005	3	0.0	5.418	A
C-D	4			4			
C-A	89			89			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	20	635	0.032	20	0.0	5.857	A
A-BCD	32	703	0.045	32	0.1	5.361	A
A-B	25			25			
A-C	108			108			
D-ABC	58	583	0.099	58	0.1	6.852	A
C-ABD	3	666	0.004	3	0.0	5.426	A
C-D	3			3			
C-A	75			75			

2031 + Committed Dev + Proposed Dev (Avoiding Skimmingdish Lane Outbound) Sensitivity Test, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		2.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.16	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 + Committed Dev + Proposed Dev (Avoiding Skimmingdish Lane Outbound) Sensitivity Test	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	112	100.000
B		✓	56	100.000
C		✓	223	100.000
D		✓	60	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	17	65	30
	B	52	0	4	0
	C	204	2	0	17
	D	42	2	16	0

Vehicle Mix

Heavy Vehicle %

	To				
	A	B	C	D	
From	A	0	0	1	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.10	6.41	0.1	A
A-BCD	0.06	5.94	0.1	A
A-B				
A-C				
D-ABC	0.11	6.66	0.1	A
C-ABD	0.00	4.82	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	42	648	0.065	42	0.1	5.932	A
A-BCD	25	649	0.038	25	0.0	5.766	A
A-B	12			12			
A-C	47			47			
D-ABC	45	636	0.071	45	0.1	6.085	A
C-ABD	2	749	0.003	2	0.0	4.821	A
C-D	13			13			
C-A	153			153			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	50	638	0.079	50	0.1	6.126	A
A-BCD	30	647	0.047	30	0.1	5.838	A
A-B	15			15			
A-C	56			56			
D-ABC	54	623	0.087	54	0.1	6.323	A
C-ABD	2	766	0.003	2	0.0	4.714	A
C-D	15			15			
C-A	183			183			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	62	623	0.099	62	0.1	6.409	A
A-BCD	38	645	0.060	38	0.1	5.938	A
A-B	18			18			
A-C	67			67			
D-ABC	66	605	0.109	66	0.1	6.673	A
C-ABD	3	790	0.004	3	0.0	4.573	A
C-D	19			19			
C-A	224			224			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	62	623	0.099	62	0.1	6.409	A
A-BCD	38	645	0.060	38	0.1	5.939	A
A-B	18			18			
A-C	67			67			
D-ABC	66	605	0.109	66	0.1	6.677	A
C-ABD	3	790	0.004	3	0.0	4.575	A
C-D	19			19			
C-A	224			224			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	50	638	0.079	50	0.1	6.131	A
A-BCD	30	647	0.047	31	0.1	5.841	A
A-B	15			15			
A-C	56			56			
D-ABC	54	623	0.087	54	0.1	6.326	A
C-ABD	2	766	0.003	2	0.0	4.714	A
C-D	15			15			
C-A	183			183			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	42	648	0.065	42	0.1	5.941	A
A-BCD	25	649	0.039	25	0.0	5.774	A
A-B	12			12			
A-C	47			47			
D-ABC	45	636	0.071	45	0.1	6.093	A
C-ABD	2	748	0.003	2	0.0	4.823	A
C-D	13			13			
C-A	153			153			

2031 + Committed Dev + Proposed Dev (Avoiding Skimmingdish Lane Outbound) Sensitivity Test, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		2.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.38	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 + Committed Dev + Proposed Dev (Avoiding Skimmingdish Lane Outbound) Sensitivity Test	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	219	100.000
B		✓	28	100.000
C		✓	107	100.000
D		✓	77	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	35	150	34
	B	26	0	2	0
	C	100	3	0	4
	D	25	4	48	0

Vehicle Mix

Heavy Vehicle %

From	To			
	A	B	C	D
A	0	0	0	4
B	0	0	0	0
C	1	0	0	0
D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.05	6.29	0.1	A
A-BCD	0.07	5.36	0.1	A
A-B				
A-C				
D-ABC	0.15	7.62	0.2	A
C-ABD	0.01	5.42	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	21	635	0.033	21	0.0	5.861	A
A-BCD	32	703	0.045	32	0.1	5.380	A
A-B	25			25			
A-C	108			108			
D-ABC	58	583	0.099	58	0.1	6.843	A
C-ABD	3	666	0.004	3	0.0	5.422	A
C-D	3			3			
C-A	75			75			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	25	622	0.040	25	0.0	6.034	A
A-BCD	40	717	0.056	40	0.1	5.323	A
A-B	30			30			
A-C	127			127			
D-ABC	69	572	0.121	69	0.1	7.152	A
C-ABD	3	668	0.005	3	0.0	5.414	A
C-D	4			4			
C-A	89			89			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	31	603	0.051	31	0.1	6.288	A
A-BCD	52	736	0.070	52	0.1	5.270	A
A-B	36			36			
A-C	153			153			
D-ABC	85	557	0.152	85	0.2	7.614	A
C-ABD	4	670	0.006	4	0.0	5.401	A
C-D	4			4			
C-A	109			109			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	31	603	0.051	31	0.1	6.288	A
A-BCD	52	736	0.071	52	0.1	5.285	A
A-B	36			36			
A-C	153			153			
D-ABC	85	557	0.152	85	0.2	7.618	A
C-ABD	4	670	0.006	4	0.0	5.402	A
C-D	4			4			
C-A	109			109			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	25	622	0.041	25	0.0	6.038	A
A-BCD	40	717	0.056	40	0.1	5.317	A
A-B	30			30			
A-C	127			127			
D-ABC	69	572	0.121	69	0.1	7.160	A
C-ABD	3	668	0.005	3	0.0	5.416	A
C-D	4			4			
C-A	89			89			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	21	635	0.033	21	0.0	5.868	A
A-BCD	32	703	0.045	32	0.1	5.361	A
A-B	25			25			
A-C	108			108			
D-ABC	58	583	0.099	58	0.1	6.861	A
C-ABD	3	666	0.004	3	0.0	5.423	A
C-D	3			3			
C-A	75			75			

Junctions 10
PICADY 10 - Priority Intersection Module
Version: 10.1.0.1820 © Copyright TRL Software Limited, 2023
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Filename: Fringford Road_Aunt Ems Lane Priority T Junction.j10
Path: C:\Users\BaileyBackler\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\2021\T21575 CaversfieldJunction Assessments\Picady
Report generation date: 15/11/2023 14:21:08

- »2023 Base, AM
- »2023 Base, PM
- »2031 + Committed Dev, AM
- »2031 + Committed Dev, PM
- »2031 + Committed Dev + Proposed Dev, AM
- »2031 + Committed Dev + Proposed Dev , PM
- »2031 + Committed Dev + Proposed Dev (Avoiding Skimmingdish Lane Outbound) Sensitivity Test, AM
- »2031 + Committed Dev + Proposed Dev (Avoiding Skimmingdish Lane Outbound) Sensitivity Test, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
2023 Base														
Stream B-AC	D1	0.1	5.48	0.06	A	3.65	A	D2	0.1	5.63	0.10	A	2.30	A
Stream C-AB		0.4	6.87	0.24	A				0.1	6.26	0.09	A		
2031 + Committed Dev														
Stream B-AC	D3	0.1	5.50	0.06	A	3.75	A	D4	0.1	5.60	0.11	A	2.33	A
Stream C-AB		0.4	7.00	0.26	A				0.1	6.29	0.10	A		
2031 + Committed Dev + Proposed Dev														
Stream B-AC	D5	0.1	5.57	0.06	A	3.42	A	D6	0.1	5.72	0.11	A	2.10	A
Stream C-AB		0.5	6.90	0.27	A				0.1	6.26	0.10	A		
2031 + Committed Dev + Proposed Dev (Avoiding Skimmingdish Lane Outbound) Sensitivity Test														
Stream B-AC	D7	0.1	5.57	0.06	A	3.38	A	D8	0.1	5.72	0.11	A	2.09	A
Stream C-AB		0.5	6.87	0.27	A				0.1	6.24	0.10	A		

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.

File summary

File Description

Title	
Location	
Site number	
Date	25/09/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\BaileyBackler
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 Base	AM	ONE HOUR	07:45	09:15	15
D2	2023 Base	PM	ONE HOUR	16:45	18:15	15
D3	2031 + Committed Dev	AM	ONE HOUR	07:45	09:15	15
D4	2031 + Committed Dev	PM	ONE HOUR	16:45	18:15	15
D5	2031 + Committed Dev + Proposed Dev	AM	ONE HOUR	07:45	09:15	15
D6	2031 + Committed Dev + Proposed Dev	PM	ONE HOUR	16:45	18:15	15
D7	2031 + Committed Dev + Proposed Dev (Avoiding Skimmingdish Lane Outbound) Sensitivity Test	AM	ONE HOUR	07:45	09:15	15
D8	2031 + Committed Dev + Proposed Dev (Avoiding Skimmingdish Lane Outbound) Sensitivity Test	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.65	A

Arms

Arms

Arm	Name	Description	Arm type
A	Fringford Road (S)		Major
B	Aunt Ems Lane		Minor
C	Fringford Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Fringford Road (N)	8.00			80.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Aunt Ems Lane	One lane	5.00	30	17

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	595	0.108	0.274	0.172	0.391
B-C	762	0.117	0.295	-	-
C-B	620	0.240	0.240	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Fringford Road (S)		✓	56	100.000
B - Aunt Ems Lane		✓	38	100.000
C - Fringford Road (N)		✓	232	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Fringford Road (S)	B - Aunt Ems Lane	C - Fringford Road (N)
From	A - Fringford Road (S)	0	1	55
	B - Aunt Ems Lane	3	0	33
	C - Fringford Road (N)	111	121	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Fringford Road (S)	B - Aunt Ems Lane	C - Fringford Road (N)
From	A - Fringford Road (S)	0	0	0
	B - Aunt Ems Lane	0	0	3
	C - Fringford Road (N)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.06	5.48	0.1	A
C-AB	0.24	6.87	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	706	0.038	27	0.0	5.298	A
C-AB	104	665	0.157	103	0.2	6.398	A
C-A	70			70			
A-B	0.75			0.75			
A-C	41			41			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	702	0.046	32	0.0	5.372	A
C-AB	128	674	0.190	128	0.3	6.586	A
C-A	81			81			
A-B	0.90			0.90			
A-C	49			49			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	697	0.057	40	0.1	5.475	A
C-AB	162	687	0.236	162	0.4	6.861	A
C-A	93			93			
A-B	1			1			
A-C	61			61			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	697	0.057	40	0.1	5.475	A
C-AB	162	687	0.236	162	0.4	6.871	A
C-A	93			93			
A-B	1			1			
A-C	61			61			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	702	0.046	32	0.0	5.375	A
C-AB	128	674	0.190	128	0.3	6.600	A
C-A	81			81			
A-B	0.90			0.90			
A-C	49			49			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	706	0.038	27	0.0	5.301	A
C-AB	104	686	0.157	105	0.2	6.421	A
C-A	70			70			
A-B	0.75			0.75			
A-C	41			41			

2023 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.30	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023 Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Fringford Road (S)		✓	112	100.000
B - Aunt Ems Lane		✓	64	100.000
C - Fringford Road (N)		✓	116	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Fringford Road (S)	B - Aunt Ems Lane	C - Fringford Road (N)
From	A - Fringford Road (S)	0	1	111
	B - Aunt Ems Lane	1	0	63
	C - Fringford Road (N)	71	45	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Fringford Road (S)	B - Aunt Ems Lane	C - Fringford Road (N)
From	A - Fringford Road (S)	0	0	0
	B - Aunt Ems Lane	0	0	0
	C - Fringford Road (N)	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.10	5.53	0.1	A
C-AB	0.09	6.26	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	733	0.066	48	0.1	5.251	A
C-AB	37	624	0.059	37	0.1	6.127	A
C-A	50			50			
A-B	0.75			0.75			
A-C	84			84			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	728	0.079	57	0.1	5.367	A
C-AB	45	627	0.072	45	0.1	6.182	A
C-A	59			59			
A-B	0.90			0.90			
A-C	100			100			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	721	0.098	70	0.1	5.530	A
C-AB	57	632	0.090	56	0.1	6.257	A
C-A	71			71			
A-B	1			1			
A-C	122			122			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	721	0.098	70	0.1	5.530	A
C-AB	57	632	0.090	57	0.1	6.258	A
C-A	71			71			
A-B	1			1			
A-C	122			122			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	728	0.079	58	0.1	5.369	A
C-AB	45	627	0.072	45	0.1	6.184	A
C-A	59			59			
A-B	0.90			0.90			
A-C	100			100			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	733	0.066	48	0.1	5.259	A
C-AB	37	624	0.059	37	0.1	6.133	A
C-A	50			50			
A-B	0.75			0.75			
A-C	84			84			

2031 + Committed Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.75	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 + Committed Dev	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Fringford Road (S)		✓	60	100.000
B - Aunt Ems Lane		✓	38	100.000
C - Fringford Road (N)		✓	249	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Fringford Road (S)	B - Aunt Ems Lane	C - Fringford Road (N)
From	A - Fringford Road (S)	0	1	59
	B - Aunt Ems Lane	3	0	35
	C - Fringford Road (N)	119	130	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Fringford Road (S)	B - Aunt Ems Lane	C - Fringford Road (N)
From	A - Fringford Road (S)	0	0	0
	B - Aunt Ems Lane	0	0	3
	C - Fringford Road (N)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.06	5.50	0.1	A
C-AB	0.26	7.00	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	706	0.041	28	0.0	5.312	A
C-AB	113	669	0.169	112	0.2	6.460	A
C-A	74			74			
A-B	0.75			0.75			
A-C	44			44			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	34	702	0.049	34	0.1	5.391	A
C-AB	139	678	0.205	139	0.3	6.670	A
C-A	85			85			
A-B	0.90			0.90			
A-C	53			53			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	696	0.060	42	0.1	5.500	A
C-AB	177	692	0.256	176	0.4	6.990	A
C-A	97			97			
A-B	1			1			
A-C	65			65			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	696	0.060	42	0.1	5.501	A
C-AB	177	692	0.256	177	0.4	7.001	A
C-A	97			97			
A-B	1			1			
A-C	65			65			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	34	702	0.049	34	0.1	5.392	A
C-AB	139	678	0.205	139	0.3	6.687	A
C-A	85			85			
A-B	0.90			0.90			
A-C	53			53			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	706	0.041	29	0.0	5.318	A
C-AB	113	669	0.169	113	0.2	6.487	A
C-A	74			74			
A-B	0.75			0.75			
A-C	44			44			

2031 + Committed Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.33	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 + Committed Dev	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Fringford Road (S)		✓	120	100.000
B - Aunt Ems Lane		✓	69	100.000
C - Fringford Road (N)		✓	124	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Fringford Road (S)	B - Aunt Ems Lane	C - Fringford Road (N)
From	A - Fringford Road (S)	0	1	119
	B - Aunt Ems Lane	1	0	68
	C - Fringford Road (N)	76	48	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Fringford Road (S)	B - Aunt Ems Lane	C - Fringford Road (N)
From	A - Fringford Road (S)	0	0	0
	B - Aunt Ems Lane	0	0	0
	C - Fringford Road (N)	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.11	5.60	0.1	A
C-AB	0.10	6.29	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	732	0.071	52	0.1	5.292	A
C-AB	40	625	0.064	39	0.1	6.143	A
C-A	54			54			
A-B	0.75			0.75			
A-C	90			90			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	726	0.085	62	0.1	5.419	A
C-AB	48	629	0.077	48	0.1	6.203	A
C-A	63			63			
A-B	0.90			0.90			
A-C	107			107			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	719	0.106	76	0.1	5.598	A
C-AB	61	634	0.096	61	0.1	6.286	A
C-A	76			76			
A-B	1			1			
A-C	131			131			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	719	0.106	76	0.1	5.598	A
C-AB	61	634	0.096	61	0.1	6.289	A
C-A	76			76			
A-B	1			1			
A-C	131			131			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	82	726	0.085	82	0.1	5.421	A
C-AB	48	629	0.077	49	0.1	6.208	A
C-A	63			63			
A-B	0.90			0.90			
A-C	107			107			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	732	0.071	52	0.1	5.298	A
C-AB	40	625	0.064	40	0.1	6.150	A
C-A	54			54			
A-B	0.75			0.75			
A-C	90			90			

2031 + Committed Dev + Proposed Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.42	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031 + Committed Dev + Proposed Dev	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Fringford Road (S)		✓	78	100.000
B - Aunt Ems Lane		✓	40	100.000
C - Fringford Road (N)		✓	298	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Fringford Road (S)	B - Aunt Ems Lane	C - Fringford Road (N)
From	A - Fringford Road (S)	0	1	75
	B - Aunt Ems Lane	3	0	37
	C - Fringford Road (N)	162	134	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Fringford Road (S)	B - Aunt Ems Lane	C - Fringford Road (N)
From	A - Fringford Road (S)	0	0	0
	B - Aunt Ems Lane	0	0	3
	C - Fringford Road (N)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.08	5.57	0.1	A
C-AB	0.27	6.90	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	703	0.043	30	0.0	5.351	A
C-AB	123	687	0.178	122	0.3	6.358	A
C-A	100			100			
A-B	0.75			0.75			
A-C	56			56			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	698	0.052	36	0.1	5.440	A
C-AB	152	701	0.217	152	0.3	6.562	A
C-A	114			114			
A-B	0.90			0.90			
A-C	67			67			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	691	0.064	44	0.1	5.565	A
C-AB	197	719	0.273	196	0.5	6.883	A
C-A	129			129			
A-B	1			1			
A-C	83			83			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	691	0.064	44	0.1	5.565	A
C-AB	197	719	0.273	197	0.5	6.897	A
C-A	129			129			
A-B	1			1			
A-C	83			83			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	698	0.052	36	0.1	5.441	A
C-AB	152	701	0.217	153	0.3	6.580	A
C-A	114			114			
A-B	0.90			0.90			
A-C	67			67			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	702	0.043	30	0.0	5.354	A
C-AB	123	688	0.179	123	0.3	6.387	A
C-A	100			100			
A-B	0.75			0.75			
A-C	56			56			

2031 + Committed Dev + Proposed Dev , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.10	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031 + Committed Dev + Proposed Dev	PM	ONE HOUR	18:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Fringford Road (S)		✓	152	100.000
B - Aunt Ems Lane		✓	72	100.000
C - Fringford Road (N)		✓	147	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Fringford Road (S)	B - Aunt Ems Lane	C - Fringford Road (N)
From	A - Fringford Road (S)	0	1	151
	B - Aunt Ems Lane	1	0	71
	C - Fringford Road (N)	97	50	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Fringford Road (S)	B - Aunt Ems Lane	C - Fringford Road (N)
From	A - Fringford Road (S)	0	0	0
	B - Aunt Ems Lane	0	0	0
	C - Fringford Road (N)	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.11	5.72	0.1	A
C-AB	0.10	6.26	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	724	0.075	54	0.1	5.366	A
C-AB	43	630	0.068	42	0.1	6.119	A
C-A	68			68			
A-B	0.75			0.75			
A-C	114			114			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	718	0.090	65	0.1	5.511	A
C-AB	52	635	0.082	52	0.1	6.176	A
C-A	80			80			
A-B	0.90			0.90			
A-C	136			136			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	709	0.112	79	0.1	5.720	A
C-AB	66	641	0.103	66	0.1	6.257	A
C-A	96			96			
A-B	1			1			
A-C	166			166			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	709	0.112	79	0.1	5.720	A
C-AB	66	641	0.103	66	0.1	6.258	A
C-A	96			96			
A-B	1			1			
A-C	166			166			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	718	0.090	65	0.1	5.513	A
C-AB	52	635	0.082	52	0.1	6.181	A
C-A	80			80			
A-B	0.90			0.90			
A-C	138			138			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	724	0.075	54	0.1	5.373	A
C-AB	43	630	0.068	43	0.1	6.128	A
C-A	68			68			
A-B	0.75			0.75			
A-C	114			114			

2031 + Committed Dev + Proposed Dev (Avoiding Skimmingdish Lane Outbound) Sensitivity Test, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.38	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2031 + Committed Dev + Proposed Dev (Avoiding Skimmingdish Lane Outbound) Sensitivity Test	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Fringford Road (S)		✓	76	100.000
B - Aunt Ems Lane		✓	40	100.000
C - Fringford Road (N)		✓	301	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Fringford Road (S)	B - Aunt Ems Lane	C - Fringford Road (N)
From	A - Fringford Road (S)	0	1	75
	B - Aunt Ems Lane	3	0	37
	C - Fringford Road (N)	167	134	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Fringford Road (S)	B - Aunt Ems Lane	C - Fringford Road (N)
From	A - Fringford Road (S)	0	0	0
	B - Aunt Ems Lane	0	0	3
	C - Fringford Road (N)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.06	5.57	0.1	A
C-AB	0.27	6.87	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	702	0.043	30	0.0	5.352	A
C-AB	123	690	0.179	122	0.3	6.338	A
C-A	103			103			
A-B	0.75			0.75			
A-C	56			56			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	698	0.052	36	0.1	5.441	A
C-AB	153	704	0.218	153	0.3	6.540	A
C-A	117			117			
A-B	0.90			0.90			
A-C	67			67			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	691	0.064	44	0.1	5.566	A
C-AB	198	723	0.274	198	0.5	6.857	A
C-A	133			133			
A-B	1			1			
A-C	83			83			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	691	0.064	44	0.1	5.566	A
C-AB	198	723	0.274	198	0.5	6.872	A
C-A	133			133			
A-B	1			1			
A-C	83			83			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	697	0.052	36	0.1	5.442	A
C-AB	154	704	0.218	154	0.3	6.580	A
C-A	117			117			
A-B	0.90			0.90			
A-C	67			67			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	702	0.043	30	0.0	5.355	A
C-AB	124	690	0.179	124	0.3	6.365	A
C-A	103			103			
A-B	0.75			0.75			
A-C	56			56			

2031 + Committed Dev + Proposed Dev (Avoiding Skimmingdish Lane Outbound) Sensitivity Test, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.09	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2031 + Committed Dev + Proposed Dev (Avoiding Skimmingdish Lane Outbound) Sensitivity Test	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Fringford Road (S)		✓	152	100.000
B - Aunt Ems Lane		✓	72	100.000
C - Fringford Road (N)		✓	150	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Fringford Road (S)	B - Aunt Ems Lane	C - Fringford Road (N)
From	A - Fringford Road (S)	0	1	151
	B - Aunt Ems Lane	1	0	71
	C - Fringford Road (N)	100	50	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Fringford Road (S)	B - Aunt Ems Lane	C - Fringford Road (N)
From	A - Fringford Road (S)	0	0	0
	B - Aunt Ems Lane	0	0	0
	C - Fringford Road (N)	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.11	5.72	0.1	A
C-AB	0.10	6.24	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	724	0.075	54	0.1	5.388	A
C-AB	43	632	0.088	42	0.1	6.104	A
C-A	70			70			
A-B	0.75			0.75			
A-C	114			114			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	718	0.090	65	0.1	5.511	A
C-AB	52	637	0.082	52	0.1	6.159	A
C-A	82			82			
A-B	0.90			0.90			
A-C	138			138			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	709	0.112	79	0.1	5.720	A
C-AB	66	644	0.103	66	0.1	6.238	A
C-A	99			99			
A-B	1			1			
A-C	166			166			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	709	0.112	79	0.1	5.720	A
C-AB	67	644	0.103	67	0.1	6.238	A
C-A	99			99			
A-B	1			1			
A-C	166			166			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	718	0.090	65	0.1	5.515	A
C-AB	52	637	0.082	53	0.1	6.162	A
C-A	82			82			
A-B	0.90			0.90			
A-C	136			136			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	724	0.075	54	0.1	5.371	A
C-AB	43	632	0.068	43	0.1	6.114	A
C-A	70			70			
A-B	0.75			0.75			
A-C	114			114			

Junctions 10
PICADY 10 - Priority Intersection Module
Version: 10.1.0.1820 © Copyright TRL Software Limited, 2023
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Filename: B4100_Aunt Ems Lane Priority T Junction.j10
Path: C:\Users\BaileyBackler\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\2021\T21575 Caversfield Junction Assessments\Picady
Report generation date: 15/11/2023 14:29:51

«2031 BTM + Committed Dev + Proposed Dev Sensitivity Test, PM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM							PM						
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
2023 Base														
Stream B-AC	D1	0.5	12.21	0.31	B	1.24	A	D2	0.1	8.89	0.11	A	0.39	A
Stream C-AB		0.0	5.26	0.04	A				0.0	4.50	0.02	A		
2031 + Committed Dev														
Stream B-AC	D3	0.7	18.53	0.43	C	1.60	A	D4	0.2	10.74	0.14	B	0.41	A
Stream C-AB		0.1	5.10	0.05	A				0.0	4.16	0.03	A		
2031 + Committed Dev + Proposed Dev														
Stream B-AC	D5	0.8	20.77	0.46	C	1.95	A	D6	0.2	11.11	0.15	B	0.43	A
Stream C-AB		0.1	5.00	0.05	A				0.0	4.16	0.03	A		
2031 BTM + Committed Dev Sensitivity Test														
Stream B-AC	D7	10.8	256.46	1.07	F	15.15	C	D8	0.3	23.69	0.26	C	0.62	A
Stream C-AB		0.2	4.66	0.09	A				0.1	3.63	0.05	A		
2031 BTM + Committed Dev + Proposed Dev Sensitivity Test														
Stream B-AC	D9	13.7	306.85	1.14	F	18.60	C	D10	0.4	25.48	0.28	D	0.69	A
Stream C-AB		0.2	4.66	0.09	A				0.1	3.63	0.05	A		

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.

File summary

File Description

Title	
Location	
Site number	
Date	25/09/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\BaileyBaokler
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2031 BTM + Committed Dev + Proposed Dev Sensitivity Test	PM	ONE HOUR	16:45	18:15	15

2031 BTM + Committed Dev + Proposed Dev Sensitivity Test, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.69	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.69	A

Arms

Arms

Arm	Name	Description	Arm type
A	B4100 (N)		Major
B	Aunt Ems Lane		Minor
C	B4100 (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - B4100 (S)	6.75			50.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Aunt Ems Lane	One lane	5.00	80	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	634	0.112	0.282	0.178	0.404
B-C	787	0.117	0.295	-	-
C-B	603	0.228	0.228	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B4100 (N)		✓	1036	100.000
B - Aunt Ems Lane		✓	51	100.000
C - B4100 (S)		✓	1035	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - B4100 (N)	B - Aunt Ems Lane	C - B4100 (S)
A - B4100 (N)	0	85	971
B - Aunt Ems Lane	19	0	32
C - B4100 (S)	1029	6	0

Vehicle Mix

Heavy Vehicle %

From	To		
	A - B4100 (N)	B - Aunt Ems Lane	C - B4100 (S)
A - B4100 (N)	0	0	3
B - Aunt Ems Lane	6	0	0
C - B4100 (S)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.28	25.48	0.4	D
C-AB	0.05	3.63	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	390	0.098	38	0.1	10.216	B
C-AB	19	1011	0.019	19	0.0	3.628	A
C-A	760			760			
A-B	49			49			
A-C	731			731			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	317	0.145	46	0.2	13.261	B
C-AB	33	1109	0.029	33	0.0	3.342	A
C-A	898			898			
A-B	58			58			
A-C	873			873			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	197	0.285	55	0.4	25.197	D
C-AB	69	1254	0.055	69	0.1	3.035	A
C-A	1071			1071			
A-B	72			72			
A-C	1069			1069			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	197	0.285	56	0.4	25.483	D
C-AB	69	1254	0.055	69	0.1	3.039	A
C-A	1071			1071			
A-B	72			72			
A-C	1069			1069			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	317	0.145	47	0.2	13.368	B
C-AB	33	1109	0.029	33	0.0	3.347	A
C-A	898			898			
A-B	58			58			
A-C	873			873			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	390	0.098	39	0.1	10.257	B
C-AB	19	1011	0.019	19	0.0	3.634	A
C-A	760			760			
A-B	49			49			
A-C	731			731			

<h1>Junctions 10</h1>
<h2>PICADY 10 - Priority Intersection Module</h2>
Version: 10.1.0.1820 © Copyright TRL Software Limited, 2023
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Filename: Skimmingdish Lane_A4421 Priority T Junction.j10

Path: C:\Users\BaileyBackler\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\2021\T21575 CaversfieldJunction Assessments\Picady

Report generation date: 15/11/2023 14:42:04

- »2023 Base, AM
- »2023 Base, PM
- »2031 + Committed Dev, AM
- »2031 + Committed Dev, PM
- »2031 + Committed Dev + Proposed Dev, AM
- »2031 + Committed Dev + Proposed Dev, PM
- »2031 BTM + Committed Dev Sensitivity Test, AM
- »2031 BTM + Committed Dev Sensitivity Test, PM
- »2031 BTM + Committed Dev + Proposed Dev Sensitivity Test, AM
- »2031 BTM + Committed Dev + Proposed Dev Sensitivity Test, PM
- »2031 BTM + Committed Dev + Proposed Dev (Avoiding Skimmingdish Lane Outbound) Sensitivity Test, AM
- »2031 BTM + Committed Dev + Proposed Dev (Avoiding Skimmingdish Lane Outbound) Sensitivity Test, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
2023 Base														
Stream B-AC	D1	0.2	9.78	0.19	A	0.72	A	D2	0.1	9.76	0.09	A	0.34	A
Stream C-AB		0.0	4.11	0.00	A				0.0	4.70	0.02	A		
2031 + Committed Dev														
Stream B-AC	D3	0.3	10.88	0.22	B	0.77	A	D4	0.1	10.75	0.11	B	0.36	A
Stream C-AB		0.0	4.03	0.00	A				0.0	4.61	0.02	A		
2031 + Committed Dev + Proposed Dev														
Stream B-AC	D5	0.3	11.12	0.23	B	0.83	A	D6	0.1	10.91	0.12	B	0.39	A
Stream C-AB		0.0	4.03	0.00	A				0.0	4.61	0.02	A		
2031 BTM + Committed Dev Sensitivity Test														
Stream B-AC	D7	18.3	595.27	1.56	F	20.57	C	D8	20.3	1601.21	999999999.00	F	22.06	C
Stream C-AB		0.0	3.04	0.02	A				0.1	3.63	0.07	A		
2031 BTM + Committed Dev + Proposed Dev Sensitivity Test														
Stream B-AC	D9	21.2	648.55	1.66	F	23.67	C	D10	22.0	1622.58	999999999.00	F	24.15	C
Stream C-AB		0.0	3.04	0.02	A				0.1	3.63	0.07	A		
2031 BTM + Committed Dev + Proposed Dev (Avoiding Skimmingdish Lane Outbound) Sensitivity Test														
Stream B-AC	D11	18.4	598.96	1.56	F	20.68	C	D12	20.3	1602.31	999999999.00	F	22.05	C
Stream C-AB		0.0	3.04	0.02	A				0.1	3.63	0.07	A		

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.

File summary

File Description

Title	
Location	
Site number	
Date	25/09/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\BaileyBackler
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 Base	AM	ONE HOUR	07:45	09:15	15
D2	2023 Base	PM	ONE HOUR	16:45	18:15	15
D3	2031 + Committed Dev	AM	ONE HOUR	07:45	09:15	15
D4	2031 + Committed Dev	PM	ONE HOUR	16:45	18:15	15
D5	2031 + Committed Dev + Proposed Dev	AM	ONE HOUR	07:45	09:15	15
D6	2031 + Committed Dev + Proposed Dev	PM	ONE HOUR	16:45	18:15	15
D7	2031 BTM + Committed Dev Sensitivity Test	AM	ONE HOUR	07:45	09:15	15
D8	2031 BTM + Committed Dev Sensitivity Test	PM	ONE HOUR	16:45	18:15	15
D9	2031 BTM + Committed Dev + Proposed Dev Sensitivity Test	AM	ONE HOUR	07:45	09:15	15
D10	2031 BTM + Committed Dev + Proposed Dev Sensitivity Test	PM	ONE HOUR	16:45	18:15	15
D11	2031 BTM + Committed Dev + Proposed Dev (Avoiding Skimmingdish Lane Outbound) Sensitivity Test	AM	ONE HOUR	07:45	09:15	15
D12	2031 BTM + Committed Dev + Proposed Dev (Avoiding Skimmingdish Lane Outbound) Sensitivity Test	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.72	A

Arms

Arms

Arm	Name	Description	Arm type
A	A4421 (S)		Major
B	Skimmingdish Lane		Minor
C	A4421 (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A4421 (N)	6.00			180.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Skimmingdish Lane	One lane	5.00	25	200

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	701	0.128	0.323	0.203	0.461
B-C	900	0.138	0.349	-	-
C-B	667	0.258	0.258	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4421 (S)		✓	363	100.000
B - Skimmingdish Lane		✓	78	100.000
C - A4421 (N)		✓	585	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4421 (S)	B - Skimmingdish Lane	C - A4421 (N)
From	A - A4421 (S)	0	26	337
	B - Skimmingdish Lane	69	0	9
	C - A4421 (N)	584	1	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - A4421 (S)	B - Skimmingdish Lane	C - A4421 (N)
From	A - A4421 (S)	0	0	7
	B - Skimmingdish Lane	0	0	0
	C - A4421 (N)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.19	9.78	0.2	A
C-AB	0.00	4.11	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	539	0.109	58	0.1	7.484	A
C-AB	2	879	0.002	1	0.0	4.100	A
C-A	439			439			
A-B	20			20			
A-C	254			254			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	503	0.139	70	0.2	8.308	A
C-AB	2	925	0.002	2	0.0	3.894	A
C-A	524			524			
A-B	23			23			
A-C	303			303			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	88	454	0.189	88	0.2	9.768	A
C-AB	3	991	0.003	3	0.0	3.638	A
C-A	641			641			
A-B	29			29			
A-C	371			371			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	88	454	0.189	88	0.2	9.780	A
C-AB	3	991	0.003	3	0.0	3.643	A
C-A	641			641			
A-B	29			29			
A-C	371			371			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	503	0.139	70	0.2	8.323	A
C-AB	2	925	0.002	2	0.0	3.909	A
C-A	524			524			
A-B	23			23			
A-C	303			303			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	539	0.109	59	0.1	7.507	A
C-AB	2	879	0.002	2	0.0	4.110	A
C-A	439			439			
A-B	20			20			
A-C	254			254			

2023 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.34	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023 Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4421 (S)		✓	622	100.000
B - Skimmingdish Lane		✓	34	100.000
C - A4421 (N)		✓	447	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4421 (S)	B - Skimmingdish Lane	C - A4421 (N)
From	A - A4421 (S)	0	91	531
	B - Skimmingdish Lane	31	0	3
	C - A4421 (N)	442	5	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - A4421 (S)	B - Skimmingdish Lane	C - A4421 (N)
From	A - A4421 (S)	0	0	2
	B - Skimmingdish Lane	0	0	0
	C - A4421 (N)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.09	9.76	0.1	A
C-AB	0.02	4.70	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	505	0.051	25	0.1	7.510	A
C-AB	7	773	0.009	7	0.0	4.697	A
C-A	330			330			
A-B	69			69			
A-C	400			400			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	463	0.066	30	0.1	8.315	A
C-AB	9	799	0.011	9	0.0	4.553	A
C-A	393			393			
A-B	82			82			
A-C	477			477			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	406	0.092	37	0.1	9.750	A
C-AB	13	838	0.016	13	0.0	4.360	A
C-A	479			479			
A-B	100			100			
A-C	585			585			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	406	0.092	37	0.1	9.756	A
C-AB	13	838	0.016	13	0.0	4.365	A
C-A	479			479			
A-B	100			100			
A-C	585			585			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	483	0.066	31	0.1	8.323	A
C-AB	9	799	0.011	9	0.0	4.585	A
C-A	393			393			
A-B	82			82			
A-C	477			477			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	504	0.051	26	0.1	7.518	A
C-AB	7	773	0.009	7	0.0	4.703	A
C-A	330			330			
A-B	69			69			
A-C	400			400			

2031 + Committed Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.77	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 + Committed Dev	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4421 (S)		✓	414	100.000
B - Skimmingdish Lane		✓	84	100.000
C - A4421 (N)		✓	837	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4421 (S)	B - Skimmingdish Lane	C - A4421 (N)
From	A - A4421 (S)	0	28	386
	B - Skimmingdish Lane	74	0	10
	C - A4421 (N)	638	1	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - A4421 (S)	B - Skimmingdish Lane	C - A4421 (N)
From	A - A4421 (S)	0	0	7
	B - Skimmingdish Lane	0	0	0
	C - A4421 (N)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.22	10.88	0.3	B
C-AB	0.00	4.03	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	518	0.122	63	0.1	7.893	A
C-AB	2	897	0.002	2	0.0	4.018	A
C-A	478			478			
A-B	21			21			
A-C	291			291			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	479	0.158	75	0.2	8.924	A
C-AB	2	948	0.002	2	0.0	3.801	A
C-A	570			570			
A-B	25			25			
A-C	347			347			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	423	0.218	92	0.3	10.857	B
C-AB	4	1020	0.003	4	0.0	3.533	A
C-A	698			698			
A-B	31			31			
A-C	425			425			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	423	0.218	92	0.3	10.880	B
C-AB	4	1020	0.003	4	0.0	3.539	A
C-A	698			698			
A-B	31			31			
A-C	425			425			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	479	0.158	76	0.2	8.947	A
C-AB	2	948	0.002	2	0.0	3.818	A
C-A	570			570			
A-B	25			25			
A-C	347			347			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	518	0.122	63	0.1	7.920	A
C-AB	2	897	0.002	2	0.0	4.028	A
C-A	478			478			
A-B	21			21			
A-C	291			291			

2031 + Committed Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.36	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 + Committed Dev	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4421 (S)		✓	680	100.000
B - Skimmingdish Lane		✓	36	100.000
C - A4421 (N)		✓	497	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4421 (S)	B - Skimmingdish Lane	C - A4421 (N)
From	A - A4421 (S)	0	98	582
	B - Skimmingdish Lane	33	0	3
	C - A4421 (N)	492	5	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - A4421 (S)	B - Skimmingdish Lane	C - A4421 (N)
From	A - A4421 (S)	0	0	2
	B - Skimmingdish Lane	0	0	0
	C - A4421 (N)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.11	10.75	0.1	B
C-AB	0.02	4.61	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	482	0.056	27	0.1	7.897	A
C-AB	7	790	0.009	7	0.0	4.599	A
C-A	367			367			
A-B	74			74			
A-C	438			438			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	437	0.074	32	0.1	8.887	A
C-AB	10	820	0.012	10	0.0	4.437	A
C-A	437			437			
A-B	88			88			
A-C	523			523			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	374	0.106	39	0.1	10.746	B
C-AB	15	866	0.017	15	0.0	4.224	A
C-A	532			532			
A-B	108			108			
A-C	641			641			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	374	0.106	40	0.1	10.754	B
C-AB	15	866	0.017	15	0.0	4.230	A
C-A	532			532			
A-B	108			108			
A-C	641			641			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	437	0.074	33	0.1	8.898	A
C-AB	10	820	0.012	10	0.0	4.448	A
C-A	437			437			
A-B	88			88			
A-C	523			523			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	482	0.056	27	0.1	7.909	A
C-AB	7	790	0.009	7	0.0	4.607	A
C-A	367			367			
A-B	74			74			
A-C	438			438			

2031 + Committed Dev + Proposed Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.83	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031 + Committed Dev + Proposed Dev	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4421 (S)		✓	416	100.000
B - Skimmingdish Lane		✓	89	100.000
C - A4421 (N)		✓	637	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4421 (S)	B - Skimmingdish Lane	C - A4421 (N)
From	A - A4421 (S)	0	30	386
	B - Skimmingdish Lane	79	0	10
	C - A4421 (N)	636	1	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - A4421 (S)	B - Skimmingdish Lane	C - A4421 (N)
From	A - A4421 (S)	0	0	7
	B - Skimmingdish Lane	0	0	0
	C - A4421 (N)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.23	11.12	0.3	B
C-AB	0.00	4.03	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	517	0.130	88	0.1	7.985	A
C-AB	2	897	0.002	2	0.0	4.019	A
C-A	478			478			
A-B	23			23			
A-C	291			291			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	80	477	0.168	80	0.2	9.059	A
C-AB	2	947	0.002	2	0.0	3.802	A
C-A	570			570			
A-B	27			27			
A-C	347			347			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	98	422	0.232	98	0.3	11.094	B
C-AB	4	1020	0.003	4	0.0	3.535	A
C-A	698			698			
A-B	33			33			
A-C	425			425			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	98	422	0.232	98	0.3	11.121	B
C-AB	4	1020	0.003	4	0.0	3.540	A
C-A	698			698			
A-B	33			33			
A-C	425			425			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	80	477	0.168	80	0.2	9.088	A
C-AB	2	947	0.002	2	0.0	3.820	A
C-A	570			570			
A-B	27			27			
A-C	347			347			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	67	517	0.130	67	0.2	8.013	A
C-AB	2	897	0.002	2	0.0	4.029	A
C-A	478			478			
A-B	23			23			
A-C	291			291			

2031 + Committed Dev + Proposed Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.39	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031 + Committed Dev + Proposed Dev	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4421 (S)		✓	683	100.000
B - Skimmingdish Lane		✓	39	100.000
C - A4421 (N)		✓	497	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4421 (S)	B - Skimmingdish Lane	C - A4421 (N)
From	A - A4421 (S)	0	101	582
	B - Skimmingdish Lane	36	0	3
	C - A4421 (N)	492	5	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - A4421 (S)	B - Skimmingdish Lane	C - A4421 (N)
From	A - A4421 (S)	0	0	2
	B - Skimmingdish Lane	0	0	0
	C - A4421 (N)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.12	10.91	0.1	B
C-AB	0.02	4.81	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	481	0.061	29	0.1	7.962	A
C-AB	7	789	0.009	7	0.0	4.602	A
C-A	367			367			
A-B	76			76			
A-C	438			438			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	436	0.080	35	0.1	8.981	A
C-AB	10	820	0.012	10	0.0	4.440	A
C-A	437			437			
A-B	91			91			
A-C	523			523			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	373	0.115	43	0.1	10.902	B
C-AB	15	885	0.017	15	0.0	4.227	A
C-A	532			532			
A-B	111			111			
A-C	641			641			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	373	0.115	43	0.1	10.913	B
C-AB	15	885	0.017	15	0.0	4.233	A
C-A	532			532			
A-B	111			111			
A-C	641			641			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	436	0.080	35	0.1	8.992	A
C-AB	10	820	0.012	10	0.0	4.451	A
C-A	437			437			
A-B	91			91			
A-C	523			523			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	481	0.061	29	0.1	7.975	A
C-AB	7	789	0.009	7	0.0	4.608	A
C-A	367			367			
A-B	76			76			
A-C	438			438			

2031 BTM + Committed Dev Sensitivity Test, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		20.57	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.57	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2031 BTM + Committed Dev Sensitivity Test	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4421 (S)		✓	911	100.000
B - Skimmingdish Lane		✓	84	100.000
C - A4421 (N)		✓	1311	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4421 (S)	B - Skimmingdish Lane	C - A4421 (N)
From	A - A4421 (S)	0	28	883
	B - Skimmingdish Lane	74	0	10
	C - A4421 (N)	1310	1	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - A4421 (S)	B - Skimmingdish Lane	C - A4421 (N)
From	A - A4421 (S)	0	0	7
	B - Skimmingdish Lane	0	0	0
	C - A4421 (N)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	1.55	595.27	18.3	F
C-AB	0.02	3.04	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	278	0.228	62	0.3	16.591	C
C-AB	4	1189	0.004	4	0.0	3.038	A
C-A	983			983			
A-B	21			21			
A-C	665			665			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	188	0.401	74	0.6	31.223	D
C-AB	9	1316	0.007	9	0.0	2.750	A
C-A	1170			1170			
A-B	25			25			
A-C	794			794			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	60	1.548	55	9.9	411.285	F
C-AB	27	1504	0.018	27	0.0	2.434	A
C-A	1417			1417			
A-B	31			31			
A-C	972			972			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	60	1.549	59	18.3	595.270	F
C-AB	27	1504	0.018	27	0.0	2.438	A
C-A	1417			1417			
A-B	31			31			
A-C	972			972			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	188	0.402	145	0.8	154.941	F
C-AB	9	1316	0.007	9	0.0	2.782	A
C-A	1170			1170			
A-B	25			25			
A-C	794			794			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	278	0.228	65	0.3	17.052	C
C-AB	4	1189	0.004	4	0.0	3.044	A
C-A	983			983			
A-B	21			21			
A-C	665			665			

2031 BTM + Committed Dev Sensitivity Test, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		22.06	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	22.06	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2031 BTM + Committed Dev Sensitivity Test	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4421 (S)		✓	1448	100.000
B - Skimmingdish Lane		✓	36	100.000
C - A4421 (N)		✓	1079	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4421 (S)	B - Skimmingdish Lane	C - A4421 (N)
From	A - A4421 (S)	0	98	1350
	B - Skimmingdish Lane	33	0	3
	C - A4421 (N)	1074	5	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - A4421 (S)	B - Skimmingdish Lane	C - A4421 (N)
From	A - A4421 (S)	0	0	2
	B - Skimmingdish Lane	0	0	0
	C - A4421 (N)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	999999999.00	1801.21	20.3	F
C-AB	0.07	3.63	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	197	0.138	28	0.2	21.074	C
C-AB	19	1013	0.018	19	0.0	3.620	A
C-A	794			794			
A-B	74			74			
A-C	1018			1018			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	92	0.350	31	0.5	57.455	F
C-AB	35	1111	0.031	34	0.0	3.342	A
C-A	935			935			
A-B	88			88			
A-C	1214			1214			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	0	999999999.000	0	10.4	1801.213	F
C-AB	87	1283	0.069	87	0.1	3.080	A
C-A	1101			1101			
A-B	108			108			
A-C	1488			1488			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	0	999999999.000	0	20.3	-4338.469	?
C-AB	87	1283	0.069	87	0.1	3.083	A
C-A	1101			1101			
A-B	108			108			
A-C	1488			1488			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	92	0.350	88	6.4	504.406	F
C-AB	35	1111	0.031	35	0.0	3.353	A
C-A	935			935			
A-B	88			88			
A-C	1214			1214			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	197	0.138	52	0.2	29.218	D
C-AB	19	1013	0.019	19	0.0	3.626	A
C-A	794			794			
A-B	74			74			
A-C	1016			1016			

2031 BTM + Committed Dev + Proposed Dev Sensitivity Test, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		23.67	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	23.67	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2031 BTM + Committed Dev + Proposed Dev Sensitivity Test	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4421 (S)		✓	913	100.000
B - Skimmingdish Lane		✓	89	100.000
C - A4421 (N)		✓	1311	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4421 (S)	B - Skimmingdish Lane	C - A4421 (N)
From	A - A4421 (S)	0	30	883
	B - Skimmingdish Lane	79	0	10
	C - A4421 (N)	1310	1	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - A4421 (S)	B - Skimmingdish Lane	C - A4421 (N)
From	A - A4421 (S)	0	0	7
	B - Skimmingdish Lane	0	0	0
	C - A4421 (N)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	1.66	648.55	21.2	F
C-AB	0.02	3.04	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	277	0.242	86	0.3	16.982	C
C-AB	4	1189	0.004	4	0.0	3.038	A
C-A	983			983			
A-B	23			23			
A-C	665			665			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	80	187	0.428	78	0.7	32.739	D
C-AB	9	1315	0.007	9	0.0	2.751	A
C-A	1170			1170			
A-B	27			27			
A-C	794			794			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	98	59	1.660	55	11.4	460.725	F
C-AB	27	1504	0.018	27	0.0	2.434	A
C-A	1417			1417			
A-B	33			33			
A-C	972			972			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	98	59	1.661	59	21.2	648.549	F
C-AB	27	1504	0.018	27	0.0	2.438	A
C-A	1417			1417			
A-B	33			33			
A-C	972			972			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	80	187	0.428	181	0.9	211.651	F
C-AB	9	1315	0.007	9	0.0	2.752	A
C-A	1170			1170			
A-B	27			27			
A-C	794			794			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	67	277	0.242	69	0.3	17.562	C
C-AB	4	1189	0.004	4	0.0	3.045	A
C-A	983			983			
A-B	23			23			
A-C	665			665			

2031 BTM + Committed Dev + Proposed Dev Sensitivity Test, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		24.15	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	24.15	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2031 BTM + Committed Dev + Proposed Dev Sensitivity Test	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4421 (S)		✓	1451	100.000
B - Skimmingdish Lane		✓	39	100.000
C - A4421 (N)		✓	1079	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4421 (S)	B - Skimmingdish Lane	C - A4421 (N)
From	A - A4421 (S)	0	101	1350
	B - Skimmingdish Lane	36	0	3
	C - A4421 (N)	1074	5	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - A4421 (S)	B - Skimmingdish Lane	C - A4421 (N)
From	A - A4421 (S)	0	0	2
	B - Skimmingdish Lane	0	0	0
	C - A4421 (N)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	999999999.00	1622.58	22.0	F
C-AB	0.07	3.83	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	196	0.150	29	0.2	21.488	C
C-AB	19	1012	0.018	19	0.0	3.822	A
C-A	794			794			
A-B	76			76			
A-C	1016			1016			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	92	0.383	34	0.6	60.533	F
C-AB	35	1110	0.031	35	0.0	3.343	A
C-A	935			935			
A-B	91			91			
A-C	1214			1214			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	0	999999999.000	0	11.3	1622.579	F
C-AB	88	1282	0.069	87	0.1	3.082	A
C-A	1100			1100			
A-B	111			111			
A-C	1488			1488			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	0	999999999.000	0	22.0	-3677.632	?
C-AB	88	1283	0.070	88	0.1	3.064	A
C-A	1100			1100			
A-B	111			111			
A-C	1488			1488			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	91	0.383	88	8.9	783.559	F
C-AB	35	1111	0.031	35	0.0	3.354	A
C-A	935			935			
A-B	91			91			
A-C	1214			1214			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	198	0.150	64	0.2	35.240	E
C-AB	19	1012	0.019	19	0.0	3.630	A
C-A	794			794			
A-B	78			78			
A-C	1016			1016			

2031 BTM + Committed Dev + Proposed Dev (Avoiding Skimmingdish Lane Outbound) Sensitivity Test, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		20.68	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.68	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2031 BTM + Committed Dev + Proposed Dev (Avoiding Skimmingdish Lane Outbound) Sensitivity Test	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4421 (S)		✓	913	100.000
B - Skimmingdish Lane		✓	84	100.000
C - A4421 (N)		✓	1311	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - A4421 (S)	B - Skimmingdish Lane	C - A4421 (N)
A - A4421 (S)	0	30	883
B - Skimmingdish Lane	74	0	10
C - A4421 (N)	1310	1	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - A4421 (S)	B - Skimmingdish Lane	C - A4421 (N)
From	A - A4421 (S)	0	0	7
	B - Skimmingdish Lane	0	0	0
	C - A4421 (N)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	1.56	598.98	18.4	F
C-AB	0.02	3.04	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	278	0.228	62	0.3	16.607	C
C-AB	4	1189	0.004	4	0.0	3.038	A
C-A	983			983			
A-B	23			23			
A-C	665			665			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	188	0.402	74	0.6	31.280	D
C-AB	9	1315	0.007	9	0.0	2.751	A
C-A	1170			1170			
A-B	27			27			
A-C	794			794			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	59	1.556	55	10.0	415.239	F
C-AB	27	1504	0.018	27	0.0	2.434	A
C-A	1417			1417			
A-B	33			33			
A-C	972			972			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	59	1.557	59	18.4	598.963	F
C-AB	27	1504	0.018	27	0.0	2.438	A
C-A	1417			1417			
A-B	33			33			
A-C	972			972			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	188	0.402	146	0.8	157.490	F
C-AB	9	1315	0.007	9	0.0	2.762	A
C-A	1170			1170			
A-B	27			27			
A-C	794			794			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	278	0.228	65	0.3	17.070	C
C-AB	4	1189	0.004	4	0.0	3.045	A
C-A	983			983			
A-B	23			23			
A-C	665			665			

2031 BTM + Committed Dev + Proposed Dev (Avoiding Skimmingdish Lane Outbound) Sensitivity Test, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		22.05	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	22.05	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2031 BTM + Committed Dev + Proposed Dev (Avoiding Skimmingdish Lane Outbound) Sensitivity Test	PM	ONE HOUR	18:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4421 (S)		✓	1451	100.000
B - Skimmingdish Lane		✓	36	100.000
C - A4421 (N)		✓	1079	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - A4421 (S)	B - Skimmingdish Lane	C - A4421 (N)
A - A4421 (S)	0	101	1350
B - Skimmingdish Lane	33	0	3
C - A4421 (N)	1074	5	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - A4421 (S)	B - Skimmingdish Lane	C - A4421 (N)
From	A - A4421 (S)	0	0	2
	B - Skimmingdish Lane	0	0	0
	C - A4421 (N)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	999999999.00	1802.31	20.3	F
C-AB	0.07	3.63	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	196	0.138	26	0.2	21.111	C
C-AB	19	1012	0.018	19	0.0	3.622	A
C-A	794			794			
A-B	76			76			
A-C	1016			1016			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	92	0.351	31	0.5	57.773	F
C-AB	35	1110	0.031	35	0.0	3.343	A
C-A	935			935			
A-B	91			91			
A-C	1214			1214			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	0	999999999.000	0	10.4	1802.312	F
C-AB	88	1262	0.069	87	0.1	3.062	A
C-A	1100			1100			
A-B	111			111			
A-C	1486			1486			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	0	999999999.000	0	20.3	-4306.265	?
C-AB	88	1283	0.070	88	0.1	3.064	A
C-A	1100			1100			
A-B	111			111			
A-C	1488			1488			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	92	0.352	88	6.5	506.467	F
C-AB	35	1111	0.031	35	0.0	3.354	A
C-A	935			935			
A-B	91			91			
A-C	1214			1214			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	196	0.138	52	0.2	29.441	D
C-AB	19	1012	0.019	19	0.0	3.630	A
C-A	794			794			
A-B	76			76			
A-C	1016			1016			