



Appendix C

Site Layout – 01 (Illustrative)

Thrive Architects drawing no. MANO220426 SL-01 Rev E



Romsey Portishead Camberley
T: 01794 367703 T: 01275 407000 T: 01276 749050
F: 01794 367276 F: 01794 367276 F: 01794 367276

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Rev	Description
A	Planning Issue.
B	Minor Amendment to Title Sheet.
C	Added existing contours/levels.
D	Changed mix to replace units to the north with bungalows, updated boundary trees.
E	Amendments to boundary and mix.

Date	Au	Ch
19.10.23	AB/AA	AB/--
24.10.23	AA/--	--/--
09.04.24	PR	--/--
03.05.24	PR/NN	--/--
02.09.24	PR	--/--

Project Hanwell Fields, Banbury Phase 2
Drawing Site Layout - 01 (Illustrative)

Client	MANOR OAK HOMES				
Job no.	MANO220426		Date	19.10.23	
Dwg no.	SL-01		Rev.	E	
Author	AB/AA	Checked	AB/-	Scale	1:1000@A1
Status	PLANNING		Office	Romsey	
Client ref.	-				

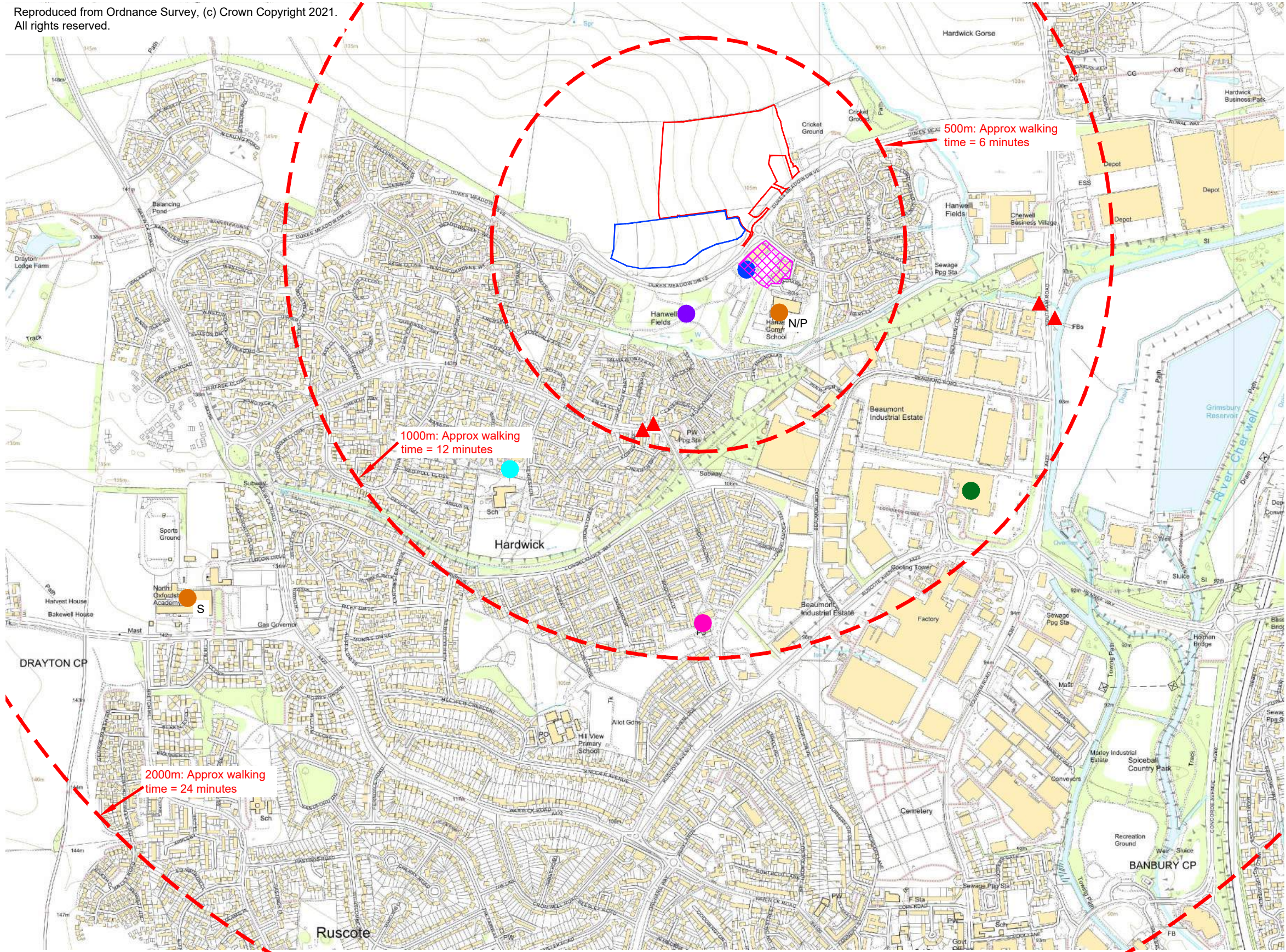




Appendix D

Facilities Plan including Distances

MAC drawing no. 802-TA02B



Notes:

1. Walking distances based on a walking speed of 1.4 m/s from 'Providing For Journeys On Foot'.
2. Actual walking distances may vary from radial distances shown.
3. Nearest of each facility / service shown only.

Key

- Site Boundary
- Phase 1 Boundary
- Walking distances - radial
- Doctors Surgery / Pharmacy
- Dentist
- School - Primary (S) / Secondary (S) / Nursery (N)
- Post Office
- Supermarket
- Local services - convenience store, takeaway, dentist, public house
- Park
- Bus Stops



T: 01604 340544 Northampton Office
E: info@mac-ltd.co.uk W: mac-ltd.co.uk
Martin Andrews Consulting Ltd

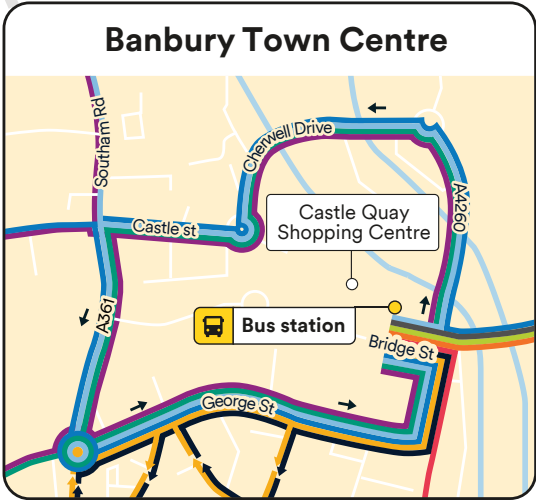
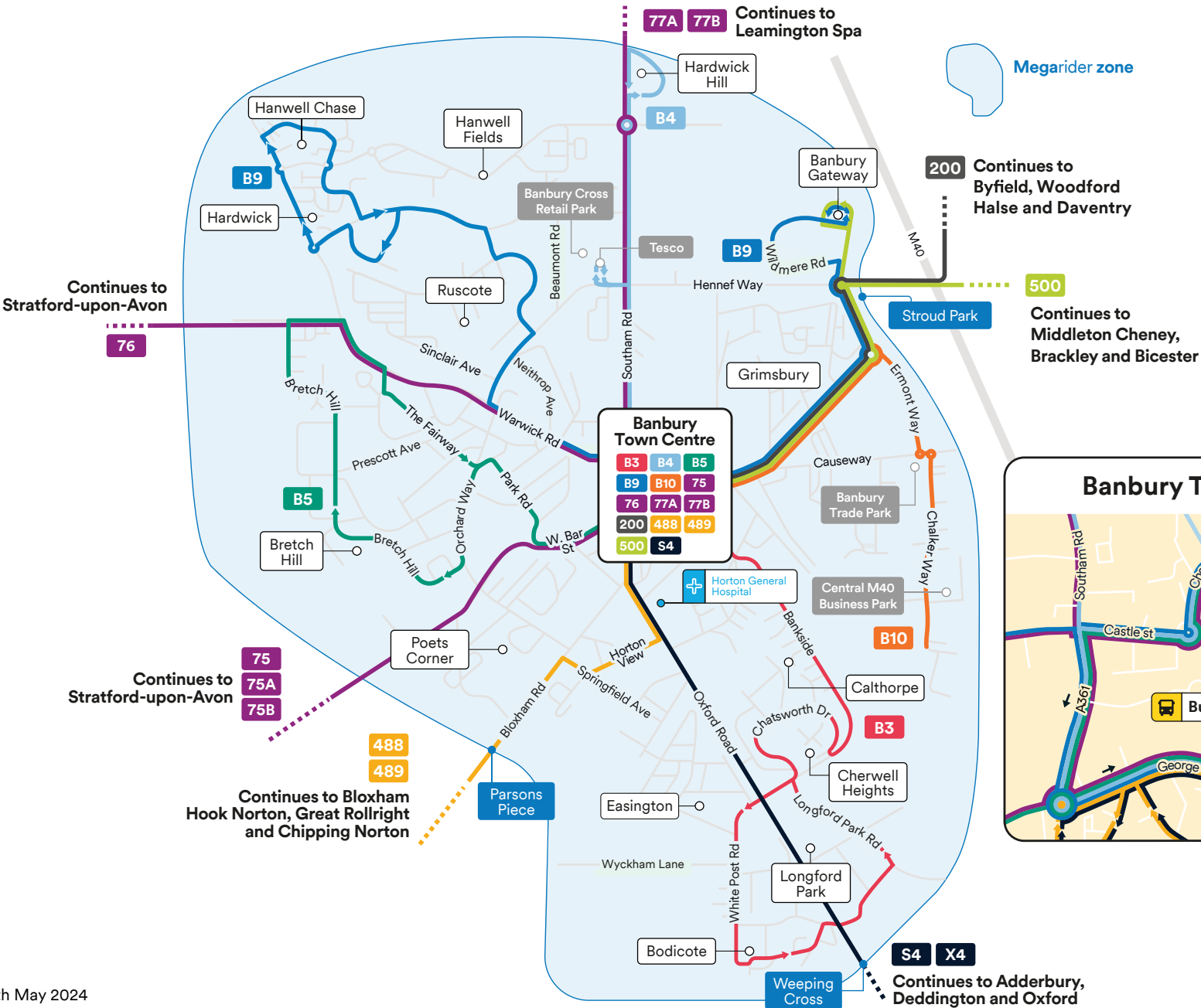
- Transport Assessments
- Flood Risk Assessments
- Highway Advice
- Access Design
- Drainage Strategies
- Vehicle tracking

Client: Manor Oak Homes		Project: Hanwell Fields Banbury	
Title: Facilities Plan		Date: 19.10.23	
		Drw: ZS	
		Chk: MJA	
Drawing No: 802-TA02		Revision: B	
		Scale: 1:10,000 Size: A3	



Appendix E

Bus timetables and routes



Mondays to Fridays

Hardwick, adj Red Poll Close	dep	05:42	06:12	06:42	06:57	07:12	07:27	07:42	07:57	08:12	08:27	08:47	09:02	09:17	09:32	09:47	10:02	10:17	10:32
Ruscote, o/s Beaumont Industrial Estate		05:54	06:24	06:54	07:09	07:24	07:39	07:54	08:09	08:24	08:39	08:59	09:14	09:29	09:44	09:59	10:14	10:29	10:44
Banbury Town Centre, Bus Station (Arrivals)		06:05	06:35	07:05	07:20	07:35	07:50	08:05	08:20	08:35	08:50	09:10	09:25	09:40	09:55	10:10	10:25	10:40	10:55
Banbury Town Centre, Bus Station (Bay 5)		06:10	06:40	07:10		07:40		08:10		08:40		09:15		09:45		10:15		10:45	
Banbury, adj Wildmere Close		06:18	06:48	07:18		07:51		08:21		08:51		09:23		09:53		10:23		10:53	
car park in Gateway Retail Park, Banbury	arr	06:20	06:50	07:20		07:55		08:25		08:55		09:25		09:55		10:25		10:55	
Hardwick, adj Red Poll Close	dep	10:47	11:02	11:17	11:32	11:47	12:02	12:17	12:32	12:47	13:02	13:17	13:32	13:47	14:02	14:17	14:32	14:47	15:02
Ruscote, o/s Beaumont Industrial Estate		10:59	11:14	11:29	11:44	11:59	12:14	12:29	12:44	12:59	13:14	13:29	13:44	13:59	14:14	14:29	14:44	14:59	15:14
Banbury Town Centre, Bus Station (Arrivals)		11:10	11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55	14:10	14:25	14:40	14:55	15:10	15:25
Banbury Town Centre, Bus Station (Bay 5)		11:15		11:45		12:15		12:45		13:15		13:45		14:15		14:45		15:15	
Banbury, adj Wildmere Close		11:23		11:53		12:23		12:53		13:23		13:53		14:23		14:53		15:23	
car park in Gateway Retail Park, Banbury	arr	11:25		11:55		12:25		12:55		13:25		13:55		14:25		14:55		15:25	
Hardwick, adj Red Poll Close	dep	15:17	15:32	15:47	16:02	16:17	16:37	16:52	17:07	17:27	17:42	17:57	18:12	18:32	18:52	19:22	19:52	20:22	20:52
Ruscote, o/s Beaumont Industrial Estate		15:29	15:44	15:59	16:14	16:30	16:51	17:06	17:21	17:39	17:54	18:09	18:24	18:44	19:02	19:32	20:02	20:32	21:02
Banbury Town Centre, Bus Station (Arrivals)		15:40	15:55	16:10	16:25	16:42	17:03	17:18	17:33	17:50	18:05	18:20	18:35	18:55	19:12	19:42	20:12	20:42	21:12
Banbury Town Centre, Bus Station (Bay 5)		15:45		16:15		16:47		17:23		17:55		18:40		19:15	19:45	20:15	20:45	21:15	
Banbury, adj Wildmere Close		15:53		16:26		16:58		17:34		18:06		18:48							
car park in Gateway Retail Park, Banbury	arr	15:55		16:30		17:01		17:37		18:08		18:50		19:24	19:54	20:24	20:54	21:24	
Hardwick, adj Red Poll Close	dep	21:22	21:52	22:22	22:52	23:27													
Ruscote, o/s Beaumont Industrial Estate		21:32	22:02	22:32	23:02	23:37													
Banbury Town Centre, Bus Station (Arrivals)		21:42	22:12	22:42	23:12	23:47													
Banbury Town Centre, Bus Station (Bay 5)		21:45	22:15																
car park in Gateway Retail Park, Banbury	arr	21:54	22:24																

Compiled from data for the period Fri 06-Sep-2024 to Thu 12-Sep-2024.

Saturdays

Hardwick, adj Red Poll Close	dep	06:31	06:51	07:11	07:31	07:51	08:16	08:31	08:46	09:01	09:16	09:31	09:46	10:01	10:16	10:31	10:46	11:01	11:16
Ruscote, o/s Beaumont Industrial Estate		06:44	07:04	07:24	07:44	08:04	08:29	08:44	08:59	09:14	09:29	09:44	09:59	10:14	10:29	10:44	10:59	11:14	11:29
Banbury Town Centre, Bus Station (Arrivals)		06:55	07:15	07:35	07:55	08:15	08:40	08:55	09:10	09:25	09:40	09:55	10:10	10:25	10:40	10:55	11:10	11:25	11:40
Banbury Town Centre, Bus Station (Bay 5)		07:00			08:00		08:45		09:15		09:45		10:15		10:45		11:15		11:45
Banbury, adj Wildmere Close		07:07			08:07		08:52		09:22		09:52		10:22		10:52		11:22		11:52
car park in Gateway Retail Park, Banbury	arr	07:10			08:10		08:55		09:25		09:55		10:25		10:55		11:25		11:55

Hardwick, adj Red Poll Close	dep	11:31	11:46	12:01	12:16	12:31	12:46	13:01	13:16	13:31	13:46	14:01	14:16	14:31	14:46	15:01	15:16	15:31	15:46
Ruscote, o/s Beaumont Industrial Estate		11:44	11:59	12:14	12:29	12:44	12:59	13:14	13:29	13:44	13:59	14:14	14:29	14:44	14:59	15:14	15:29	15:44	15:59
Banbury Town Centre, Bus Station (Arrivals)		11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55	14:10	14:25	14:40	14:55	15:10	15:25	15:40	15:55	16:10
Banbury Town Centre, Bus Station (Bay 5)			12:15		12:45		13:15		13:45		14:15		14:45		15:15		15:45		16:15
Banbury, adj Wildmere Close			12:22		12:52		13:22		13:52		14:22		14:52		15:22		15:52		16:22
car park in Gateway Retail Park, Banbury	arr		12:25		12:55		13:25		13:55		14:25		14:55		15:25		15:55		16:25

Hardwick, adj Red Poll Close	dep	16:01	16:16	16:31	16:51	17:06	17:21	17:36	17:51	18:11	18:26	18:41	19:11	19:41	20:11	20:41	21:11	21:41	22:11
Ruscote, o/s Beaumont Industrial Estate		16:14	16:29	16:44	17:04	17:19	17:34	17:49	18:04	18:22	18:37	18:51	19:21	19:51	20:21	20:51	21:21	21:51	22:23
Banbury Town Centre, Bus Station (Arrivals)		16:25	16:40	16:55	17:15	17:30	17:45	18:00	18:15	18:33	18:48	19:02	19:32	20:02	20:32	21:02	21:32	22:02	22:33
Banbury Town Centre, Bus Station (Bay 5)			16:45		17:20			18:05		18:35		19:05	19:35	20:05	20:35	21:05	21:35	22:05	
Banbury, adj Wildmere Close			16:52		17:27														
car park in Gateway Retail Park, Banbury	arr		16:55		17:30			18:13		18:43		19:13	19:43	20:13	20:43	21:13	21:43	22:13	

Hardwick, adj Red Poll Close	dep	22:41	23:26
Ruscote, o/s Beaumont Industrial Estate		22:53	23:38
Banbury Town Centre, Bus Station (Arrivals)		23:03	23:48

Compiled from data for the period Fri 06-Sep-2024 to Thu 12-Sep-2024.

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Hardwick - car park in Gateway Retail Park

Stagecoach Oxfordshire

Sundays

Hardwick, adj Red Poll Close	dep	08:02	08:42	09:12	09:42	10:12	10:42	11:12	11:42	12:12	12:42	13:12	13:42	14:12	14:42	15:12	15:42	16:12	16:42
Ruscote, o/s Beaumont Industrial Estate		08:14	08:54	09:24	09:54	10:24	10:54	11:24	11:54	12:24	12:54	13:24	13:54	14:24	14:54	15:24	15:54	16:24	16:54
Banbury Town Centre, Bus Station (Arrivals)		08:25	09:05	09:35	10:05	10:35	11:05	11:35	12:05	12:35	13:05	13:35	14:05	14:35	15:05	15:35	16:05	16:35	17:05
Banbury Town Centre, Bus Station (Bay 5)		08:29	09:09	09:39	10:09	10:39	11:09	11:39	12:09	12:39	13:09	13:39	14:09	14:39	15:09	15:39	16:09	16:39	17:09
car park in Gateway Retail Park, Banbury	arr	08:37	09:17	09:47	10:17	10:47	11:17	11:47	12:17	12:47	13:17	13:47	14:17	14:47	15:17	15:47	16:17	16:47	17:17

Hardwick, adj Red Poll Close	dep	17:12	17:42	18:42
Ruscote, o/s Beaumont Industrial Estate		17:24	17:54	18:54
Banbury Town Centre, Bus Station (Arrivals)		17:34	18:05	19:04
Banbury Town Centre, Bus Station (Bay 5)			18:09	
car park in Gateway Retail Park, Banbury	arr		18:17	

Compiled from data for the period Fri 06-Sep-2024 to Thu 12-Sep-2024

B9

car park in Gateway Retail Park - Hardwick

Stagecoach Oxfordshire

Mondays to Fridays

car park in Gateway Retail Park, Banbury	dep					06:30		07:00		07:25		07:55		08:35		09:05		09:35		10:05
Banbury Town Centre, Bridge Street (Stop 1)	arr					06:40		07:10		07:40		08:10		08:45		09:15		09:45		10:15
Banbury Town Centre, Bridge Street (Stop 1)	dep	05:30	06:00	06:30	06:45	07:00	07:15	07:30	07:45	08:00	08:15	08:35	08:50	09:05	09:20	09:35	09:50	10:05	10:20	
Ruscote, Beaumont Industrial Estate (N-bound)		05:37	06:07	06:37	06:52	07:07	07:22	07:37	07:52	08:07	08:22	08:42	08:57	09:12	09:27	09:42	09:57	10:12	10:27	
Hardwick, adj Red Poll Close	arr	05:42	06:12	06:42	06:57	07:12	07:27	07:42	07:57	08:12	08:27	08:47	09:02	09:17	09:32	09:47	10:02	10:17	10:32	

car park in Gateway Retail Park, Banbury	dep		10:35		11:05		11:35		12:05		12:35		13:05		13:35		14:05		14:35
Banbury Town Centre, Bridge Street (Stop 1)	arr		10:45		11:15		11:45		12:15		12:45		13:15		13:45		14:15		14:45
Banbury Town Centre, Bridge Street (Stop 1)	dep	10:35	10:50	11:05	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20	13:35	13:50	14:05	14:20	14:35	14:50
Ruscote, Beaumont Industrial Estate (N-bound)		10:42	10:57	11:12	11:27	11:42	11:57	12:12	12:27	12:42	12:57	13:12	13:27	13:42	13:57	14:12	14:27	14:42	14:57
Hardwick, adj Red Poll Close	arr	10:47	11:02	11:17	11:32	11:47	12:02	12:17	12:32	12:47	13:02	13:17	13:32	13:47	14:02	14:17	14:32	14:47	15:02

car park in Gateway Retail Park, Banbury	dep		15:05		15:35		16:05		16:35		17:05		17:40		18:20	18:55	19:25	19:55	20:25
Banbury Town Centre, Bridge Street (Stop 1)	arr		15:15		15:45		16:20		16:50		17:25		17:55		18:35	19:05	19:35	20:05	20:35
Banbury Town Centre, Bridge Street (Stop 1)	dep	15:05	15:20	15:35	15:50	16:05	16:25	16:40	16:55	17:15	17:30	17:45	18:00	18:20	18:40	19:10	19:40	20:10	20:40
Ruscote, Beaumont Industrial Estate (N-bound)		15:12	15:27	15:42	15:57	16:12	16:32	16:47	17:02	17:22	17:37	17:52	18:07	18:27	18:47	19:17	19:47	20:17	20:47
Hardwick, adj Red Poll Close	arr	15:17	15:32	15:47	16:02	16:17	16:37	16:52	17:07	17:27	17:42	17:57	18:12	18:32	18:52	19:22	19:52	20:22	20:52

car park in Gateway Retail Park, Banbury	dep	20:55	21:25	21:55	22:25	
Banbury Town Centre, Bridge Street (Stop 1)	arr	21:05	21:35	22:05	22:35	
Banbury Town Centre, Bridge Street (Stop 1)	dep	21:10	21:40	22:10	22:40	23:15
Ruscote, Beaumont Industrial Estate (N-bound)		21:17	21:47	22:17	22:47	23:22
Hardwick, adjacent Red Poll Close	arr	21:22	21:52	22:22	22:52	23:27

Compiled from data for the period Fri 06-Sep-2024 to Thu 12-Sep-2024

B9

car park in Gateway Retail Park - Hardwick

Stagecoach Oxfordshire

Saturdays

car park in Gateway Retail Park, Banbury	dep					07:25	08:10	08:35	09:05	09:35	10:05	10:35							
Banbury Town Centre, Bridge Street (Stop 1)	arr					07:35	08:18	08:45	09:15	09:45	10:15	10:45							
Banbury Town Centre, Bridge Street (Stop 1)	dep	06:20	06:40	07:00	07:20	07:40	08:05	08:20	08:35	08:50	09:05	09:20	09:35	09:50	10:05	10:20	10:35	10:50	11:05
Ruscote, Beaumont Industrial Estate (N-bound)		06:27	06:47	07:07	07:27	07:47	08:12	08:27	08:42	08:57	09:12	09:27	09:42	09:57	10:12	10:27	10:42	10:57	11:12
Hardwick, adj Red Poll Close	arr	06:31	06:51	07:11	07:31	07:51	08:16	08:31	08:46	09:01	09:16	09:31	09:46	10:01	10:16	10:31	10:46	11:01	11:16

car park in Gateway Retail Park, Banbury	dep	11:05		11:35		12:05		12:35		13:05		13:35		14:05		14:35		15:05	
Banbury Town Centre, Bridge Street (Stop 1)	arr	11:15		11:45		12:15		12:45		13:15		13:45		14:15		14:45		15:15	
Banbury Town Centre, Bridge Street (Stop 1)	dep	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20	13:35	13:50	14:05	14:20	14:35	14:50	15:05	15:20	15:35
Ruscote, Beaumont Industrial Estate (N-bound)		11:27	11:42	11:57	12:12	12:27	12:42	12:57	13:12	13:27	13:42	13:57	14:12	14:27	14:42	14:57	15:12	15:27	15:42
Hardwick, adj Red Poll Close	arr	11:31	11:46	12:01	12:16	12:31	12:46	13:01	13:16	13:31	13:46	14:01	14:16	14:31	14:46	15:01	15:16	15:31	15:46

car park in Gateway Retail Park, Banbury	dep	15:35		16:05		16:40		17:10		17:35		18:15	18:45	19:15	19:45	20:15	20:45	21:15	21:45
Banbury Town Centre, Bridge Street (Stop 1)	arr	15:45		16:15		16:50		17:20		17:55		18:25	18:55	19:25	19:55	20:25	20:55	21:25	21:55
Banbury Town Centre, Bridge Street (Stop 1)	dep	15:50	16:05	16:20	16:40	16:55	17:10	17:25	17:40	18:00	18:15	18:30	19:00	19:30	20:00	20:30	21:00	21:30	22:00
Ruscote, Beaumont Industrial Estate (N-bound)		15:57	16:12	16:27	16:47	17:02	17:17	17:32	17:47	18:07	18:22	18:37	19:07	19:37	20:07	20:37	21:07	21:37	22:07
Hardwick, adj Red Poll Close	arr	16:01	16:16	16:31	16:51	17:06	17:21	17:36	17:51	18:11	18:26	18:41	19:11	19:41	20:11	20:41	21:11	21:41	22:11

car park in Gateway Retail Park, Banbury	dep	22:15																	
Banbury Town Centre, Bridge Street (Stop 1)	arr	22:25																	
Banbury Town Centre, Bridge Street (Stop 1)	dep	22:30	23:15																
Ruscote, Beaumont Industrial Estate (N-bound)		22:37	23:22																
Hardwick, adj Red Poll Close	arr	22:41	23:26																

Compiled from data for the period Fri 06-Sep-2024 to Thu 12-Sep-2024.

B9

car park in Gateway Retail Park - Hardwick

Stagecoach Oxfordshire

Sundays

car park in Gateway Retail Park, Banbury	dep			08:47	09:17	09:47	10:17	10:47	11:17	11:47	12:17	12:47	13:17	13:47	14:17	14:47	15:17	15:47	16:17
Banbury Town Centre, Bridge Street (Stop 1)	arr			08:57	09:27	09:57	10:27	10:57	11:27	11:57	12:27	12:57	13:27	13:57	14:27	14:57	15:27	15:57	16:27
Banbury Town Centre, Bridge Street (Stop 1)	dep	07:50	08:30	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30
Ruscote, Beaumont Industrial Estate (N-bound)		07:56	08:36	09:06	09:36	10:06	10:36	11:06	11:36	12:06	12:36	13:06	13:36	14:06	14:36	15:06	15:36	16:06	16:36
Hardwick, adj Red Poll Close	arr	08:02	08:42	09:12	09:42	10:12	10:42	11:12	11:42	12:12	12:42	13:12	13:42	14:12	14:42	15:12	15:42	16:12	16:42

car park in Gateway Retail Park, Banbury	dep	16:47	17:17	18:17
Banbury Town Centre, Bridge Street (Stop 1)	arr	16:57	17:27	18:27
Banbury Town Centre, Bridge Street (Stop 1)	dep	17:00	17:30	18:30
Ruscote, Beaumont Industrial Estate (N-bound)		17:06	17:36	18:36
Hardwick, adj Red Poll Close	arr	17:12	17:42	18:42

Compiled from data for the period Fri 06-Sep-2024 to Thu 12-Sep-2024.

B4

Hanwell View - Banbury Town Centre

Stagecoach Oxfordshire

Mondays to Fridays

Hanwell View, o/s 94 Thenford Way	dep	06:00	06:35	07:07	07:32	08:05	08:35	09:10	09:37	10:07	10:37	11:07	11:37	12:07	12:37	13:07	13:37	14:07	14:37
Lockheed Close inside Tesco Store, Banbury									09:47	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45
Banbury Town Centre, Bridge Street (Stop 3)	arr	06:13	06:50	07:20	07:47	08:23	08:53	09:25	09:55	10:25	10:55	11:25	11:55	12:25	12:55	13:25	13:55	14:25	14:55

Hanwell View, o/s 94 Thenford Way	dep	15:10	15:35	16:12	16:42	17:15	17:43	18:17	18:45
Banbury Town Centre, Bridge Street (Stop 3)	arr	15:25	15:51	16:30	17:00	17:33	17:58	18:31	18:56

Compiled from data for the period Fri 06-Sep-2024 to Thu 12-Sep-2024.

B4

Hanwell View - Banbury Town Centre

Stagecoach Oxfordshire

Saturdays

Hanwell View, o/s 94 Thenford Way	dep	06:37	07:07	07:37	08:07	08:37	09:05	09:35	10:10	10:40	11:10	11:40	12:10	12:40	13:10	13:40	14:10	14:40	15:10
Lockheed Close inside Tesco Store, Banbury								09:43	10:18	10:48	11:18	11:48	12:18	12:48	13:18	13:48	14:18	14:48	
Banbury Town Centre, Bridge Street (Stop 3)	arr	06:50	07:20	07:50	08:20	08:50	09:20	09:53	10:26	10:56	11:28	12:01	12:30	13:00	13:30	14:00	14:30	15:00	15:25

Hanwell View, o/s 94 Thenford Way	dep	15:37	16:07	16:37	17:07	17:37	18:07	18:37
Banbury Town Centre, Bridge Street (Stop 3)	arr	15:50	16:20	16:50	17:20	17:50	18:20	18:50

Compiled from data for the period Fri 06-Sep-2024 to Thu 12-Sep-2024.

B4

Banbury Town Centre - Hanwell View

Stagecoach Oxfordshire

Mondays to Fridays

Banbury Town Centre, Bridge Street (Stop 5)	dep	05:45	06:25	06:55	07:20	07:50	08:20	08:55	09:25	09:52	10:22	10:52	11:22	11:52	12:22	12:52	13:22	13:52	14:22
Lockheed Close inside Tesco Store, Banbury										10:02	10:32	11:02	11:32	12:02	12:32	13:02	13:32	14:02	14:32
Hanwell View, o/s 94 Thenford Way	arr	05:55	06:35	07:07	07:32	08:02	08:32	09:07	09:37	10:07	10:37	11:07	11:37	12:07	12:37	13:07	13:37	14:07	14:37

Banbury Town Centre, Bridge Street (Stop 5)	dep	14:52	15:22	16:00	16:30	17:00	17:30	18:05	18:35
Lockheed Close inside Tesco Store, Banbury		15:02							
Hanwell View, o/s 94 Thenford Way	arr	15:07	15:34	16:12	16:42	17:15	17:43	18:17	18:45

Compiled from data for the period Fri 06-Sep-2024 to Thu 12-Sep-2024.

B4

Banbury Town Centre - Hanwell View

Stagecoach Oxfordshire

Saturdays

Banbury Town Centre, Bridge Street (Stop 5)	dep	06:25	06:55	07:25	07:55	08:25	08:55	09:25	09:55	10:25	10:55	11:25	11:55	12:25	12:55	13:25	13:55	14:25	14:55
Lockheed Close inside Tesco Store, Banbury									10:05	10:35	11:05	11:35	12:05	12:35	13:05	13:35	14:05	14:35	15:05
Hanwell View, o/s 94 Thenford Way	arr	06:35	07:05	07:35	08:05	08:35	09:05	09:35	10:10	10:40	11:10	11:40	12:10	12:40	13:10	13:40	14:10	14:40	15:10

Banbury Town Centre, Bridge Street (Stop 5)	dep	15:25	15:55	16:25	16:55	17:25	17:55	18:25
Hanwell View, o/s 94 Thenford Way	arr	15:37	16:07	16:37	17:07	17:37	18:07	18:37

Compiled from data for the period Fri 06-Sep-2024 to Thu 12-Sep-2024.

Mondays to Fridays

Banbury Town Centre, Bus Station (Bay 8)	dep	10:20	12:10	14:10	16:00
Avon Dassett, Opp Memorial	06:47		12:27		
Farnborough, Opp Inn	06:52		12:32		
Little Bourton, opp Chapel Lane		10:28		14:18	16:08
Fenny Compton, Opp Bus Shelter	07:01	10:42	12:42	14:32	16:22
Northend, Adj The Prebend	07:06	10:47	12:47	14:37	16:27
Temple Herdewyke, Adj Stuart Gardens	07:10	09:25	10:51	12:51	14:41
Kineton, Opp Church				14:50	
Gaydon, Adj Green				14:56	
Gaydon, Adj Gaydon Inn	07:15	09:30	10:56	12:56	16:36
Gaydon, Adj British Motor Museum			11:00	13:00	15:00
Gaydon, Adj Jaguar Land Rover	07:22	09:32	11:02	13:02	15:02
Lighthorne Heath, Opp Cromwell Place	07:25	09:35	11:05	13:05	15:05
Lighthorne, Adj Antelope	07:30				
Moreton Morrell, Adj Oaktree Close	07:36				
Ashorne, Adj Main Road	07:42				
Bishops Tachbrook, Adj Church Lees	07:53	09:46	11:16	13:16	15:16
Leamington Spa, Opp Windmill Inn	07:59				17:02
Warwick Gates, Adj Heathcote Hospital		09:52	11:22	13:22	15:22
Leamington Spa, Adj Leamington Shopping Park		09:57	11:27	13:27	15:27
Leamington Spa, Adj Railway Station		10:00	11:30	13:30	15:30
Leamington Spa, Opp Parish Church Stand E	08:04	10:02	11:32	13:32	15:32
Leamington Spa, Upper Parade (Stand G)	08:09	10:05	11:35	13:35	15:35
Milverton, Adj Bishop Bright Hall	arr 08:20				

Compiled from data for the period Fri 06-Sep-2024 to Thu 12-Sep-2024.

Saturdays

Banbury Town Centre, Bus Station (Bay 8)	dep	10:20	12:10	14:10	17:15			
Avon Dassett, Opp Memorial			12:27					
Farnborough, Opp Inn			12:32					
Little Bourton, opp Chapel Lane		10:28		14:18	17:23			
Fenny Compton, Opp Bus Shelter	07:53	10:42	12:42	14:32	15:35	17:37		
Northend, Adj The Prebend	07:58	10:47	12:47	14:37	15:40	17:37		
Temple Herdewyke, Adj Stuart Gardens	08:02	10:51	12:51	14:41	15:44	17:42		
Gaydon, Adj Gaydon Inn	08:07	08:56	10:56	12:56	15:49	17:46		
Kineton, Opp Church				14:50		18:00		
Gaydon, Adj Green				14:56		18:06		
Gaydon, Adj British Motor Museum			11:00	13:00	15:00	15:53		
Gaydon, Adj Jaguar Land Rover	08:09	09:00	11:02	13:02	15:02	15:55	18:09	
Lighthorne Heath, Opp Cromwell Place	08:12	09:05	11:05	13:05	15:05	15:58	18:12	
Lighthorne, Adj Antelope	08:16							
Moreton Morrell, Adj Oaktree Close	08:22							
Ashorne, Adj Main Road	08:28							
Bishops Tachbrook, Adj Church Lees	08:39	09:16	11:16	13:16	15:16	16:09	18:23	
Leamington Spa, Opp Windmill Inn	08:45						18:29	
Warwick Gates, Adj Heathcote Hospital		09:22	11:22	13:22	15:22	16:15		
Leamington Spa, Adj Leamington Shopping Park		09:27	11:27	13:27	15:27	16:23		
Leamington Spa, Adj Railway Station		09:30	11:30	13:30	15:30	16:26		
Leamington Spa, Opp Parish Church Stand E	08:50	09:32	11:32	13:32	15:32	16:28	18:34	
Leamington Spa, Upper Parade (Stand G)	arr	08:54	09:35	11:35	13:35	15:35	16:35	18:37

Compiled from data for the period Fri 06-Sep-2024 to Thu 12-Sep-2024.

Mondays to Fridays

Leamington Spa, Adj Warwickshire College	dep							17:05
Milverton, Adj Bishop Bright Hall	dep							15:25
Leamington Spa, Upper Parade (Stand K)	08:40	09:00	10:40	12:40	14:40	15:35	17:15	
Leamington Spa, Adj Parish Church	08:43	09:03	10:43	12:43	14:43	15:39	17:19	
Leamington Spa, Adj Windmill Inn		09:09				15:44	17:24	
Leamington Spa, Opp Railway Station	08:45		10:45	12:45	14:45			
Leamington Spa, Adj Leamington Shopping Park	08:48		10:48	12:48	14:48			
Warwick Gates, Opp Heathcote Hospital	08:53		10:53	12:53	14:53			
Bishops Tachbrook, Adj Kingsley Road	08:59	09:15	10:59	12:59	14:59	15:50	17:30	
Ashorne, Adj Main Road						15:58	17:38	
Moreton Morrell, Opp Oaktree Close						16:05	17:45	
Lighthorne, Opp Antelope						16:11	17:51	
Lighthorne Heath, Opp Cromwell Place	09:09	09:25	11:09	13:09	15:09	16:15	17:55	
Gaydon, Opp Jaguar Land Rover	09:13	09:29	11:13	13:13	15:13	16:20	17:59	
Gaydon, Adj British Motor Museum			11:15	13:15	15:15			
Gaydon, Opp Gaydon Inn	09:15	09:31	11:18	13:18	15:18	16:22	17:59	
Temple Herdewyke, Adj Stuart Gardens	09:20	09:36	11:23	13:23	15:23	16:27	18:04	
Northend, Opp The Prebend		09:40	11:27	13:27	15:27		18:08	
Fenny Compton, Adj Bus Shelter		09:45	11:32	13:32	15:32		18:13	
Farnborough, Adj Inn		09:53					18:21	
Avon Dassett, Adj Memorial		09:58					18:26	
Little Bourton, adj Chapel Lane			11:43	13:43	15:43			
Banbury Town Centre, Bus Station (Bay 8)	arr	10:15	11:55	13:55	15:55			

Compiled from data for the period Fri 06-Sep-2024 to Thu 12-Sep-2024.

Saturdays

Leamington Spa, Upper Parade (Stand K)	dep	08:25	09:00	10:40	12:40	14:40	15:40	17:15
Leamington Spa, Adj Parish Church		08:29	09:03	10:43	12:43	14:43	15:43	17:19
Leamington Spa, Opp Railway Station				10:45	12:45	14:45	15:45	17:21
Leamington Spa, Adj Leamington Shopping Park				10:48	12:48	14:48	15:48	17:24
Warwick Gates, Opp Heathcote Hospital				10:53	12:53	14:53	15:53	17:29
Leamington Spa, Adj Windmill Inn		08:35	09:09					
Bishops Tachbrook, Adj Kingsley Road			09:15	10:59	12:59	14:59	15:59	17:35
Ashorne, Adj Main Road								17:43
Moreton Morrell, Opp Oaktree Close								17:50
Lighthorne, Opp Antelope								17:56
Lighthorne Heath, Opp Cromwell Place		08:44	09:25	11:09	13:09	15:09	16:07	18:00
Gaydon, Opp Jaguar Land Rover		08:49	09:29	11:13	13:13	15:13	16:13	18:04
Gaydon, Adj British Motor Museum				11:15	13:15	15:15	16:15	
Kineton, Opp Church							16:25	
Gaydon, Opp Gaydon Inn		08:54	09:31	11:18	13:18	15:18		18:06
Temple Herdewyke, Adj Stuart Gardens			09:36	11:24	13:24	15:23	16:34	18:10
Northend, Opp The Prebend			09:40	11:28	13:28	15:27	16:38	18:15
Fenny Compton, Adj Bus Shelter			09:45	11:33	13:33	15:33	16:44	18:23
Farnborough, Adj Inn			09:53					18:28
Avon Dassett, Adj Memorial			09:58					18:33
Little Bourton, adj Chapel Lane				11:43	13:43		16:54	
Banbury Town Centre, Bus Station (Bay 8)	arr		10:15	11:55	13:55		17:06	

Compiled from data for the period Fri 06-Sep-2024 to Thu 12-Sep-2024.

Saturdays

Banbury Town Centre, Bus Station (Bay 8)	dep	13:30
Great Bourton, The Bell Inn (o/s)		13:41
Cropredy, o/s Brasenose Arms		13:44
Mollington, adj Mollington Turn		13:50
Ladbroke, Adj Radbourne Lane		13:59
Southam, Adj Bowling Green		14:06
Bishops Itchington, Adj Bishops Hill		14:18
Bishops Itchington, Opp Church		14:21
Harbury, Adj Harbury Supermarket		14:27
Leamington Spa, Opp Windmill Inn		14:39
Leamington Spa, Opp Parish Church Stand A		14:45
Leamington Spa, Upper Parade (Stand F)	arr	14:48

Compiled from data for the period Fri 06-Sep-2024 to Thu 12-Sep-2024.

Saturdays

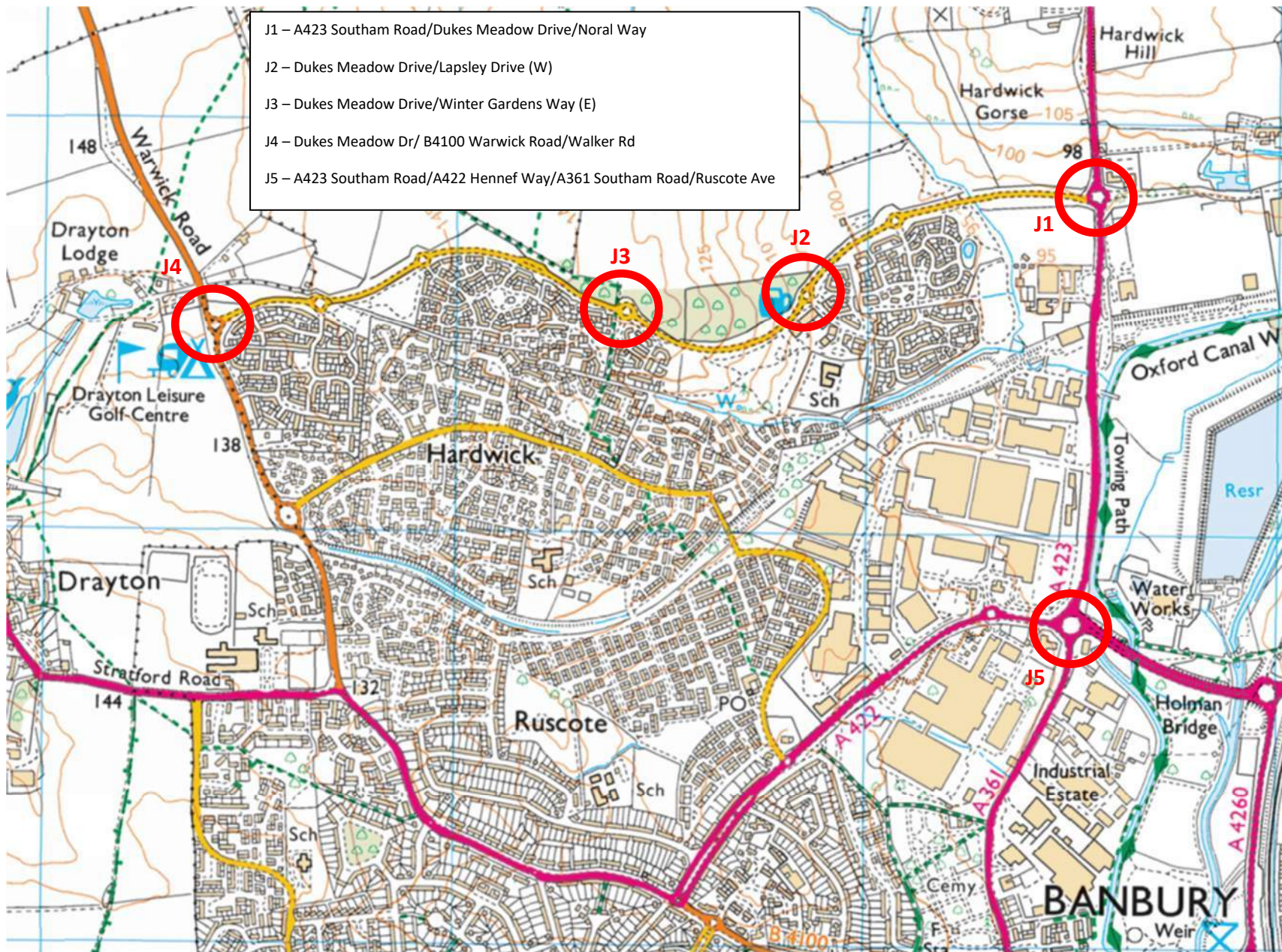
Leamington Spa, Upper Parade (Stand K)	dep	09:25
Leamington Spa, Adj Windmill Inn		09:36
Harbury, Adj Gamecock Inn		09:48
Bishops Itchington, Adj Church		09:54
Bishops Itchington, Adj Bishops Hill		09:57
Southam, Opp Bowling Green		10:09
Ladbroke, Opp Radbourne Lane		10:17
Mollington, adj Mollington Turn		10:26
Cropredy, opp Brasenose Arms		10:32
Great Bourton, opp The Bell Inn		10:35
Little Bourton, adj Chapel Lane		10:37
Banbury Town Centre, Bus Station (Bay 8)	arr	10:46

Compiled from data for the period Fri 06-Sep-2024 to Thu 12-Sep-2024.



Appendix F

Survey Data



Dukes Meadow Drive, Banbury

Fully Classified Turning Counts

Queues lengths recorded at 5-minute intervals

Neutral Weekday Tue, Weds or Thur

AM 0700-1000 & PM 1600-1900

Junction: A1

Approach: Dukes Meadow Drive East

	0.2	0.4	1	1	2	2.3	2		0.2	0.4	1	1	2	2.3	2		0.2	0.4	1	1	2	2.3	2	
	B - Left to Lapsley Drive								C - Ahead to Dukes Meadow Drive (W)								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	1	1	0	0	0	2	1	1	12	1	0	0	0	15	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	3	1	0	0	0	4	0	0	17	4	0	0	0	21	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	6	3	0	0	0	9	0	0	23	8	0	1	0	32	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	9	1	0	0	0	10	0	1	33	5	1	0	2	42	0	0	0	0	0	0	0	0
Hourly Total	0	0	19	6	0	0	0	25	1	2	85	18	1	1	2	110	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	13	0	0	0	0	13	0	0	23	10	0	3	1	37	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	26	2	0	0	0	28	0	1	27	6	0	1	1	36	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	21	2	0	0	0	23	0	0	33	5	0	0	0	38	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	12	1	0	0	0	13	0	0	34	10	2	0	0	46	0	0	0	0	0	0	0	0
Hourly Total	0	0	72	5	0	0	0	77	0	1	117	31	2	4	2	157	0	0	0	0	0	0	0	0
PCU	0	0	72	5	0	0	0	77	0	0.4	117	31	4	9.2	4	166	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	9	4	0	0	0	13	0	0	27	4	0	0	0	31	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	16	6	1	0	0	23	0	1	21	2	0	0	0	24	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	7	3	0	0	0	10	0	1	27	3	1	0	0	32	0	0	1	0	0	0	0	1
09:45 - 10:00	0	0	3	1	0	0	0	4	0	0	24	12	1	0	0	37	0	0	0	0	0	0	0	0
Hourly Total	0	0	35	14	1	0	0	50	0	2	99	21	2	0	0	124	0	0	1	0	0	0	0	1
TOTAL	0	0	126	25	1	0	0	152	1	5	301	70	5	5	4	391	0	0	1	0	0	0	0	1
16:00 - 16:15	0	0	20	2	0	0	0	22	1	1	67	6	0	0	0	75	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	18	2	0	0	0	20	1	2	60	12	0	0	0	75	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	7	0	0	0	0	7	1	0	62	13	1	0	0	77	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	14	1	0	0	0	15	1	2	86	8	0	0	0	97	0	0	0	0	0	0	0	0
Hourly Total	0	0	59	5	0	0	0	64	4	5	275	39	1	0	0	324	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	12	3	0	0	0	15	1	1	109	5	0	0	0	116	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	13	0	0	0	0	13	1	0	88	9	0	0	0	98	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	10	1	0	0	0	11	1	2	91	12	0	0	0	106	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	13	0	0	0	0	13	0	1	82	4	0	0	0	87	0	0	0	0	0	0	0	0
Hourly Total	0	0	48	4	0	0	0	52	3	4	370	30	0	0	0	407	0	0	0	0	0	0	0	0
PCU	0	0	48	4	0	0	0	52	0.6	1.6	370	30	0	0	0	402	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	10	0	0	0	0	10	2	0	73	11	0	0	0	86	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	9	1	0	0	0	10	0	0	62	6	0	0	0	68	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	15	0	0	0	0	15	0	1	53	4	0	0	0	58	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	11	1	0	0	0	12	0	1	44	7	0	0	0	52	0	0	0	0	0	0	0	0
Hourly Total	0	0	45	2	0	0	0	47	2	2	232	28	0	0	0	264	0	0	0	0	0	0	0	0
TOTAL	0	0	152	11	0	0	0	163	9	11	877	97	1	0	0	995	0	0	0	0	0	0	0	0

Junction: A1

Approach: Lapsley Drive

	0.2	0.4	1	1	2	2.3	2		0.2	0.4	1	1	2	2.3	2		0.2	0.4	1	1	2	2.3	2	
	C - Left to Dukes Meadow Drive (W)								A - Right to Dukes Meadow Drive (E)								B - U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	1	2	0	0	0	3	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	3	1	0	0	0	4	0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	7	1	0	0	0	8	0	0	10	3	1	0	0	14	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	10	0	0	0	0	10	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0
Hourly Total	0	0	21	4	0	0	0	25	0	0	25	8	1	0	0	34	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	9	2	0	0	0	11	0	0	9	1	0	0	0	10	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	6	0	0	0	0	6	0	0	16	0	0	0	0	16	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	50	2	0	0	0	52	0	0	44	1	0	0	0	45	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	22	0	1	0	0	23	0	0	26	0	0	0	0	26	0	0	0	0	0	0	0	0
Hourly Total	0	0	87	4	1	0	0	92	0	0	95	2	0	0	0	97	0	0	0	0	0	0	0	0
PCU	0	0	87	4	2	0	0	93	0	0	95	2	0	0	0	97	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	7	2	0	0	0	9	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	6	3	0	0	0	9	0	0	5	2	0	0	0	7	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	4	1	0	0	0	5	0	0	13	1	1	0	0	15	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	5	4	0	0	0	9	0	0	9	0	1	0	0	10	0	0	0	0	0	0	0	0
Hourly Total	0	0	22	10	0	0	0	32	0	0	32	3	2	0	0	37	0	0	0	0	0	0	0	0
TOTAL	0	0	130	18	1	0	0	149	0	0	152	13	3	0	0	168	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	12	0	0	0	0	12	0	0	10	0	1	0	0	11	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	28	1	0	0	0	29	0	0	15	1	0	0	0	16	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	11	0	0	0	0	11	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	8	1	0	0	0	9	0	0	9	2	0	0	0	11	0	0	1	0	0	0	0	1
Hourly Total	0	0	59	2	0	0	0	61	0	0	48	3	1	0	0	52	0	0	1	0	0	0	0	1
17:00 - 17:15	0	0	6	1	0	0	0	7	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	13	1	0	0	0	14	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	11	2	0	0	0	13	0	0	7	3	0	0	0	10	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	12	1	0	0	0	13	0	0	9	2	0	0	0	11	0	0	0	0	0	0	0	0
Hourly Total	0	0	42	5	0	0	0	47	0	0	36	6	0	0	0	42	0	0	0	0	0	0	0	0
PCU	0	0	42	5	0	0	0	47	0	0	36	6	0	0	0	42	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	6	1	0	0	0	7	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	2	0	0	0	0	2	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	8	0	0	0	0	8	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	2	0	0	0	0	2	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	0	0	18	1	0	0	0	19	0	0	26	1	0	0	0	27	0	0	0	0	0	0	0	0
TOTAL	0	0	119	8	0	0	0	127	0	0	110	10	1	0	0	121	0	0	1	0	0	0	0	1

Junction: A1

Approach: Dukes Meadow Drive West

	0.2	0.4	1	1	2	2.3	2		0.2	0.4	1	1	2	2.3	2		0.2	0.4	1	1	2	2.3	2	
	A - Ahead to Dukes Meadow Drive (E)								B - Right to Lapsley Drive								C - U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	50	7	1	0	0	58	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0
07:15 - 07:30	1	0	57	6	0	0	0	64	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0
07:30 - 07:45	1	0	54	7	0	0	1	63	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0
07:45 - 08:00	1	1	86	7	0	0	0	95	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
Hourly Total	3	1	247	27	1	0	1	280	0	0	21	4	0	0	0	25	0	0	0	0	0	0	0	0
08:00 - 08:15	0	2	83	10	1	0	0	96	0	0	21	2	0	0	0	23	0	0	0	0	0	0	0	0
08:15 - 08:30	1	0	64	6	1	0	0	72	0	0	48	1	0	0	0	49	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	60	11	0	2	0	73	0	0	49	2	0	0	0	51	0	0	0	0	0	0	0	0
08:45 - 09:00	0	1	61	2	0	0	0	64	0	0	19	0	0	0	0	19	0	0	0	0	0	0	0	0
Hourly Total	1	3	268	29	2	2	0	305	0	0	137	5	0	0	0	142	0	0	0	0	0	0	0	0
PCU	0.2	1.2	268	29	4	4.6	0	307	0	0	137	5	0	0	0	142	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	36	4	0	0	0	40	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	33	1	0	0	0	34	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	25	3	1	0	0	29	0	0	2	0	1	0	0	3	0	0	0	0	0	0	0	0
09:45 - 10:00	0	1	35	6	1	0	0	43	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	0	1	129	14	2	0	0	146	0	0	12	0	1	0	0	13	0	0	0	0	0	0	0	0
TOTAL	4	5	644	70	5	2	1	731	0	0	170	9	1	0	0	180	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	31	11	0	0	1	43	0	0	17	0	0	0	0	17	0	0	0	0	0	0	0	0
16:15 - 16:30	0	2	42	7	0	0	0	51	0	1	12	0	0	0	0	13	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	36	4	0	0	0	40	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0
16:45 - 17:00	0	1	29	3	1	0	1	35	0	0	7	2	0	0	0	9	0	0	0	0	0	0	0	0
Hourly Total	0	3	138	25	1	0	2	169	0	1	43	3	0	0	0	47	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	41	5	1	0	0	47	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0
17:15 - 17:30	0	2	32	1	0	0	0	35	0	0	7	2	0	0	0	9	0	0	0	0	0	0	0	0
17:30 - 17:45	0	1	37	2	0	0	0	40	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	34	5	0	0	0	39	0	0	9	1	0	0	0	10	0	0	1	0	0	0	0	1
Hourly Total	0	3	144	13	1	0	0	161	0	0	33	4	0	0	0	37	0	0	1	0	0	0	0	1
PCU	0	1.2	144	13	2	0	0	160	0	0	33	4	0	0	0	37	0	0	1	0	0	0	0	1
18:00 - 18:15	1	0	30	1	0	0	0	32	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
18:15 - 18:30	0	1	33	5	0	0	0	39	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
18:30 - 18:45	0	2	35	3	0	0	0	40	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	35	3	0	0	0	38	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	1	3	133	12	0	0	0	149	0	0	19	1	0	0	0	20	0	0	0	0	0	0	0	0
TOTAL	1	9	415	50	2	0	2	479	0	1	95	8	0	0	0	104	0	0	1	0	0	0	0	1

Junction: 1
Approach: A423

	0.2	0.4	1	2	2.3	2		0.2	0.4	1	2	2.3	2		0.2	0.4	1	2	2.3	2		0.2	0.4	1	2	2.3	2					
	B - Left to Noral Way							C - Ahead to A423 Southam Road							D - Right to Dukes Meadow Drive							A - U-Turn										
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	6	0	0	0	0	6	0	0	89	17	3	0	1	110	1	0	4	0	0	0	0	5	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	108	24	4	0	0	136	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	2	0	0	1	0	3	0	1	115	24	1	1	2	144	0	0	23	0	0	1	0	24	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	2	0	0	0	0	2	0	0	144	14	2	4	0	164	0	2	19	0	0	0	1	22	0	0	0	0	0	0	0	0
Hourly Total	0	0	10	0	0	1	0	11	0	1	456	79	10	5	3	554	1	2	51	1	0	1	1	57	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	3	1	0	0	0	4	2	0	137	22	0	4	1	166	0	0	12	0	0	1	2	15	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	4	0	0	0	0	4	0	0	115	23	7	0	0	145	0	0	22	0	0	0	0	22	0	0	1	0	0	0	0	1
08:30 - 08:45	0	0	5	0	0	0	0	5	0	0	131	18	3	1	2	155	0	0	24	2	0	0	0	26	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	7	0	0	0	0	7	0	3	109	14	2	2	1	131	0	0	13	2	2	0	0	17	0	0	0	0	0	0	0	0
Hourly Total	0	0	19	1	0	0	0	20	2	3	492	77	12	7	4	597	0	0	71	4	2	1	2	80	0	0	1	0	0	0	0	1
PCU	0	0	19	1	0	0	0	20	0.4	1.2	492	77	24	16.1	8	619	0	0	71	4	4	2.3	4	85	0	0	1	0	0	0	0	1
09:00 - 09:15	0	0	6	0	0	0	0	6	0	1	77	14	5	1	1	99	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	1	0	0	0	0	1	2	0	79	11	1	0	1	94	0	0	6	1	0	0	0	7	0	0	2	0	0	0	0	2
09:30 - 09:45	0	0	2	0	0	0	0	2	0	0	84	16	3	1	1	105	0	0	9	0	0	0	0	9	0	0	2	1	0	0	0	3
09:45 - 10:00	0	0	2	0	0	0	0	2	0	0	85	25	2	3	0	115	0	0	6	2	1	0	0	9	0	0	0	0	0	0	0	0
Hourly Total	0	0	11	0	0	0	0	11	2	1	325	66	11	5	3	413	0	0	30	3	1	0	0	34	0	0	4	1	0	0	0	5
TOTAL	0	0	40	1	0	1	0	42	4	5	1273	222	33	17	10	1564	1	2	152	8	3	2	3	171	0	0	5	1	0	0	0	6
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	85	20	0	0	1	106	0	1	28	2	0	0	0	31	0	0	1	0	0	0	0	1
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	62	13	1	0	1	77	1	1	21	0	0	0	0	23	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	1	0	0	0	0	1	0	0	85	9	0	0	1	95	0	1	14	3	0	0	0	18	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	1	0	0	0	0	1	0	0	93	10	1	0	0	104	2	0	13	2	0	0	0	17	0	0	1	0	0	0	0	1
Hourly Total	0	0	2	0	0	0	0	2	0	0	325	52	2	0	3	382	3	3	76	7	0	0	0	89	0	0	2	0	0	0	0	2
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	60	8	1	1	1	71	0	1	26	0	0	0	0	27	0	0	1	0	0	0	0	1
17:15 - 17:30	0	0	1	0	0	1	0	2	0	3	76	12	0	0	0	91	0	0	16	0	0	0	0	16	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	82	7	2	2	1	94	0	0	14	3	0	0	0	17	0	0	1	0	0	0	0	1
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	79	9	2	2	0	92	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	1	0	2	0	3	297	36	5	5	2	348	0	1	69	3	0	0	0	73	0	0	2	0	0	0	0	2
PCU	0	0	1	0	0	2.3	0	3	0	1.2	297	36	10	11.5	4	360	0	0.4	69	3	0	0	0	72	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	59	8	1	0	1	69	1	0	12	0	0	0	0	13	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	2	0	0	0	0	2	0	2	66	5	0	0	0	73	0	0	13	1	0	0	0	14	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	68	3	0	1	1	73	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	53	6	0	1	0	60	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	0	0	0	0	2	0	2	246	22	1	2	2	275	1	0	39	1	0	0	0	41	0	0	0	0	0	0	0	0
TOTAL	0	0	5	0	0	1	0	6	0	5	868	110	8	7	7	1005	4	4	184	11	0	0	0	203	0	0	4	0	0	0	0	4

Junction: 1

Approach: Noral Way

	0.2	0.4	1	1	2	2.3	2		0.2	0.4	1	1	2	2.3	2		0.2	0.4	1	1	2	2.3	2		0.2	0.4	1	1	2	2.3	2	
	C - Left to A423 Southam Road								D - Ahead to Dukes Meadow Drive								A - Right to A423								B - U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
07:30 - 07:45	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	6	2	0	0	0	8	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
08:00 - 08:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0
08:15 - 08:30	0	1	3	0	1	0	0	5	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	2	0	0	1	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0
Hourly Total	0	1	8	0	1	1	0	11	0	0	2	0	0	0	0	2	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0
PCU	0	0.4	8	0	2	2.3	0	13	0	0	2	0	0	0	0	2	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0
09:00 - 09:15	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0	0	0	0	0	0	0
09:15 - 09:30	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
09:45 - 10:00	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
Hourly Total	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	4	0	0	1	0	0	5	0	0	0	0	0	0	0
TOTAL	0	1	29	2	1	1	0	34	0	0	2	0	0	0	0	2	0	0	9	0	0	1	0	10	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	8	1	0	0	0	9	0	0	2	0	0	0	0	2	0	0	5	1	0	1	0	7	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	10	0	0	0	0	10	0	0	4	0	0	0	0	4	0	0	8	0	1	1	0	10	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	9	0	0	0	0	9	0	0	2	0	0	0	0	2	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	14	1	0	0	0	15	0	0	2	0	0	0	0	2	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
Hourly Total	0	0	41	2	0	0	0	43	0	0	10	0	0	0	0	10	0	0	25	2	1	2	0	30	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	11	0	1	0	0	12	0	1	5	0	0	0	0	6	0	0	11	0	0	0	0	11	0	0	0	1	0	0	0	1
17:15 - 17:30	0	0	17	0	0	0	0	17	0	0	3	0	0	0	0	3	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	21	0	0	1	0	22	0	0	3	0	0	0	0	3	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	37	0	0	0	0	37	0	0	4	0	0	0	0	4	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
Hourly Total	0	0	86	0	1	1	0	88	0	1	15	0	0	0	0	16	0	0	33	1	0	0	0	34	0	0	0	1	0	0	0	1
PCU	0	0	86	0	2	2.3	0	90	0	0.4	15	0	0	0	0	15	0	0	33	1	0	0	0	34	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	25	0	0	0	0	25	0	0	5	0	0	0	0	5	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	11	1	0	1	0	13	0	0	3	0	0	0	0	3	0	0	9	1	0	0	0	10	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	9	0	0	0	0	9	0	0	1	0	0	0	0	1	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	0	0	49	1	0	1	0	51	0	0	10	0	0	0	0	10	0	0	27	1	0	0	0	28	0	0	0	0	0	0	0	1
TOTAL	0	0	176	3	1	2	0	182	0	1	35	0	0	0	0	36	0	0	85	4	1	2	0	92	0	0	0	1	0	0	0	1

Junction: 1

Approach: A423 Southam Road

	D - Left to Dukes Meadow Drive								A - Ahead to A21								B - Right to Noral Way								C - U-Turn							
	0.2	0.4	1	2	2.3	2			0.2	0.4	1	2	2.3	2			0.2	0.4	1	2	2.3	2			0.2	0.4	1	2	2.3	2		
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	1	1	15	3	0	0	0	20	2	0	34	11	2	2	0	51	0	1	2	1	0	3	0	7	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	16	3	0	0	0	19	0	0	54	20	1	2	2	79	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	13	5	0	0	0	18	1	1	51	14	1	3	0	71	0	0	11	1	1	2	0	15	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	22	8	1	1	0	32	0	2	66	27	1	0	2	98	0	0	13	1	0	0	0	14	0	0	1	0	0	0	0	1
Hourly Total	1	1	66	19	1	1	0	89	3	3	205	72	5	7	4	299	0	1	32	3	1	5	0	42	0	0	1	0	0	0	0	1
08:00 - 08:15	0	0	23	6	0	1	0	30	0	0	77	13	1	4	0	95	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	36	7	0	1	0	44	0	0	62	11	6	0	1	80	0	0	18	1	0	1	0	20	0	0	2	0	0	0	0	2
08:30 - 08:45	0	0	39	6	1	0	0	46	0	0	52	14	2	1	0	69	0	0	16	2	0	0	0	18	0	0	0	1	0	0	0	1
08:45 - 09:00	0	0	38	6	1	0	0	45	0	0	56	16	1	0	0	73	0	1	40	3	0	0	0	44	0	0	1	1	0	0	0	2
Hourly Total	0	0	136	25	2	2	0	165	0	0	247	54	10	5	1	317	0	1	80	7	0	1	0	89	0	0	3	2	0	0	0	5
PCU	0	0	136	25	4	4.6	0	170	0	0	247	54	20	11.5	2	335	0	0.4	80	7	0	2.3	0	90	0	0	3	2	0	0	0	5
09:00 - 09:15	0	0	40	6	0	0	0	46	0	1	48	9	2	3	0	63	1	0	22	0	2	1	0	26	0	0	1	0	0	0	0	1
09:15 - 09:30	0	1	41	5	1	0	0	48	0	2	48	10	1	4	1	66	0	0	13	1	0	2	0	16	0	0	1	0	0	0	0	1
09:30 - 09:45	0	1	31	6	1	0	0	39	0	0	56	14	2	6	0	78	0	0	9	1	0	0	0	10	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	23	8	0	0	0	31	0	0	47	18	1	3	1	70	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1
Hourly Total	0	2	135	25	2	0	0	164	0	3	199	51	6	16	2	277	1	0	48	2	2	3	0	56	0	0	3	0	0	0	0	3
TOTAL	1	3	337	69	5	3	0	418	3	6	651	177	21	28	7	893	1	2	160	12	3	9	0	187	0	0	7	2	0	0	0	9
16:00 - 16:15	1	1	69	6	0	0	0	77	0	4	108	34	0	3	0	149	0	0	3	0	0	2	0	5	0	0	1	0	0	0	0	1
16:15 - 16:30	0	0	64	13	0	0	0	77	0	2	96	14	1	2	2	117	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0
16:30 - 16:45	1	0	76	5	2	0	0	84	0	0	109	16	2	2	0	129	0	0	2	1	0	0	0	3	0	0	0	1	0	0	0	1
16:45 - 17:00	0	0	94	6	0	0	0	100	1	0	134	19	2	1	1	158	0	0	3	0	0	1	0	4	0	0	1	0	0	0	0	1
Hourly Total	2	1	303	30	2	0	0	338	1	6	447	83	5	8	3	553	0	0	12	2	0	3	0	17	0	0	2	1	0	0	0	3
17:00 - 17:15	2	0	108	8	0	0	0	118	0	0	120	11	2	0	1	134	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
17:15 - 17:30	1	0	99	4	0	0	0	104	0	3	141	15	1	0	1	161	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
17:30 - 17:45	1	2	96	6	0	0	0	105	0	4	152	15	1	0	0	172	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:45 - 18:00	0	1	87	4	0	0	0	92	0	0	132	24	4	0	1	161	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	4	3	390	22	0	0	0	419	0	7	545	65	8	0	3	628	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2
PCU	0.8	1.2	390	22	0	0	0	414	0	2.8	545	65	16	0	6	635	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	79	13	0	0	0	92	0	3	121	5	1	1	0	131	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
18:15 - 18:30	0	0	74	3	0	0	0	77	0	1	117	7	0	2	2	129	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
18:30 - 18:45	0	1	76	6	0	0	0	83	0	1	97	8	0	0	0	106	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
18:45 - 19:00	0	1	50	5	0	0	0	56	2	0	80	4	0	1	1	88	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	2	279	27	0	0	0	308	2	5	415	24	1	4	3	454	0	0	3	1	0	0	0	4	0	0	3	0	0	0	0	3
TOTAL	6	6	972	79	2	0	0	1065	3	18	1407	172	14	12	9	1635	0	0	18	3	0	3	0	24	0	0	7	1	0	0	0	8

Junction: 1

Approach: Dukes Meadow Drive

	0.2	0.4	1	1	2	2.3	2		0.2	0.4	1	1	2	2.3	2		0.2	0.4	1	1	2	2.3	2	
	A - Left to A423								B - Ahead to Noral Way								C - Right to A423 Southam Road							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	1	0	7	1	0	0	0	9	0	0	0	0	0	0	0	0	0	0	58	9	1	0	0	68
07:15 - 07:30	1	0	7	1	0	0	0	9	0	0	1	1	0	0	0	2	0	0	56	7	1	0	0	64
07:30 - 07:45	0	0	9	0	0	0	0	9	0	0	3	0	0	0	0	3	0	0	71	12	1	0	0	84
07:45 - 08:00	1	0	12	2	0	0	0	15	0	0	7	0	0	0	0	7	0	0	92	10	0	0	0	102
Hourly Total	3	0	35	4	0	0	0	42	0	0	11	1	0	0	0	12	0	0	277	38	3	0	0	318
08:00 - 08:15	0	0	21	3	0	0	0	24	0	0	5	0	0	0	0	5	0	0	88	9	1	0	0	98
08:15 - 08:30	0	0	11	0	1	0	0	12	0	0	5	1	0	0	0	6	0	0	70	9	0	0	0	79
08:30 - 08:45	0	0	14	0	0	0	0	14	0	0	9	4	0	0	0	13	0	0	90	10	1	1	0	102
08:45 - 09:00	0	0	19	1	0	1	0	21	0	0	15	0	0	0	0	15	0	0	64	2	0	0	0	66
Hourly Total	0	0	65	4	1	1	0	71	0	0	34	5	0	0	0	39	0	0	312	30	2	1	0	345
PCU	0	0	65	4	2	2.3	0	73	0	0	34	5	0	0	0	39	0	0	312	30	4	2.3	0	348
09:00 - 09:15	0	0	6	0	0	0	0	6	0	0	4	0	0	0	0	4	0	0	44	5	0	0	0	49
09:15 - 09:30	0	0	4	2	0	0	0	6	0	0	3	0	0	0	0	3	0	0	37	1	0	0	0	38
09:30 - 09:45	0	0	8	1	0	0	0	9	0	0	1	1	0	0	0	2	0	0	34	4	2	0	0	40
09:45 - 10:00	0	0	6	2	0	0	0	8	0	1	0	0	0	0	0	1	0	0	43	5	1	0	0	49
Hourly Total	0	0	24	5	0	0	0	29	0	1	8	1	0	0	0	10	0	0	158	15	3	0	0	176
TOTAL	3	0	124	13	1	1	0	142	0	1	53	7	0	0	0	61	0	0	747	83	8	1	0	839
16:00 - 16:15	0	1	4	2	0	0	1	8	0	0	0	0	0	0	0	0	0	0	38	8	0	0	0	46
16:15 - 16:30	0	0	20	4	0	0	0	24	0	0	2	0	0	0	0	2	0	2	42	6	0	0	0	50
16:30 - 16:45	0	0	17	2	0	0	0	19	0	0	0	0	0	0	0	0	0	0	43	3	0	0	0	46
16:45 - 17:00	0	0	12	3	0	0	0	15	0	0	0	0	0	0	0	0	0	1	30	2	0	0	1	34
Hourly Total	0	1	53	11	0	0	1	66	0	0	2	0	0	0	0	2	0	3	153	19	0	0	1	176
17:00 - 17:15	0	0	13	3	0	0	0	16	0	0	1	0	0	0	0	1	0	0	45	3	2	0	0	50
17:15 - 17:30	0	1	15	1	0	0	0	17	0	0	0	0	0	0	0	0	0	0	40	1	0	0	0	41
17:30 - 17:45	0	0	11	0	0	0	0	11	0	0	1	0	0	0	0	1	0	0	29	5	0	0	0	34
17:45 - 18:00	0	0	11	3	0	0	0	14	0	0	1	0	0	0	0	1	0	0	42	3	0	0	0	45
Hourly Total	0	1	50	7	0	0	0	58	0	0	3	0	0	0	0	3	0	0	156	12	2	0	0	170
PCU	0	0.4	50	7	0	0	0	57	0	0	3	0	0	0	0	3	0	0	156	12	4	0	0	172
18:00 - 18:15	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	34	1	0	0	0	35
18:15 - 18:30	0	0	14	4	0	0	0	18	0	0	0	0	0	0	0	0	0	0	42	2	0	0	0	44
18:30 - 18:45	0	0	8	3	0	0	0	11	0	0	1	0	0	0	0	1	0	2	32	1	0	0	0	35
18:45 - 19:00	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	37	3	0	0	0	40
Hourly Total	0	0	44	7	0	0	0	51	0	0	1	0	0	0	0	1	0	2	145	7	0	0	0	154
TOTAL	0	2	147	25	0	0	1	175	0	0	6	0	0	0	0	6	0	5	454	38	2	0	1	500

Junction: 2

Approach: Dukes Meadow Drive

	0.2	0.4	1	2	2.3	2		0.2	0.4	1	2	2.3	2		0.2	0.4	1	2	2.3	2		0.2	0.4	1	2	2.3	2					
	B - Left to Warwick Road (S)							C - Ahead to Walker Road							D - Right to Warwick Road (N)							A - U-Turn										
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	14	8	0	0	0	22	0	0	0	1	0	0	0	1	0	1	8	0	0	0	0	0	9	0	0	0	0	0	0	0
07:15 - 07:30	0	0	14	7	0	0	0	21	0	0	4	0	0	0	0	4	0	0	7	3	0	0	0	10	0	0	0	0	0	0	0	
07:30 - 07:45	0	0	44	8	0	1	0	53	0	0	5	4	0	0	0	9	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	
07:45 - 08:00	0	1	63	4	1	0	1	70	0	0	5	2	0	0	0	7	0	0	10	2	0	0	1	13	0	0	1	0	0	0	1	
Hourly Total	0	1	135	27	1	1	1	166	0	0	14	7	0	0	0	21	0	1	35	5	0	0	1	42	0	0	1	0	0	0	1	
08:00 - 08:15	0	0	43	6	0	1	1	51	0	1	2	4	0	0	0	7	0	0	19	2	0	2	0	23	0	0	1	0	0	0	1	
08:15 - 08:30	0	0	37	2	0	0	1	40	0	0	2	0	0	0	0	2	0	0	11	5	0	1	0	17	0	0	0	0	0	0	0	
08:30 - 08:45	0	0	65	7	0	0	0	72	0	0	3	1	0	0	0	4	0	0	20	3	0	0	0	23	0	0	0	0	0	0	0	
08:45 - 09:00	0	1	34	3	2	0	0	40	0	0	6	0	0	0	0	6	0	0	19	2	0	0	0	21	0	0	0	0	0	0	0	
Hourly Total	0	1	179	18	2	1	2	203	0	1	13	5	0	0	0	19	0	0	69	12	0	3	0	84	0	0	1	0	0	0	1	
PCU	0	0.4	179	18	4	2.3	4	208	0	0.4	13	5	0	0	0	18	0	0	69	12	0	6.9	0	88	0	0	1	0	0	0	1	
09:00 - 09:15	0	0	15	4	1	0	0	20	0	0	2	1	0	0	0	3	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	
09:15 - 09:30	0	0	17	2	0	0	0	19	0	0	2	0	0	0	0	2	0	0	11	2	0	0	0	13	0	0	0	0	0	0	0	
09:30 - 09:45	0	0	16	3	0	0	0	19	0	0	2	0	0	0	0	2	0	0	11	3	1	0	0	15	0	0	2	1	0	0	3	
09:45 - 10:00	0	1	18	8	0	0	0	27	0	0	0	1	0	0	0	1	0	0	4	3	0	0	0	7	0	0	2	0	0	0	2	
Hourly Total	0	1	66	17	1	0	0	85	0	0	6	2	0	0	0	8	0	0	34	10	1	0	0	45	0	0	4	1	0	0	5	
TOTAL	0	3	380	62	4	2	3	454	0	1	33	14	0	0	0	48	0	1	138	27	1	3	1	171	0	0	6	1	0	0	7	
16:00 - 16:15	0	1	35	2	0	0	0	38	0	0	7	1	0	0	0	8	1	0	14	5	0	0	0	20	0	0	0	0	0	0	0	
16:15 - 16:30	1	1	42	5	0	0	0	49	0	0	10	2	0	0	0	12	0	0	15	1	0	0	0	16	0	0	0	0	0	0	0	
16:30 - 16:45	1	0	40	5	0	0	0	46	0	0	2	1	0	0	0	3	0	0	17	2	0	0	0	19	0	0	0	0	0	0	0	
16:45 - 17:00	0	1	41	6	1	0	0	49	0	0	5	1	0	0	0	6	1	0	17	2	0	0	0	20	0	0	0	0	0	0	0	
Hourly Total	2	3	158	18	1	0	0	182	0	0	24	5	0	0	0	29	2	0	63	10	0	0	0	75	0	0	0	0	0	0	0	
17:00 - 17:15	1	1	52	5	0	0	0	59	0	0	10	0	0	0	0	10	0	0	18	1	1	0	0	20	0	0	0	0	0	0	0	
17:15 - 17:30	1	0	54	5	0	0	0	60	0	0	7	1	0	0	0	8	2	0	25	2	0	0	0	29	0	0	0	0	0	0	0	
17:30 - 17:45	0	0	47	3	0	0	0	50	0	0	13	0	0	0	0	13	0	1	24	4	0	0	0	29	0	0	0	0	0	0	0	
17:45 - 18:00	1	0	41	5	0	0	0	47	0	0	13	1	0	0	0	14	1	0	25	0	0	0	0	26	0	0	0	0	0	0	0	
Hourly Total	3	1	194	18	0	0	0	216	0	0	43	2	0	0	0	45	3	1	92	7	1	0	0	104	0	0	0	0	0	0	0	
PCU	0.6	0.4	194	18	0	0	0	213	0	0	43	2	0	0	0	45	0.6	0.4	92	7	2	0	0	102	0	0	0	0	0	0	0	
18:00 - 18:15	1	0	24	4	0	0	0	29	0	0	8	0	0	0	0	8	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	
18:15 - 18:30	1	0	28	1	0	0	0	30	0	0	3	0	0	0	0	3	0	0	17	3	0	0	0	20	0	0	0	0	0	0	0	
18:30 - 18:45	0	0	22	0	0	0	0	22	0	0	5	0	0	0	0	5	0	1	16	3	0	0	0	20	0	0	0	0	0	0	0	
18:45 - 19:00	0	0	18	2	0	0	0	20	0	0	9	0	0	0	0	9	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	
Hourly Total	2	0	92	7	0	0	0	101	0	0	25	0	0	0	0	25	0	1	58	6	0	0	0	65	0	0	0	0	0	0	0	
TOTAL	7	4	444	43	1	0	0	499	0	0	92	7	0	0	0	99	5	2	213	23	1	0	0	244	0	0	0	0	0	0	0	

Junction: 2

Approach: Warwick Road South

	0.2	0.4	1	2	2.3	2		0.2	0.4	1	2	2.3	2		0.2	0.4	1	2	2.3	2		0.2	0.4	1	2	2.3	2					
	C - Left to Walker Road							D - Ahead to Warwick Road (N)							A - Right to Dukes Meadow Drive							B - U-Turn										
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	7	0	0	0	0	7	0	0	29	4	0	0	0	33	0	0	8	7	1	0	0	16	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	5	2	0	0	0	7	1	0	35	7	0	0	0	43	0	0	15	2	0	0	0	17	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	3	4	0	0	0	7	0	0	31	9	0	0	1	41	0	0	18	6	0	0	2	26	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	7	1	1	0	0	9	0	0	31	12	1	0	0	44	0	0	24	2	0	0	1	27	0	0	0	0	0	0	0	0
Hourly Total	0	0	22	7	1	0	0	30	1	0	126	32	1	0	1	161	0	0	65	17	1	0	3	86	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	5	1	0	0	0	6	0	1	52	4	0	1	0	58	0	0	39	3	0	0	0	42	0	0	1	0	0	0	0	1
08:15 - 08:30	0	0	5	1	0	0	0	6	0	0	52	7	1	0	0	60	0	0	42	3	0	0	1	46	0	0	0	1	0	0	0	1
08:30 - 08:45	0	0	5	0	0	0	0	5	1	0	33	4	1	0	0	39	0	0	33	2	0	1	1	37	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	12	2	0	0	0	14	0	0	33	6	1	0	0	40	0	0	27	1	0	0	1	29	0	0	0	0	0	0	0	0
Hourly Total	0	0	27	4	0	0	0	31	1	1	170	21	3	1	0	197	0	0	141	9	0	1	3	154	0	0	1	1	0	0	0	2
PCU	0	0	27	4	0	0	0	31	0.2	0.4	170	21	6	2.3	0	200	0	0	141	9	0	2.3	6	158	0	0	1	1	0	0	0	2
09:00 - 09:15	0	0	10	3	0	0	0	13	0	0	33	4	0	1	0	38	0	0	14	2	0	0	1	17	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	6	1	0	0	0	7	2	0	23	6	0	0	0	31	0	0	17	1	1	0	1	20	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	7	2	0	0	0	9	1	0	18	1	1	2	0	23	0	0	12	1	0	0	1	14	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	5	4	0	0	0	9	0	0	25	7	1	1	0	34	0	1	10	5	1	0	1	18	0	0	0	0	0	0	0	0
Hourly Total	0	0	28	10	0	0	0	38	3	0	99	18	2	4	0	126	0	1	53	9	2	0	4	69	0	0	0	0	0	0	0	0
TOTAL	0	0	77	21	1	0	0	99	5	1	395	71	6	5	1	484	0	1	259	35	3	1	10	309	0	0	1	1	0	0	0	2
16:00 - 16:15	0	2	15	2	0	0	0	19	1	0	41	6	1	0	0	49	0	0	35	5	0	0	1	41	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	12	0	0	0	0	12	0	0	39	7	1	0	0	47	0	1	27	6	0	0	1	35	0	0	0	1	0	0	0	1
16:30 - 16:45	0	1	11	3	0	0	0	15	1	0	40	8	0	0	0	49	0	0	27	4	0	0	1	32	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	13	2	0	0	0	15	1	0	27	5	0	0	0	33	0	0	19	5	0	0	1	25	0	0	0	0	0	0	0	0
Hourly Total	0	3	51	7	0	0	0	61	3	0	147	26	2	0	0	178	0	1	108	20	0	0	4	133	0	0	0	1	0	0	0	1
17:00 - 17:15	0	1	18	2	0	0	0	21	0	0	48	5	0	0	0	53	0	1	32	3	1	0	1	38	0	0	1	0	0	0	0	1
17:15 - 17:30	0	0	15	1	0	0	0	16	0	0	53	10	0	0	0	63	0	1	36	2	0	0	1	40	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	14	1	0	0	0	15	1	0	46	4	0	1	0	52	0	0	30	3	0	0	1	34	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	18	1	0	0	0	19	0	1	43	6	0	0	0	50	0	0	33	5	0	0	1	39	0	0	0	0	0	0	0	0
Hourly Total	0	1	65	5	0	0	0	71	1	1	190	25	0	1	0	218	0	2	131	13	1	0	4	151	0	0	1	0	0	0	0	1
PCU	0	0.4	65	5	0	0	0	70	0.2	0.4	190	25	0	2.3	0	218	0	0.8	131	13	2	0	8	155	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	10	1	0	0	0	11	2	2	51	1	0	0	0	56	0	0	18	1	0	0	1	20	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	6	0	0	0	0	6	2	0	38	0	0	0	0	40	0	0	25	2	0	0	1	28	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	13	1	0	0	0	14	0	0	33	1	1	0	0	35	0	2	26	1	0	0	1	30	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	9	3	0	0	0	12	0	0	28	1	0	0	0	29	0	0	16	1	0	0	1	18	0	0	0	0	0	0	0	0
Hourly Total	0	0	38	5	0	0	0	43	4	2	150	3	1	0	0	160	0	2	85	5	0	0	4	96	0	0	0	0	0	0	0	0
TOTAL	0	4	154	17	0	0	0	175	8	3	487	54	3	1	0	556	0	5	324	38	1	0	12	380	0	0	1	1	0	0	0	2

Junction: 2

Approach: Walker Road

	0.2	0.4	1	1	2	2.3	2		0.2	0.4	1	1	2	2.3	2		0.2	0.4	1	1	2	2.3	2		0.2	0.4	1	1	2	2.3	2	
	D - Left to Warwick Road (N)								A - Ahead to Dukes Meadow Drive								B - Right to Warwick Road (S)								C - (No U-Turn)							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	5	2	0	0	0	7	0	0	5	2	0	0	0	7	0	0	3	0	1	0	0	4	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	5	3	0	0	0	8	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	10	5	0	0	0	15	0	0	6	0	0	0	0	6	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	7	1	0	0	0	8	0	0	6	1	0	0	0	7	0	0	6	4	0	0	0	10	0	0	0	0	0	0	0	0
Hourly Total	0	0	30	8	0	0	0	38	0	0	17	3	0	0	0	20	0	0	19	7	1	0	0	27								0
08:00 - 08:15	0	0	8	2	0	0	0	10	0	0	5	2	0	0	0	7	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	9	1	0	0	0	10	0	0	7	2	0	0	0	9	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	3	0	0	0	0	3	0	0	8	0	0	0	0	8	0	0	9	0	1	0	0	10	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	3	0	0	0	0	3	0	0	7	0	0	0	0	7	0	0	7	2	0	0	0	9	0	0	0	0	0	0	0	0
Hourly Total	0	0	23	3	0	0	0	26	0	0	27	4	0	0	0	31	0	0	28	4	1	0	0	33								0
PCU	0	0	23	3	0	0	0	26	0	0	27	4	0	0	0	31	0	0	28	4	2	0	0	34								0
09:00 - 09:15	0	0	5	0	0	0	0	5	0	0	3	0	0	0	0	3	0	0	6	3	0	0	0	9	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	3	1	0	0	0	4	0	0	5	0	0	0	0	5	0	1	7	1	0	0	0	9	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	5	0	0	0	0	5	0	0	3	0	0	0	0	3	0	0	7	0	1	0	0	8	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	5	2	0	0	0	7	0	0	3	0	0	0	0	3	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0
Hourly Total	0	0	18	3	0	0	0	21	0	0	14	0	0	0	0	14	0	1	25	5	1	0	0	32								0
TOTAL	0	0	71	14	0	0	0	85	0	0	58	7	0	0	0	65	0	1	72	16	3	0	0	92								0
16:00 - 16:15	0	0	4	2	0	0	0	6	1	2	4	1	0	0	0	8	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
16:15 - 16:30	0	1	11	0	0	0	0	12	0	0	7	2	0	0	0	9	0	0	12	2	0	0	0	14	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	8	2	0	0	0	10	0	0	9	2	0	0	0	11	0	1	6	3	0	0	0	10	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	9	0	0	0	0	9	0	0	7	2	0	0	0	9	0	0	11	2	0	0	0	13	0	0	0	0	0	0	0	0
Hourly Total	0	1	32	4	0	0	0	37	1	2	27	7	0	0	0	37	0	1	35	8	0	0	0	44								0
17:00 - 17:15	0	0	6	0	0	0	0	6	0	1	4	2	0	0	0	7	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	8	0	0	0	0	8	0	0	6	2	0	0	0	8	0	0	14	1	0	0	0	15	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	13	2	0	0	0	15	0	0	13	1	0	0	0	14	0	0	14	2	0	0	0	16	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	10	1	0	0	0	11	0	0	6	0	0	0	0	6	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0
Hourly Total	0	0	37	3	0	0	0	40	0	1	29	5	0	0	0	35	0	0	51	4	0	0	0	55								0
PCU	0	0	37	3	0	0	0	40	0	0.4	29	5	0	0	0	34	0	0	51	4	0	0	0	55								0
18:00 - 18:15	0	0	9	0	0	0	0	9	0	0	1	1	0	0	0	2	0	0	9	1	0	0	0	10	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	7	0	0	0	0	7	0	0	7	1	0	0	0	8	1	0	11	1	0	0	0	13	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	7	2	0	0	0	9	0	0	7	0	0	0	0	7	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
18:45 - 19:00	1	0	7	1	0	0	0	9	0	0	5	1	0	0	0	6	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
Hourly Total	1	0	30	3	0	0	0	34	0	0	20	3	0	0	0	23	1	0	36	2	0	0	0	39								0
TOTAL	1	1	99	10	0	0	0	111	1	3	76	15	0	0	0	95	1	1	122	14	0	0	0	138								0

Junction: 2

Approach: Warwick Road North

	A - Left to Dukes Meadow Drive							B - Ahead to Warwick Road (S)							C - Right to Walker Road							D - U-Turn										
	0.2	0.4	1	2	2.3	2		0.2	0.4	1	2	2.3	2		0.2	0.4	1	2	2.3	2		0.2	0.4	1	2	2.3	2					
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	17	3	0	0	0	20	0	1	28	4	0	0	0	33	0	0	2	2	0	0	0	4	0	0	1	0	0	0	0	1
07:15 - 07:30	0	0	12	2	0	0	0	14	0	0	35	5	0	0	0	40	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	24	1	0	0	0	25	1	0	37	10	0	0	0	48	0	0	6	4	0	0	0	10	0	0	0	1	0	0	0	1
07:45 - 08:00	0	0	18	2	0	0	0	20	0	0	62	5	0	0	0	67	0	0	5	2	0	0	0	7	0	0	0	0	0	0	0	0
Hourly Total	0	0	71	8	0	0	0	79	1	1	162	24	0	0	0	188	0	0	18	8	0	0	0	26	0	0	1	1	0	0	0	2
08:00 - 08:15	0	0	26	4	0	0	0	30	0	0	47	6	0	0	0	53	0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	16	3	1	0	0	20	0	0	39	4	0	0	0	43	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0
08:30 - 08:45	1	0	19	5	1	0	0	26	0	0	32	8	1	0	0	41	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1
08:45 - 09:00	0	0	21	1	0	0	0	22	0	0	36	5	0	0	0	41	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
Hourly Total	1	0	82	13	2	0	0	98	0	0	154	23	1	0	0	178	0	0	12	4	0	0	0	16	0	0	1	0	0	0	0	1
PCU	0.2	0	82	13	4	0	0	99	0	0	154	23	2	0	0	179	0	0	12	4	0	0	0	16	0	0	1	0	0	0	0	1
09:00 - 09:15	0	0	13	3	0	0	0	16	0	0	32	3	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	1	0	9	4	0	0	0	14	0	0	36	2	0	0	0	38	0	1	6	0	0	0	0	7	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	10	1	1	0	0	12	1	0	25	2	1	1	0	30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	8	3	0	0	0	11	0	0	27	3	1	0	0	31	0	0	4	1	0	0	0	5	0	0	2	0	0	0	0	2
Hourly Total	1	0	40	11	1	0	0	53	1	0	120	10	2	1	0	134	0	1	11	1	0	0	0	13	0	0	2	0	0	0	0	2
TOTAL	2	0	193	32	3	0	0	230	2	1	436	57	3	1	0	500	0	1	41	13	0	0	0	55	0	0	4	1	0	0	0	5
16:00 - 16:15	0	0	12	5	0	0	0	17	0	0	46	4	0	0	0	50	0	0	3	1	0	0	0	4	0	1	0	0	0	0	0	1
16:15 - 16:30	0	0	12	3	0	0	0	15	0	0	46	15	0	0	0	61	0	0	3	2	0	0	0	5	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	8	0	0	0	0	8	0	1	41	12	1	0	0	55	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0
16:45 - 17:00	0	1	15	3	1	0	1	21	0	1	53	9	0	0	1	64	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	0	1	47	11	1	0	1	61	0	2	186	40	1	0	1	230	0	0	16	5	0	0	0	21	0	1	0	0	0	0	0	1
17:00 - 17:15	0	0	14	1	1	0	0	16	1	1	42	8	0	0	0	52	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0
17:15 - 17:30	0	1	14	2	0	0	0	17	0	1	43	3	1	0	0	48	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0
17:30 - 17:45	0	1	11	0	0	0	0	12	0	0	47	4	0	0	0	51	0	0	14	1	0	0	0	15	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	5	1	0	0	0	6	0	0	49	1	0	0	1	51	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	0	2	44	4	1	0	0	51	1	2	181	16	1	0	1	202	0	0	34	2	0	0	0	36	0	0	0	0	0	0	0	0
PCU	0	0.8	44	4	2	0	0	51	0.2	0.8	181	16	2	0	2	202	0	0	34	2	0	0	0	36	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	9	0	0	0	0	9	0	0	38	5	0	0	0	43	0	0	7	2	0	0	0	9	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	12	1	0	0	0	13	1	0	31	2	0	1	1	36	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	6	2	0	0	0	8	0	0	37	5	0	0	0	42	0	0	8	3	0	0	0	11	1	0	0	0	0	0	0	1
18:45 - 19:00	1	0	5	2	0	0	0	8	1	0	28	3	0	0	0	32	0	0	11	1	0	0	0	12	0	0	0	0	0	0	0	0
Hourly Total	1	0	32	5	0	0	0	38	2	0	134	15	0	1	1	153	0	0	30	6	0	0	0	36	1	0	0	0	0	0	0	1
TOTAL	1	3	123	20	2	0	1	150	3	4	501	71	2	1	3	585	0	0	80	13	0	0	0	93	1	1	0	0	0	0	0	2

Junction: 5

Approach: A423 Southam Road

	0.2 0.4 1 1 2 2.3 2								0.2 0.4 1 1 2 2.3 2								0.2 0.4 1 1 2 2.3 2								0.2 0.4 1 1 2 2.3 2							
	Left to A422 Hennef Way								Ahead to A361 Southam Road								Right to A422 Ruscombe Avenue								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	1	1	95	16	2	0	0	115	0	0	33	4	0	0	1	38	0	0	40	9	0	0	0	0	49	0	0	0	0	0	0	0
07:15 - 07:30	0	0	87	21	7	2	0	117	0	0	22	7	0	5	0	34	0	0	42	13	1	1	0	0	57	0	0	0	0	0	0	0
07:30 - 07:45	0	1	98	19	0	4	0	122	0	2	35	10	3	0	0	50	0	0	36	7	1	0	0	0	44	0	0	0	0	0	0	0
07:45 - 08:00	0	1	124	21	3	5	1	155	0	0	44	5	2	0	0	51	0	0	54	12	1	1	0	0	68	0	0	2	0	0	0	2
Hourly Total	1	3	404	77	12	11	1	509	0	2	134	26	5	5	1	173	0	0	172	41	3	2	0	0	218	0	0	2	0	0	0	2
08:00 - 08:15	0	4	126	13	1	3	0	147	0	0	35	10	0	2	1	48	0	0	49	7	0	1	0	0	57	0	0	0	0	0	0	0
08:15 - 08:30	0	1	115	24	6	1	0	147	0	0	40	7	1	0	0	48	0	0	40	13	2	0	0	0	55	0	0	0	0	0	0	0
08:30 - 08:45	0	0	116	20	3	4	1	144	0	1	48	10	1	0	1	61	0	0	54	7	0	2	0	0	63	0	0	1	0	0	0	1
08:45 - 09:00	0	2	93	18	3	2	1	119	0	3	50	6	0	0	0	59	0	0	50	12	0	0	0	0	62	0	0	0	0	0	0	0
Hourly Total	0	7	450	75	13	10	2	557	0	4	173	33	2	2	2	216	0	0	193	39	2	3	0	0	237	0	0	1	0	0	0	1
PCU	0	2.8	450	75	26	23	4	581	0	1.6	173	33	4	4.6	4	220	0	0	193	39	4	6.9	0	0	243	0	0	1	0	0	0	1
09:00 - 09:15	0	1	67	18	1	3	0	90	0	0	15	2	0	0	1	18	0	0	38	4	2	1	0	0	45	0	0	1	0	0	0	1
09:15 - 09:30	0	1	64	10	4	1	1	81	0	0	25	5	0	0	0	30	0	0	41	7	0	0	0	0	48	0	0	1	1	0	0	2
09:30 - 09:45	0	0	72	10	3	6	0	91	0	0	22	2	0	0	0	24	0	0	37	5	2	0	0	0	44	0	0	0	1	0	0	1
09:45 - 10:00	0	1	73	11	2	5	0	92	0	0	20	7	2	0	0	29	0	0	35	11	1	0	0	0	47	0	0	0	0	0	0	0
Hourly Total	0	3	276	49	10	15	1	354	0	0	82	16	2	0	1	101	0	0	151	27	5	1	0	0	184	0	0	2	2	0	0	4
TOTAL	1	13	1130	201	35	36	4	1420	0	6	389	75	9	7	4	490	0	0	516	107	10	6	0	0	639	0	0	5	2	0	0	7
16:00 - 16:15	0	0	97	19	1	2	0	119	0	0	30	5	1	0	1	37	0	0	58	8	0	0	0	0	66	0	0	0	0	0	0	0
16:15 - 16:30	0	0	71	13	1	3	1	89	0	2	30	3	0	0	0	35	0	0	45	9	0	2	0	0	56	0	0	1	0	0	0	1
16:30 - 16:45	0	0	117	17	1	2	0	137	0	0	44	2	0	0	1	47	0	1	62	5	0	0	0	0	68	0	0	0	0	0	0	0
16:45 - 17:00	0	1	101	10	0	5	1	118	0	0	24	6	0	0	0	30	0	0	52	3	0	0	0	0	55	0	0	0	0	0	0	0
Hourly Total	0	1	386	59	3	12	2	463	0	2	128	16	1	0	2	149	0	1	217	25	0	2	0	0	245	0	0	1	0	0	0	1
17:00 - 17:15	0	1	111	13	3	6	0	134	1	1	51	5	0	0	0	58	0	1	53	6	0	0	0	0	60	0	0	0	0	0	0	0
17:15 - 17:30	0	1	107	3	0	5	0	116	0	2	29	3	0	0	0	34	0	0	54	3	0	0	0	0	57	0	0	0	0	0	0	0
17:30 - 17:45	0	3	108	7	0	4	0	122	1	0	31	1	0	1	1	35	0	1	50	7	0	0	0	0	58	0	0	1	0	0	0	1
17:45 - 18:00	0	0	68	8	2	5	0	83	0	0	24	7	1	0	0	32	0	0	58	10	0	0	0	0	68	0	0	0	0	0	0	0
Hourly Total	0	5	394	31	5	20	0	455	2	3	135	16	1	1	1	159	0	2	215	26	0	0	0	0	243	0	0	1	0	0	0	1
PCU	0	2	394	31	10	46	0	483	0.4	1.2	135	16	2	2.3	2	159	0	0.8	215	26	0	0	0	0	242	0	0	0	0	0	0	0
18:00 - 18:15	0	0	75	5	1	1	0	82	0	0	20	5	0	0	1	26	0	1	57	5	0	0	0	0	63	0	0	0	0	0	0	0
18:15 - 18:30	0	1	50	3	0	3	0	57	0	0	18	1	0	0	0	19	0	1	55	5	0	0	0	0	61	0	0	0	0	0	0	0
18:30 - 18:45	0	0	59	5	0	0	0	64	0	1	17	3	0	2	1	24	0	3	48	6	0	0	0	0	57	0	0	0	0	0	0	0
18:45 - 19:00	0	0	46	8	0	3	0	57	0	0	11	4	1	0	0	16	0	1	37	3	0	0	0	0	41	0	0	0	0	0	0	0
Hourly Total	0	1	230	21	1	7	0	260	0	1	66	13	1	2	2	85	0	6	197	19	0	0	0	0	222	0	0	0	0	0	0	0
TOTAL	0	7	1010	111	9	39	2	1178	2	6	329	45	3	3	5	393	0	9	629	70	0	2	0	0	710	0	0	2	0	0	0	2

Junction: 5

Approach: A422 Hennef Way

	Left to A361 Southam Road								Ahead to A422 Ruscote Avenue								Right to A423 Southam Road								U-Turn							
	0.2	0.4	1	2	2.3	2			0.2	0.4	1	2	2.3	2			0.2	0.4	1	2	2.3	2			0.2	0.4	1	2	2.3	2		
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	2	0	16	7	0	1	1	27	0	0	58	24	2	8	0	92	0	2	55	9	2	0	0	68	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	30	11	0	2	0	43	0	0	76	12	2	2	0	92	0	0	71	24	1	2	0	98	0	0	0	0	0	0	0	0
07:30 - 07:45	2	0	42	11	6	8	0	69	0	3	77	30	4	2	1	117	0	0	91	17	2	4	0	114	0	0	0	0	0	0	0	0
07:45 - 08:00	0	1	51	10	2	3	0	67	0	0	86	26	4	4	2	122	0	1	107	29	2	6	1	146	0	0	0	0	0	0	0	0
Hourly Total	4	1	139	39	8	14	1	206	0	3	297	92	12	16	3	423	0	3	324	79	7	12	1	426	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	41	14	2	2	0	59	0	0	71	31	6	1	0	109	0	1	81	19	2	4	0	107	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	36	12	3	4	0	55	0	1	75	27	2	8	0	113	0	1	122	18	4	4	0	149	0	0	1	0	0	0	0	1
08:30 - 08:45	0	0	55	10	4	2	0	71	0	0	96	21	1	2	0	120	0	2	101	20	8	4	0	135	0	0	0	0	0	0	0	0
08:45 - 09:00	0	1	57	7	6	3	1	75	0	0	105	25	2	3	0	135	0	0	114	21	2	0	1	138	0	0	0	1	0	0	0	1
Hourly Total	0	1	189	43	15	11	1	260	0	1	347	104	11	14	0	477	0	4	418	78	16	12	1	529	0	0	1	1	0	0	0	2
PCU	0	0.4	189	43	30	25.3	2	290	0	0.4	347	104	22	32.2	0	506	0	1.6	418	78	32	27.6	2	559	0	0	1	1	0	0	0	2
09:00 - 09:15	0	1	56	9	2	2	0	70	0	0	107	35	1	3	0	146	0	1	75	16	2	5	0	99	0	0	1	0	0	0	0	1
09:15 - 09:30	0	0	45	14	1	4	0	64	0	0	109	27	1	3	0	140	1	3	61	15	4	5	0	89	0	0	0	0	0	0	0	0
09:30 - 09:45	2	1	50	8	1	2	0	64	0	1	93	32	2	3	1	132	0	0	45	22	5	4	0	76	0	0	1	0	1	0	0	2
09:45 - 10:00	0	0	51	10	2	4	0	67	0	1	79	18	2	4	0	104	0	0	52	30	1	4	0	87	0	0	0	0	0	0	0	0
Hourly Total	2	2	202	41	6	12	0	265	0	2	388	112	6	13	1	522	1	4	233	83	12	18	0	351	0	0	2	0	1	0	0	3
TOTAL	6	4	530	123	29	37	2	731	0	6	1032	308	29	43	4	1422	1	11	975	240	35	42	2	1306	0	0	3	1	1	0	0	5
16:00 - 16:15	1	0	33	7	1	2	0	44	0	0	162	25	0	2	0	189	0	2	92	33	0	3	0	130	0	0	0	0	0	0	0	0
16:15 - 16:30	0	1	49	8	0	0	0	58	0	0	123	22	3	3	0	151	0	2	96	15	1	3	0	117	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	30	8	3	3	0	44	0	3	171	23	0	0	0	197	0	0	99	11	3	7	0	120	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	44	4	0	3	0	51	0	2	141	28	1	4	0	176	0	0	124	24	2	3	0	153	0	0	1	0	0	0	0	1
Hourly Total	1	1	156	27	4	8	0	197	0	5	597	98	4	9	0	713	0	4	411	83	6	16	0	520	0	0	1	0	0	0	0	1
17:00 - 17:15	0	0	37	11	1	0	0	49	0	2	110	23	1	0	0	136	0	3	137	14	1	0	0	155	0	0	1	0	0	0	0	1
17:15 - 17:30	0	0	50	4	1	2	1	58	0	0	182	19	1	0	0	202	0	2	139	14	1	1	0	157	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	49	2	0	2	0	53	0	2	163	18	0	0	0	183	0	4	126	21	1	2	0	154	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	45	7	0	1	0	53	0	1	155	18	0	1	0	175	0	0	109	16	3	3	0	131	0	0	1	0	0	0	0	1
Hourly Total	0	0	181	24	2	5	1	213	0	5	610	78	2	1	0	696	0	9	511	65	6	6	0	597	0	0	2	0	0	0	0	2
PCU	0	0	181	24	4	11.5	2	223	0	2	610	78	4	2.3	0	696	0	3.6	511	65	12	13.8	0	605	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	48	4	0	0	0	52	0	2	185	10	0	1	0	198	0	2	106	15	0	1	0	124	0	0	0	0	0	0	0	0
18:15 - 18:30	1	0	39	2	1	0	0	43	0	2	162	16	1	1	0	182	0	1	105	13	0	4	1	124	0	0	1	0	0	0	0	1
18:30 - 18:45	0	0	40	6	1	2	0	49	0	1	137	11	2	0	0	151	0	0	79	15	0	2	0	96	0	0	0	0	0	0	0	0
18:45 - 19:00	0	3	29	4	0	4	0	40	0	3	172	8	0	1	0	184	0	1	72	8	0	4	0	85	0	0	0	0	0	0	0	0
Hourly Total	1	3	156	16	2	6	0	184	0	8	656	45	3	3	0	715	0	4	362	51	0	11	1	429	0	0	1	0	0	0	0	1
TOTAL	2	4	493	67	8	19	1	594	0	18	1863	221	9	13	0	2124	0	17	1284	199	12	33	1	1546	0	0	4	0	0	0	0	4

Junction: 5

Approach: A361 Southam Road

	Left to A422 Ruscott Avenue								Ahead to A423 Southam Road								Right to A422 Hennef Way								U-Turn							
	0.2	0.4	1	2	2.3	2			0.2	0.4	1	2	2.3	2			0.2	0.4	1	2	2.3	2			0.2	0.4	1	2	2.3	2		
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	1	17	1	0	0	0	19	0	0	10	1	1	0	0	12	0	0	35	7	1	1	0	44	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	11	3	0	0	0	14	0	0	12	5	0	1	1	19	0	1	37	11	3	1	0	53	0	0	0	0	0	0	0	0
07:30 - 07:45	0	1	22	4	0	0	0	27	0	0	12	5	1	1	0	19	0	0	37	12	0	3	0	52	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	16	6	2	1	0	25	1	2	18	6	0	2	1	30	1	0	41	8	1	2	0	53	0	0	0	0	0	0	0	0
Hourly Total	0	2	66	14	2	1	0	85	1	2	52	17	2	4	2	80	1	1	150	38	5	7	0	202	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	16	6	0	0	0	22	0	0	22	3	1	4	0	30	0	0	51	10	2	5	0	68	0	0	1	0	0	0	0	1
08:15 - 08:30	0	0	24	3	1	0	0	28	0	0	17	8	2	0	1	28	0	0	40	13	2	1	0	56	0	0	1	0	0	0	0	1
08:30 - 08:45	0	0	27	3	0	1	0	31	0	1	20	5	1	0	0	27	0	0	40	10	1	0	0	51	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	37	4	0	0	0	41	0	0	20	8	0	0	0	28	0	3	43	12	2	6	0	66	0	0	1	0	0	0	0	1
Hourly Total	0	0	104	16	1	1	0	122	0	1	79	24	4	4	1	113	0	3	174	45	7	12	0	241	0	0	3	0	0	0	0	3
PCU	0	0	104	16	2	2.3	0	124	0	0.4	79	24	8	9.2	2	123	0	1.2	174	45	14	27.6	0	262								0
09:00 - 09:15	0	0	37	7	0	0	0	44	1	0	22	2	2	1	0	28	0	1	41	5	2	1	0	50	0	0	0	1	0	0	0	1
09:15 - 09:30	0	0	41	6	0	0	0	47	0	1	18	5	1	2	0	27	0	0	44	8	1	6	1	60	0	0	0	0	0	0	0	0
09:30 - 09:45	0	1	45	3	0	1	0	50	0	0	15	7	0	4	0	26	0	0	45	10	2	8	0	65	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	41	6	1	1	0	49	0	0	17	22	1	1	1	42	0	0	44	12	1	2	1	60	0	0	1	0	0	0	0	1
Hourly Total	0	1	164	22	1	2	0	190	1	1	72	36	4	8	1	123	0	1	174	35	6	17	2	235	0	0	1	1	0	0	0	2
TOTAL	0	3	334	52	4	4	0	397	2	4	203	77	10	16	4	316	1	5	498	118	18	36	2	678	0	0	4	1	0	0	0	5
16:00 - 16:15	0	0	58	7	0	0	0	65	1	2	28	4	2	3	0	40	0	0	62	13	0	2	0	77	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	45	5	1	0	1	52	0	0	26	4	1	1	1	33	0	0	57	8	2	1	0	68	0	0	1	0	0	0	0	1
16:30 - 16:45	0	0	48	4	0	0	0	52	0	0	28	4	1	2	0	35	0	0	70	14	1	2	0	87	0	0	0	0	0	0	0	0
16:45 - 17:00	0	3	51	5	0	0	0	59	0	0	35	3	0	0	0	38	0	2	55	11	0	0	0	68	0	0	1	0	0	0	0	1
Hourly Total	0	3	202	21	1	0	1	228	1	2	117	15	4	6	1	146	0	2	244	46	3	5	0	300	0	0	2	0	0	0	0	2
17:00 - 17:15	0	0	49	4	0	0	0	53	0	0	23	2	0	0	0	25	0	0	78	3	0	0	0	81	0	0	2	0	0	0	0	2
17:15 - 17:30	0	2	48	1	0	0	0	51	0	1	42	2	0	0	0	45	0	0	74	7	0	4	0	85	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	48	1	0	0	0	49	0	0	36	3	1	0	0	40	0	1	70	3	0	0	0	74	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	55	1	0	0	0	56	0	0	38	7	0	0	1	46	0	0	70	9	1	1	0	81	0	0	0	0	0	0	0	0
Hourly Total	0	2	200	7	0	0	0	209	0	1	139	14	1	0	1	156	0	1	292	22	1	5	0	321	0	0	2	0	0	0	0	2
PCU	0	0.8	200	7	0	0	0	208	0	0.4	139	14	2	0	2	157	0	0.4	292	22	2	11.5	0	328								0
18:00 - 18:15	0	1	63	6	0	0	0	70	0	1	35	3	0	0	0	39	0	0	59	4	3	0	0	66	0	0	0	0	0	0	0	0
18:15 - 18:30	0	1	53	4	0	0	0	58	0	0	40	3	0	1	2	46	0	0	51	3	0	1	0	55	0	0	0	0	0	0	0	0
18:30 - 18:45	0	1	39	6	0	0	0	46	0	1	34	0	0	1	0	36	0	0	47	1	0	1	0	49	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	40	3	0	0	0	43	1	0	20	2	0	0	1	24	0	0	43	4	0	0	0	47	0	0	0	0	0	0	0	0
Hourly Total	0	3	195	19	0	0	0	217	1	2	129	8	0	2	3	145	0	0	200	12	3	2	0	217	0	0	0	0	0	0	0	0
TOTAL	0	8	597	47	1	0	1	654	2	5	385	37	5	8	5	447	0	3	736	80	7	12	0	838	0	0	4	0	0	0	0	4

Junction: 5

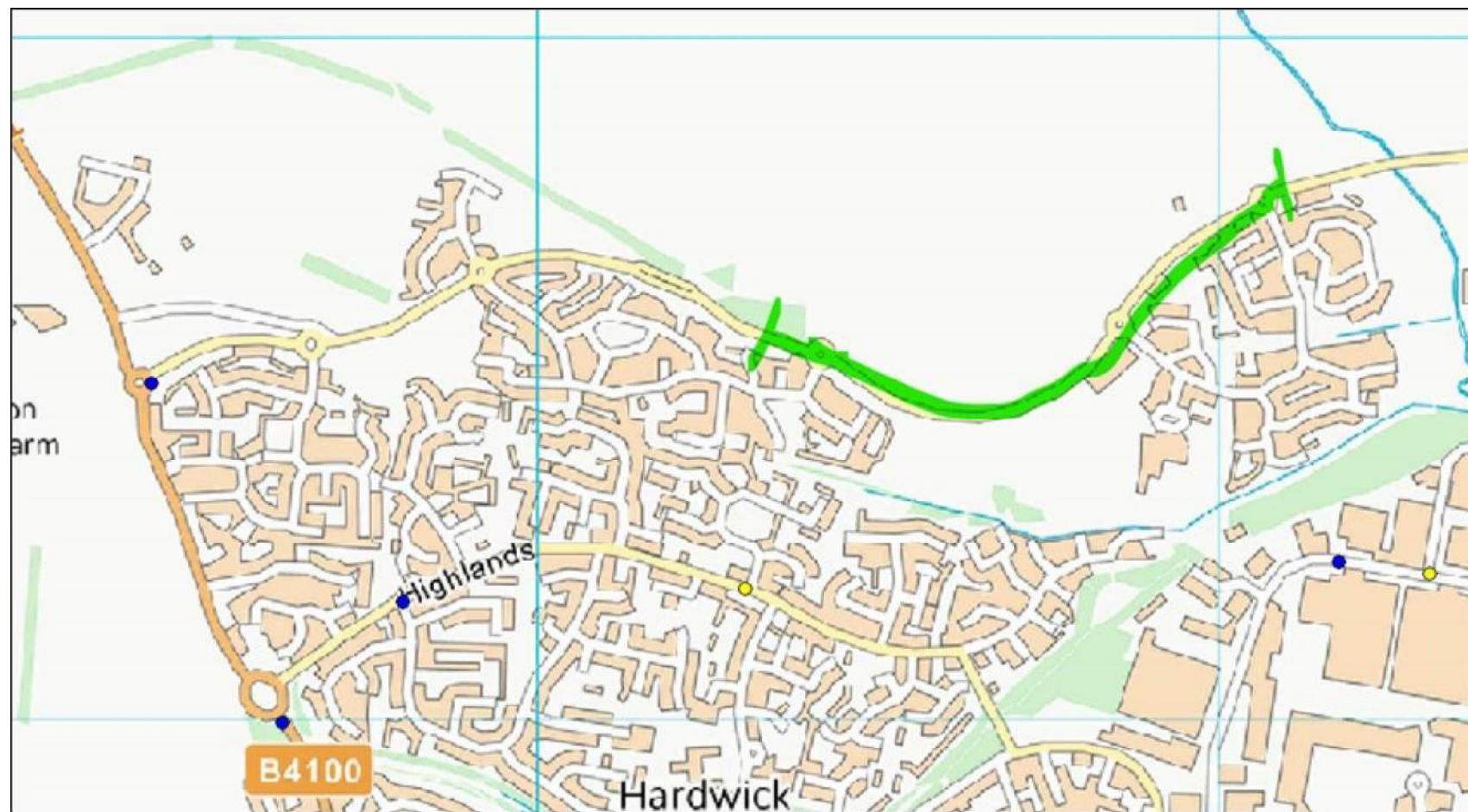
Approach: A422 Ruscote Avenue

	Left to A423 Southam Road								Ahead to A422 Hennef Way								Right to A361 Southam Road								U-Turn							
	0.2	0.4	1	2	2.3	2			0.2	0.4	1	2	2.3	2			0.2	0.4	1	2	2.3	2			0.2	0.4	1	2	2.3	2		
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	10	4	0	0	0	14	0	1	127	39	1	3	0	171	0	0	27	7	0	0	0	34	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	23	6	0	0	0	29	0	2	160	27	2	1	0	192	0	1	24	6	0	2	0	33	0	0	3	0	0	0	0	3
07:30 - 07:45	0	0	14	4	0	0	0	18	0	0	161	29	0	2	0	192	0	0	19	13	1	0	0	33	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	31	3	0	0	0	34	0	0	126	28	1	2	0	157	0	0	35	6	1	0	0	42	0	0	0	1	0	0	0	1
Hourly Total	0	0	78	17	0	0	0	95	0	3	574	123	4	8	0	712	0	1	105	32	2	2	0	142	0	0	3	1	0	0	0	4
08:00 - 08:15	0	0	29	4	1	0	0	34	0	2	130	29	2	1	0	164	0	0	33	15	1	1	0	50	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	26	4	1	0	0	31	0	2	117	18	1	5	0	143	0	0	37	9	0	0	0	46	0	0	1	0	0	0	0	1
08:30 - 08:45	0	0	20	2	0	0	0	22	0	0	99	21	4	3	0	127	0	0	41	8	1	0	0	50	0	0	0	1	0	0	0	1
08:45 - 09:00	0	1	31	1	0	1	0	34	0	1	140	16	4	4	0	165	0	1	37	6	2	1	0	47	0	0	1	0	0	0	0	1
Hourly Total	0	1	106	11	2	1	0	121	0	5	486	84	11	13	0	599	0	1	148	38	4	2	0	193	0	0	2	1	0	0	0	3
PCU	0	0.4	106	11	4	2.3	0	124	0	2	486	84	22	29.9	0	624	0	0.4	148	38	8	4.6	0	199	0	0	2	1	0	0	0	3
09:00 - 09:15	0	1	27	6	0	0	0	34	0	1	114	26	3	6	0	150	0	0	35	11	1	1	0	48	0	1	0	0	0	0	0	1
09:15 - 09:30	0	1	35	3	0	0	0	39	0	1	112	19	1	2	4	139	0	0	50	11	0	0	0	61	0	0	0	0	0	0	0	0
09:30 - 09:45	0	1	35	4	1	0	0	41	0	0	110	14	4	2	0	130	0	0	43	11	0	0	0	54	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	18	7	0	0	0	25	0	0	116	13	2	5	1	137	0	0	37	7	3	1	0	48	0	0	0	0	0	0	0	0
Hourly Total	0	3	115	20	1	0	0	139	0	2	452	72	10	15	5	556	0	0	165	40	4	2	0	211	0	1	0	0	0	0	0	1
TOTAL	0	4	299	48	3	1	0	355	0	10	1512	279	25	36	5	1867	0	2	418	110	10	6	0	546	0	1	5	2	0	0	0	8
16:00 - 16:15	0	1	42	3	0	0	0	46	0	0	122	25	0	2	0	149	0	0	51	6	1	0	0	58	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	33	5	0	0	1	39	0	0	146	29	3	1	0	179	0	0	56	4	0	0	0	60	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	34	4	0	2	0	40	0	0	125	20	0	2	0	147	1	2	50	4	0	0	0	57	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	44	3	0	0	0	47	1	2	149	7	0	4	1	164	0	0	53	8	0	0	0	61	0	0	1	0	0	0	0	1
Hourly Total	0	1	153	15	0	2	1	172	1	2	542	81	3	9	1	639	1	2	210	22	1	0	0	236	0	0	1	0	0	0	0	1
17:00 - 17:15	0	0	43	4	0	0	1	48	0	0	143	16	0	0	2	161	0	0	31	8	0	0	0	39	0	0	0	0	0	0	0	0
17:15 - 17:30	0	1	55	2	0	0	0	58	0	1	123	10	0	1	0	135	0	1	51	6	0	0	0	58	0	0	0	0	0	0	0	0
17:30 - 17:45	0	1	52	4	0	0	0	57	0	2	117	8	1	0	0	128	0	2	51	2	0	0	0	55	0	0	1	0	0	0	0	1
17:45 - 18:00	0	0	45	4	0	0	0	49	0	1	139	9	1	0	0	150	0	0	46	7	1	0	0	54	0	0	0	0	0	0	0	0
Hourly Total	0	2	195	14	0	0	1	212	0	4	522	43	2	1	2	574	0	3	179	23	1	0	0	206	0	0	1	0	0	0	0	1
PCU	0	0.8	195	14	0	0	2	212	0	1.6	522	43	4	2.3	4	577	0	1.2	179	23	2	0	0	205	0	0	0	0	0	0	0	0
18:00 - 18:15	0	1	36	4	0	0	0	41	0	0	139	8	1	2	0	150	0	0	50	6	0	0	0	56	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	42	1	1	0	0	44	0	1	110	6	0	1	0	118	0	0	46	3	0	0	0	49	0	0	1	0	0	0	0	1
18:30 - 18:45	0	0	50	3	1	0	0	54	0	0	115	18	0	0	0	133	0	0	54	5	0	0	0	59	0	0	1	0	0	0	0	1
18:45 - 19:00	0	0	39	4	0	0	0	43	0	0	129	6	0	0	0	135	0	0	44	3	0	0	0	47	0	0	1	0	0	0	0	1
Hourly Total	0	1	167	12	2	0	0	182	0	1	493	38	1	3	0	536	0	0	194	17	0	0	0	211	0	0	3	0	0	0	0	3
TOTAL	0	4	515	41	2	2	2	566	1	7	1557	162	6	13	3	1749	1	5	583	62	2	0	0	653	0	0	5	0	0	0	0	5



Appendix G

Accident Data



AccsMap - Accident Analysis System

Accidents between dates 01/01/2016 and 31/05/2021

Selection:

Selected using Manual Selection

Notes: Dukes Meadow Drive, Banbury

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:

The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.

THERE HAVE BEEN **ZERO** REPORTED ACCIDENTS WITHIN THE AREA REQUESTED DURING THE DATE RANGE SELECTED

TRAFFMAP**AccsMap - Accident Analysis System**

Accidents between dates 01/01/2016 and 31/05/2021

Selection:

Selected using Manual Selection

INTERPRETED LISTING**Notes:** Dukes Meadow Drive, Banbury**CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:***The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.*

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	0	0
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	0	0	0

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	0	0
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	0	0

Number of casualties meeting the criteria: 0



Appendix H

Proposed Access

MAC drawing no. 802-TA10B



- Notes:**
- Based on Woods Hardwick 'Topographical Survey', drawing number 17525-7-853 dated 24-03-2016.
 - Road Dimensions**
Carriageway Width = 5.5m
Footway Width = 2m
Footway / Cycleway - 3m wide

Key

----- Visibility Splay - 2.4m x 43m



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Martin Andrews Consulting Ltd

- Transport Assessments
- Flood Risk Assessments
- Highway Advice
- Access Design
- Drainage Strategies
- Vehicle tracking

Client: Manor Oak Homes		Project: Hanwell Fields, Banbury	
Title: Proposed Access - Phase 1 & 2 Without Layout		Date: 26/10/23	
		Drw: MJA	
		Chk: MJA	
Drawing No: 802-TA10		Revision: B	
		Scale: 1:500 Size: A3	



Appendix I

Proposed Access with Phase 1 overlay
MAC drawing no. 802-TA11B



Appendix J

Scoping note and OCC Response



Transport Assessment Scoping Note

Phase 2 Land North of Dukes Meadow Drive Banbury

**Revision 0: May 2022
Report Reference: 802-TAS-01-0**



Revision Record

Revision	Date	Description	Written	Approved

Contents

1.0	Introduction	1
1.1	Context	1
2.0	Development Trip Generation & Distribution	3
2.1	Trip Generation	3
2.2	Distribution	4
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3.1	Assessment Year	5
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Appendix A	A	A
MAC Drawing no. 340-TA114 Phase 1 Proposed Access		A
Appendix B	B	B
Traffic Count Locations		B

1.0 Introduction

1.1 Context

- 1.1.1 MAC Ltd have been appointed by Manor Oak Homes to undertake a Transport Assessment to accompany a future Outline planning application for a Phase 2 residential development on land north of Dukes Meadow Drive, Banbury, Oxfordshire.
- 1.1.2 The adjacent land comprising Phase 1 was granted Outline planning permission in April 2022 for up to 78 dwellings and associated open space with all matters reserved other than access, Cherwell District Council planning application reference 21/03426/OUT.
- 1.1.3 Access to the Phase 1 site was approved from the creation of a fourth arm off the existing Dukes Meadow Drive/Lapsley Drive roundabout. The Phase 2 site will also be accessed from this point and in addition to the provision of an emergency point of access in the form of an uprated cycle track or a reinforced grass area. The site access arrangement for the Phase 1 site is provided within **Appendix A**.
- 1.1.4 The Site is located immediately north of Dukes Meadow Drive as shown on **Inset 1.1**.
- 1.1.5 The aim of the Transport Assessment Scoping Note is to advise the Local Highway Authority, Oxfordshire County Council, of a forthcoming coming outline planning application for a 190-unit development and agree an approach to the following aspects:
- Traffic count specification;
 - Trip generation;
 - Vehicle distribution and assignment;
 - TEMpro growth factors;
 - Committed developments; and
 - Junction assessment locations.

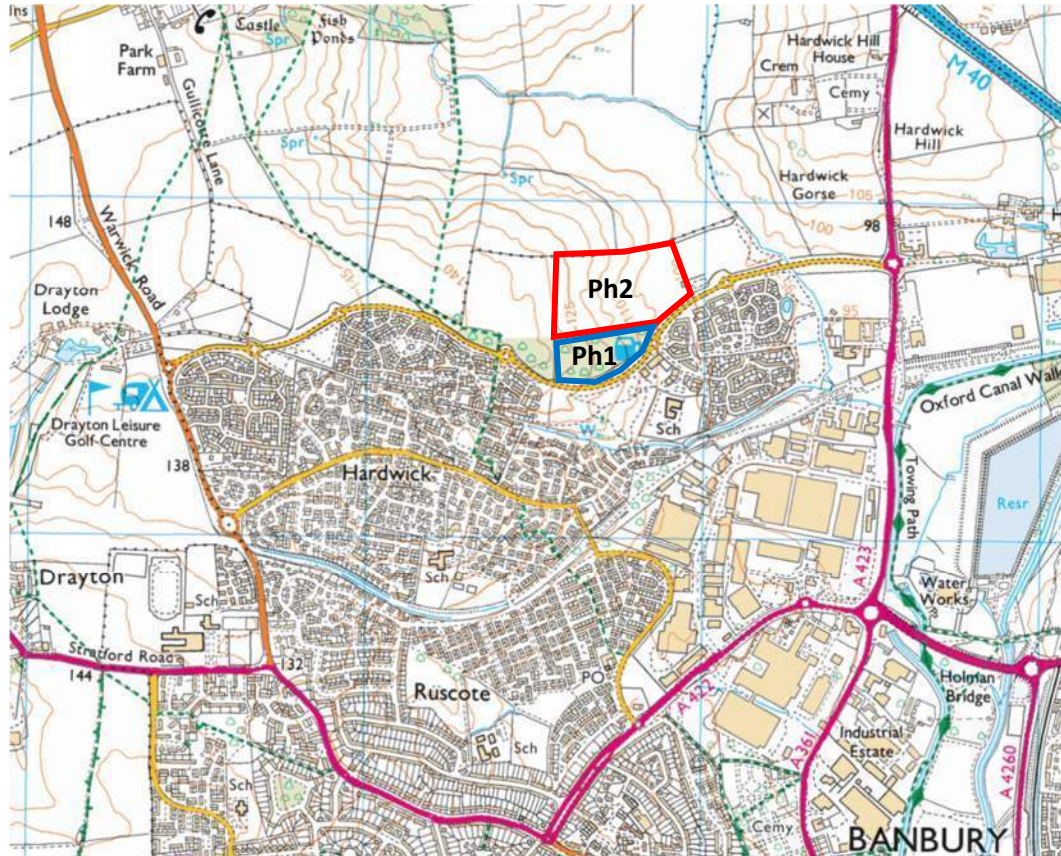
Transport Assessment Scoping Note

Phase 2 Land North of Dukes Meadow Drive, Banbury



- 1.1.6 The site is located on land north of Dukes Meadow Drive, Banbury, as shown in **Inset 1.1** below. The approximate National Grid Reference for the site is E444697 N242543.

Inset 1.1 : Site Location Plan



2.0 Development Trip Generation & Distribution

2.1 Trip Generation

2.1.1 Person trip rates have been obtained from the TRICS 7.8.2 database. The person trip selection criteria are set out in **Table 2.1** below. The trip rates outlined below were adopted within the approved Transport Statement for Phase 1 that accompanied planning application reference 21/03426/OUT.

Table 2.1: TRICS Parameters

Parameter	Selection
Version	7.8.2
Main land use	03 – Residential
Sub land use	A – Houses Privately Owned
Regions	All of England except Greater London
Locations	Suburban Area, Edge of Town, Neighbourhood Centre

2.1.2 From the TRICS database the predicted person trip rates are set out in **Table 2.2** below.

Table 2.2: Person Trip Rates

Use	Morning Peak (0800-0900)			Afternoon Peak (1700-1800)		
	Arr	Dep	Total	Arr	Dep	Total
Residential	0.195	0.746	0.941	0.597	0.251	0.848

2.1.3 Using the above person trip rates from the TRICS database it is possible to calculate the number of person trips generated by the proposed development. The below calculations are based on the quantum of development specified in **Section 1**.

2.1.4 To understand the number of trips generated by the development by mode we need to establish the likely modal split for a development in this location. The 2011 Census includes the 'Method of Travel to Work' (MTW) dataset which defines mode choice for all local authority wards. MTW data has been extracted from the 2011 Census for the Cherwell 002 ward which includes the development site. The 'Method of Travel to Work' data is summarised in **Table 2.3** below.

Table 2.3: Method of Travel to Work - 2011 Census – Cherwell 002 Super Output Area (SOA) Middle Layer

Mode	Number	Proportion
Train	98	2%
Bus	171	4%
Taxi	28	1%
Motorcycle	23	0%
Driving	3,376	72%
Passenger	287	6%
Bicycle	140	3%
On foot	522	11%
Other	24	1%

- 2.1.5 Using the above mode splits in **Table 2.3** it is possible to calculate the predicted number of trips generated by each mode. The proposed trips by mode is shown in **Table 2.4** below.

Table 2.4: Trip Numbers by Mode – 190 Dwellings

Mode	Morning Peak (0800-0900)			Afternoon Peak (1700-1800)		
	Arr	Dep	Total	Arr	Dep	Total
Train	1	3	4	2	1	3
Bus	1	6	7	5	2	6
Taxi	0	1	2	1	0	2
Motorcycle	0	0	0	0	0	0
Driving	27	102	129	82	34	116
Passenger	2	9	11	7	3	10
Bicycle	1	4	5	3	1	5
On foot	4	16	20	12	5	18
Other	0	1	2	1	0	2
Total	37	142	179	113	48	161

- 2.1.6 The proposed development is predicted to generate 129 vehicle trips in the morning peak and 116 trips in the evening peak.

2.2 Distribution

- 2.2.1 Vehicle trip distribution data has been obtained from the 2011 Census using the location of usual residence and place of work by Method of Travel to Work (MSOA level)' dataset. The 2011 Census data will be extracted using the following parameters

Method of Travel to Work – Driving a car or van

Place of Work – All

Usual Residence – Cherwell 002

- 2.2.2 The proposed vehicle trips will be assigned onto the highway network using observed turning proportions and online route planning software.

3.0 Junction Assessment

3.1 Assessment Year

3.1.1 The outline planning application is likely to be submitted in 2022. It is anticipated the site can deliver the proposed number of dwellings within 5 years. Therefore, junction capacity analysis will be undertaken for an assessment opening year of 2027 when the development is expected to be fully occupied.

3.1.2 To growth traffic counts to the future assessment years TEMpro growth factors will be applied utilising the following inputs:

- TEMpro – v7.2b
- Area – Cherwell 002
- NTM AF15 – All

3.1.3 The traffic growth factors proposed are set out in **Table 3.1**.

Table 3.1: Local Traffic Growth Factors – Cherwell 002

Period	2022-2027
AM Peak	1.0675
PM Peak	1.0720

3.2 Committed Development

3.2.1 The Phase 1 land adjacent to the site was granted outline planning permission; Cherwell District Council planning application reference 21/03426/OUT and will be considered as committed development within the Transport Assessment.

3.3 Background Traffic

3.3.1 Background traffic counts will be undertaken at the proposed assessment locations below and shown within **Appendix B**:

- A1 – Access Dukes Meadow Drive / Lapsley Drive
- J1 – A423/Dukes Meadow Drive
- J2 – Dukes Meadow Dr/ B4100 Warwick Road/Walker Rd

3.3.2 Traffic counts will be undertaken upon confirmation and agreement with OCC to include the following specification:

Classified Turning Counts

- 0700-1000 and 1600-1900
- Queue length survey with queues recorded at 5-minute intervals

3.4 Junction Assessment Locations

3.4.1 Capacity assessment of vehicular impact will be undertaken at the locations listed below.

- A1 – Access Dukes Meadow Drive/Lapsley Drive
- J1 – A423/Dukes Meadow Drive
- J2 – Dukes Meadow Dr/ B4100 Warwick Road/Walker Rd



Appendix A

MAC Drawing no. 340-TA114 Phase 1 Proposed Access



Notes:

1. Based on Woods Hardwick 'Topographical Survey', drawing number 17525-7-853 dated 24-03-2016.
2. Road Dimensions
Carriageway Width = 5.5m
Footway Width = 2m
Cycleway - 3m wide



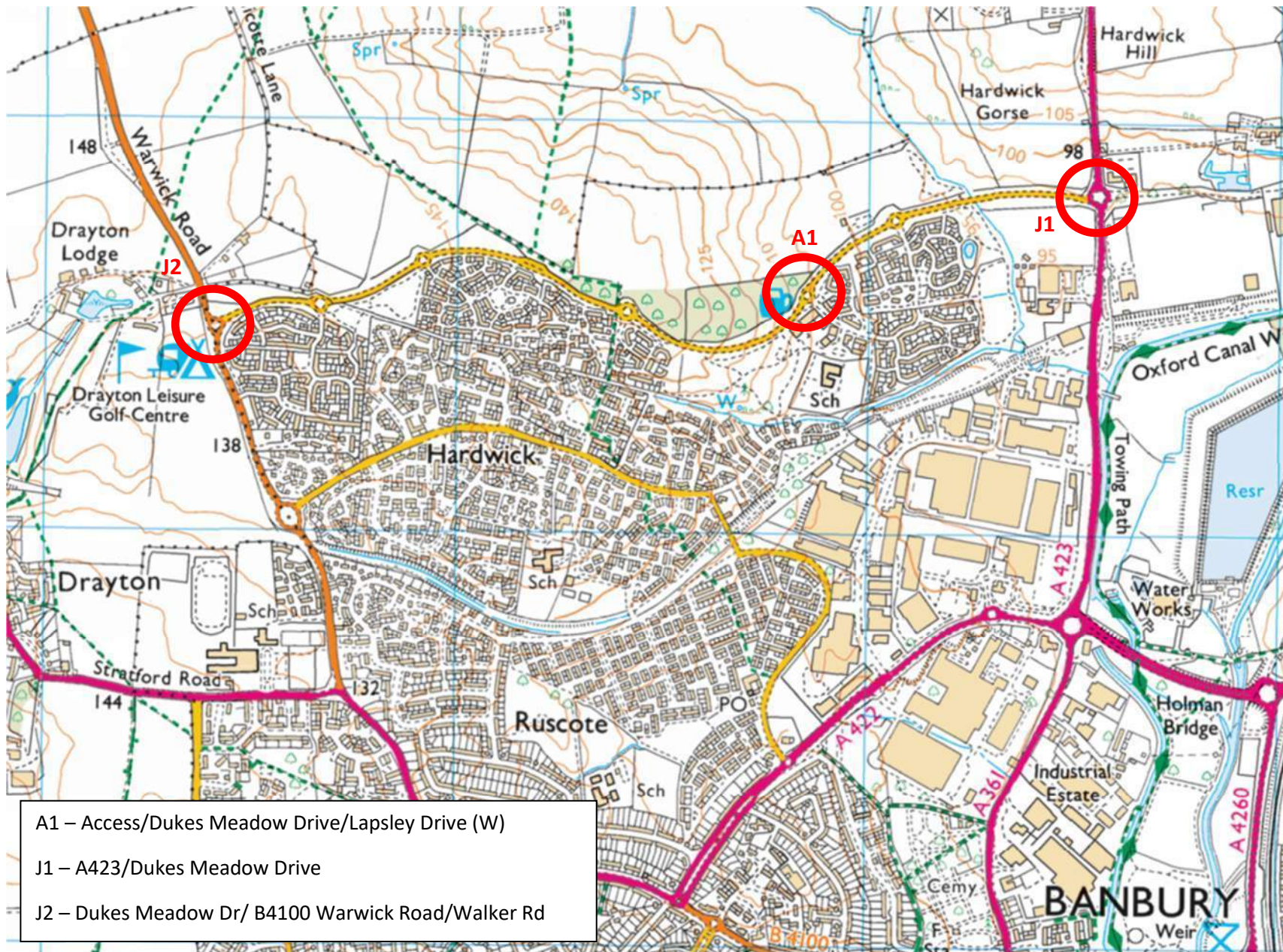
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Martin Andrews Consulting Ltd

- Transport Assessments
- Flood Risk Assessments
- Highway Advice
- Access Design
- Drainage Strategies
- Vehicle tracking

Client: Manor Oak Homes		Project: Hanwell Fields, Banbury	
Title: Proposed Access: Option 2 Without Layout		Date: 13/09/21	
		Drw: MJA	
		Chk: MJA	
Drawing No: 340-TA114		Revision: A	
		Scale: 1:500 Size: A3	



Appendix B
Traffic Count Locations



Dukes Meadow Drive, Banbury

Fully Classified Turning Counts

Neutral Weekday Tue, Weds or Thur

Queues lengths recorded at 5-minute intervals

AM 0700-1000 & PM 1600-1900

Application no: 22/CH0010/Preapp

Location: Land North of Dukes Meadow Drive, Banbury

Transport Development Control

Oxfordshire County Council is a consultee of the local planning authority and provides advice on the likely transport and highways impact of development where necessary. In line with confidentiality requirements, OCC will not carry out any external consultation on the proposals, although we may discuss them with the relevant Local Planning Authority. We encourage the applicant to carry out local engagement and can make recommendations of specific local groups to consult, on request.

It should be noted that the advice below represents the informal opinion of an Officer of the Council only, which is given entirely without prejudice to the formal consideration of any planning application, which may be submitted. Nevertheless, the comments are given in good faith and fairly reflect an opinion at the time of drafting given the information submitted.

I have reviewed the submitted Transport Assessment Scoping Note written by MAC dated May 2022. Based on the information provided therein, I set out the main issues/information that will need to be considered with the proposal, and these are:

Location

The proposed development is located on land to the north of a recently approved development site (also known as Phase 1), north of Dukes Meadow Drive.

Access

The Transport Assessment Scoping Note (TASN) suggests that the principal access for all users shall be off a new (fourth) arm of the existing Dukes Meadow Drive/Lapsley Drive roundabout that got approval as the access to Phase 1 development. During Phase 1 application consultation, the access was considered appropriate to the extent of the proposals present at the time. While I cannot conclude that the same access arrangements are suitable to accommodate the extra trips likely to be generated by this development, I would expect the applicant to undertake an updated junction capacity assessment on this roundabout to rule out the possibility of unacceptable delays.

The TASN further suggests an emergency access although no indication has been made of where this is likely to be. The efficient use of an emergency access would best be realised if it is located away from the principal access. Noting that the site does not benefit from any highway frontage, it remains to be seen where/how the emergency access shall be provided.

Dukes Meadow Drive benefits from good quality shared use facilities to enhance walking and cycling. This quality of provision however, significantly dies out along the A423 Southam Road which is considered the most direct route for a majority of

work and shopping related walking/ cycle movements. It is my opinion at this stage that a contribution shall be sought to improve active travel routes between this site and Banbury town centre in line with LTN1/20 guidance.

Public Footpaths

The site is in proximity to Public Footpaths 120/107/20 and 239/9/10. These designated footpaths would link to Hanwell and beyond. It is also appropriate for a contribution to be requested to upgrade these footpaths for leisure use to the north of the site, with surface improvements, furniture and signing.

Traffic Assessment

A Transport Assessment (TA), prepared in accordance with OCC's guidance, will need to accompany the planning application for a development of this size. The TA must consider the traffic impact of the site on the local network, as well as sustainable transport links.

Trip Generation and Distribution

TRICS database has been used to estimate the likely amount of person trip rates that the development would generate. The trip rates used in the consented Phase 1 (21/03426/OUT) have been re-applied for consistency - and this is acceptable.

It is my view that the person trip rates and resultant trips by mode presented in Tables 2.2 and 2.4 of the TASN respectively are reasonable for a site of this size in this type of location. The submission predicts that there will be about 129 and 116 two-way vehicular movements in the AM and PM peak periods respectively. As such it is considered that the volume of traffic as set out in the TA is a reasonable prediction of what might generally be generated on a day to day basis.

The peak hour vehicular trips obtained from the trip generation exercise shall then be assigned on to the network using the distribution patterns obtained from the 2011 Census data. This methodology is acceptable.

Junction Assessment

The application proposes to undertake junction capacity analysis with 2027 as the future/horizon year. For the type and scale of development, it is reasonable to assume that 5 years from now, the development shall be completed and fully occupied.

During this period, the local traffic growth shall be adjusted using TEMpro in conjunction with the MSOA and NTM. As part of this report, I have not verified the growth factors proposed in Table 3.1. These will however be checked at submission of a full/ reserved matters application.

The TASN proposes to capture background traffic by traffic surveys/ counts, undertaken at various locations. In addition to background traffic, the assessment shall need to consider developments in the area that have benefited from planning permission but yet to be built out/completed. At the time of drafting this report, the only development in mind is the Phase 1 Application Ref: 21/03426/OUT.

I agree with the list of junctions identified in para 3.4.2 of the TASN for capacity assessment. However, for the scale of this development, we must not limit the assessment to just these three junctions. Subject to reviewing the development related traffic impact on any arm of the junctions further afield, assessment should include junctions further afield that show any arm with a 5% increase.

Car Parking

The applicant should be mindful that the County Council is currently working on updated parking standards for new developments. It is however likely that when the new standards are adopted, these will feature significantly reduced parking allocations than the current.

Closer to the time of submitting a full application and in the absence of the new standards, it is recommended that you engage with the County Council for an update on this.

Travel plan and Construction Traffic Management Plan

It is recommended that drafts are submitted with the planning application, although it is usually considered acceptable to require the final version by a planning condition.

We can also point you to guidance which is contained on the web, and the following links will direct you to a lot of the basic information needed to assist in the highway and transport consideration of many proposals. These are:

- [Oxfordshire County Council Street Design Guide \(2021\)](#)
- [OCC Cycling Design Standards A guide for Developers, Planners and Engineers 2017](#)
- [OCC Walking Design Standards](#)
- [OCC Parking Standards](#)
- [OCC Local Standards and Guidance for Surface Water Drainage](#)

- [OCC Guidance on Transport Assessments and Travel Plans](#)

- [GOV.UK - Cycle infrastructure design \(LTN 1/20\)](#)
- [Transport for new developments | Oxfordshire County Council](#)

Cherwell Local Planning Guidance and Information

Cherwell Local Plan 2011-2031 Part 1: [Local plans](#) | [Cherwell District Council](#)

- Supplementary Planning Documents: [Cherwell Residential Design Guide Supplementary Planning Document \(SPD\)](#) (July 2018) | [Supplementary planning documents - completed | Cherwell District Council](#)

TRICS – National information source for assisting the prediction of trip generation from new developments. <http://www.trics.org/>

Officer's Name: Rashid Bbosa
Officer's Title: Senior Transport Planner
Date: 27/05/2022



Appendix K

TRICS Data

Calculation Reference: AUDIT-864401-210713-0733

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	3 days
	HF HERTFORDSHIRE	1 days
	IW ISLE OF WIGHT	1 days
	KC KENT	6 days
	SC SURREY	2 days
	WS WEST SUSSEX	6 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	3 days
	SM SOMERSET	3 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	6 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	5 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	3 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	3 days
	TW TYNE & WEAR	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: 8 to 1817 (units:)
Range Selected by User: 6 to 1817 (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: 01/01/13 to 08/10/20

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	14 days
Tuesday	12 days
Wednesday	13 days
Thursday	16 days
Friday	8 days

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

Selected survey types:

Manual count	63 days
Directional ATC Count	0 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:

Suburban Area (PPS6 Out of Centre)	17
Edge of Town	35
Neighbourhood Centre (PPS6 Local Centre)	10
Free Standing (PPS6 Out of Town)	1

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	52
Village	8
Out of Town	1
No Sub Category	2

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.

Secondary Filtering selection:

Use Class:

C3 63 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	11 days
5,001 to 10,000	16 days
10,001 to 15,000	17 days
15,001 to 20,000	7 days
20,001 to 25,000	4 days
25,001 to 50,000	6 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	7 days
25,001 to 50,000	7 days
50,001 to 75,000	10 days
75,001 to 100,000	13 days
100,001 to 125,000	1 days
125,001 to 250,000	18 days
250,001 to 500,000	7 days

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

Car ownership within 5 miles:

0.6 to 1.0	15 days
1.1 to 1.5	44 days
1.6 to 2.0	4 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	18 days
No	45 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	63 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-03-A-05 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES		CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	28		
	Survey date: MONDAY	17/10/16		Survey Type: MANUAL
2	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD	TERRACED HOUSES		CHESHIRE
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	24		
	Survey date: MONDAY	24/11/14		Survey Type: MANUAL
3	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON	SEMI-DETACHED & TERRACED		CHESHIRE
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	40		
	Survey date: TUESDAY	04/06/19		Survey Type: MANUAL
4	CH-03-A-11 LONDON ROAD NORTHWICH LEFTWICH	TOWN HOUSES		CHESHIRE
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	24		
	Survey date: THURSDAY	06/06/19		Survey Type: MANUAL
5	DC-03-A-08 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST	BUNGALOWS		DORSET
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	28		
	Survey date: MONDAY	24/03/14		Survey Type: MANUAL
6	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED		DURHAM
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	50		
	Survey date: TUESDAY	28/03/17		Survey Type: MANUAL
7	DH-03-A-02 LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND	MIXED HOUSES		DURHAM
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Dwellings:	125		
	Survey date: MONDAY	27/03/17		Survey Type: MANUAL
8	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI-DETACHED & TERRACED		DURHAM
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	57		
	Survey date: FRIDAY	19/10/18		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	DS-03-A-02 RADBOURNE LANE DERBY	MIXED HOUSES	DERBYSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 371 Survey date: TUESDAY 10/07/18		Survey Type: MANUAL
10	DV-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 Survey date: WEDNESDAY 30/09/15		Survey Type: MANUAL
11	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 116 Survey date: FRIDAY 25/09/15		Survey Type: MANUAL
12	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 Survey date: MONDAY 28/09/15		Survey Type: MANUAL
13	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 212 Survey date: MONDAY 11/07/16		Survey Type: MANUAL
14	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 134 Survey date: FRIDAY 15/07/16		Survey Type: MANUAL
15	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 99 Survey date: WEDNESDAY 05/06/19		Survey Type: MANUAL
16	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI-DETACHED	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 39 Survey date: TUESDAY 13/11/18		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	HC-03-A-22	MIXED HOUSES		HAMPSHIRE
	BOW LAKE GARDENS			
	NEAR EASTLEIGH			
	BISHOPSTOKE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	40		
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL	
18	HC-03-A-23	HOUSES & FLATS		HAMPSHIRE
	CANADA WAY			
	LIPHOOK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	62		
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL	
19	HF-03-A-03	MIXED HOUSES		HERTFORDSHIRE
	HARE STREET ROAD			
	BUNTINGFORD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	160		
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL	
20	IW-03-A-01	DETACHED HOUSES		ISLE OF WIGHT
	MEDHAM FARM LANE			
	NEAR COWES			
	MEDHAM			
	Free Standing (PPS6 Out of Town)			
	Out of Town			
	Total No of Dwellings:	72		
	Survey date: TUESDAY	25/06/19	Survey Type: MANUAL	
21	KC-03-A-03	MIXED HOUSES & FLATS		KENT
	HYTHE ROAD			
	ASHFORD			
	WILLESBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	51		
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL	
22	KC-03-A-04	SEMI-DETACHED & TERRACED		KENT
	KILN BARN ROAD			
	AYLESFORD			
	DITTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	110		
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL	
23	KC-03-A-05	DETACHED & SEMI-DETACHED		KENT
	ROCHESTER ROAD			
	NEAR CHATHAM			
	BURHAM			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:	8		
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL	
24	KC-03-A-06	MIXED HOUSES & FLATS		KENT
	MARGATE ROAD			
	HERNE BAY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	363		
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

25	KC-03-A-07	MIXED HOUSES		KENT
	RECULVER ROAD			
	HERNE BAY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	288		
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL	
26	KC-03-A-08	MIXED HOUSES		KENT
	MAIDSTONE ROAD			
	CHARING			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:	159		
	Survey date: TUESDAY	22/05/18	Survey Type: MANUAL	
27	LE-03-A-02	DETACHED & OTHERS		LEICESTERSHIRE
	MELBOURNE ROAD			
	IBSTOCK			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:	85		
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL	
28	MS-03-A-03	DETACHED		MERSEYSIDE
	BEMPTON ROAD			
	LIVERPOOL			
	OTTERSPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	15		
	Survey date: FRIDAY	21/06/13	Survey Type: MANUAL	
29	NE-03-A-02	SEMI DETACHED & DETACHED		NORTH EAST LINCOLNSHIRE
	HANOVER WALK			
	SCUNTHORPE			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:	432		
	Survey date: MONDAY	12/05/14	Survey Type: MANUAL	
30	NF-03-A-03	DETACHED HOUSES		NORFOLK
	HALING WAY			
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	10		
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL	
31	NF-03-A-04	MIXED HOUSES		NORFOLK
	NORTH WALSHAM ROAD			
	NORTH WALSHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	70		
	Survey date: WEDNESDAY	18/09/19	Survey Type: MANUAL	
32	NF-03-A-05	MIXED HOUSES		NORFOLK
	HEATH DRIVE			
	HOLT			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	40		
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

33	NF-03-A-06	MIXED HOUSES	NORFOLK
	BEAUFORT WAY		
	GREAT YARMOUTH		
	BRADWELL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	275	
	Survey date: MONDAY	23/09/19	Survey Type: MANUAL
34	NF-03-A-08	MIXED HOUSES & FLATS	NORFOLK
	SIR ALFRED MUNNINGS RD		
	NEAR NORWICH		
	COSTESSEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	1817	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL
35	NF-03-A-09	MIXED HOUSES & FLATS	NORFOLK
	ROUND HOUSE WAY		
	NORWICH		
	CRINGLEFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	984	
	Survey date: TUESDAY	24/09/19	Survey Type: MANUAL
36	NY-03-A-08	TERRACED HOUSES	NORTH YORKSHIRE
	NICHOLAS STREET		
	YORK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	21	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
37	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE		
	NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	52	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
38	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD		
	RIPON		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	71	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
39	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	23	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
40	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD		
	CATTERICK GARRISON		
	OLD HOSPITAL COMPOUND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

41	SC-03-A-04 HIGH ROAD BYFLEET	DETACHED & TERRACED		SURREY
	Edge of Town Residential Zone Total No of Dwellings:	71		
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL	
42	SC-03-A-05 REIGATE ROAD HORLEY	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:	207		
	Survey date: MONDAY	01/04/19	Survey Type: MANUAL	
43	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:	18		
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL	
44	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI-DETACHED		SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	38		
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL	
45	SF-03-A-07 FOXHALL ROAD IPSWICH	MIXED HOUSES		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	73		
	Survey date: THURSDAY	09/05/19	Survey Type: MANUAL	
46	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL	SEMI-DETACHED / TERRACED		SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	54		
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL	
47	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS		SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	16		
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL	
48	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI		SOMERSET
	Edge of Town Residential Zone Total No of Dwellings:	33		
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

49	SM-03-A-02	MIXED HOUSES	SOMERSET
	HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 42 Survey date: TUESDAY 25/09/18 Survey Type: MANUAL		
50	SM-03-A-03	MIXED HOUSES	SOMERSET
	HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 41 Survey date: TUESDAY 25/09/18 Survey Type: MANUAL		
51	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total No of Dwellings: 248 Survey date: WEDNESDAY 22/11/17 Survey Type: MANUAL		
52	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD DONCASTER BENTLEY RISE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 54 Survey date: WEDNESDAY 18/09/13 Survey Type: MANUAL		
53	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD GATESHEAD Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 16 Survey date: MONDAY 07/10/13 Survey Type: MANUAL		
54	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY COVENTRY POTTERS GREEN Edge of Town Residential Zone Total No of Dwellings: 17 Survey date: THURSDAY 17/10/13 Survey Type: MANUAL		
55	WK-03-A-04	DETACHED HOUSES	WARWICKSHIRE
	DALEHOUSE LANE KENILWORTH Edge of Town Residential Zone Total No of Dwellings: 49 Survey date: FRIDAY 27/09/19 Survey Type: MANUAL		
56	WL-03-A-02	SEMI DETACHED	WILTSHIRE
	HEADLANDS GROVE SWINDON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 Survey date: THURSDAY 22/09/16 Survey Type: MANUAL		

LIST OF SITES relevant to selection parameters (Cont.)

57	WM-03-A-04	TERRACED HOUSES	WEST MIDLANDS
	OSBORNE ROAD		
	COVENTRY		
	EARLSDON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: MONDAY	21/11/16	Survey Type: MANUAL
58	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE		
	HORSHAM		
	BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	151	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
59	WS-03-A-07	BUNGALOWS	WEST SUSSEX
	EMMS LANE		
	NEAR HORSHAM		
	BROOKS GREEN		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	57	
	Survey date: THURSDAY	19/10/17	Survey Type: MANUAL
60	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE		
	ANGMERING		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	180	
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL
61	WS-03-A-09	MIXED HOUSES & FLATS	WEST SUSSEX
	LITTLEHAMPTON ROAD		
	WORTHING		
	WEST DURRINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	197	
	Survey date: THURSDAY	05/07/18	Survey Type: MANUAL
62	WS-03-A-10	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE		
	LITTLEHAMPTON		
	WICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	79	
	Survey date: WEDNESDAY	07/11/18	Survey Type: MANUAL
63	WS-03-A-11	MIXED HOUSES	WEST SUSSEX
	ELLIS ROAD		
	WEST HORSHAM		
	S BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	918	
	Survey date: TUESDAY	02/04/19	Survey Type: MANUAL

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
SC-03-A-06	Surveyed during covid restrictions

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL 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	63	148	0.067	63	148	0.304	63	148	0.371
08:00 - 09:00	63	148	0.124	63	148	0.359	63	148	0.483
09:00 - 10:00	63	148	0.135	63	148	0.162	63	148	0.297
10:00 - 11:00	63	148	0.114	63	148	0.139	63	148	0.253
11:00 - 12:00	63	148	0.117	63	148	0.126	63	148	0.243
12:00 - 13:00	63	148	0.139	63	148	0.137	63	148	0.276
13:00 - 14:00	63	148	0.145	63	148	0.135	63	148	0.280
14:00 - 15:00	63	148	0.153	63	148	0.161	63	148	0.314
15:00 - 16:00	63	148	0.225	63	148	0.161	63	148	0.386
16:00 - 17:00	63	148	0.254	63	148	0.150	63	148	0.404
17:00 - 18:00	63	148	0.333	63	148	0.148	63	148	0.481
18:00 - 19:00	63	148	0.291	63	148	0.155	63	148	0.446
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.097			2.137			4.234

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: 8 - 1817 (units:)
Survey date range: 01/01/13 - 08/10/20
Number of weekdays (Monday-Friday): 63
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 5
Surveys manually removed from selection: 1

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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE
 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	63	148	0.101	63	148	0.531	63	148	0.632
08:00 - 09:00	63	148	0.195	63	148	0.746	63	148	0.941
09:00 - 10:00	63	148	0.211	63	148	0.292	63	148	0.503
10:00 - 11:00	63	148	0.189	63	148	0.248	63	148	0.437
11:00 - 12:00	63	148	0.195	63	148	0.214	63	148	0.409
12:00 - 13:00	63	148	0.234	63	148	0.221	63	148	0.455
13:00 - 14:00	63	148	0.237	63	148	0.220	63	148	0.457
14:00 - 15:00	63	148	0.266	63	148	0.251	63	148	0.517
15:00 - 16:00	63	148	0.487	63	148	0.276	63	148	0.763
16:00 - 17:00	63	148	0.506	63	148	0.260	63	148	0.766
17:00 - 18:00	63	148	0.597	63	148	0.251	63	148	0.848
18:00 - 19:00	63	148	0.505	63	148	0.278	63	148	0.783
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	3.723			3.788			7.511		

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.*



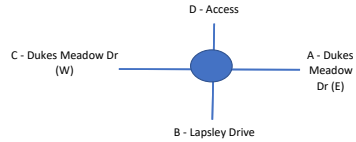
Appendix L

Proposed distribution

Development Distribution - Traffic Data

	AM Peak 08.00-09.00			PM Peak 17.00-18.00		
	Arr	Dep	Total	Arr	Dep	Total
P2	25	95	119	76	32	107
P1	11	42	53	34	14	48
Total	36	137	172	110	46	155

A1: Access/ Dukes Meadow Drive/ Lapsley Drive (W)



Turning Movement

AM %	A	B	C	D
A				51.1%
B				
C				48.9%
D	51.1%		48.9%	

PM %	A	B	C	D
A				47.2%
B				
C				52.8%
D	47.2%		52.8%	

Proposed Development (P2)

AM	A	B	C	D
A				13
B				
C				12
D	48		46	

PM	A	B	C	D
A				39
B				
C				37
D	16		16	

Approved Development (P1)

AM	A	B	C	D
A				6
B				
C				5
D	21		21	

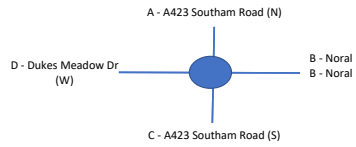
PM	A	B	C	D
A				17
B				
C				17
D	7		7	

Total

AM	A	B	C	D
A	0	0	0	18
B	0	0	0	0
C	0	0	0	17
D	70	0	67	0

PM	A	B	C	D
A	0	0	0	56
B	0	0	0	0
C	0	0	0	54
D	23	0	22	0

J1: A423 / Dukes Meadow Drive



AM %	A	B	C	D
A				15.9%
B				8.5%
C				75.6%
D	15.9%	8.5%	75.6%	

PM %	A	B	C	D
A				24.7%
B				1.3%
C				74.0%
D	24.7%	1.3%	74.0%	

AM	A	B	C	D
A				2
B				1
C				10
D	8	4	36	

PM	A	B	C	D
A				9
B				0
C				26
D	4	0	11	

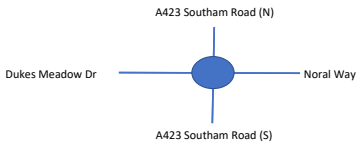
AM	A	B	C	D
A				2
B				1
C				8
D	7	4	32	

PM	A	B	C	D
A				5
B				3
C				26
D	2	1	11	

AM	A	B	C	D
A	0	0	0	4
B	0	0	0	2
C	0	0	0	18
D	14	8	68	0

PM	A	B	C	D
A	0	0	0	14
B	0	0	0	3
C	0	0	0	52
D	6	1	22	0

J2: Dukes Meadow Drive / B4100 Warwick Road / Walker Road



AM %	A	B	C	D
A		65.9%	5.8%	27.9%
B	65.9%			
C	5.8%			
D	27.9%			

PM %	A	B	C	D
A		59.2%	12.5%	28.3%
B	59.2%			
C	12.5%			
D	28.3%			

AM	A	B	C	D
A		31	3	13
B	8			
C	1			
D	3			

PM	A	B	C	D
A		10	2	5
B	24			
C	5			
D	11			

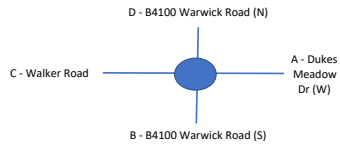
AM	A	B	C	D
A				12
B				
C				
D	3			

PM	A	B	C	D
A				4
B				
C				
D	9			

AM	A	B	C	D
A	0	31	3	25
B	8	0	0	0
C	1	0	0	0
D	6	0	0	0

PM	A	B	C	D
A	0	10	2	9
B	24	0	0	0
C	5	0	0	0
D	21	0	0	0

Junction 3: A423 / Hennef Way / A361/ A422 Ruscote Avenue



AM %	A	B	C	D
A				
B				
C				
D				

PM %	A	B	C	D
A				51.1%
B				
C				48.9%
D	51.1%		48.9%	

AM	A	B	C	D
A		0	0	0
B	0			
C	0			
D	0			

PM	A	B	C	D
A		0	0	0
B	0			
C	0			
D	0			

AM	A	B	C	D
A		0	0	0
B	0			
C	0			
D	0			

PM	A	B	C	D
A		0	0	0
B	0			
C	0			
D	0			

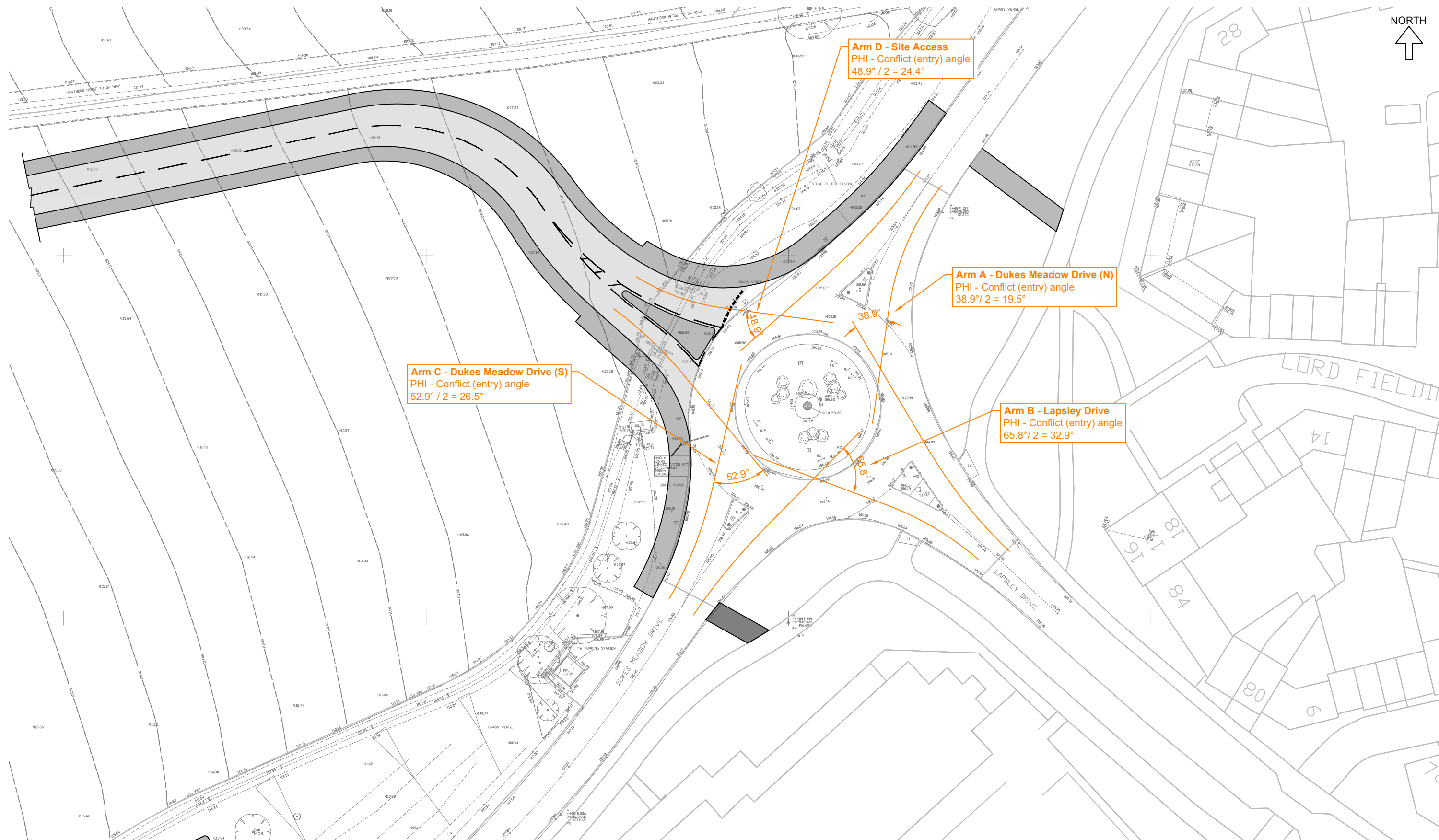
AM	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

PM	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0



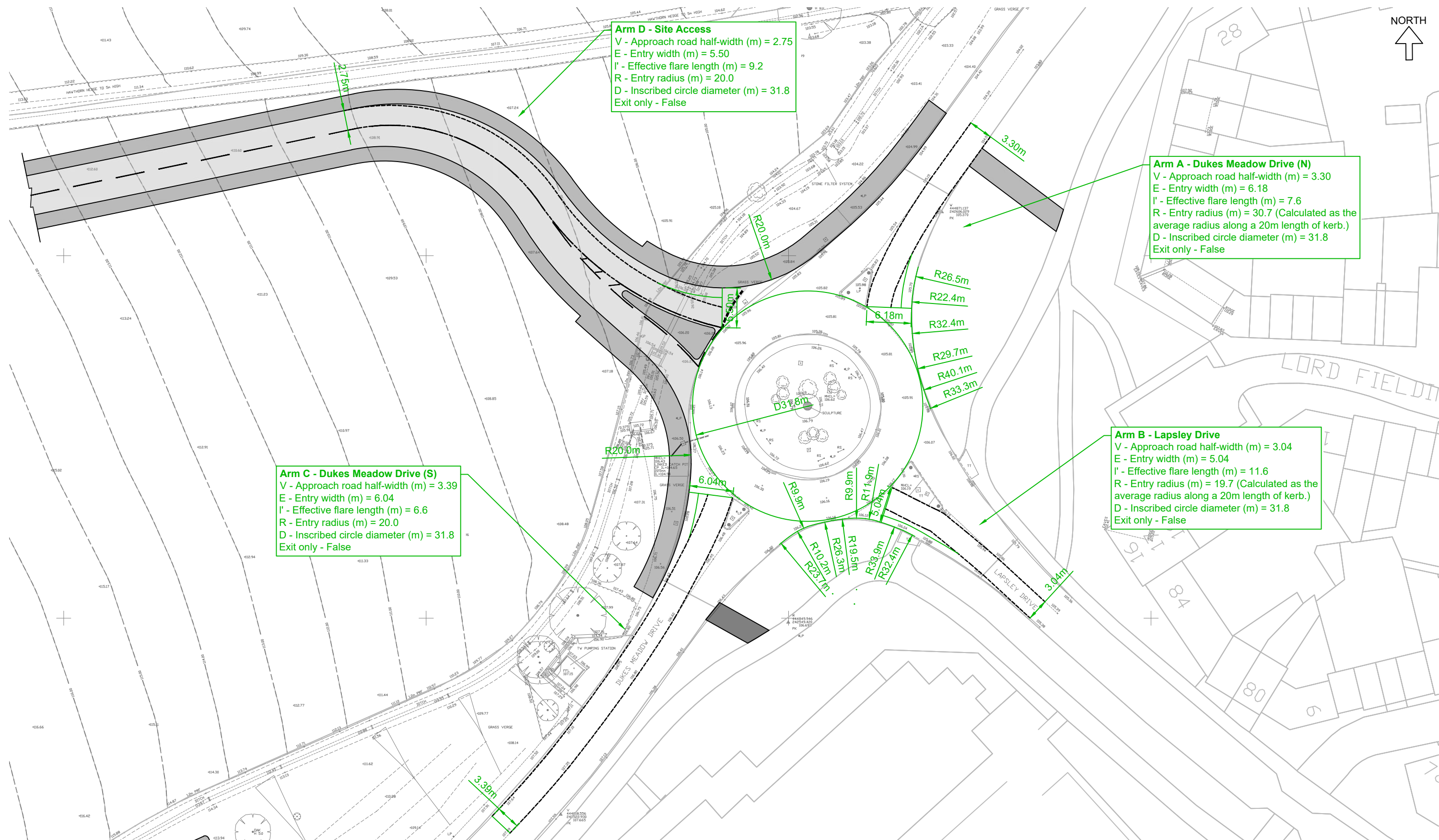
Appendix M

ARCADY-Junction parameters



Notes:
1. Based on Woods Hardwick 'Topographical Survey', drawing number 17525-7-853 dated 24-03-2016.

 T: 01604 340544 Northampton Office E: info@mac-ltd.co.uk W: mac-ltd.co.uk Martin Andrews Consulting Ltd	• Transport Assessments	Client: Manor Oak Homes		Project: Hanwell Fields, Banbury	
	• Flood Risk Assessments				
	• Highway Advice	Title: Proposed Roundabout Geometry Plan Conflict Entry Angle		Date: 24/09/21	
	• Access Design			Drw: AN	
• Drainage Strategies	Drawing No: 340-TA119		Revision:	Chk: DB	
• Vehicle tracking			Scale: 1:500		
				Size: A3	



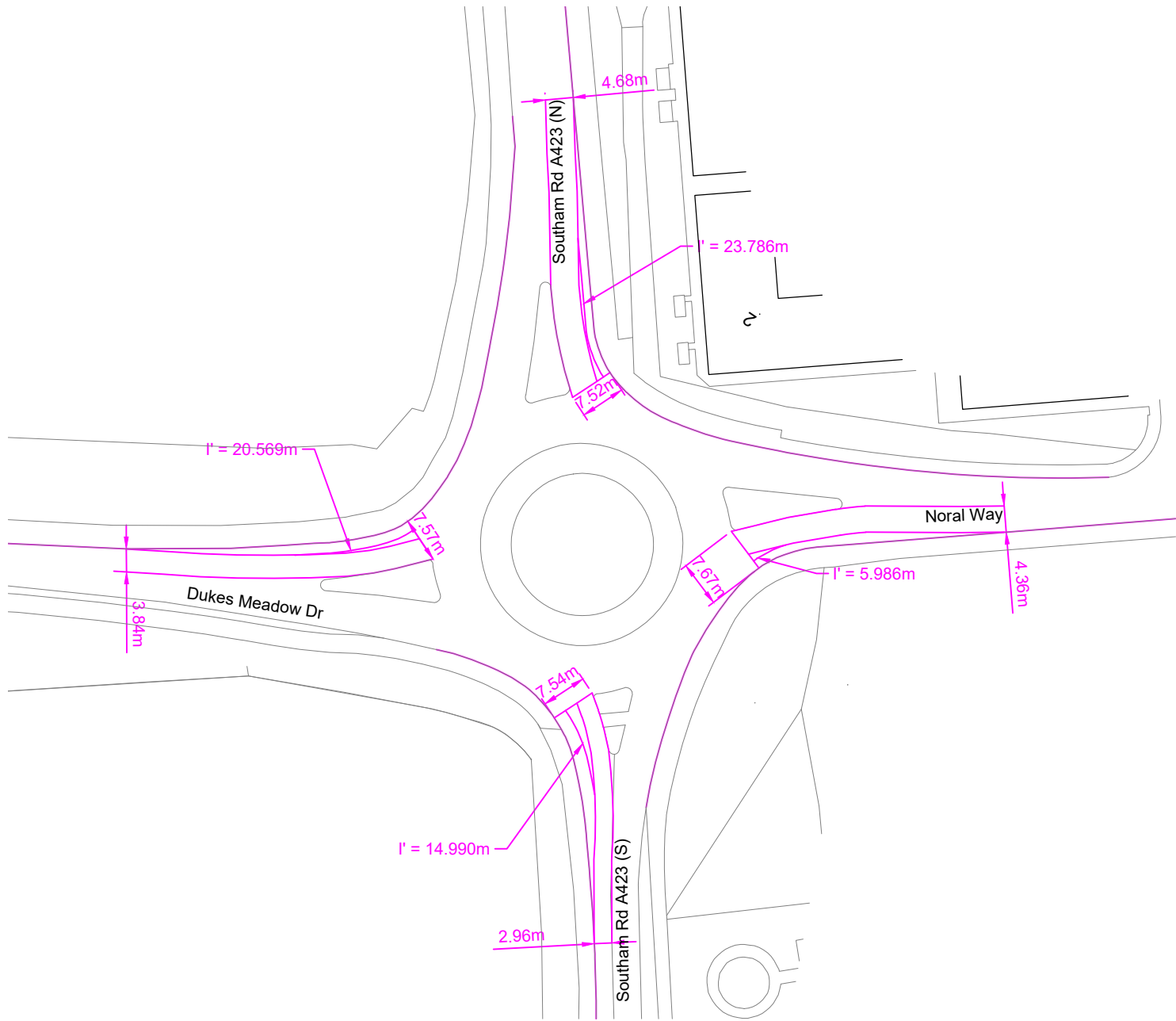
Notes:
1. Based on Woods Hardwick 'Topographical Survey', drawing number 17525-7-853 dated 24-03-2016.



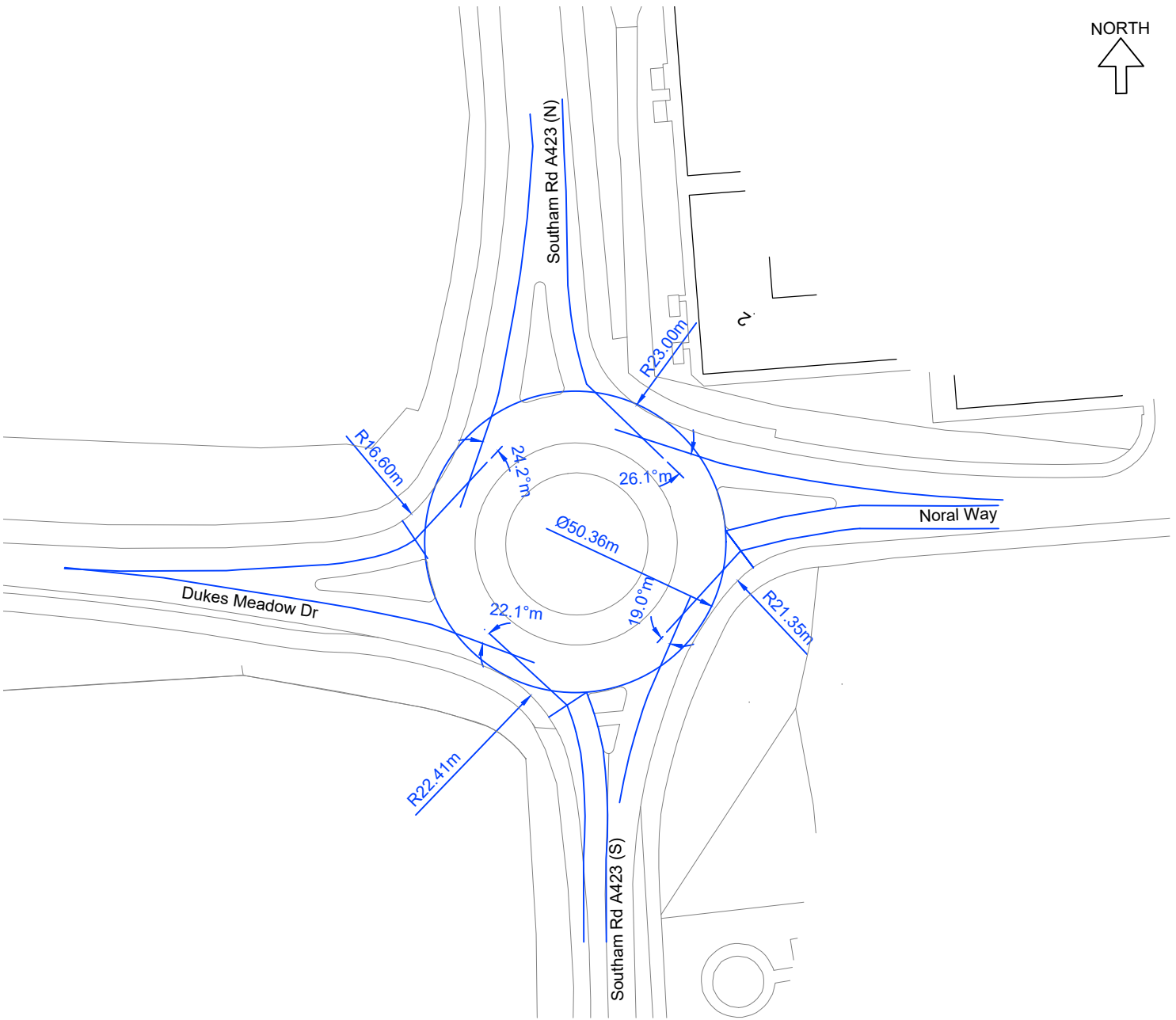
T: 01604 340544 Northampton Office
E: info@mac-ltd.co.uk W: mac-ltd.co.uk
Martin Andrews Consulting Ltd

- Transport Assessments
- Flood Risk Assessments
- Highway Advice
- Access Design
- Drainage Strategies
- Vehicle tracking

Client: Manor Oak Homes		Project: Hanwell Fields, Banbury	
Title: Existing and Proposed Roundabout Geometry Plan Junctions 9 Input Data	Date: 24/09/21 Drw: AN Chk: DB		
Drawing No: 340-TA120		Revision:	Scale: 1:500 Size: A3



Arm Road Widths & Flare length



Entry Radius and Conflict (Entry) angle

Notes:
1. Based on Ordnance Survey Mapping ©Crown Copyright
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ARCADY Parameters:

Junction 1 - Southam Rd A423 (N) / Noral Way / Southam Rd A423 (S) / Dukes Meadow

Arm A - Southam Rd A423 (N)

Approach road half-width (m) = 4.68
Entry width (m) = 7.52
Effective flare length (m) = 23.786
Entry radius (m) = 23.00
Inscribed circle diameter (m) = 50.36
Conflict (entry) angle (deg) = 26.1

Arm B - Noral Way

Approach road half-width (m) = 4.36
Entry width (m) = 7.67
Effective flare length (m) = 5.986
Entry radius (m) = 21.35
Inscribed circle diameter (m) = 50.36
Conflict (entry) angle (deg) = 19.0

Arm C - Southam Rd A423 (S)

Approach road half-width (m) = 2.96
Entry width (m) = 7.54
Effective flare length (m) = 14.990
Entry radius (m) = 22.41
Inscribed circle diameter (m) = 50.36
Conflict (entry) angle (deg) = 22.1

Arm D - Dukes Meadow Dr

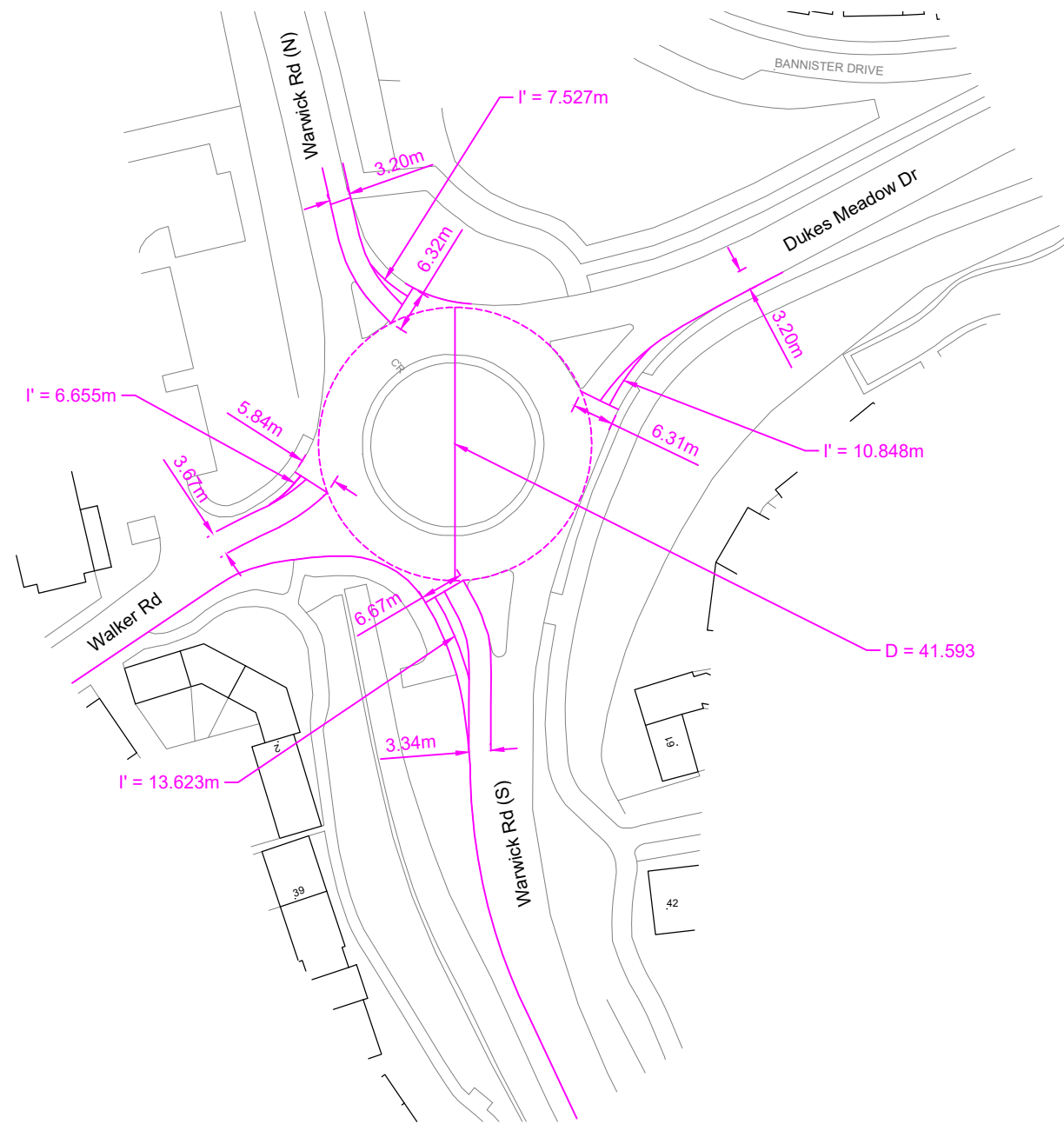
Approach road half-width (m) = 3.84
Entry width (m) = 7.57
Effective flare length (m) = 20.569
Entry radius (m) = 16.60
Inscribed circle diameter (m) = 50.36
Conflict (entry) angle (deg) = 24.2



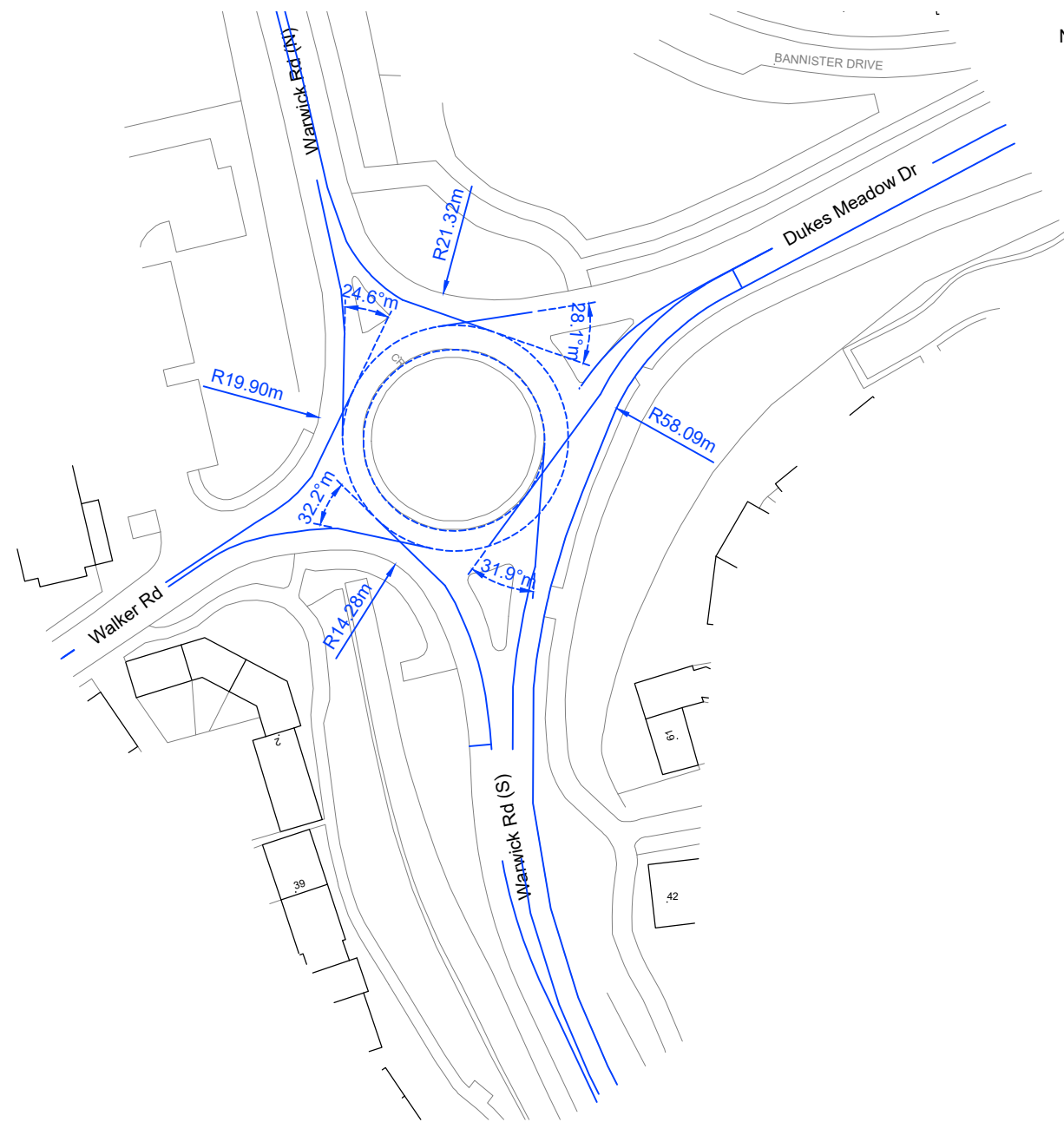
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Martin Andrews Consulting Ltd

- Transport Assessments
- Flood Risk Assessments
- Highway Advice
- Access Design
- Drainage Strategies
- Vehicle tracking

Client: Manor Oak Homes		Project: Hanwell Fields Banbury	
Title: Arcady geometry Junction 1 Southam Rd A423 (N) / Noral Way / Southam Rd A423 (S) / Dukes Meadow		Date: 21/07/22	
		Drw: SH	
		Chk: MJA	
Drawing No: 802-TA21		Revision: -	
		Scale: 1:1,000	
		Size: A3	



Arm Road Widths & Flare Length



Entry radius and Conflict (Entry) angles

Notes:

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ARCADY Parameters:

Junction 2 - Dukes Meadow/ Warwick Rd (S)/ Walker Rd/ Warwick Rd (N)

Arm A - Dukes Meadow Dr

Approach road half-width (m) = 3.20

Entry width (m) = 6.31

Effective flare length (m) = 10.848

Entry radius (m) = 58.09

Inscribed circle diameter (m) = 41.593

Conflict (entry) angle (deg) = 31.90

Arm B - Warwick Rd (S)

Approach road half-width (m) = 3.34

Entry width (m) = 6.67

Effective flare length (m) = 13.623

Entry radius (m) = 14.28

Inscribed circle diameter (m) = 41.593

Conflict (entry) angle (deg) = 32.2

Arm C - Walker Road

Approach road half-width (m) = 3.67

Entry width (m) = 5.84

Effective flare length (m) = 6.655

Entry radius (m) = 19.90

Inscribed circle diameter (m) = 41.593

Conflict (entry) angle (deg) = 24.60

Arm D - Warwick Road (N)

Approach road half-width (m) = 3.20

Entry width (m) = 6.32

Effective flare length (m) = 7.527

Entry radius (m) = 21.32

Inscribed circle diameter (m) = 41.593

Conflict (entry) angle (deg) = 28.1



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Martin Andrews Consulting Ltd

• Transport Assessments • Flood Risk Assessments • Highway Advice • Access Design • Drainage Strategies • Vehicle tracking	Client: Manor Oak Homes		Project: Hanwell Fields Banbury	
	Title: Arcady geometry Junction 2 Dukes Meadow/ Warwick Rd/ Walker Rd /Warwick Rd		Date: 21/07/22	
			Drw: SH	
			Chk: MJA	
	Drawing No: 802-TA22		Revision: -	
			Scale: 1:1,000	
			Size: A3	



Appendix N

ARCADY Output- Proposed Access



Junction Turning Flows
Survey Date

Access 1: Access / Dukes Meadow Drive (N) / Lapsley Drive / Dukes Meadow Drive (S)
14th June 2022

Link

Arm A - Dukes Meadow Drive (N)
Arm B - Lapsley Drive
Arm C - Dukes Meadow Drive (S)
Arm D - Access

AM Peak 08:00 - 09:00
PM Peak 17:00 - 18:00



AM Background 2022					
	A	B	C	D	Total
A	0	77	166	0	243
B	97	0	93	0	190
C	307	142	0	0	449
D	0	0	0	0	0
Total	404	219	259	0	

HGV %					
	A	B	C	D	Total
A	0	0.0509554	#DIV/0!	0	
B	#DIV/0!	0.0108696	0	0	
C	0	#DIV/0!	0.0131148	0	
D	0	0	0	0	
Total					

AM Background 2027					
	A	B	C	D	Total
A	0	82	177	0	259
B	104	0	99	0	203
C	328	152	0	0	479
D	0	0	0	0	0
Total	431	234	276	0	

1.0675

AM Committed Development (Phase 1)					
	A	B	C	D	Total
A	0	0	0	6	6
B	0	0	0	0	0
C	0	0	0	5	5
D	21	0	21	0	42
Total	21	0	21	11	

AM Background + Committed Dev					
	A	B	C	D	Total
A	0	82	177	6	265
B	104	0	99	0	203
C	328	152	0	5	485
D	21	0	21	0	42
Total	453	234	297	11	

AM Development (Phase 2)					
	A	B	C	D	Total
A	0	0	0	13	13
B	0	0	0	0	0
C	0	0	0	12	12
D	48	0	46	0	95
Total	48	0	46	25	

AM Background + Committed Dev + Development (Phase 2)					
	A	B	C	D	Total
A	0	82	177	18	277
B	104	0	99	0	203
C	328	152	0	17	497
D	70	0	67	0	137
Total	501	234	343	36	

PM Background 2022					
	A	B	C	D	Total
A	0	52	402	0	454
B	42	0	47	0	89
C	160	37	1	0	198
D	0	0	0	0	0
Total	202	89	450	0	

HGV %					
	A	B	C	D	Total
A	0	0	#DIV/0!	0	
B	#DIV/0!	0	0	0	
C	0	0	0.006211	0	
D	0	0	0	0	
Total					

PM Background 2027					
	A	B	C	D	Total
A	0	56	431	0	487
B	45	0	50	0	95
C	172	40	1	0	212
D	0	0	0	0	0
Total	217	95	483	0	

1.072

PM Committed Development (Phase 1)					
	A	B	C	D	Total
A	0	0	0	17	17
B	0	0	0	0	0
C	0	0	0	17	17
D	7	0	7	0	14
Total	7	0	7	34	

PM Background + Committed Dev					
	A	B	C	D	Total
A	0	56	431	17	504
B	45	0	50	0	95
C	172	40	1	17	229
D	7	0	7	0	14
Total	224	95	489	34	

PM Development (Phase 2)					
	A	B	C	D	Total
A	0	0	0	39	39
B	0	0	0	0	0
C	0	0	0	37	37
D	16	0	16	0	32
Total	16	0	16	76	

PM Back + Comm Dev + Dev (Phase 2)					
	A	B	C	D	Total
A	0	56	431	56	543
B	45	0	50	0	95
C	172	40	1	54	266
D	23	0	22	0	46
Total	240	95	505	110	

Junctions 9		
ARCADY 9 - Roundabout Module		
Version: 9.5.0.6896 © Copyright TRL Limited, 2018		
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk		
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution		

Filename: 802-Access 1.j9

Path: C:\Users\Administrator\MAC\Projects 800 - 899 - Documents\802 - Banbury Ph2\Design\TA

Report generation date: 22/07/2022 08:56:23

- »Background 2022, AM
- »Background 2022, PM
- »2027 Background + Committed Dev, AM
- »2027 Background + Committed Dev, PM
- »2027 Background + Committed Dev + Phase 2 Dev, AM
- »2027 Background + Committed Dev + Phase 2 Dev, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
Background 2022						
Arm A	0.2	3.33	0.20	0.5	3.82	0.35
Arm B	0.2	3.66	0.18	0.1	3.80	0.09
Arm C	0.6	4.30	0.37	0.2	3.13	0.16
Arm D	0.0	0.00	0.00	0.0	0.00	0.00
2027 Background + Committed Dev						
Arm A	0.3	3.47	0.22	0.6	4.09	0.39
Arm B	0.2	3.80	0.19	0.1	3.97	0.10
Arm C	0.7	4.56	0.40	0.2	3.27	0.19
Arm D	0.1	4.15	0.05	0.0	3.26	0.01
2027 Background + Committed Dev + Phase 2 Dev						
Arm A	0.3	3.62	0.23	0.7	4.35	0.42
Arm B	0.2	3.96	0.20	0.1	4.13	0.11
Arm C	0.7	4.69	0.42	0.3	3.48	0.22
Arm D	0.2	4.72	0.17	0.0	3.36	0.04

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

File summary

File Description

Title	
Location	
Site number	
Date	21/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MAC-13096B\Administrator
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	Background 2022	AM	ONE HOUR	08:00	09:30	15
D2	Background 2022	PM	ONE HOUR	16:45	18:15	15
D3	2027 Background + Committed Dev	AM	ONE HOUR	08:00	09:30	15
D4	2027 Background + Committed Dev	PM	ONE HOUR	16:45	18:15	15
D5	2027 Background + Committed Dev + Phase 2 Dev	AM	ONE HOUR	08:00	09:30	15
D6	2027 Background + Committed Dev + Phase 2 Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Background 2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
A1	Access / Dukes Meadow Drive (N) / Lapsley Drive / Dukes Meadow Drive (S)	Standard Roundabout		A, B, C, D	3.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	Dukes Meadow Drive (N)	
B	Lapsley Drive	
C	Dukes Meadow Drive (S)	
D	Access	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	3.30	6.18	7.6	30.7	31.8	19.5	
B	3.04	5.04	11.6	19.7	31.8	32.9	
C	3.39	6.04	6.6	20.0	31.8	26.5	
D	2.75	5.50	9.2	20.0	31.8	24.4	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.625	1469
B	0.570	1297
C	0.598	1395
D	0.577	1284

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Background 2022	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	243	100.000
B		✓	190	100.000
C		✓	449	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	77	166	0
	B	97	0	93	0
	C	307	142	0	0
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	5	0	0
	B	0	1	0	0
	C	0	0	1	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A	0.20	3.33	0.2	A
B	0.18	3.66	0.2	A
C	0.37	4.30	0.6	A
D	0.00	0.00	0.0	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	183	106	1380	0.133	182	0.2	3.004	A
B	143	125	1226	0.117	143	0.1	3.319	A
C	338	73	1352	0.250	337	0.3	3.541	A
D	0	409	1047	0.000	0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	218	128	1367	0.160	218	0.2	3.133	A
B	171	149	1212	0.141	171	0.2	3.455	A
C	404	87	1343	0.300	403	0.4	3.827	A
D	0	490	1001	0.000	0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	268	156	1349	0.198	267	0.2	3.326	A
B	209	183	1193	0.175	209	0.2	3.657	A
C	494	107	1332	0.371	494	0.6	4.294	A
D	0	600	937	0.000	0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	268	156	1349	0.198	268	0.2	3.327	A
B	209	183	1193	0.175	209	0.2	3.657	A
C	494	107	1332	0.371	494	0.6	4.299	A
D	0	601	937	0.000	0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	218	128	1367	0.160	219	0.2	3.137	A
B	171	149	1212	0.141	171	0.2	3.457	A
C	404	87	1343	0.301	404	0.4	3.838	A
D	0	492	1000	0.000	0	0.0	0.000	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	183	107	1380	0.133	183	0.2	3.008	A
B	143	125	1226	0.117	143	0.1	3.323	A
C	338	73	1352	0.250	338	0.3	3.553	A
D	0	412	1046	0.000	0	0.0	0.000	A

Background 2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
A1	Access / Dukes Meadow Drive (N) / Lapsley Drive / Dukes Meadow Drive (S)	Standard Roundabout		A, B, C, D	3.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	Background 2022	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	454	100.000
B		✓	89	100.000
C		✓	198	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A	B	C	D
From	A	0	52	402	0
	B	42	0	47	0
	C	160	37	1	0
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A	0.35	3.82	0.5	A
B	0.09	3.80	0.1	A
C	0.16	3.13	0.2	A
D	0.00	0.00	0.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	342	29	1451	0.236	341	0.3	3.239	A
B	67	302	1125	0.060	67	0.1	3.401	A
C	149	32	1376	0.108	149	0.1	2.930	A
D	0	180	1180	0.000	0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	408	34	1448	0.282	408	0.4	3.462	A
B	80	362	1091	0.073	80	0.1	3.560	A
C	178	38	1373	0.130	178	0.1	3.012	A
D	0	216	1159	0.000	0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	500	42	1443	0.346	499	0.5	3.814	A
B	98	443	1045	0.094	98	0.1	3.801	A
C	218	46	1368	0.159	218	0.2	3.130	A
D	0	264	1131	0.000	0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	500	42	1443	0.346	500	0.5	3.817	A
B	98	444	1044	0.094	98	0.1	3.803	A
C	218	46	1368	0.159	218	0.2	3.130	A
D	0	264	1131	0.000	0	0.0	0.000	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	408	34	1447	0.282	409	0.4	3.469	A
B	80	363	1091	0.073	80	0.1	3.565	A
C	178	38	1373	0.130	178	0.1	3.015	A
D	0	216	1159	0.000	0	0.0	0.000	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	342	29	1451	0.236	342	0.3	3.246	A
B	67	304	1124	0.060	67	0.1	3.407	A
C	149	32	1376	0.108	149	0.1	2.933	A
D	0	181	1179	0.000	0	0.0	0.000	A

2027 Background + Committed Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
A1	Access / Dukes Meadow Drive (N) / Lapsley Drive / Dukes Meadow Drive (S)	Standard Roundabout		A, B, C, D	4.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2027 Background + Committed Dev	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	265	100.000
B		✓	203	100.000
C		✓	485	100.000
D		✓	42	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A	B	C	D
From	A	0	82	177	6
	B	104	0	99	0
	C	328	152	0	5
	D	21	0	21	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A	B	C	D
From	A	0	5	0	0
	B	0	1	0	0
	C	0	0	1	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A	0.22	3.47	0.3	A
B	0.19	3.80	0.2	A
C	0.40	4.56	0.7	A
D	0.05	4.15	0.1	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	200	130	1366	0.146	199	0.2	3.082	A
B	153	153	1210	0.126	152	0.1	3.401	A
C	365	83	1346	0.271	364	0.4	3.660	A
D	32	438	1031	0.031	31	0.0	3.601	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	238	155	1350	0.176	238	0.2	3.236	A
B	182	183	1193	0.153	182	0.2	3.561	A
C	436	99	1336	0.326	436	0.5	3.995	A
D	38	524	981	0.038	38	0.0	3.815	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	292	190	1329	0.220	292	0.3	3.470	A
B	224	224	1169	0.191	223	0.2	3.804	A
C	534	121	1323	0.404	533	0.7	4.554	A
D	46	642	913	0.051	46	0.1	4.152	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	292	190	1329	0.220	292	0.3	3.470	A
B	224	225	1169	0.191	224	0.2	3.805	A
C	534	121	1323	0.404	534	0.7	4.562	A
D	46	643	913	0.051	46	0.1	4.154	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	238	156	1350	0.176	238	0.2	3.240	A
B	182	184	1193	0.153	183	0.2	3.566	A
C	436	99	1336	0.326	437	0.5	4.005	A
D	38	526	980	0.039	38	0.0	3.819	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	200	130	1366	0.146	200	0.2	3.086	A
B	153	154	1210	0.126	153	0.1	3.406	A
C	365	83	1346	0.271	366	0.4	3.673	A
D	32	440	1030	0.031	32	0.0	3.606	A

2027 Background + Committed Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
A1	Access / Dukes Meadow Drive (N) / Lapsley Drive / Dukes Meadow Drive (S)	Standard Roundabout		A, B, C, D	3.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2027 Background + Committed Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	504	100.000
B		✓	95	100.000
C		✓	230	100.000
D		✓	14	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A	B	C	D
From	A	0	56	431	17
	B	45	0	50	0
	C	172	40	1	17
	D	7	0	7	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A	0.39	4.09	0.6	A
B	0.10	3.97	0.1	A
C	0.19	3.27	0.2	A
D	0.01	3.26	0.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	379	36	1446	0.262	378	0.4	3.365	A
B	72	342	1102	0.065	71	0.1	3.491	A
C	173	46	1368	0.127	173	0.1	3.011	A
D	11	194	1172	0.009	11	0.0	3.099	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	453	43	1442	0.314	453	0.5	3.637	A
B	85	410	1064	0.080	85	0.1	3.678	A
C	207	56	1362	0.152	207	0.2	3.115	A
D	13	232	1150	0.011	13	0.0	3.164	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	555	53	1436	0.386	554	0.6	4.083	A
B	105	501	1011	0.103	104	0.1	3.969	A
C	253	68	1355	0.187	253	0.2	3.268	A
D	15	284	1120	0.014	15	0.0	3.258	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	555	53	1436	0.386	555	0.6	4.086	A
B	105	502	1011	0.103	105	0.1	3.971	A
C	253	68	1355	0.187	253	0.2	3.268	A
D	15	284	1120	0.014	15	0.0	3.259	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	453	43	1442	0.314	454	0.5	3.647	A
B	85	411	1063	0.080	86	0.1	3.681	A
C	207	56	1362	0.152	207	0.2	3.116	A
D	13	232	1150	0.011	13	0.0	3.167	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	379	36	1446	0.262	380	0.4	3.379	A
B	72	344	1101	0.065	72	0.1	3.495	A
C	173	47	1367	0.127	173	0.1	3.014	A
D	11	194	1171	0.009	11	0.0	3.100	A

2027 Background + Committed Dev + Phase 2 Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
A1	Access / Dukes Meadow Drive (N) / Lapsley Drive / Dukes Meadow Drive (S)	Standard Roundabout		A, B, C, D	4.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2027 Background + Committed Dev + Phase 2 Dev	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	277	100.000
B		✓	203	100.000
C		✓	497	100.000
D		✓	137	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	82	177	18
	B	104	0	99	0
	C	328	152	0	17
	D	70	0	67	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A	B	C	D
	A	0	5	0	0
	B	0	1	0	0
	C	0	0	1	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A	0.23	3.62	0.3	A
B	0.20	3.96	0.2	A
C	0.42	4.69	0.7	A
D	0.17	4.72	0.2	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	209	164	1346	0.155	208	0.2	3.162	A
B	153	197	1185	0.129	152	0.1	3.482	A
C	374	91	1341	0.279	373	0.4	3.712	A
D	103	438	1031	0.100	103	0.1	3.876	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	249	197	1326	0.188	249	0.2	3.342	A
B	182	235	1163	0.157	182	0.2	3.669	A
C	447	110	1330	0.336	446	0.5	4.073	A
D	123	524	981	0.126	123	0.1	4.196	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	305	241	1299	0.235	305	0.3	3.621	A
B	224	288	1133	0.197	223	0.2	3.956	A
C	547	134	1315	0.416	546	0.7	4.678	A
D	151	642	913	0.165	151	0.2	4.720	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	305	241	1299	0.235	305	0.3	3.622	A
B	224	288	1133	0.197	224	0.2	3.958	A
C	547	134	1315	0.416	547	0.7	4.687	A
D	151	643	913	0.165	151	0.2	4.725	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	249	197	1326	0.188	249	0.2	3.347	A
B	182	236	1163	0.157	183	0.2	3.675	A
C	447	110	1330	0.336	448	0.5	4.084	A
D	123	526	980	0.126	123	0.1	4.202	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	209	165	1345	0.155	209	0.2	3.169	A
B	153	197	1185	0.129	153	0.1	3.491	A
C	374	92	1340	0.279	375	0.4	3.728	A
D	103	440	1030	0.100	103	0.1	3.888	A

2027 Background + Committed Dev + Phase 2 Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
A1	Access / Dukes Meadow Drive (N) / Lapsley Drive / Dukes Meadow Drive (S)	Standard Roundabout		A, B, C, D	4.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2027 Background + Committed Dev + Phase 2 Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	543	100.000
B		✓	95	100.000
C		✓	267	100.000
D		✓	45	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	56	431	56
	B	45	0	50	0
	C	172	40	1	54
	D	23	0	22	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A	0.42	4.35	0.7	A
B	0.11	4.13	0.1	A
C	0.22	3.48	0.3	A
D	0.04	3.36	0.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	409	47	1439	0.284	407	0.4	3.484	A
B	72	382	1079	0.066	71	0.1	3.571	A
C	201	76	1350	0.149	200	0.2	3.129	A
D	34	194	1172	0.029	34	0.0	3.162	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	488	57	1433	0.341	488	0.5	3.804	A
B	85	458	1036	0.082	85	0.1	3.785	A
C	240	91	1341	0.179	240	0.2	3.268	A
D	40	232	1150	0.035	40	0.0	3.244	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	598	69	1426	0.419	597	0.7	4.340	A
B	105	561	978	0.107	104	0.1	4.123	A
C	294	111	1329	0.221	294	0.3	3.477	A
D	50	284	1120	0.044	50	0.0	3.362	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	598	69	1425	0.419	598	0.7	4.349	A
B	105	562	977	0.107	105	0.1	4.125	A
C	294	111	1329	0.221	294	0.3	3.477	A
D	50	284	1120	0.044	50	0.0	3.363	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	488	57	1433	0.341	489	0.5	3.816	A
B	85	459	1036	0.082	86	0.1	3.791	A
C	240	91	1341	0.179	240	0.2	3.270	A
D	40	232	1150	0.035	40	0.0	3.245	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	409	47	1439	0.284	409	0.4	3.496	A
B	72	384	1078	0.066	72	0.1	3.575	A
C	201	76	1350	0.149	201	0.2	3.133	A
D	34	194	1171	0.029	34	0.0	3.166	A



Appendix O

ARCADY Output- Junction 1



Junction Turning Flows

Survey Date

Junction 1: A423 (N) / Noral Way/ A423 (S) / Dukes Meadow Drive

14th June 2022

Link

Arm A - Southam Rd A423 (N)

Arm B - Noral Way

Arm C - Southam Rd A423 (S)

Arm D - Dukes Meadow Drive

AM Peak 08:00 - 09:00

PM Peak 17:00 - 18:00



AM Background 2022					
	A	B	C	D	Total
A	1	20	619	85	725
B	4	0	13	2	19
C	335	90	5	170	599
D	73	39	348	0	461
Total	413	149	985	257	

HGV %					
	A	B	C	D	Total
A	0	0	4	6	
B	0	0	18	0	
C	5	1	0	2	
D	3	0	1	0	
Total					

AM Background 2027					
	A	B	C	D	Total
A	1	21	660	91	774
B	4	0	14	2	20
C	357	96	5	181	639
D	78	42	372	0	492
Total	441	159	1051	274	

1.0675

AM Committed Development (Phase 1)					
	A	B	C	D	Total
A	0	0	0	2	2
B	0	0	0	1	1
C	0	0	0	8	8
D	7	4	32	0	42
Total	7	4	32	11	

AM Background + Committed Dev					
	A	B	C	D	Total
A	1	21	660	93	776
B	4	0	14	3	21
C	357	96	5	189	648
D	85	45	404	0	534
Total	447	162	1083	285	

AM Development (Phase 2)					
	A	B	C	D	Total
A	0	0	0	2	2
B	0	0	0	1	1
C	0	0	0	10	10
D	8	4	36	0	48
Total	8	4	36	13	

AM Background + Committed Dev + Development (Phase 2)					
	A	B	C	D	Total
A	1	21	660	95	778
B	4	0	14	4	22
C	357	96	5	199	657
D	93	49	440	0	582
Total	455	166	1119	298	

PM Background 2022					
	A	B	C	D	Total
A	0	3	360	72	435
B	34	0	90	15	140
C	635	3	0	414	1052
D	57	3	172	0	232
Total	726	9	622	502	

HGV %					
	A	B	C	D	Total
A	0	50	3	0	53
B	0	0	2	0	2
C	2	0	0	0	2
D	0	0	1	0	1
Total	0%	0%	0%	0%	

PM Background 2027					
	A	B	C	D	Total
A	0	4	386	78	467
B	36	0	97	17	150
C	681	3	0	444	1128
D	62	3	184	0	249
Total	778	10	667	538	

1.072

PM Committed Development (Phase 1)					
	A	B	C	D	Total
A	0	0	0	5	5
B	0	0	0	3	3
C	0	0	0	26	26
D	2	1	11	0	14
Total	2	1	11	34	

PM Background + Committed Dev					
	A	B	C	D	Total
A	0	4	386	83	472
B	36	0	97	19	153
C	681	3	0	470	1153
D	64	4	195	0	263
Total	781	11	677	572	

PM Development (Phase 2)					
	A	B	C	D	Total
A	0	0	0	9	9
B	0	0	0	0	0
C	0	0	0	26	26
D	4	0	11	0	15
Total	4	0	11	36	

PM Back + Comm Dev + Dev (Phase 2)					
	A	B	C	D	Total
A	0	4	386	92	481
B	36	0	97	20	153
C	681	3	0	496	1180
D	67	5	206	0	278
Total	784	11	688	608	

Junctions 9		
ARCADY 9 - Roundabout Module		
Version: 9.5.0.6896 © Copyright TRL Limited, 2018		
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk		
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Filename: 802-Junction 1.j9

Path: C:\Users\Administrator\MAC\Projects 800 - 899 - Documents\802 - Banbury Ph2\Design\TA

Report generation date: 21/07/2022 16:08:14

»Background 2022, AM

»Background 2022, PM

»2027 Background + Committed Dev, AM

»2027 Background + Committed Dev, PM

»2027 Background + Committed Dev + Phase 2 Dev, AM

»2027 Background + Committed Dev + Phase 2 Dev, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
Background 2022						
Arm A	0.9	4.24	0.48	0.3	2.55	0.25
Arm B	0.0	4.15	0.02	0.1	3.11	0.12
Arm C	0.8	4.20	0.44	3.0	9.51	0.75
Arm D	0.5	3.43	0.33	0.2	3.14	0.18
2027 Background + Committed Dev						
Arm A	1.1	4.84	0.53	0.4	2.66	0.28
Arm B	0.0	4.49	0.03	0.2	3.27	0.13
Arm C	0.9	4.50	0.47	4.8	13.98	0.83
Arm D	0.6	3.80	0.38	0.3	3.35	0.21
2027 Background + Committed Dev + Phase 2 Dev						
Arm A	1.2	5.05	0.55	0.4	2.70	0.28
Arm B	0.0	4.61	0.03	0.2	3.31	0.13
Arm C	0.9	4.58	0.48	5.6	16.08	0.86
Arm D	0.7	4.02	0.42	0.3	3.40	0.22

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

File summary

File Description

Title	
Location	
Site number	
Date	14/06/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MAC-13096B\Administrator
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	Background 2022	AM	ONE HOUR	08:00	09:30	15
D2	Background 2022	PM	ONE HOUR	16:45	18:15	15
D3	2027 Background + Committed Dev	AM	ONE HOUR	08:00	09:30	15
D4	2027 Background + Committed Dev	PM	ONE HOUR	16:45	18:15	15
D5	2027 Background + Committed Dev + Phase 2 Dev	AM	ONE HOUR	08:00	09:30	15
D6	2027 Background + Committed Dev + Phase 2 Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Background 2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Southam Rd A423 (N)/ Noral Way/ Southam Rd A423 (S)/ Dukes Meadow Dr	Standard Roundabout		A, B, C, D	4.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	Southam Rd A423 (N)	
B	Noral Way	
C	Southam Rd A423 (S)	
D	Dukes Meadow Dr	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	4.68	7.52	23.8	23.0	50.4	26.1	
B	4.36	7.67	6.0	21.4	50.4	19.0	
C	2.96	7.54	15.0	22.4	50.4	25.0	
D	3.84	7.57	20.6	16.6	50.4	24.2	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.684	2081
B	0.629	1753
C	0.601	1635
D	0.647	1898

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Background 2022	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	725	100.000
B		✓	19	100.000
C		✓	600	100.000
D		✓	460	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A	B	C	D
From	A	1	20	619	85
	B	4	0	13	2
	C	335	90	5	170
	D	73	39	348	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A	B	C	D
From	A	0	0	4	6
	B	0	0	18	0
	C	5	1	0	2
	D	3	0	1	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A	546	568
	B	14	16
	C	452	468
	D	346	351
08:15-08:30	A	652	679
	B	17	19
	C	539	558
	D	414	419
08:30-08:45	A	798	831
	B	21	23
	C	661	684
	D	506	513
08:45-09:00	A	798	831
	B	21	23
	C	661	684
	D	506	513
09:00-09:15	A	652	679
	B	17	19
	C	539	558
	D	414	419
09:15-09:30	A	546	568
	B	14	16
	C	452	468
	D	346	351

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A	0.48	4.24	0.9	A
B	0.02	4.15	0.0	A
C	0.44	4.20	0.8	A
D	0.33	3.43	0.5	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	546	362	1759	0.310	544	0.4	2.959	A
B	14	794	1102	0.013	14	0.0	3.308	A
C	452	69	1537	0.294	450	0.4	3.308	A
D	346	326	1658	0.209	345	0.3	2.740	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	652	433	1712	0.381	651	0.6	3.392	A
B	17	950	1012	0.017	17	0.0	3.617	A
C	539	83	1529	0.353	539	0.5	3.635	A
D	414	391	1615	0.256	413	0.3	2.996	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	798	530	1647	0.485	797	0.9	4.227	A
B	21	1163	889	0.024	21	0.0	4.146	A
C	661	101	1517	0.435	660	0.8	4.193	A
D	506	478	1557	0.325	506	0.5	3.424	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	798	531	1647	0.485	798	0.9	4.241	A
B	21	1165	888	0.024	21	0.0	4.151	A
C	661	101	1517	0.435	661	0.8	4.202	A
D	506	479	1556	0.325	506	0.5	3.428	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	652	434	1711	0.381	653	0.6	3.405	A
B	17	953	1011	0.017	17	0.0	3.623	A
C	539	83	1529	0.353	540	0.5	3.645	A
D	414	392	1614	0.256	414	0.3	3.000	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	546	363	1758	0.310	546	0.5	2.972	A
B	14	797	1100	0.013	14	0.0	3.317	A
C	452	69	1537	0.294	452	0.4	3.322	A
D	346	328	1657	0.209	347	0.3	2.750	A

Background 2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Southam Rd A423 (N)/ Noral Way/ Southam Rd A423 (S)/ Dukes Meadow Dr	Standard Roundabout		A, B, C, D	6.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	Background 2022	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	435	100.000
B		✓	139	100.000
C		✓	1052	100.000
D		✓	232	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A	B	C	D
From	A	0	3	360	72
	B	34	0	90	15
	C	635	3	0	414
	D	57	3	172	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A	B	C	D
From	A	0	50	3	0
	B	0	0	2	0
	C	2	0	0	0
	D	0	0	1	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	327	337
	B	105	106
	C	792	802
	D	175	176
17:00-17:15	A	391	402
	B	125	127
	C	946	957
	D	209	210
17:15-17:30	A	479	492
	B	153	155
	C	1158	1172
	D	255	257
17:30-17:45	A	479	492
	B	153	155
	C	1158	1172
	D	255	257
17:45-18:00	A	391	402
	B	125	127
	C	946	957
	D	209	210
18:00-18:15	A	327	337
	B	105	106
	C	792	802
	D	175	176

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A	0.25	2.55	0.3	A
B	0.12	3.11	0.1	A
C	0.75	9.51	3.0	A
D	0.18	3.14	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	327	134	1934	0.169	327	0.2	2.238	A
B	105	454	1443	0.073	104	0.1	2.689	A
C	792	91	1561	0.507	788	1.0	4.631	A
D	175	503	1554	0.112	174	0.1	2.608	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	391	160	1917	0.204	391	0.3	2.359	A
B	125	543	1387	0.090	125	0.1	2.852	A
C	946	109	1551	0.610	944	1.5	5.910	A
D	209	603	1489	0.140	208	0.2	2.810	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	479	196	1892	0.253	479	0.3	2.546	A
B	153	665	1309	0.117	153	0.1	3.112	A
C	1158	133	1536	0.754	1153	2.9	9.250	A
D	255	736	1402	0.182	255	0.2	3.139	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	479	196	1892	0.253	479	0.3	2.546	A
B	153	665	1309	0.117	153	0.1	3.113	A
C	1158	133	1536	0.754	1158	3.0	9.509	A
D	255	740	1400	0.183	255	0.2	3.145	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	391	160	1916	0.204	391	0.3	2.360	A
B	125	543	1386	0.090	125	0.1	2.854	A
C	946	109	1551	0.610	951	1.6	6.062	A
D	209	608	1486	0.140	209	0.2	2.818	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	327	134	1934	0.169	328	0.2	2.241	A
B	105	455	1442	0.073	105	0.1	2.691	A
C	792	91	1561	0.507	794	1.0	4.707	A
D	175	507	1552	0.113	175	0.1	2.614	A

2027 Background + Committed Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Southam Rd A423 (N)/ Noral Way/ Southam Rd A423 (S)/ Dukes Meadow Dr	Standard Roundabout		A, B, C, D	4.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2027 Background + Committed Dev	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	775	100.000
B		✓	21	100.000
C		✓	647	100.000
D		✓	534	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	1	21	660	93
	B	4	0	14	3
	C	357	96	5	189
	D	85	45	404	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	6
	B	0	0	18	0
	C	5	1	0	2
	D	3	0	1	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A	583	608
	B	16	18
	C	487	504
	D	402	407
08:15-08:30	A	697	725
	B	19	21
	C	582	602
	D	480	486
08:30-08:45	A	853	889
	B	23	26
	C	712	737
	D	588	595
08:45-09:00	A	853	889
	B	23	26
	C	712	737
	D	588	595
09:00-09:15	A	697	725
	B	19	21
	C	582	602
	D	480	486
09:15-09:30	A	583	608
	B	16	18
	C	487	504
	D	402	407

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A	0.53	4.84	1.1	A
B	0.03	4.49	0.0	A
C	0.47	4.50	0.9	A
D	0.38	3.80	0.6	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	583	413	1725	0.338	581	0.5	3.142	A
B	16	873	1060	0.015	16	0.0	3.446	A
C	487	76	1533	0.318	485	0.5	3.429	A
D	402	347	1644	0.245	401	0.3	2.894	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	697	494	1671	0.417	696	0.7	3.687	A
B	19	1044	961	0.020	19	0.0	3.821	A
C	582	91	1524	0.382	581	0.6	3.816	A
D	480	416	1598	0.300	480	0.4	3.219	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	853	605	1598	0.534	852	1.1	4.814	A
B	23	1278	825	0.028	23	0.0	4.487	A
C	712	111	1512	0.471	711	0.9	4.493	A
D	588	509	1536	0.383	587	0.6	3.790	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	853	606	1597	0.534	853	1.1	4.839	A
B	23	1280	824	0.028	23	0.0	4.494	A
C	712	111	1511	0.471	712	0.9	4.504	A
D	588	510	1536	0.383	588	0.6	3.798	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	697	495	1670	0.417	698	0.7	3.712	A
B	19	1048	959	0.020	19	0.0	3.829	A
C	582	91	1524	0.382	583	0.6	3.831	A
D	480	417	1597	0.301	481	0.4	3.228	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	583	415	1724	0.338	584	0.5	3.163	A
B	16	877	1058	0.015	16	0.0	3.457	A
C	487	76	1533	0.318	488	0.5	3.445	A
D	402	349	1642	0.245	402	0.3	2.903	A

2027 Background + Committed Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Southam Rd A423 (N)/ Noral Way/ Southam Rd A423 (S)/ Dukes Meadow Dr	Standard Roundabout		A, B, C, D	9.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2027 Background + Committed Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	473	100.000
B		✓	152	100.000
C		✓	1154	100.000
D		✓	263	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A	B	C	D
From	A	0	4	386	83
	B	36	0	97	19
	C	681	3	0	470
	D	64	4	195	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A	B	C	D
From	A	0	50	3	0
	B	0	0	2	0
	C	2	0	0	0
	D	0	0	1	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	356	366
	B	114	116
	C	869	879
	D	198	199
17:00-17:15	A	425	437
	B	137	138
	C	1037	1050
	D	236	238
17:15-17:30	A	521	536
	B	167	169
	C	1271	1286
	D	290	292
17:30-17:45	A	521	536
	B	167	169
	C	1271	1286
	D	290	292
17:45-18:00	A	425	437
	B	137	138
	C	1037	1050
	D	236	238
18:00-18:15	A	356	366
	B	114	116
	C	869	879
	D	198	199

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A	0.28	2.66	0.4	A
B	0.13	3.27	0.2	A
C	0.83	13.98	4.8	B
D	0.21	3.35	0.3	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	356	152	1921	0.185	355	0.2	2.297	A
B	114	499	1415	0.081	114	0.1	2.767	A
C	869	104	1554	0.559	864	1.3	5.178	A
D	198	539	1531	0.129	197	0.1	2.697	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	425	181	1901	0.224	425	0.3	2.438	A
B	137	597	1353	0.101	137	0.1	2.959	A
C	1037	124	1542	0.673	1034	2.0	7.050	A
D	236	645	1461	0.162	236	0.2	2.938	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	521	222	1874	0.278	520	0.4	2.659	A
B	167	730	1268	0.132	167	0.2	3.269	A
C	1271	152	1525	0.833	1260	4.6	13.082	B
D	290	787	1369	0.212	289	0.3	3.334	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	521	222	1874	0.278	521	0.4	2.660	A
B	167	731	1268	0.132	167	0.2	3.271	A
C	1271	152	1525	0.833	1270	4.8	13.982	B
D	290	792	1365	0.212	290	0.3	3.345	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	425	182	1901	0.224	426	0.3	2.442	A
B	137	598	1352	0.101	137	0.1	2.963	A
C	1037	124	1542	0.673	1048	2.1	7.440	A
D	236	654	1456	0.162	237	0.2	2.954	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	356	152	1921	0.185	356	0.2	2.302	A
B	114	500	1414	0.081	115	0.1	2.770	A
C	869	104	1554	0.559	872	1.3	5.306	A
D	198	544	1528	0.130	198	0.1	2.707	A

2027 Background + Committed Dev + Phase 2 Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Southam Rd A423 (N)/ Noral Way/ Southam Rd A423 (S)/ Dukes Meadow Dr	Standard Roundabout		A, B, C, D	4.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2027 Background + Committed Dev + Phase 2 Dev	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	777	100.000
B		✓	22	100.000
C		✓	657	100.000
D		✓	582	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	1	21	660	95
	B	4	0	14	4
	C	357	96	5	199
	D	93	49	440	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	0	4	6
	B	0	0	18	0
	C	5	1	0	2
	D	3	0	1	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A	585	609
	B	17	18
	C	495	512
	D	438	444
08:15-08:30	A	699	727
	B	20	22
	C	591	611
	D	523	530
08:30-08:45	A	855	891
	B	24	27
	C	723	748
	D	641	649
08:45-09:00	A	855	891
	B	24	27
	C	723	748
	D	641	649
09:00-09:15	A	699	727
	B	20	22
	C	591	611
	D	523	530
09:15-09:30	A	585	609
	B	17	18
	C	495	512
	D	438	444

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A	0.55	5.05	1.2	A
B	0.03	4.61	0.0	A
C	0.48	4.58	0.9	A
D	0.42	4.02	0.7	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	585	443	1705	0.343	583	0.5	3.203	A
B	17	901	1049	0.016	16	0.0	3.486	A
C	495	78	1532	0.323	493	0.5	3.458	A
D	438	347	1644	0.267	437	0.4	2.978	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	699	530	1647	0.424	698	0.7	3.787	A
B	20	1078	946	0.021	20	0.0	3.886	A
C	591	93	1523	0.388	590	0.6	3.857	A
D	523	416	1598	0.327	523	0.5	3.346	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	855	649	1569	0.545	854	1.2	5.022	A
B	24	1320	806	0.030	24	0.0	4.606	A
C	723	114	1510	0.479	722	0.9	4.564	A
D	641	509	1536	0.417	640	0.7	4.013	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	855	650	1568	0.546	855	1.2	5.052	A
B	24	1322	804	0.030	24	0.0	4.614	A
C	723	115	1510	0.479	723	0.9	4.577	A
D	641	510	1536	0.417	641	0.7	4.023	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	699	531	1646	0.424	700	0.7	3.811	A
B	20	1082	944	0.021	20	0.0	3.897	A
C	591	94	1522	0.388	592	0.6	3.872	A
D	523	417	1597	0.328	524	0.5	3.356	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	585	445	1704	0.343	586	0.5	3.221	A
B	17	905	1046	0.016	17	0.0	3.497	A
C	495	78	1532	0.323	495	0.5	3.476	A
D	438	349	1642	0.267	439	0.4	2.993	A

2027 Background + Committed Dev + Phase 2 Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Southam Rd A423 (N)/ Noral Way/ Southam Rd A423 (S)/ Dukes Meadow Dr	Standard Roundabout		A, B, C, D	10.36	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2027 Background + Committed Dev + Phase 2 Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	482	100.000
B		✓	153	100.000
C		✓	1180	100.000
D		✓	278	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	4	386	92
	B	36	0	97	20
	C	681	3	0	496
	D	67	5	206	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A	B	C	D
From	A	0	50	3	0
	B	0	0	2	0
	C	2	0	0	0
	D	0	0	1	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	363	373
	B	115	117
	C	888	899
	D	209	211
17:00-17:15	A	433	446
	B	138	139
	C	1061	1073
	D	250	252
17:15-17:30	A	531	546
	B	168	171
	C	1299	1314
	D	306	308
17:30-17:45	A	531	546
	B	168	171
	C	1299	1314
	D	306	308
17:45-18:00	A	433	446
	B	138	139
	C	1061	1073
	D	250	252
18:00-18:15	A	363	373
	B	115	117
	C	888	899
	D	209	211

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A	0.28	2.70	0.4	A
B	0.13	3.31	0.2	A
C	0.86	16.08	5.6	C
D	0.22	3.40	0.3	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	363	161	1916	0.189	362	0.2	2.315	A
B	115	514	1406	0.082	115	0.1	2.789	A
C	888	111	1550	0.573	883	1.3	5.357	A
D	209	539	1531	0.137	209	0.2	2.720	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	433	192	1895	0.229	433	0.3	2.462	A
B	138	615	1342	0.103	137	0.1	2.988	A
C	1061	133	1537	0.690	1057	2.2	7.451	A
D	250	645	1461	0.171	250	0.2	2.970	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	531	235	1866	0.284	530	0.4	2.695	A
B	168	752	1254	0.134	168	0.2	3.314	A
C	1299	163	1519	0.855	1287	5.3	14.726	B
D	306	785	1370	0.223	306	0.3	3.383	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	531	236	1866	0.284	531	0.4	2.695	A
B	168	753	1254	0.134	168	0.2	3.315	A
C	1299	163	1519	0.855	1298	5.6	16.083	C
D	306	792	1365	0.224	306	0.3	3.397	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	433	193	1895	0.229	434	0.3	2.464	A
B	138	616	1341	0.103	138	0.1	2.993	A
C	1061	133	1537	0.690	1074	2.3	7.986	A
D	250	655	1455	0.172	250	0.2	2.987	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	363	161	1916	0.189	363	0.2	2.320	A
B	115	515	1405	0.082	115	0.1	2.792	A
C	888	112	1550	0.573	892	1.4	5.505	A
D	209	544	1528	0.137	209	0.2	2.730	A



Appendix P

ARCADY Output- Junction 2



Junction Turning Flows J2: Dukes Meadow Drive / B4100 (S) / Walker Road / B4100 (N)
Survey Date: 14th June 2022

Link

Arm A - Dukes Meadow Dr
Arm B - B4100 Warwick Road (S)
Arm C - Walker Rd
Arm D - B4100 Warwick Road (N)

AM Peak 08:00 - 09:00
PM Peak 17:00 - 18:00



AM Background 2022					
	A	B	C	D	Total
A	1	208	18	88	315
B	158	2	31	200	391
C	31	34	0	26	91
D	99	179	16	1	295
Total	290	423	65	315	

HGV %					
	A	B	C	D	Total
A	0	0.024631	0	0.035714	
B	0.025974	0	0	0.020305	
C	0	0.030303	#DIV/0!	0	
D	0.020408	0.005618	0	0	
Total	0%	0%	0%	0%	

AM Background 2027					
	A	B	C	D	Total
A	1	222	20	94	336
B	169	2	33	213	418
C	33	36	0	28	97
D	106	191	17	1	315
Total	309	451	70	336	

1.0675

AM Committed Development (Phase 1)					
	A	B	C	D	Total
A	0	0	0	12	12
B	0	0	0	0	0
C	0	0	0	0	0
D	3	0	0	0	3
Total	3	0	0	12	

AM Background + Committed Dev					
	A	B	C	D	Total
A	1	222	20	106	348
B	169	2	33	213	418
C	33	36	0	28	97
D	109	191	17	1	318
Total	312	451	70	348	

AM Development (Phase 2)					
	A	B	C	D	Total
A	0	31	3	13	46
B	8	0	0	0	8
C	1	0	0	0	1
D	3	0	0	0	3
Total	12	31	3	13	

AM Background + Committed Dev + Development (Phase 2)					
	A	B	C	D	Total
A	1	252	22	118	394
B	177	2	33	213	426
C	34	36	0	28	98
D	112	191	17	1	322
Total	324	482	73	361	

PM Background 2022					
	A	B	C	D	Total
A	0	213	45	102	360
B	155	0	70	218	443
C	34	55	0	40	129
D	51	202	36	0	289
Total	240	470	151	360	

HGV %					
	A	B	C	D	Total
A	#DIV/0!	0.00	0.00	0.01	
B	0.03	0.00	0.00	0.00	
C	0.00	0.00	#DIV/0!	0.00	
D	0.02	0.01	0.00	#DIV/0!	
Total	0%	0%	0%	0%	

PM Background 2027					
	A	B	C	D	Total
A	0	228	48	109	386
B	166	0	75	234	475
C	37	59	0	43	139
D	54	217	39	0	310
Total	257	504	162	386	

1.072

PM Committed Development (Phase 1)					
	A	B	C	D	Total
A	0	0	0	4	4
B	0	0	0	0	0
C	0	0	0	0	0
D	9	0	0	0	9
Total	9	0	0	4	

PM Background + Committed Dev					
	A	B	C	D	Total
A	0	228	48	113	390
B	166	0	75	234	475
C	37	59	0	43	139
D	64	217	39	0	319
Total	267	504	162	390	

PM Development (Phase 2)					
	A	B	C	D	Total
A	0	0	0	39	39
B	0	0	0	0	0
C	0	0	0	37	37
D	16	0	16	0	32
Total	16	0	16	76	

PM Back + Comm Dev + Dev (Phase 2)					
	A	B	C	D	Total
A	0	228	48	152	428
B	166	0	75	234	475
C	37	59	0	80	176
D	80	217	54	0	351
Total	283	504	178	465	

Junctions 9		
ARCADY 9 - Roundabout Module		
Version: 9.5.0.6896 © Copyright TRL Limited, 2018		
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Filename: 802-Junction 2.j9

Path: C:\Users\Administrator\MAC\Projects 800 - 899 - Documents\802 - Banbury Ph2\Design\TA

Report generation date: 26/07/2022 10:05:04

»Background 2022, AM

»Background 2022, PM

»2027 Background + Committed Dev, AM

»2027 Background + Committed Dev, PM

»2027 Background + Committed Dev + Phase 2 Dev, AM

»2027 Background + Committed Dev + Phase 2 Dev, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
Background 2022						
Arm A	0.4	3.74	0.27	0.4	3.99	0.31
Arm B	0.4	3.63	0.30	0.5	3.97	0.35
Arm C	0.1	3.45	0.09	0.1	3.59	0.12
Arm D	0.4	3.98	0.26	0.4	4.00	0.26
2027 Background + Committed Dev						
Arm A	0.4	3.94	0.30	0.5	4.21	0.33
Arm B	0.5	3.79	0.33	0.6	4.18	0.38
Arm C	0.1	3.56	0.10	0.2	3.73	0.14
Arm D	0.4	4.14	0.29	0.4	4.22	0.29
2027 Background + Committed Dev + Phase 2 Dev						
Arm A	0.5	4.16	0.33	0.6	4.49	0.37
Arm B	0.5	3.87	0.33	0.6	4.36	0.39
Arm C	0.1	3.61	0.10	0.2	4.00	0.18
Arm D	0.4	4.19	0.29	0.5	4.39	0.32

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

File summary

File Description

Title	
Location	
Site number	
Date	13/06/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MAC-13096B\Administrator
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	Background 2022	AM	ONE HOUR	08:00	09:30	15
D2	Background 2022	PM	ONE HOUR	16:45	18:15	15
D3	2027 Background + Committed Dev	AM	ONE HOUR	08:00	09:30	15
D4	2027 Background + Committed Dev	PM	ONE HOUR	16:45	18:15	15
D5	2027 Background + Committed Dev + Phase 2 Dev	AM	ONE HOUR	08:00	09:30	15
D6	2027 Background + Committed Dev + Phase 2 Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Background 2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
2	Dukes Meadow/ Warwick Rd/ Walker Rd/ Warwick Rd	Standard Roundabout		A, B, C, D	3.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	Dukes Meadow Dr	
B	Warwick Rd (S)	
C	Walker Rd	
D	Warwick Rd (N)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	3.20	6.31	10.8	58.1	41.6	31.9	
B	3.34	6.67	13.6	14.3	41.6	32.2	
C	3.67	5.84	6.7	19.9	41.6	24.6	
D	3.20	6.32	7.5	21.3	41.6	28.1	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.606	1498
B	0.597	1535
C	0.596	1460
D	0.579	1389

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Background 2022	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	315	100.000
B		✓	391	100.000
C		✓	91	100.000
D		✓	295	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	1	208	18	88
	B	158	2	31	200
	C	31	34	0	26
	D	99	179	16	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	2	0	4
	B	3	0	0	2
	C	0	3	0	0
	D	2	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A	0.27	3.74	0.4	A
B	0.30	3.63	0.4	A
C	0.09	3.45	0.1	A
D	0.26	3.98	0.4	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	237	174	1356	0.175	236	0.2	3.213	A
B	294	93	1448	0.203	293	0.3	3.114	A
C	69	338	1240	0.055	68	0.1	3.072	A
D	222	170	1276	0.174	221	0.2	3.410	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	283	208	1336	0.212	283	0.3	3.418	A
B	352	111	1437	0.245	351	0.3	3.315	A
C	82	404	1200	0.068	82	0.1	3.219	A
D	265	203	1256	0.211	265	0.3	3.632	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	347	255	1308	0.265	346	0.4	3.744	A
B	430	136	1422	0.303	430	0.4	3.627	A
C	100	495	1145	0.088	100	0.1	3.444	A
D	325	249	1229	0.264	324	0.4	3.976	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	347	255	1308	0.265	347	0.4	3.744	A
B	430	137	1422	0.303	430	0.4	3.630	A
C	100	495	1145	0.088	100	0.1	3.445	A
D	325	249	1229	0.264	325	0.4	3.980	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	283	209	1336	0.212	284	0.3	3.424	A
B	352	112	1437	0.245	352	0.3	3.321	A
C	82	405	1199	0.068	82	0.1	3.221	A
D	265	203	1256	0.211	266	0.3	3.638	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	237	175	1356	0.175	237	0.2	3.218	A
B	294	93	1448	0.203	295	0.3	3.124	A
C	69	339	1239	0.055	69	0.1	3.077	A
D	222	170	1275	0.174	222	0.2	3.418	A

Background 2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
2	Dukes Meadow/ Warwick Rd/ Walker Rd/ Warwick Rd	Standard Roundabout		A, B, C, D	3.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	Background 2022	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	360	100.000
B		✓	443	100.000
C		✓	129	100.000
D		✓	289	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	213	45	102
	B	155	0	70	218
	C	34	55	0	40
	D	51	202	36	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	0	0	1
	B	3	0	0	0
	C	0	0	0	0
	D	2	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A	0.31	3.99	0.4	A
B	0.35	3.97	0.5	A
C	0.12	3.59	0.1	A
D	0.26	4.00	0.4	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	271	220	1361	0.199	270	0.2	3.298	A
B	334	137	1433	0.233	332	0.3	3.268	A
C	97	356	1245	0.078	97	0.1	3.136	A
D	218	183	1268	0.172	217	0.2	3.425	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	324	263	1334	0.243	323	0.3	3.561	A
B	398	164	1417	0.281	398	0.4	3.533	A
C	116	427	1202	0.096	116	0.1	3.313	A
D	260	219	1247	0.208	260	0.3	3.647	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	396	322	1298	0.305	396	0.4	3.988	A
B	488	201	1395	0.350	487	0.5	3.962	A
C	142	522	1144	0.124	142	0.1	3.590	A
D	318	268	1218	0.261	318	0.4	3.998	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	396	323	1298	0.305	396	0.4	3.992	A
B	488	201	1395	0.350	488	0.5	3.967	A
C	142	523	1144	0.124	142	0.1	3.592	A
D	318	269	1218	0.261	318	0.4	4.001	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	324	264	1334	0.243	324	0.3	3.568	A
B	398	165	1417	0.281	399	0.4	3.537	A
C	116	428	1202	0.097	116	0.1	3.315	A
D	260	220	1246	0.208	260	0.3	3.653	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	271	221	1360	0.199	271	0.3	3.309	A
B	334	138	1433	0.233	334	0.3	3.276	A
C	97	358	1244	0.078	97	0.1	3.141	A
D	218	184	1267	0.172	218	0.2	3.432	A

2027 Background + Committed Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
2	Dukes Meadow/ Warwick Rd/ Walker Rd/ Warwick Rd	Standard Roundabout		A, B, C, D	3.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2027 Background + Committed Dev	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	349	100.000
B		✓	417	100.000
C		✓	97	100.000
D		✓	318	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	1	222	20	106
	B	169	2	33	213
	C	33	36	0	28
	D	109	191	17	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	2	0	4
	B	3	0	0	2
	C	0	3	0	0
	D	2	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A	0.30	3.94	0.4	A
B	0.33	3.79	0.5	A
C	0.10	3.56	0.1	A
D	0.29	4.14	0.4	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	263	185	1349	0.195	262	0.2	3.307	A
B	314	109	1439	0.218	313	0.3	3.195	A
C	73	369	1221	0.060	73	0.1	3.135	A
D	239	181	1269	0.189	238	0.2	3.490	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	314	222	1328	0.236	313	0.3	3.550	A
B	375	130	1426	0.263	375	0.4	3.425	A
C	87	442	1177	0.074	87	0.1	3.302	A
D	286	216	1248	0.229	286	0.3	3.740	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	384	272	1298	0.296	384	0.4	3.936	A
B	459	159	1408	0.326	459	0.5	3.789	A
C	107	541	1117	0.096	107	0.1	3.562	A
D	350	265	1220	0.287	350	0.4	4.137	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	384	272	1298	0.296	384	0.4	3.940	A
B	459	160	1408	0.326	459	0.5	3.793	A
C	107	542	1117	0.096	107	0.1	3.563	A
D	350	265	1219	0.287	350	0.4	4.141	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	314	222	1327	0.236	314	0.3	3.554	A
B	375	131	1425	0.263	375	0.4	3.429	A
C	87	443	1176	0.074	87	0.1	3.307	A
D	286	217	1248	0.229	286	0.3	3.747	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	263	186	1349	0.195	263	0.2	3.315	A
B	314	109	1438	0.218	314	0.3	3.203	A
C	73	371	1220	0.060	73	0.1	3.140	A
D	239	182	1268	0.189	240	0.2	3.499	A

2027 Background + Committed Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
2	Dukes Meadow/ Warwick Rd/ Walker Rd/ Warwick Rd	Standard Roundabout		A, B, C, D	4.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2027 Background + Committed Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	389	100.000
B		✓	475	100.000
C		✓	139	100.000
D		✓	320	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	228	48	113
	B	166	0	75	234
	C	37	59	0	43
	D	64	217	39	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	0	0	1
	B	3	0	0	0
	C	0	0	0	0
	D	2	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A	0.33	4.21	0.5	A
B	0.38	4.18	0.6	A
C	0.14	3.73	0.2	A
D	0.29	4.22	0.4	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	293	236	1350	0.217	292	0.3	3.397	A
B	358	150	1425	0.251	356	0.3	3.362	A
C	105	385	1228	0.085	104	0.1	3.205	A
D	241	197	1260	0.191	240	0.2	3.527	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	350	283	1322	0.265	349	0.4	3.701	A
B	427	180	1408	0.303	427	0.4	3.666	A
C	125	461	1182	0.106	125	0.1	3.406	A
D	288	235	1237	0.233	287	0.3	3.791	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	428	346	1283	0.334	428	0.5	4.204	A
B	523	220	1384	0.378	522	0.6	4.174	A
C	153	564	1119	0.137	153	0.2	3.725	A
D	352	288	1206	0.292	352	0.4	4.213	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	428	347	1283	0.334	428	0.5	4.210	A
B	523	220	1384	0.378	523	0.6	4.181	A
C	153	565	1119	0.137	153	0.2	3.727	A
D	352	288	1206	0.292	352	0.4	4.217	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	350	284	1322	0.265	350	0.4	3.707	A
B	427	180	1408	0.303	428	0.4	3.675	A
C	125	462	1181	0.106	125	0.1	3.409	A
D	288	236	1237	0.233	288	0.3	3.796	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	293	237	1350	0.217	293	0.3	3.410	A
B	358	151	1425	0.251	358	0.3	3.377	A
C	105	387	1226	0.085	105	0.1	3.211	A
D	241	197	1259	0.191	241	0.2	3.536	A

2027 Background + Committed Dev + Phase 2 Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
2	Dukes Meadow/ Warwick Rd/ Walker Rd/ Warwick Rd	Standard Roundabout		A, B, C, D	4.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2027 Background + Committed Dev + Phase 2 Dev	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	393	100.000
B		✓	425	100.000
C		✓	98	100.000
D		✓	321	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	1	252	22	118
	B	177	2	33	213
	C	34	36	0	28
	D	112	191	17	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A	B	C	D
	A	0	2	0	4
	B	3	0	0	2
	C	0	3	0	0
	D	2	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A	0.33	4.16	0.5	A
B	0.33	3.87	0.5	A
C	0.10	3.61	0.1	A
D	0.29	4.19	0.4	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	296	185	1349	0.219	295	0.3	3.411	A
B	320	119	1432	0.223	319	0.3	3.231	A
C	74	384	1212	0.061	74	0.1	3.161	A
D	242	188	1265	0.191	241	0.2	3.511	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	353	222	1328	0.266	353	0.4	3.694	A
B	382	143	1418	0.269	382	0.4	3.474	A
C	88	460	1166	0.076	88	0.1	3.338	A
D	289	225	1243	0.232	288	0.3	3.770	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	433	272	1298	0.333	432	0.5	4.155	A
B	468	175	1399	0.335	467	0.5	3.864	A
C	108	563	1104	0.098	108	0.1	3.613	A
D	353	275	1214	0.291	353	0.4	4.181	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	433	272	1298	0.333	433	0.5	4.161	A
B	468	175	1399	0.335	468	0.5	3.868	A
C	108	564	1103	0.098	108	0.1	3.615	A
D	353	275	1213	0.291	353	0.4	4.185	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	353	222	1327	0.266	354	0.4	3.702	A
B	382	143	1418	0.270	383	0.4	3.478	A
C	88	461	1166	0.076	88	0.1	3.340	A
D	289	225	1243	0.232	289	0.3	3.777	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	296	186	1349	0.219	296	0.3	3.420	A
B	320	120	1432	0.223	320	0.3	3.239	A
C	74	386	1211	0.061	74	0.1	3.167	A
D	242	188	1264	0.191	242	0.2	3.521	A

2027 Background + Committed Dev + Phase 2 Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
2	Dukes Meadow/ Warwick Rd/ Walker Rd/ Warwick Rd	Standard Roundabout		A, B, C, D	4.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2027 Background + Committed Dev + Phase 2 Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	428	100.000
B		✓	475	100.000
C		✓	176	100.000
D		✓	351	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	228	48	152
	B	166	0	75	234
	C	37	59	0	80
	D	80	217	54	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A	B	C	D
	A	0	0	0	1
	B	3	0	0	0
	C	0	0	0	0
	D	2	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A	0.37	4.49	0.6	A
B	0.39	4.36	0.6	A
C	0.18	4.00	0.2	A
D	0.32	4.39	0.5	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	322	247	1343	0.240	321	0.3	3.518	A
B	358	190	1401	0.255	356	0.3	3.439	A
C	133	414	1210	0.110	132	0.1	3.337	A
D	264	197	1260	0.210	263	0.3	3.610	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	385	296	1313	0.293	384	0.4	3.874	A
B	427	228	1379	0.310	427	0.4	3.777	A
C	158	496	1161	0.136	158	0.2	3.590	A
D	316	235	1237	0.255	315	0.3	3.905	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	471	363	1273	0.370	471	0.6	4.484	A
B	523	279	1349	0.388	522	0.6	4.351	A
C	194	607	1093	0.177	194	0.2	4.000	A
D	386	288	1206	0.320	386	0.5	4.386	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	471	363	1272	0.370	471	0.6	4.492	A
B	523	280	1349	0.388	523	0.6	4.359	A
C	194	608	1093	0.177	194	0.2	4.003	A
D	386	288	1206	0.320	386	0.5	4.393	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	385	297	1313	0.293	385	0.4	3.886	A
B	427	229	1379	0.310	428	0.5	3.787	A
C	158	497	1160	0.136	158	0.2	3.595	A
D	316	236	1237	0.255	316	0.3	3.914	A

18:00 - 18:15

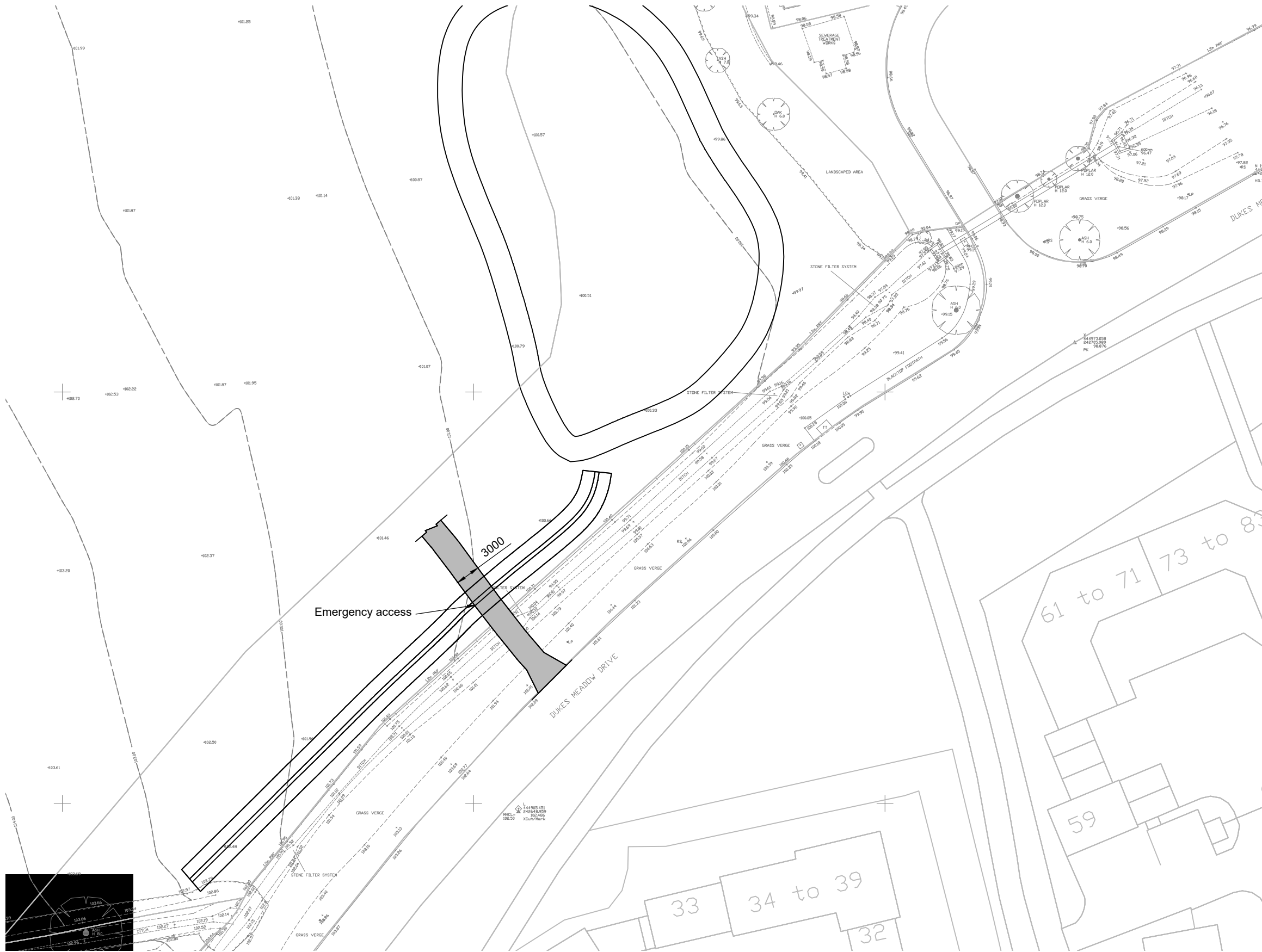
Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	322	249	1342	0.240	323	0.3	3.534	A
B	358	191	1401	0.255	358	0.3	3.455	A
C	133	416	1209	0.110	133	0.1	3.347	A
D	264	197	1259	0.210	265	0.3	3.620	A



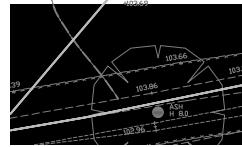
Appendix Q

Proposed Emergency Access (Illustrative)

MAC drawing no. 802-TA14A



Notes:
1. Based on Woods Hardwick 'Topographical Survey', drawing number 17525-7-853 dated 24-03-2016.



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Martin Andrews Consulting Ltd

- Transport Assessments
- Flood Risk Assessments
- Highway Advice
- Access Design
- Drainage Strategies
- Vehicle tracking

Client: Manor Oak Homes		Project: Hanwell Fields, Banbury	
Title: Proposed Emergency Access (Illustrative)		Date: 26.10.23	
		Drw: ZS	
		Chk: MJA	
Drawing No: 802-TA14		Revision: A	
		Scale: 1:500	
		Size: A3	