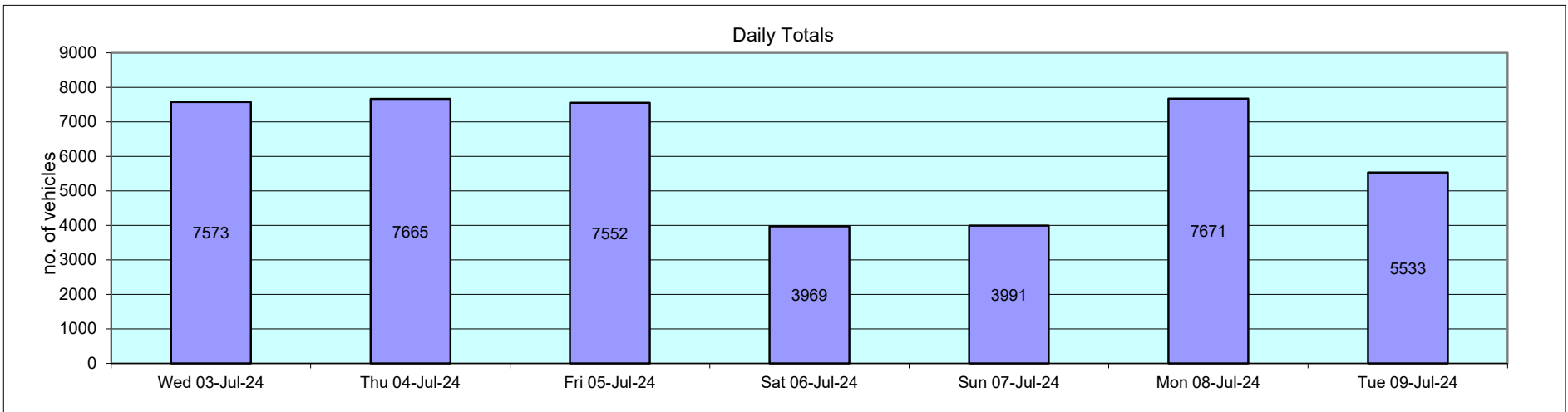


13541		WOODSTOCK		Site No: 13541004		Location		Site 4 - Grove Rd, Woodstock			
Wed 03-Jul-24 to Tue 09-Jul-24		Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Mon 08-Jul-24</b>											
00:00	22	0	0.0	17	77.3	4	18.2	1	4.6	0	0.0
01:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
02:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
03:00	3	0	0.0	1	33.3	2	66.7	0	0.0	0	0.0
04:00	12	0	0.0	8	66.7	3	25.0	1	8.3	0	0.0
05:00	42	0	0.0	32	76.2	6	14.3	4	9.5	0	0.0
06:00	137	0	0.0	118	86.1	16	11.7	2	1.5	1	0.7
07:00	539	3	0.6	488	90.5	35	6.5	13	2.4	0	0.0
08:00	632	3	0.5	562	88.9	47	7.4	19	3.0	1	0.2
09:00	467	5	1.1	412	88.2	39	8.4	11	2.4	0	0.0
10:00	380	2	0.5	324	85.3	39	10.3	14	3.7	1	0.3
11:00	438	3	0.7	373	85.2	48	11.0	14	3.2	0	0.0
12:00	470	2	0.4	405	86.2	52	11.1	9	1.9	2	0.4
13:00	496	1	0.2	434	87.5	48	9.7	13	2.6	0	0.0
14:00	469	1	0.2	397	84.7	50	10.7	19	4.1	2	0.4
15:00	663	5	0.8	594	89.6	51	7.7	13	2.0	0	0.0
16:00	782	2	0.3	715	91.4	53	6.8	10	1.3	2	0.3
17:00	875	3	0.3	815	93.1	33	3.8	24	2.7	0	0.0
18:00	571	5	0.9	542	94.9	19	3.3	5	0.9	0	0.0
19:00	242	0	0.0	227	93.8	11	4.6	4	1.7	0	0.0
20:00	201	2	1.0	187	93.0	11	5.5	1	0.5	0	0.0
21:00	122	0	0.0	113	92.6	6	4.9	3	2.5	0	0.0
22:00	79	0	0.0	74	93.7	4	5.1	1	1.3	0	0.0
23:00	16	0	0.0	15	93.8	0	0.0	1	6.3	0	0.0
12H,7-19	6782	35	0.5	6061	89.4	514	7.6	164	2.4	8	0.1
16H,6-22	7484	37	0.5	6706	89.6	558	7.5	174	2.3	9	0.1
18H,6-24	7579	37	0.5	6795	89.7	562	7.4	176	2.3	9	0.1
24H,0-24	7671	37	0.5	6864	89.5	579	7.6	182	2.4	9	0.1

13541		WOODSTOCK		Site No: 13541004		Location		Site 4 - Grove Rd, Woodstock			
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Tue 09-Jul-24</b>											
00:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	2	0	0.0	0	0.0	1	50.0	1	50.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	4	0	0.0	1	25.0	0	0.0	2	50.0	1	25.0
06:00	59	0	0.0	36	61.0	17	28.8	5	8.5	1	1.7
07:00	256	0	0.0	177	69.1	67	26.2	10	3.9	2	0.8
08:00	347	1	0.3	225	64.8	101	29.1	17	4.9	3	0.9
09:00	79	0	0.0	46	58.2	25	31.7	8	10.1	0	0.0
10:00	130	0	0.0	73	56.2	40	30.8	16	12.3	1	0.8
11:00	143	0	0.0	76	53.2	50	35.0	12	8.4	5	3.5
12:00	208	1	0.5	121	58.2	72	34.6	13	6.3	1	0.5
13:00	388	0	0.0	290	74.7	77	19.9	18	4.6	3	0.8
14:00	353	2	0.6	259	73.4	75	21.3	14	4.0	3	0.9
15:00	597	1	0.2	462	77.4	112	18.8	21	3.5	1	0.2
16:00	845	2	0.2	757	89.6	69	8.2	17	2.0	0	0.0
17:00	991	1	0.1	923	93.1	47	4.7	20	2.0	0	0.0
18:00	595	1	0.2	540	90.8	44	7.4	10	1.7	0	0.0
19:00	246	0	0.0	206	83.7	34	13.8	5	2.0	1	0.4
20:00	124	0	0.0	100	80.7	21	16.9	2	1.6	1	0.8
21:00	96	0	0.0	80	83.3	13	13.5	2	2.1	1	1.0
22:00	42	0	0.0	33	78.6	9	21.4	0	0.0	0	0.0
23:00	25	0	0.0	17	68.0	6	24.0	1	4.0	1	4.0
12H,7-19	4932	9	0.2	3949	80.1	779	15.8	176	3.6	19	0.4
16H,6-22	5457	9	0.2	4371	80.1	864	15.8	190	3.5	23	0.4
18H,6-24	5524	9	0.2	4421	80.0	879	15.9	191	3.5	24	0.4
24H,0-24	5533	9	0.2	4424	80.0	880	15.9	195	3.5	25	0.5

13541 WOODSTOCK Site No: 13541004 Location Site 4 - Grove Rd, Woodstock  
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Daily Totals</b>											
Wed 03-Jul-24	7573	45	0.6	6578	86.9	684	9.0	257	3.4	9	0.1
Thu 04-Jul-24	7665	101	1.3	6615	86.3	672	8.8	261	3.4	16	0.2
Fri 05-Jul-24	7552	39	0.5	6592	87.3	691	9.2	218	2.9	12	0.2
Sat 06-Jul-24	3969	3	0.1	3199	80.6	682	17.2	63	1.6	22	0.6
Sun 07-Jul-24	3991	21	0.5	3656	91.6	239	6.0	70	1.8	5	0.1
Mon 08-Jul-24	7671	37	0.5	6864	89.5	579	7.6	182	2.4	9	0.1
Tue 09-Jul-24	5533	9	0.2	4424	80.0	880	15.9	195	3.5	25	0.5
<b>Total Vehicles</b>											
[--]	43954	255	0.5	37928	86.0	4427	10.5	1246	2.7	98	0.2



13541		WOODSTOCK			Site No: 13541004		Location Site 4 - Grove Rd, Woodstock									
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
<b>Wed 03-Jul-24</b>																
00:00	23	38.6	32.6	7.9	0	0	0	0	2	11	5	2	2	0	0	1
01:00	8	-	34.1	5.1	0	0	0	0	0	2	4	1	1	0	0	0
02:00	11	40.3	35.3	10.1	0	0	0	0	2	2	2	3	1	0	0	1
03:00	12	40.3	33.9	6.7	0	0	0	0	1	4	2	3	2	0	0	0
04:00	16	35.5	32.9	6.4	0	0	0	0	2	3	9	0	1	1	0	0
05:00	45	36.9	32.3	6.6	0	0	0	0	2	23	12	4	2	1	0	1
06:00	140	35.3	30.4	4.6	0	0	0	0	16	74	33	15	2	0	0	0
07:00	462	33.5	28.5	5.2	0	3	3	25	70	245	94	19	1	2	0	0
08:00	627	31.3	27.7	4.3	1	0	4	15	161	346	89	10	1	0	0	0
09:00	409	33.4	28.6	4.9	0	0	10	13	57	227	84	18	0	0	0	0
10:00	373	32.5	28.5	4	0	0	0	4	83	210	65	10	1	0	0	0
11:00	409	33.3	28.8	4.2	0	0	0	4	87	219	82	16	1	0	0	0
12:00	380	34	29.7	4.1	0	0	1	2	41	223	92	19	2	0	0	0
13:00	431	33.8	29.2	4.5	0	0	5	2	68	230	108	15	3	0	0	0
14:00	483	33.6	29.2	4.3	0	0	1	8	71	274	106	20	2	1	0	0
15:00	566	32.4	28.4	4.5	0	0	1	13	125	320	76	27	4	0	0	0
16:00	867	30.7	26.8	4.7	0	4	15	52	243	449	91	12	1	0	0	0
17:00	1008	28.8	22.4	6.1	2	49	94	221	349	256	35	2	0	0	0	0
18:00	584	34.2	29	5.3	0	1	10	15	98	293	124	34	8	1	0	0
19:00	254	34.9	29.8	5.4	0	0	4	7	26	129	64	18	5	0	1	0
20:00	181	34.9	30.5	4.8	0	0	0	1	11	109	42	12	4	1	1	0
21:00	154	35.1	30.3	5.3	0	0	0	1	24	73	40	10	4	2	0	0
22:00	86	35.1	30.5	5.6	0	1	1	0	9	36	31	6	1	1	0	0
23:00	44	35.8	31.3	6.4	0	0	0	0	5	23	9	2	3	2	0	0
12H,7-19	6599	32.4	27.5	5.4	3	57	144	374	1453	3292	1046	202	24	4	0	0
16H,6-22	7328	32.8	27.8	5.4	3	57	148	383	1530	3677	1225	257	39	7	2	0
18H,6-24	7458	32.8	27.8	5.4	3	58	149	383	1544	3736	1265	265	43	10	2	0
24H,0-24	7573	33	27.9	5.5	3	58	149	383	1553	3781	1299	278	52	12	2	3

13541		WOODSTOCK			Site No: 13541004		Location Site 4 - Grove Rd, Woodstock									
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
<b>Thu 04-Jul-24</b>																
00:00	23	35.4	31.3	6	0	0	0	1	1	10	8	2	0	1	0	0
01:00	11	38.1	32.6	6	0	0	0	0	1	4	3	2	1	0	0	0
02:00	8	-	34.8	7.5	0	0	0	0	1	2	1	2	2	0	0	0
03:00	7	-	34.9	11.5	0	0	0	0	1	2	2	1	0	0	0	1
04:00	19	45.1	36.9	7.9	0	0	0	0	1	3	6	4	2	2	1	0
05:00	42	39.6	33.9	5.4	0	0	0	0	1	15	9	14	3	0	0	0
06:00	151	37.1	32	5.6	0	0	0	0	9	69	47	13	9	4	0	0
07:00	420	34.3	29.8	4.2	0	0	0	4	46	229	118	20	3	0	0	0
08:00	587	32.1	27.8	5	0	3	18	15	108	335	92	14	2	0	0	0
09:00	399	31.2	23.9	7.9	1	25	55	58	60	138	48	14	0	0	0	0
10:00	369	33.3	28.9	4.4	0	2	0	8	56	212	76	14	1	0	0	0
11:00	407	32.8	28.6	4.8	0	2	4	4	77	232	73	8	6	0	1	0
12:00	411	33.1	28.8	4.3	0	2	0	6	69	232	94	6	1	1	0	0
13:00	447	33.1	29	4.1	0	0	1	8	63	270	91	11	2	1	0	0
14:00	488	33.7	29.2	4.3	0	0	0	3	87	264	111	20	2	1	0	0
15:00	596	32.5	28.2	4.2	0	0	0	8	153	313	107	13	2	0	0	0
16:00	913	30.8	26.5	4.9	0	3	17	74	278	424	107	8	1	1	0	0
17:00	913	28.7	21.6	7	18	74	67	229	285	190	40	8	2	0	0	0
18:00	606	33.4	28.9	4.5	0	1	4	11	93	351	116	26	4	0	0	0
19:00	308	35.4	30.7	4.6	0	0	1	1	23	162	84	34	2	0	1	0
20:00	207	35.1	30.4	5.1	0	1	1	3	15	108	58	16	4	1	0	0
21:00	159	35.6	31	4.8	0	0	0	2	8	84	44	15	6	0	0	0
22:00	100	37.3	31.7	5.7	0	0	0	1	9	43	28	13	4	2	0	0
23:00	74	35.8	30.4	8	0	1	1	3	8	35	15	6	2	1	0	2
12H,7-19	6556	32.3	27.1	5.8	19	112	166	428	1375	3190	1073	162	26	4	1	0
16H,6-22	7381	32.9	27.6	5.9	19	113	168	434	1430	3613	1306	240	47	9	2	0
18H,6-24	7555	33	27.7	5.9	19	114	169	438	1447	3691	1349	259	53	12	2	2
24H,0-24	7665	33.2	27.7	6	19	114	169	439	1453	3727	1378	284	61	15	3	3

13541		WOODSTOCK			Site No: 13541004		Location Site 4 - Grove Rd, Woodstock									
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
<b>Fri 05-Jul-24</b>																
00:00	22	35.6	31.5	4.5	0	0	0	0	2	8	9	3	0	0	0	0
01:00	10	39.3	35.5	8	0	0	0	0	1	1	4	3	0	0	1	0
02:00	5	-	31.5	9.8	0	0	0	1	0	2	0	1	1	0	0	0
03:00	9	-	32.4	7.5	0	0	0	0	1	4	2	1	0	1	0	0
04:00	15	39.8	32.8	6.4	0	0	0	0	1	7	2	3	2	0	0	0
05:00	50	39.8	33.3	7.6	0	0	0	0	2	24	13	4	2	2	3	0
06:00	135	35.8	31.6	4.7	0	0	0	0	10	54	52	15	4	0	0	0
07:00	365	34.4	30.3	3.8	0	0	0	1	16	224	102	19	3	0	0	0
08:00	568	32.9	28.8	4	0	0	3	3	98	336	112	16	0	0	0	0
09:00	354	35.3	30.2	5.1	0	1	3	2	39	183	85	33	8	0	0	0
10:00	344	33.9	29.6	3.8	0	0	1	0	42	190	103	7	1	0	0	0
11:00	395	33.3	29.2	3.9	0	0	3	0	46	248	84	13	1	0	0	0
12:00	425	33.2	29.1	4.1	0	0	0	5	62	259	80	16	2	1	0	0
13:00	535	33.6	28.9	5.2	0	4	13	8	60	312	112	22	2	1	1	0
14:00	659	33.7	29.3	4.1	0	0	0	3	101	374	149	27	5	0	0	0
15:00	838	30.9	26.8	4.9	0	0	10	79	229	404	100	13	3	0	0	0
16:00	971	30.6	26.7	4.5	0	2	12	53	320	476	90	17	1	0	0	0
17:00	876	30.9	26.9	5	0	1	29	61	195	467	110	13	0	0	0	0
18:00	520	34.4	29.6	5	0	1	3	8	68	282	118	32	4	3	0	1
19:00	367	34.5	30	4.6	0	0	2	4	36	197	103	20	3	2	0	0
20:00	82	36.8	31.5	5.7	0	0	0	0	8	36	23	13	1	0	0	1
21:00	5	-	34.5	13.9	0	0	0	1	0	2	0	0	1	0	1	0
22:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
23:00	1	-	48.5	-	0	0	0	0	0	0	0	0	0	1	0	0
12H,7-19	6850	32.9	28.4	4.7	0	9	77	223	1276	3755	1245	228	30	5	1	1
16H,6-22	7439	33.2	28.6	4.8	0	9	79	228	1330	4044	1423	276	39	7	2	2
18H,6-24	7441	33.2	28.6	4.8	0	9	79	229	1330	4044	1423	276	39	8	2	2
24H,0-24	7552	33.3	28.6	4.9	0	9	79	230	1337	4090	1453	291	44	11	6	2

13541		WOODSTOCK			Site No: 13541004		Location Site 4 - Grove Rd, Woodstock									
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56

Sat 06-Jul-24																
00:00	3	-	41.8	3.1	0	0	0	0	0	0	0	1	2	0	0	0
01:00	5	-	47.5	7.5	0	0	0	0	0	0	0	1	1	2	0	1
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	58.5	-	0	0	0	0	0	0	0	0	0	0	0	1
06:00	6	-	41	15.8	0	0	1	0	0	0	0	2	1	0	1	1
07:00	63	45.3	39.3	7.3	0	0	0	0	1	1	23	16	14	3	2	3
08:00	98	45.5	38.4	7.1	0	0	0	0	2	8	32	23	20	8	4	1
09:00	195	38.8	33.3	5.9	0	0	0	0	9	61	78	31	10	3	2	1
10:00	313	38.2	32.7	5.4	0	0	0	2	12	112	117	51	15	3	0	1
11:00	353	37.7	32.5	5.2	0	0	0	0	22	120	141	50	16	3	1	0
12:00	460	35.9	31.8	5.4	0	0	3	3	32	169	184	49	12	6	2	0
13:00	372	36.7	31.9	5.3	0	0	1	7	22	132	146	52	9	1	2	0
14:00	313	37.8	32.5	5.3	0	0	0	0	19	111	119	47	12	3	2	0
15:00	319	35.9	31.9	5.4	0	0	0	2	19	133	117	27	15	5	1	0
16:00	385	35.2	30.6	5.7	0	1	1	16	34	157	139	23	9	2	3	0
17:00	306	36.8	32.2	5.3	0	0	0	0	20	115	119	36	12	2	1	1
18:00	166	38.5	33.4	5.5	0	0	0	1	7	43	79	21	11	3	1	0
19:00	83	41.1	35.3	7.7	0	0	0	0	1	26	28	15	2	8	0	3
20:00	95	39.5	33.4	5.7	0	0	0	0	4	33	30	19	8	0	1	0
21:00	134	37	32.4	6.1	0	0	0	2	7	50	52	12	6	4	0	1
22:00	136	35.4	31.1	5	0	0	0	2	6	70	42	11	3	2	0	0
23:00	162	33.7	29.5	3.9	0	0	0	0	22	93	41	5	1	0	0	0
12H,7-19	3343	37.7	32.5	5.7	0	1	5	31	199	1162	1294	426	155	42	21	7
16H,6-22	3661	38	32.6	5.9	0	1	6	33	211	1271	1404	474	172	54	23	12
18H,6-24	3959	37.7	32.4	5.8	0	1	6	35	239	1434	1487	490	176	56	23	12
24H,0-24	3969	37.7	32.4	5.8	0	1	6	35	239	1434	1487	493	179	58	23	14

13541		WOODSTOCK			Site No: 13541004		Location Site 4 - Grove Rd, Woodstock									
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56

Sun 07-Jul-24																
00:00	66	35.2	30.5	7	0	0	0	5	7	25	22	4	1	0	1	1
01:00	14	48	38.9	10.2	0	0	0	0	0	5	1	2	3	1	1	1
02:00	7	-	37.8	8.4	0	0	0	0	0	1	3	1	1	0	1	0
03:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	5	-	40.5	11.5	0	0	0	0	0	1	1	1	1	0	0	1
05:00	12	40.2	38.1	7.6	0	0	0	0	0	2	1	8	0	0	0	1
06:00	24	37.5	33.5	6.4	0	0	1	0	0	4	14	3	1	1	0	0
07:00	63	42.5	35.6	7.2	0	1	0	0	0	14	21	15	7	4	1	0
08:00	89	38.5	32	6.2	0	0	1	3	6	29	28	16	6	0	0	0
09:00	186	35.6	31.9	4.2	0	0	0	0	11	62	92	19	2	0	0	0
10:00	248	35.4	31.3	4.4	0	0	0	0	8	133	78	21	7	1	0	0
11:00	333	34.5	30.2	4.1	0	0	0	3	22	191	95	19	3	0	0	0
12:00	350	35.3	31.1	4.6	0	0	2	4	14	165	129	28	8	0	0	0
13:00	335	35.4	30.9	4.8	0	0	0	2	25	165	106	27	8	1	1	0
14:00	369	34.5	30.1	4.5	0	0	0	2	42	195	105	20	3	1	1	0
15:00	322	35.7	31.3	4.9	0	1	0	1	17	155	106	34	7	0	0	1
16:00	349	35.6	31.1	5.2	0	0	2	2	25	164	112	31	9	3	1	0
17:00	313	35.5	31.5	4.5	0	0	0	0	17	136	125	24	11	0	0	0
18:00	272	37.3	32.5	5.2	0	0	0	1	11	101	109	34	12	2	2	0
19:00	245	37	31.9	5.2	0	0	0	2	15	97	86	38	4	2	1	0
20:00	157	38	32.4	5.2	0	0	0	1	4	68	49	28	6	0	1	0
21:00	115	38.8	33.2	5.9	0	1	0	0	5	34	47	18	7	3	0	0
22:00	84	37.1	31.8	5.8	0	0	0	0	7	38	24	9	3	3	0	0
23:00	32	40.3	34.3	7.4	0	0	0	0	3	8	11	5	2	2	1	0
12H,7-19	3229	35.6	31.2	4.9	0	2	5	18	198	1510	1106	288	83	12	6	1
16H,6-22	3770	35.8	31.4	5	0	3	6	21	222	1713	1302	375	101	18	8	1
18H,6-24	3886	35.8	31.4	5	0	3	6	21	232	1759	1337	389	106	23	9	1
24H,0-24	3991	35.8	31.5	5.1	0	3	6	26	239	1793	1366	405	112	24	12	5

13541		WOODSTOCK			Site No: 13541004		Location Site 4 - Grove Rd, Woodstock									
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56

Mon 08-Jul-24																
00:00	22	37	31.7	7.1	0	0	1	0	2	7	8	1	3	0	0	0
01:00	10	46	37	9.5	0	0	0	0	1	2	2	2	1	1	1	0
02:00	3	-	38.5	10	0	0	0	0	0	1	0	1	0	1	0	0
03:00	3	-	38.5	1.7	0	0	0	0	0	0	0	3	0	0	0	0
04:00	12	50.3	39.3	9.3	0	0	0	0	0	3	2	2	2	1	2	0
05:00	42	46.2	33.4	9.9	0	1	1	0	4	15	7	6	1	5	2	0
06:00	137	41.3	33.8	6.4	0	0	0	0	10	39	49	17	18	3	1	0
07:00	539	34.6	29.8	5.2	0	5	7	6	53	264	169	28	6	1	0	0
08:00	632	32.2	28.7	3.8	0	0	0	13	91	408	102	17	1	0	0	0
09:00	467	34.1	29.6	4.3	0	0	3	3	52	267	115	24	3	0	0	0
10:00	380	32.9	29.4	3.7	0	0	1	3	26	266	68	14	2	0	0	0
11:00	438	34.4	30	4.2	0	0	4	0	43	229	142	17	3	0	0	0
12:00	470	34.7	29.8	5.1	0	2	6	6	49	244	125	31	6	1	0	0
13:00	496	32.8	28.7	4.2	0	0	0	10	94	284	90	15	3	0	0	0
14:00	469	33.2	29.2	4.5	0	0	2	6	60	286	100	8	5	0	0	2
15:00	663	31.9	28.2	4.3	0	2	6	19	110	406	108	10	1	1	0	0
16:00	782	32.4	28.4	4.4	0	0	0	29	144	455	125	24	4	1	0	0
17:00	875	30.4	24.2	6.2	0	3	69	229	177	303	81	10	3	0	0	0
18:00	571	35.2	30.3	4.9	0	0	1	9	66	269	168	54	2	1	0	1
19:00	242	35.3	31.2	4.6	0	0	0	0	13	119	85	20	3	1	0	1
20:00	201	38.5	32.3	6.4	0	0	0	2	15	85	50	36	6	3	3	1
21:00	122	36.5	31.4	5.1	0	0	0	1	7	61	33	13	7	0	0	0
22:00	79	37.3	33.1	6.7	0	0	0	0	3	30	31	10	2	0	0	3
23:00	16	35.6	32.6	5.4	0	0	0	1	0	3	10	1	1	0	0	0
12H,7-19	6782	33.4	28.6	5	0	12	99	333	965	3681	1393	252	39	5	0	3
16H,6-22	7484	33.9	28.9	5.2	0	12	99	336	1010	3985	1610	338	73	12	4	5
18H,6-24	7579	33.9	28.9	5.2	0	12	99	337	1013	4018	1651	349	76	12	4	8
24H,0-24	7671	34	29	5.3	0	13	101	337	1020	4046	1670	364	83	20	9	8

13541		WOODSTOCK			Site No: 13541004		Location Site 4 - Grove Rd, Woodstock									
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56

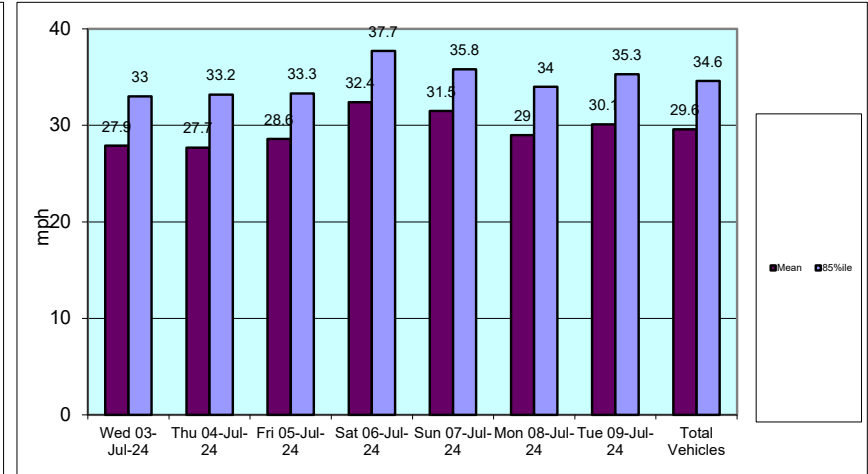
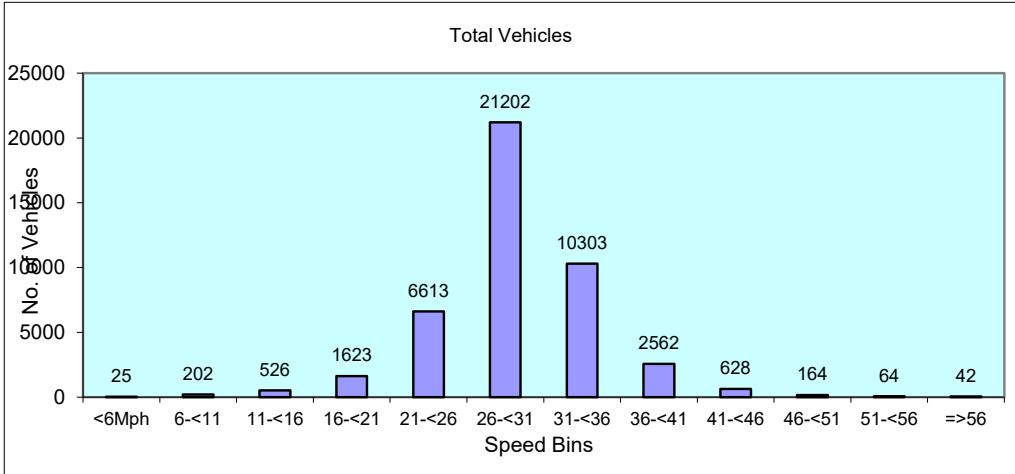
Tue 09-Jul-24																
00:00	2	-	41	17.7	0	0	0	0	0	1	0	0	0	0	1	0
01:00	2	-	41	3.5	0	0	0	0	0	0	0	1	1	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	-	32.3	4.9	0	0	0	0	0	2	1	1	0	0	0	0
06:00	59	40	35.6	5.5	0	0	0	0	0	9	27	17	2	3	1	0
07:00	256	37.6	32.6	5.1	0	0	0	0	13	88	104	39	9	2	1	0
08:00	347	35.3	30.9	4.4	0	0	0	4	24	161	124	30	4	0	0	0
09:00	79	35.8	32.2	4.8	0	0	0	0	4	28	36	7	3	1	0	0
10:00	130	38.1	32.9	5.1	0	0	0	1	6	38	54	26	3	2	0	0
11:00	143	35.9	32.7	5	0	0	0	1	2	50	69	12	8	0	0	1
12:00	208	36.1	32.4	4.9	0	0	0	2	12	57	105	24	7	0	1	0
13:00	388	35.8	31.5	4.7	0	0	0	1	29	158	148	43	7	2	0	0
14:00	353	35	30	6.1	2	3	2	8	39	159	107	27	2	2	0	2
15:00	597	35.3	30.4	5.3	1	1	3	10	58	281	178	54	8	1	2	0
16:00	845	33.1	28.8	4	0	0	3	7	149	482	182	21	1	0	0	0
17:00	991	31.2	26.4	5.4	0	0	6	128	331	371	129	19	4	1	0	2
18:00	595	35.4	30.5	5	0	0	1	8	79	248	194	55	9	1	0	0
19:00	246	37	32	5.4	0	0	0	1	14	103	85	28	13	1	0	1
20:00	124	38.9	33.7	5.4	0	0	0	0	0	42	50	22	6	3	1	0
21:00	96	38.5	32.5	6.2	0	0	1	1	8	28	37	12	7	2	0	0
22:00	42	38.2	32.1	7.1	0	0	0	1	3	20	9	5	1	2	1	0
23:00	25	42.9	36.1	8.3	0	0	0	0	1	5	10	4	2	1	1	1
12H,7-19	4932	35	29.8	5.4	3	4	15	170	746	2121	1430	357	65	12	4	5
16H,6-22	5457	35.2	30.1	5.5	3	4	16	172	768	2303	1629	436	93	21	6	6
18H,6-24	5524	35.2	30.1	5.5	3	4	16	173	772	2328	1648	445	96	24	8	7
24H,0-24	5533	35.3	30.1	5.5	3	4	16	173	772	2331	1650	447	97	24	9	7

13541 WOODSTOCK Site No: 13541004 Location Site 4 - Grove Rd, Woodstock  
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Westbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
-------------	----------------	--------------	------------	------------	-------	-------	--------	--------	--------	--------	--------	--------	--------	--------	--------	------

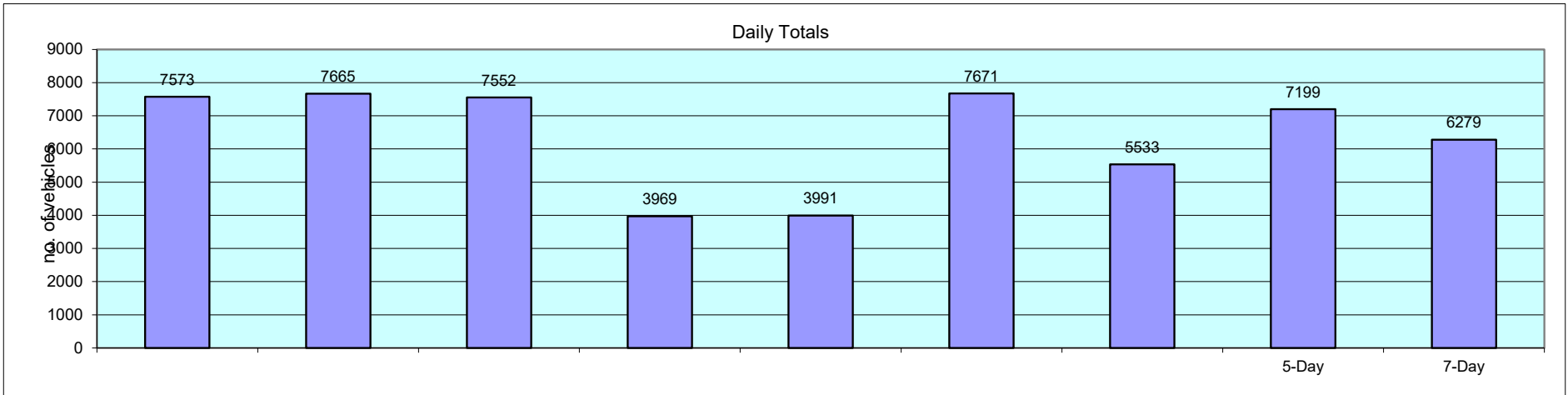
Daily Totals																
Wed 03-Jul-24	7573	33	27.9	5.5	3	58	149	383	1553	3781	1299	278	52	12	2	3
Thu 04-Jul-24	7665	33.2	27.7	6	19	114	169	439	1453	3727	1378	284	61	15	3	3
Fri 05-Jul-24	7552	33.3	28.6	4.9	0	9	79	230	1337	4090	1453	291	44	11	6	2
Sat 06-Jul-24	3969	37.7	32.4	5.8	0	1	6	35	239	1434	1487	493	179	58	23	14
Sun 07-Jul-24	3991	35.8	31.5	5.1	0	3	6	26	239	1793	1366	405	112	24	12	5
Mon 08-Jul-24	7671	34	29	5.3	0	13	101	337	1020	4046	1670	364	83	20	9	8
Tue 09-Jul-24	5533	35.3	30.1	5.5	3	4	16	173	772	2331	1650	447	97	24	9	7

Total Vehicles																
[--]	43954	34.6	29.6	5.4	25	202	526	1623	6613	21202	10303	2562	628	164	64	42



13541	WOODSTOCK		Site No: 13541004		Location		Site 4 - Grove Rd, Woodstock		
			Channel: Westbound						
TIME PERIOD	Wed 03-Jul-24	Thu 04-Jul-24	Fri 05-Jul-24	Sat 06-Jul-24	Sun 07-Jul-24	Mon 08-Jul-24	Tue 09-Jul-24	5-Day Av	7-Day Av
<b>Week Begin: 03-Jul-24</b>									
00:00	23	23	22	3	66	22	2	18	23
01:00	8	11	10	5	14	10	2	8	9
02:00	11	8	5	0	7	3	0	5	5
03:00	12	7	9	1	1	3	1	6	5
04:00	16	19	15	0	5	12	0	12	10
05:00	45	42	50	1	12	42	4	37	28
06:00	140	151	135	6	24	137	59	124	93
07:00	462	420	365	63	63	539	256	408	310
08:00	627	587	568	98	89	632	347	552	421
09:00	409	399	354	195	186	467	79	342	298
10:00	373	369	344	313	248	380	130	319	308
11:00	409	407	395	353	333	438	143	358	354
12:00	380	411	425	460	350	470	208	379	386
13:00	431	447	535	372	335	496	388	459	429
14:00	483	488	659	313	369	469	353	490	448
15:00	566	596	838	319	322	663	597	652	557
16:00	867	913	971	385	349	782	845	876	730
17:00	1008	913	876	306	313	875	991	933	755
18:00	584	606	520	166	272	571	595	575	473
19:00	254	308	367	83	245	242	246	283	249
20:00	181	207	82	95	157	201	124	159	150
21:00	154	159	5	134	115	122	96	107	112
22:00	86	100	1	136	84	79	42	62	75
23:00	44	74	1	162	32	16	25	32	51
12H,7-19	6599	6556	6850	3343	3229	6782	4932	6344	5470
16H,6-22	7328	7381	7439	3661	3770	7484	5457	7018	6074
18H,6-24	7458	7555	7441	3959	3886	7579	5524	7111	6200
24H,0-24	7573	7665	7552	3969	3991	7671	5533	7199	6279
Am	08:00	08:00	08:00	11:00	11:00	08:00	08:00		
Peak	627	587	568	353	333	632	347		
Pm	17:00	17:00	16:00	12:00	14:00	17:00	17:00		
Peak	1008	913	971	460	369	875	991		

13541	WOODSTOCK		Site No: 13541004	Location		Site 4 - Grove Rd, Woodstock				
			Channel: Westbound							
<b>TIME PERIOD</b>	<b>Wed 03-Jul-24</b>	<b>Thu 04-Jul-24</b>	<b>Fri 05-Jul-24</b>	<b>Sat 06-Jul-24</b>	<b>Sun 07-Jul-24</b>	<b>Mon 08-Jul-24</b>	<b>Tue 09-Jul-24</b>	<b>5-Day Av</b>	<b>7-Day Av</b>	



13541 WOODSTOCK										
JULY 2024										
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 13541005	Site 5 - Manor Rd, Woodstock (I/c #69) 51.839668, -1.339562	Channel: Northbound	Wed 03-Jul-24	Tue 09-Jul-24	20	41501	6179	5929	30.8	26.2
		Channel: Southbound	Wed 03-Jul-24	Tue 09-Jul-24		41361	6075	5909	31.7	27.3

13541		WOODSTOCK				Site No: 13541005		Location Site 5 - Manor Rd, Woodstock (l/c #69)						
Wed 03-Jul-24 to Tue 09-Jul-24		Channel: Northbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
<b>Wed 03-Jul-24</b>														
00:00	36	1	26	5	0	1	1	0	1	0	0	1	0	0
01:00	17	0	13	0	0	0	1	0	0	0	2	1	0	0
02:00	24	2	17	1	1	0	0	0	0	1	0	2	0	0
03:00	9	0	7	1	0	0	0	0	0	0	0	1	0	0
04:00	8	0	6	2	0	0	0	0	0	0	0	0	0	0
05:00	41	0	32	7	0	1	0	0	0	1	0	0	0	0
06:00	138	2	96	28	1	3	5	0	0	1	2	0	0	0
07:00	323	0	258	40	0	1	12	0	4	0	3	4	1	0
08:00	381	2	329	17	1	2	25	0	0	0	3	2	0	0
09:00	369	5	314	21	1	3	18	0	3	0	2	2	0	0
10:00	336	1	282	19	1	0	28	0	2	0	1	2	0	0
11:00	377	4	328	17	0	2	20	0	2	0	2	2	0	0
12:00	389	2	338	22	0	0	21	0	1	1	3	1	0	0
13:00	371	3	322	23	1	6	11	1	2	0	1	1	0	0
14:00	394	2	338	33	1	6	5	1	4	0	1	3	0	0
15:00	467	3	415	30	1	5	4	1	6	0	0	2	0	0
16:00	611	5	544	50	0	2	3	0	3	0	1	2	1	0
17:00	627	8	574	33	2	2	2	0	3	0	2	1	0	0
18:00	457	3	425	19	2	6	1	0	1	0	0	0	0	0
19:00	279	3	258	9	0	4	4	0	1	0	0	0	0	0
20:00	239	1	222	6	2	2	5	0	0	0	1	0	0	0
21:00	177	2	164	5	0	0	5	0	0	0	1	0	0	0
22:00	132	3	120	5	0	1	3	0	0	0	0	0	0	0
23:00	60	0	54	4	0	1	1	0	0	0	0	0	0	0
12H,7-19	5102	38	4467	324	10	35	150	3	31	1	19	22	2	0
16H,6-22	5935	46	5207	372	13	44	169	3	32	2	23	22	2	0
18H,6-24	6127	49	5381	381	13	46	173	3	32	2	23	22	2	0
24H,0-24	6262	52	5482	397	14	48	175	3	33	4	25	27	2	0

13541		WOODSTOCK				Site No: 13541005		Location Site 5 - Manor Rd, Woodstock (l/c #69)						
Wed 03-Jul-24 to Tue 09-Jul-24		Channel: Northbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
<b>Thu 04-Jul-24</b>														
00:00	47	0	45	1	0	0	1	0	0	0	0	0	0	0
01:00	24	0	20	3	0	1	0	0	0	0	0	0	0	0
02:00	20	0	17	1	0	0	0	0	0	0	0	2	0	0
03:00	10	0	5	4	0	0	0	0	0	0	0	1	0	0
04:00	7	0	3	3	0	0	0	0	0	0	1	0	0	0
05:00	40	1	26	10	0	0	0	0	0	0	1	2	0	0
06:00	130	4	104	15	0	2	3	0	0	1	1	0	0	0
07:00	313	2	248	33	1	0	20	0	3	0	2	4	0	0
08:00	336	3	300	15	0	3	10	0	2	0	2	1	0	0
09:00	307	3	259	23	0	1	13	1	1	0	2	4	0	0
10:00	297	4	248	27	0	4	6	0	4	0	2	2	0	0
11:00	360	7	295	37	0	10	0	0	4	0	2	5	0	0
12:00	380	7	312	46	2	7	0	0	5	0	1	0	0	0
13:00	389	10	300	50	1	9	3	0	11	0	3	2	0	0
14:00	396	7	334	38	1	6	2	2	3	0	2	1	0	0
15:00	461	6	385	53	1	6	0	0	7	0	0	3	0	0
16:00	567	11	485	51	1	7	2	0	5	1	3	1	0	0
17:00	613	4	547	41	3	3	3	0	9	0	1	2	0	0
18:00	500	9	450	29	2	6	1	0	3	0	0	0	0	0
19:00	308	4	277	17	0	3	4	0	2	0	1	0	0	0
20:00	257	2	228	21	0	2	2	0	1	0	1	0	0	0
21:00	170	1	164	3	0	0	1	0	0	0	1	0	0	0
22:00	127	0	115	10	0	0	1	0	0	0	1	0	0	0
23:00	58	1	55	1	0	0	0	0	1	0	0	0	0	0
12H,7-19	4919	73	4163	443	12	62	60	3	57	1	20	25	0	0
16H,6-22	5784	84	4936	499	12	69	70	3	60	2	24	25	0	0
18H,6-24	5969	85	5106	510	12	69	71	3	61	2	25	25	0	0
24H,0-24	6117	86	5222	532	12	70	72	3	61	2	27	30	0	0

13541		WOODSTOCK				Site No: 13541005		Location Site 5 - Manor Rd, Woodstock (l/c #69)							
Wed 03-Jul-24 to Tue 09-Jul-24		Channel: Northbound										FIVE OR LESS		SEVEN OR MORE	
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	OR MORE AXLE ARTIC	
<b>Fri 05-Jul-24</b>															
00:00	56	0	54	1	0	0	1	0	0	0	0	0	0	0	
01:00	22	0	18	2	0	1	0	0	0	0	0	0	1	0	
02:00	16	0	13	1	0	0	0	0	0	0	0	2	0	0	
03:00	9	0	6	2	0	0	0	0	0	0	0	1	0	0	
04:00	7	0	4	2	0	0	0	0	0	0	1	0	0	0	
05:00	48	1	31	13	0	0	0	0	0	0	1	2	0	0	
06:00	137	4	110	18	0	1	2	0	0	1	1	0	0	0	
07:00	296	1	229	36	1	0	20	0	3	0	1	5	0	0	
08:00	319	4	282	17	0	4	8	0	1	0	2	1	0	0	
09:00	297	3	247	23	0	1	16	1	1	0	2	3	0	0	
10:00	295	6	243	29	0	5	4	0	3	0	2	3	0	0	
11:00	365	8	292	39	0	14	0	0	3	0	2	7	0	0	
12:00	383	7	320	42	1	9	0	0	3	0	1	0	0	0	
13:00	395	16	294	57	1	4	3	0	13	1	4	2	0	0	
14:00	390	4	334	37	1	4	2	1	2	0	3	1	1	0	
15:00	458	4	387	56	1	3	0	0	4	0	0	3	0	0	
16:00	584	11	499	58	1	4	1	0	6	1	2	1	0	0	
17:00	635	4	568	39	3	4	2	0	11	0	1	3	0	0	
18:00	479	7	431	27	2	8	1	0	2	0	0	1	0	0	
19:00	295	4	265	17	0	3	4	0	1	0	1	0	0	0	
20:00	279	2	245	24	0	3	3	0	1	0	1	0	0	0	
21:00	183	1	175	3	0	0	1	0	0	0	1	2	0	0	
22:00	126	0	112	12	0	0	1	0	0	0	1	0	0	0	
23:00	64	1	61	1	0	0	0	0	1	0	0	0	0	0	
12H,7-19	4896	75	4126	460	11	60	57	2	52	2	20	30	1	0	
16H,6-22	5790	86	4921	522	11	67	67	2	54	3	24	32	1	0	
18H,6-24	5980	87	5094	535	11	67	68	2	55	3	25	32	1	0	
24H,0-24	6138	88	5220	556	11	68	69	2	55	3	27	37	2	0	

13541		WOODSTOCK				Site No: 13541005		Location Site 5 - Manor Rd, Woodstock (l/c #69)							
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
<b>Sat 06-Jul-24</b>															
00:00	36	0	28	2	0	0	5	0	0	0	1	0	0	0	
01:00	16	0	12	1	0	0	3	0	0	0	0	0	0	0	
02:00	10	0	7	1	0	0	1	0	0	0	1	0	0	0	
03:00	4	0	3	0	0	0	0	0	0	0	0	0	1	0	
04:00	21	0	15	3	1	0	1	0	0	0	1	0	0	0	
05:00	54	0	41	6	0	0	7	0	0	0	0	0	0	0	
06:00	64	0	52	7	0	0	5	0	0	0	0	0	0	0	
07:00	143	2	121	3	0	0	15	1	1	0	0	0	0	0	
08:00	264	5	233	7	0	0	17	1	1	0	0	0	0	0	
09:00	257	4	231	6	0	1	14	0	1	0	0	0	0	0	
10:00	201	10	167	9	0	1	13	0	0	0	1	0	0	0	
11:00	293	12	268	4	0	2	5	0	1	1	0	0	0	0	
12:00	420	4	393	5	0	1	13	0	4	0	0	0	0	0	
13:00	457	8	416	14	0	1	15	0	2	0	0	0	1	0	
14:00	435	13	401	8	0	1	11	0	0	0	0	1	0	0	
15:00	556	11	517	6	0	1	17	0	3	1	0	0	0	0	
16:00	437	6	406	9	0	0	12	0	4	0	0	0	0	0	
17:00	569	4	531	5	0	1	24	0	3	0	1	0	0	0	
18:00	432	11	385	5	1	0	24	1	4	0	1	0	0	0	
19:00	293	1	262	14	0	1	14	0	1	0	0	0	0	0	
20:00	205	1	192	5	0	0	7	0	0	0	0	0	0	0	
21:00	201	1	181	3	0	0	12	0	3	0	0	1	0	0	
22:00	252	0	220	7	0	4	21	0	0	0	0	0	0	0	
23:00	422	4	394	7	0	1	10	0	6	0	0	0	0	0	
12H,7-19	4464	90	4069	81	1	9	180	3	24	2	3	1	1	0	
16H,6-22	5227	93	4756	110	1	10	218	3	28	2	3	2	1	0	
18H,6-24	5901	97	5370	124	1	15	249	3	34	2	3	2	1	0	
24H,0-24	6042	97	5476	137	2	15	266	3	34	2	6	2	2	0	

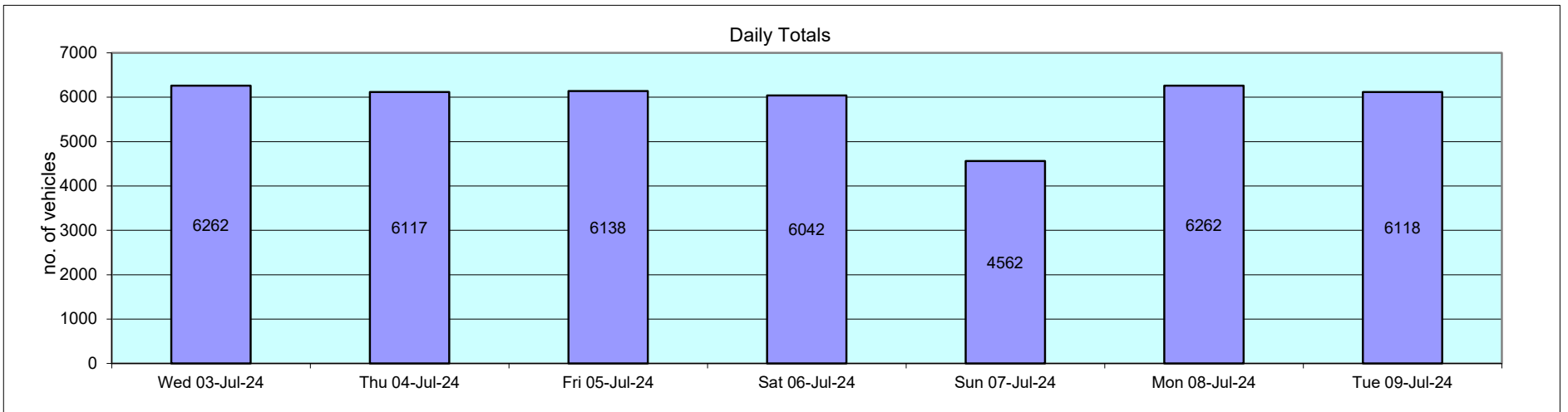
13541		WOODSTOCK				Site No: 13541005		Location Site 5 - Manor Rd, Woodstock (l/c #69)						
Wed 03-Jul-24 to Tue 09-Jul-24		Channel: Northbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
<b>Sun 07-Jul-24</b>														
00:00	158	0	151	3	0	2	2	0	0	0	0	0	0	0
01:00	27	1	20	0	0	0	6	0	0	0	0	0	0	0
02:00	19	0	14	0	0	0	3	1	0	1	0	0	0	0
03:00	9	0	6	0	1	0	0	0	1	0	1	0	0	0
04:00	11	0	9	1	0	0	1	0	0	0	0	0	0	0
05:00	16	0	12	0	0	3	1	0	0	0	0	0	0	0
06:00	28	1	20	2	0	0	2	0	0	0	1	2	0	0
07:00	65	0	57	2	0	0	6	0	0	0	0	0	0	0
08:00	84	3	62	2	0	0	14	1	2	0	0	0	0	0
09:00	199	0	184	2	0	0	12	0	0	0	0	1	0	0
10:00	225	4	200	9	0	0	9	0	2	0	0	1	0	0
11:00	326	2	309	0	0	0	12	0	3	0	0	0	0	0
12:00	388	6	349	2	0	1	26	1	1	1	0	1	0	0
13:00	375	1	348	1	0	0	24	0	1	0	0	0	0	0
14:00	440	1	407	9	0	0	17	1	1	4	0	0	0	0
15:00	350	6	312	3	0	1	21	0	4	1	1	1	0	0
16:00	492	1	445	14	0	0	29	0	3	0	0	0	0	0
17:00	435	5	407	5	0	0	14	0	1	1	1	1	0	0
18:00	286	3	249	6	0	0	23	0	3	0	1	1	0	0
19:00	213	3	181	3	0	1	24	0	1	0	0	0	0	0
20:00	200	0	186	4	0	0	9	0	1	0	0	0	0	0
21:00	120	1	105	1	0	0	12	0	1	0	0	0	0	0
22:00	60	1	45	4	0	1	5	0	1	0	1	0	2	0
23:00	36	2	29	4	0	0	1	0	0	0	0	0	0	0
12H,7-19	3665	32	3329	55	0	2	207	3	21	7	3	6	0	0
16H,6-22	4226	37	3821	65	0	3	254	3	24	7	4	8	0	0
18H,6-24	4322	40	3895	73	0	4	260	3	25	7	5	8	2	0
24H,0-24	4562	41	4107	77	1	9	273	4	26	8	6	8	2	0

13541		WOODSTOCK				Site No: 13541005		Location Site 5 - Manor Rd, Woodstock (l/c #69)						
Wed 03-Jul-24 to Tue 09-Jul-24		Channel: Northbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
<b>Mon 08-Jul-24</b>														
00:00	37	1	25	5	0	1	1	0	2	0	0	2	0	0
01:00	18	0	15	0	0	0	1	0	0	0	1	1	0	0
02:00	23	3	16	1	1	0	0	0	0	1	0	1	0	0
03:00	9	0	7	1	0	0	0	0	0	0	0	1	0	0
04:00	10	0	7	3	0	0	0	0	0	0	0	0	0	0
05:00	40	0	29	9	0	1	0	0	0	1	0	0	0	0
06:00	143	2	96	34	1	4	4	0	0	1	1	0	0	0
07:00	320	0	249	46	0	1	10	0	5	0	3	5	1	0
08:00	364	3	321	14	1	2	20	0	0	0	2	1	0	0
09:00	380	5	319	22	1	3	22	0	2	0	3	3	0	0
10:00	319	1	266	16	1	0	31	0	1	0	1	2	0	0
11:00	384	5	329	22	0	2	22	0	1	0	2	1	0	0
12:00	387	2	335	24	0	0	21	0	1	1	2	1	0	0
13:00	376	3	331	21	1	4	11	1	2	0	1	1	0	0
14:00	401	3	336	37	1	7	7	1	4	0	1	4	0	0
15:00	485	4	429	36	1	3	4	1	5	0	0	2	0	0
16:00	605	5	535	54	0	2	3	0	3	0	1	1	1	0
17:00	591	4	548	30	2	1	1	0	2	0	2	1	0	0
18:00	471	4	434	22	3	6	1	0	1	0	0	0	0	0
19:00	293	4	271	10	0	4	3	0	1	0	0	0	0	0
20:00	254	1	238	4	2	1	7	0	0	0	1	0	0	0
21:00	166	1	156	5	0	0	3	0	0	0	1	0	0	0
22:00	127	2	116	4	0	1	4	0	0	0	0	0	0	0
23:00	59	0	52	5	0	1	1	0	0	0	0	0	0	0
12H,7-19	5083	39	4432	344	11	31	153	3	27	1	18	22	2	0
16H,6-22	5939	47	5193	397	14	40	170	3	28	2	21	22	2	0
18H,6-24	6125	49	5361	406	14	42	175	3	28	2	21	22	2	0
24H,0-24	6262	53	5460	425	15	44	177	3	30	4	22	27	2	0

13541		WOODSTOCK				Site No: 13541005		Location Site 5 - Manor Rd, Woodstock (l/c #69)						
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Northbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
<b>Tue 09-Jul-24</b>														
00:00	37	0	35	1	0	0	1	0	0	0	0	0	0	0
01:00	27	0	23	3	0	1	0	0	0	0	0	0	0	0
02:00	21	0	19	1	0	0	0	0	0	0	0	1	0	0
03:00	8	0	3	4	0	0	0	0	0	0	0	1	0	0
04:00	7	0	2	4	0	0	0	0	0	0	1	0	0	0
05:00	35	1	21	9	0	0	0	0	0	0	1	3	0	0
06:00	127	2	103	15	0	3	2	0	0	1	1	0	0	0
07:00	340	2	266	38	1	0	25	0	3	0	2	3	0	0
08:00	321	3	283	14	0	2	13	0	3	0	2	1	0	0
09:00	310	4	271	18	0	1	10	1	1	0	1	3	0	0
10:00	292	3	240	31	0	5	5	0	4	0	3	1	0	0
11:00	357	4	299	33	0	10	0	0	3	0	2	6	0	0
12:00	380	9	307	51	2	6	0	0	4	0	1	0	0	0
13:00	397	12	300	52	1	12	4	0	12	0	3	1	0	0
14:00	383	7	319	42	1	3	2	2	4	0	2	1	0	0
15:00	447	5	380	46	1	8	0	0	4	0	0	3	0	0
16:00	567	9	491	48	1	7	2	0	3	1	4	1	0	0
17:00	630	5	564	37	2	2	3	0	13	0	1	3	0	0
18:00	508	11	457	28	3	5	1	0	3	0	0	0	0	0
19:00	301	2	272	17	0	2	5	0	2	0	1	0	0	0
20:00	267	2	241	17	0	2	3	0	1	0	1	0	0	0
21:00	172	1	167	2	0	0	1	0	0	0	1	0	0	0
22:00	134	0	123	9	0	0	1	0	0	0	1	0	0	0
23:00	50	1	47	1	0	0	0	0	1	0	0	0	0	0
12H,7-19	4932	74	4177	438	12	61	65	3	57	1	21	23	0	0
16H,6-22	5799	81	4960	489	12	68	76	3	60	2	25	23	0	0
18H,6-24	5983	82	5130	499	12	68	77	3	61	2	26	23	0	0
24H,0-24	6118	83	5233	521	12	69	78	3	61	2	28	28	0	0

13541 WOODSTOCK Site No: 13541005 Location Site 5 - Manor Rd, Woodstock (l/c #69)  
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
<b>Daily Totals</b>														
Wed 03-Jul-24	6262	52	5482	397	14	48	175	3	33	4	25	27	2	0
Thu 04-Jul-24	6117	86	5222	532	12	70	72	3	61	2	27	30	0	0
Fri 05-Jul-24	6138	88	5220	556	11	68	69	2	55	3	27	37	2	0
Sat 06-Jul-24	6042	97	5476	137	2	15	266	3	34	2	6	2	2	0
Sun 07-Jul-24	4562	41	4107	77	1	9	273	4	26	8	6	8	2	0
Mon 08-Jul-24	6262	53	5460	425	15	44	177	3	30	4	22	27	2	0
Tue 09-Jul-24	6118	83	5233	521	12	69	78	3	61	2	28	28	0	0
<b>Total Vehicles</b>														
[--]	41501	500	36200	2645	67	323	1110	21	300	25	141	159	10	0



13541		WOODSTOCK		Site No: 13541005		Location		Site 5 - Manor Rd, Woodstock (l/c #69)			
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Wed 03-Jul-24</b>											
00:00	36	1	2.8	26	72.2	5	13.9	4	11.1	0	0.0
01:00	17	0	0.0	13	76.5	0	0.0	4	23.5	0	0.0
02:00	24	2	8.3	17	70.8	1	4.2	3	12.5	1	4.2
03:00	9	0	0.0	7	77.8	1	11.1	1	11.1	0	0.0
04:00	8	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
05:00	41	0	0.0	32	78.1	7	17.1	2	4.9	0	0.0
06:00	138	2	1.5	96	69.6	28	20.3	11	8.0	1	0.7
07:00	323	0	0.0	258	79.9	40	12.4	25	7.7	0	0.0
08:00	381	2	0.5	329	86.4	17	4.5	32	8.4	1	0.3
09:00	369	5	1.4	314	85.1	21	5.7	28	7.6	1	0.3
10:00	336	1	0.3	282	83.9	19	5.7	33	9.8	1	0.3
11:00	377	4	1.1	328	87.0	17	4.5	28	7.4	0	0.0
12:00	389	2	0.5	338	86.9	22	5.7	27	6.9	0	0.0
13:00	371	3	0.8	322	86.8	23	6.2	22	5.9	1	0.3
14:00	394	2	0.5	338	85.8	33	8.4	20	5.1	1	0.3
15:00	467	3	0.6	415	88.9	30	6.4	18	3.9	1	0.2
16:00	611	5	0.8	544	89.0	50	8.2	12	2.0	0	0.0
17:00	627	8	1.3	574	91.6	33	5.3	10	1.6	2	0.3
18:00	457	3	0.7	425	93.0	19	4.2	8	1.8	2	0.4
19:00	279	3	1.1	258	92.5	9	3.2	9	3.2	0	0.0
20:00	239	1	0.4	222	92.9	6	2.5	8	3.4	2	0.8
21:00	177	2	1.1	164	92.7	5	2.8	6	3.4	0	0.0
22:00	132	3	2.3	120	90.9	5	3.8	4	3.0	0	0.0
23:00	60	0	0.0	54	90.0	4	6.7	2	3.3	0	0.0
12H,7-19	5102	38	0.7	4467	87.6	324	6.4	263	5.2	10	0.2
16H,6-22	5935	46	0.8	5207	87.7	372	6.3	297	5.0	13	0.2
18H,6-24	6127	49	0.8	5381	87.8	381	6.2	303	5.0	13	0.2
24H,0-24	6262	52	0.8	5482	87.5	397	6.3	317	5.1	14	0.2

13541		WOODSTOCK		Site No: 13541005		Location		Site 5 - Manor Rd, Woodstock (l/c #69)			
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Thu 04-Jul-24</b>											
00:00	47	0	0.0	45	95.7	1	2.1	1	2.1	0	0.0
01:00	24	0	0.0	20	83.3	3	12.5	1	4.2	0	0.0
02:00	20	0	0.0	17	85.0	1	5.0	2	10.0	0	0.0
03:00	10	0	0.0	5	50.0	4	40.0	1	10.0	0	0.0
04:00	7	0	0.0	3	42.9	3	42.9	1	14.3	0	0.0
05:00	40	1	2.5	26	65.0	10	25.0	3	7.5	0	0.0
06:00	130	4	3.1	104	80.0	15	11.5	7	5.4	0	0.0
07:00	313	2	0.6	248	79.2	33	10.5	29	9.3	1	0.3
08:00	336	3	0.9	300	89.3	15	4.5	18	5.4	0	0.0
09:00	307	3	1.0	259	84.4	23	7.5	22	7.2	0	0.0
10:00	297	4	1.4	248	83.5	27	9.1	18	6.1	0	0.0
11:00	360	7	1.9	295	81.9	37	10.3	21	5.8	0	0.0
12:00	380	7	1.8	312	82.1	46	12.1	13	3.4	2	0.5
13:00	389	10	2.6	300	77.1	50	12.9	28	7.2	1	0.3
14:00	396	7	1.8	334	84.3	38	9.6	16	4.0	1	0.3
15:00	461	6	1.3	385	83.5	53	11.5	16	3.5	1	0.2
16:00	567	11	1.9	485	85.5	51	9.0	19	3.4	1	0.2
17:00	613	4	0.7	547	89.2	41	6.7	18	2.9	3	0.5
18:00	500	9	1.8	450	90.0	29	5.8	10	2.0	2	0.4
19:00	308	4	1.3	277	89.9	17	5.5	10	3.3	0	0.0
20:00	257	2	0.8	228	88.7	21	8.2	6	2.3	0	0.0
21:00	170	1	0.6	164	96.5	3	1.8	2	1.2	0	0.0
22:00	127	0	0.0	115	90.6	10	7.9	2	1.6	0	0.0
23:00	58	1	1.7	55	94.8	1	1.7	1	1.7	0	0.0
<b>12H,7-19</b>	<b>4919</b>	<b>73</b>	<b>1.5</b>	<b>4163</b>	<b>84.6</b>	<b>443</b>	<b>9.0</b>	<b>228</b>	<b>4.6</b>	<b>12</b>	<b>0.2</b>
<b>16H,6-22</b>	<b>5784</b>	<b>84</b>	<b>1.5</b>	<b>4936</b>	<b>85.3</b>	<b>499</b>	<b>8.6</b>	<b>253</b>	<b>4.4</b>	<b>12</b>	<b>0.2</b>
<b>18H,6-24</b>	<b>5969</b>	<b>85</b>	<b>1.4</b>	<b>5106</b>	<b>85.5</b>	<b>510</b>	<b>8.5</b>	<b>256</b>	<b>4.3</b>	<b>12</b>	<b>0.2</b>
<b>24H,0-24</b>	<b>6117</b>	<b>86</b>	<b>1.4</b>	<b>5222</b>	<b>85.4</b>	<b>532</b>	<b>8.7</b>	<b>265</b>	<b>4.3</b>	<b>12</b>	<b>0.2</b>

13541		WOODSTOCK		Site No: 13541005		Location		Site 5 - Manor Rd, Woodstock (l/c #69)			
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Fri 05-Jul-24</b>											
00:00	56	0	0.0	54	96.4	1	1.8	1	1.8	0	0.0
01:00	22	0	0.0	18	81.8	2	9.1	2	9.1	0	0.0
02:00	16	0	0.0	13	81.3	1	6.3	2	12.5	0	0.0
03:00	9	0	0.0	6	66.7	2	22.2	1	11.1	0	0.0
04:00	7	0	0.0	4	57.1	2	28.6	1	14.3	0	0.0
05:00	48	1	2.1	31	64.6	13	27.1	3	6.3	0	0.0
06:00	137	4	2.9	110	80.3	18	13.1	5	3.7	0	0.0
07:00	296	1	0.3	229	77.4	36	12.2	29	9.8	1	0.3
08:00	319	4	1.3	282	88.4	17	5.3	16	5.0	0	0.0
09:00	297	3	1.0	247	83.2	23	7.7	24	8.1	0	0.0
10:00	295	6	2.0	243	82.4	29	9.8	17	5.8	0	0.0
11:00	365	8	2.2	292	80.0	39	10.7	26	7.1	0	0.0
12:00	383	7	1.8	320	83.6	42	11.0	13	3.4	1	0.3
13:00	395	16	4.1	294	74.4	57	14.4	27	6.8	1	0.3
14:00	390	4	1.0	334	85.6	37	9.5	14	3.6	1	0.3
15:00	458	4	0.9	387	84.5	56	12.2	10	2.2	1	0.2
16:00	584	11	1.9	499	85.5	58	9.9	15	2.6	1	0.2
17:00	635	4	0.6	568	89.5	39	6.1	21	3.3	3	0.5
18:00	479	7	1.5	431	90.0	27	5.6	12	2.5	2	0.4
19:00	295	4	1.4	265	89.8	17	5.8	9	3.1	0	0.0
20:00	279	2	0.7	245	87.8	24	8.6	8	2.9	0	0.0
21:00	183	1	0.6	175	95.6	3	1.6	4	2.2	0	0.0
22:00	126	0	0.0	112	88.9	12	9.5	2	1.6	0	0.0
23:00	64	1	1.6	61	95.3	1	1.6	1	1.6	0	0.0
<b>12H,7-19</b>	<b>4896</b>	<b>75</b>	<b>1.5</b>	<b>4126</b>	<b>84.3</b>	<b>460</b>	<b>9.4</b>	<b>224</b>	<b>4.6</b>	<b>11</b>	<b>0.2</b>
<b>16H,6-22</b>	<b>5790</b>	<b>86</b>	<b>1.5</b>	<b>4921</b>	<b>85.0</b>	<b>522</b>	<b>9.0</b>	<b>250</b>	<b>4.3</b>	<b>11</b>	<b>0.2</b>
<b>18H,6-24</b>	<b>5980</b>	<b>87</b>	<b>1.5</b>	<b>5094</b>	<b>85.2</b>	<b>535</b>	<b>9.0</b>	<b>253</b>	<b>4.2</b>	<b>11</b>	<b>0.2</b>
<b>24H,0-24</b>	<b>6138</b>	<b>88</b>	<b>1.4</b>	<b>5220</b>	<b>85.0</b>	<b>556</b>	<b>9.1</b>	<b>263</b>	<b>4.3</b>	<b>11</b>	<b>0.2</b>

13541		WOODSTOCK		Site No: 13541005		Location		Site 5 - Manor Rd, Woodstock (l/c #69)			
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Sat 06-Jul-24</b>											
00:00	36	0	0.0	28	77.8	2	5.6	6	16.7	0	0.0
01:00	16	0	0.0	12	75.0	1	6.3	3	18.8	0	0.0
02:00	10	0	0.0	7	70.0	1	10.0	2	20.0	0	0.0
03:00	4	0	0.0	3	75.0	0	0.0	1	25.0	0	0.0
04:00	21	0	0.0	15	71.4	3	14.3	2	9.5	1	4.8
05:00	54	0	0.0	41	75.9	6	11.1	7	13.0	0	0.0
06:00	64	0	0.0	52	81.3	7	10.9	5	7.8	0	0.0
07:00	143	2	1.4	121	84.6	3	2.1	17	11.9	0	0.0
08:00	264	5	1.9	233	88.3	7	2.7	19	7.2	0	0.0
09:00	257	4	1.6	231	89.9	6	2.3	16	6.2	0	0.0
10:00	201	10	5.0	167	83.1	9	4.5	15	7.5	0	0.0
11:00	293	12	4.1	268	91.5	4	1.4	9	3.1	0	0.0
12:00	420	4	1.0	393	93.6	5	1.2	18	4.3	0	0.0
13:00	457	8	1.8	416	91.0	14	3.1	19	4.2	0	0.0
14:00	435	13	3.0	401	92.2	8	1.8	13	3.0	0	0.0
15:00	556	11	2.0	517	93.0	6	1.1	22	4.0	0	0.0
16:00	437	6	1.4	406	92.9	9	2.1	16	3.7	0	0.0
17:00	569	4	0.7	531	93.3	5	0.9	29	5.1	0	0.0
18:00	432	11	2.6	385	89.1	5	1.2	30	6.9	1	0.2
19:00	293	1	0.3	262	89.4	14	4.8	16	5.5	0	0.0
20:00	205	1	0.5	192	93.7	5	2.4	7	3.4	0	0.0
21:00	201	1	0.5	181	90.1	3	1.5	16	8.0	0	0.0
22:00	252	0	0.0	220	87.3	7	2.8	25	9.9	0	0.0
23:00	422	4	1.0	394	93.4	7	1.7	17	4.0	0	0.0
12H,7-19	4464	90	2.0	4069	91.2	81	1.8	223	5.0	1	0.0
16H,6-22	5227	93	1.8	4756	91.0	110	2.1	267	5.1	1	0.0
18H,6-24	5901	97	1.6	5370	91.0	124	2.1	309	5.2	1	0.0
24H,0-24	6042	97	1.6	5476	90.6	137	2.3	330	5.5	2	0.0

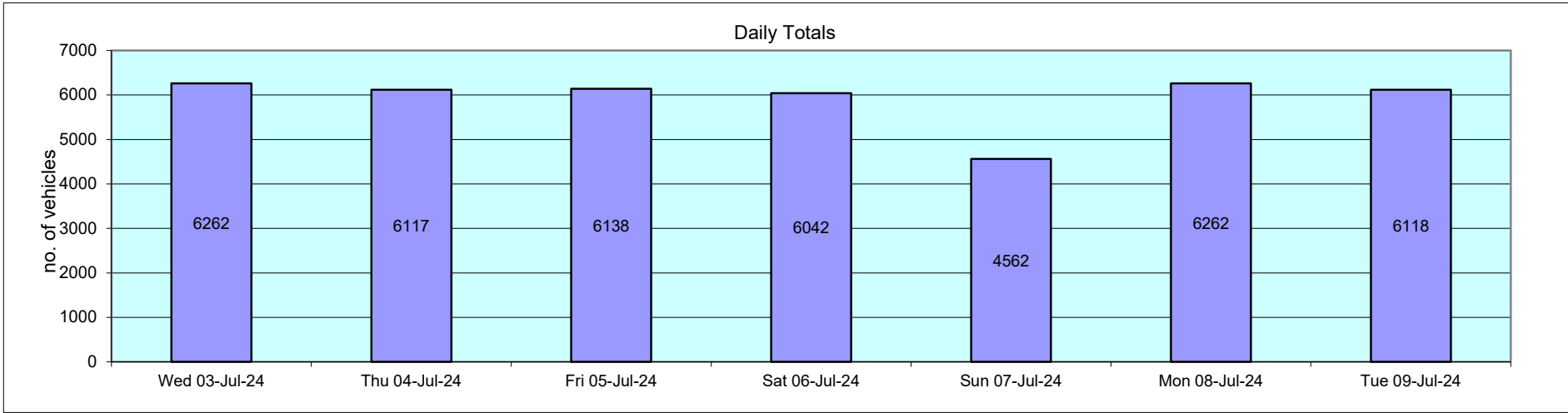
13541		WOODSTOCK		Site No: 13541005		Location		Site 5 - Manor Rd, Woodstock (l/c #69)			
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Sun 07-Jul-24</b>											
00:00	158	0	0.0	151	95.6	3	1.9	4	2.5	0	0.0
01:00	27	1	3.7	20	74.1	0	0.0	6	22.2	0	0.0
02:00	19	0	0.0	14	73.7	0	0.0	5	26.3	0	0.0
03:00	9	0	0.0	6	66.7	0	0.0	2	22.2	1	11.1
04:00	11	0	0.0	9	81.8	1	9.1	1	9.1	0	0.0
05:00	16	0	0.0	12	75.0	0	0.0	4	25.0	0	0.0
06:00	28	1	3.6	20	71.4	2	7.1	5	17.9	0	0.0
07:00	65	0	0.0	57	87.7	2	3.1	6	9.2	0	0.0
08:00	84	3	3.6	62	73.8	2	2.4	17	20.2	0	0.0
09:00	199	0	0.0	184	92.5	2	1.0	13	6.5	0	0.0
10:00	225	4	1.8	200	88.9	9	4.0	12	5.3	0	0.0
11:00	326	2	0.6	309	94.8	0	0.0	15	4.6	0	0.0
12:00	388	6	1.6	349	90.0	2	0.5	31	8.0	0	0.0
13:00	375	1	0.3	348	92.8	1	0.3	25	6.7	0	0.0
14:00	440	1	0.2	407	92.5	9	2.1	23	5.2	0	0.0
15:00	350	6	1.7	312	89.1	3	0.9	29	8.3	0	0.0
16:00	492	1	0.2	445	90.5	14	2.9	32	6.5	0	0.0
17:00	435	5	1.2	407	93.6	5	1.2	18	4.1	0	0.0
18:00	286	3	1.1	249	87.1	6	2.1	28	9.8	0	0.0
19:00	213	3	1.4	181	85.0	3	1.4	26	12.2	0	0.0
20:00	200	0	0.0	186	93.0	4	2.0	10	5.0	0	0.0
21:00	120	1	0.8	105	87.5	1	0.8	13	10.8	0	0.0
22:00	60	1	1.7	45	75.0	4	6.7	10	16.7	0	0.0
23:00	36	2	5.6	29	80.6	4	11.1	1	2.8	0	0.0
12H,7-19	3665	32	0.9	3329	90.8	55	1.5	249	6.8	0	0.0
16H,6-22	4226	37	0.9	3821	90.4	65	1.5	303	7.2	0	0.0
18H,6-24	4322	40	0.9	3895	90.1	73	1.7	314	7.3	0	0.0
24H,0-24	4562	41	0.9	4107	90.0	77	1.7	336	7.4	1	0.0

13541		WOODSTOCK		Site No: 13541005		Location		Site 5 - Manor Rd, Woodstock (l/c #69)			
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Mon 08-Jul-24</b>											
00:00	37	1	2.7	25	67.6	5	13.5	6	16.2	0	0.0
01:00	18	0	0.0	15	83.3	0	0.0	3	16.7	0	0.0
02:00	23	3	13.0	16	69.6	1	4.4	2	8.7	1	4.4
03:00	9	0	0.0	7	77.8	1	11.1	1	11.1	0	0.0
04:00	10	0	0.0	7	70.0	3	30.0	0	0.0	0	0.0
05:00	40	0	0.0	29	72.5	9	22.5	2	5.0	0	0.0
06:00	143	2	1.4	96	67.1	34	23.8	10	7.0	1	0.7
07:00	320	0	0.0	249	77.8	46	14.4	25	7.8	0	0.0
08:00	364	3	0.8	321	88.2	14	3.9	25	6.9	1	0.3
09:00	380	5	1.3	319	84.0	22	5.8	33	8.7	1	0.3
10:00	319	1	0.3	266	83.4	16	5.0	35	11.0	1	0.3
11:00	384	5	1.3	329	85.7	22	5.7	28	7.3	0	0.0
12:00	387	2	0.5	335	86.6	24	6.2	26	6.7	0	0.0
13:00	376	3	0.8	331	88.0	21	5.6	20	5.3	1	0.3
14:00	401	3	0.8	336	83.8	37	9.2	24	6.0	1	0.3
15:00	485	4	0.8	429	88.5	36	7.4	15	3.1	1	0.2
16:00	605	5	0.8	535	88.4	54	8.9	11	1.8	0	0.0
17:00	591	4	0.7	548	92.7	30	5.1	7	1.2	2	0.3
18:00	471	4	0.9	434	92.1	22	4.7	8	1.7	3	0.6
19:00	293	4	1.4	271	92.5	10	3.4	8	2.7	0	0.0
20:00	254	1	0.4	238	93.7	4	1.6	9	3.5	2	0.8
21:00	166	1	0.6	156	94.0	5	3.0	4	2.4	0	0.0
22:00	127	2	1.6	116	91.3	4	3.2	5	3.9	0	0.0
23:00	59	0	0.0	52	88.1	5	8.5	2	3.4	0	0.0
12H,7-19	5083	39	0.8	4432	87.2	344	6.8	257	5.1	11	0.2
16H,6-22	5939	47	0.8	5193	87.4	397	6.7	288	4.9	14	0.2
18H,6-24	6125	49	0.8	5361	87.5	406	6.6	295	4.8	14	0.2
24H,0-24	6262	53	0.9	5460	87.2	425	6.8	309	4.9	15	0.2

13541		WOODSTOCK		Site No: 13541005		Location		Site 5 - Manor Rd, Woodstock (l/c #69)			
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Tue 09-Jul-24</b>											
00:00	37	0	0.0	35	94.6	1	2.7	1	2.7	0	0.0
01:00	27	0	0.0	23	85.2	3	11.1	1	3.7	0	0.0
02:00	21	0	0.0	19	90.5	1	4.8	1	4.8	0	0.0
03:00	8	0	0.0	3	37.5	4	50.0	1	12.5	0	0.0
04:00	7	0	0.0	2	28.6	4	57.1	1	14.3	0	0.0
05:00	35	1	2.9	21	60.0	9	25.7	4	11.4	0	0.0
06:00	127	2	1.6	103	81.1	15	11.8	7	5.5	0	0.0
07:00	340	2	0.6	266	78.2	38	11.2	33	9.7	1	0.3
08:00	321	3	0.9	283	88.2	14	4.4	21	6.5	0	0.0
09:00	310	4	1.3	271	87.4	18	5.8	17	5.5	0	0.0
10:00	292	3	1.0	240	82.2	31	10.6	18	6.2	0	0.0
11:00	357	4	1.1	299	83.8	33	9.2	21	5.9	0	0.0
12:00	380	9	2.4	307	80.8	51	13.4	11	2.9	2	0.5
13:00	397	12	3.0	300	75.6	52	13.1	32	8.1	1	0.3
14:00	383	7	1.8	319	83.3	42	11.0	14	3.7	1	0.3
15:00	447	5	1.1	380	85.0	46	10.3	15	3.4	1	0.2
16:00	567	9	1.6	491	86.6	48	8.5	18	3.2	1	0.2
17:00	630	5	0.8	564	89.5	37	5.9	22	3.5	2	0.3
18:00	508	11	2.2	457	90.0	28	5.5	9	1.8	3	0.6
19:00	301	2	0.7	272	90.4	17	5.7	10	3.3	0	0.0
20:00	267	2	0.8	241	90.3	17	6.4	7	2.6	0	0.0
21:00	172	1	0.6	167	97.1	2	1.2	2	1.2	0	0.0
22:00	134	0	0.0	123	91.8	9	6.7	2	1.5	0	0.0
23:00	50	1	2.0	47	94.0	1	2.0	1	2.0	0	0.0
<b>12H,7-19</b>	<b>4932</b>	<b>74</b>	<b>1.5</b>	<b>4177</b>	<b>84.7</b>	<b>438</b>	<b>8.9</b>	<b>231</b>	<b>4.7</b>	<b>12</b>	<b>0.2</b>
<b>16H,6-22</b>	<b>5799</b>	<b>81</b>	<b>1.4</b>	<b>4960</b>	<b>85.5</b>	<b>489</b>	<b>8.4</b>	<b>257</b>	<b>4.4</b>	<b>12</b>	<b>0.2</b>
<b>18H,6-24</b>	<b>5983</b>	<b>82</b>	<b>1.4</b>	<b>5130</b>	<b>85.7</b>	<b>499</b>	<b>8.3</b>	<b>260</b>	<b>4.4</b>	<b>12</b>	<b>0.2</b>
<b>24H,0-24</b>	<b>6118</b>	<b>83</b>	<b>1.4</b>	<b>5233</b>	<b>85.5</b>	<b>521</b>	<b>8.5</b>	<b>269</b>	<b>4.4</b>	<b>12</b>	<b>0.2</b>

13541 WOODSTOCK Site No: 13541005 Location Site 5 - Manor Rd, Woodstock (l/c #69)  
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Daily Totals</b>											
Wed 03-Jul-24	6262	52	0.8	5482	87.5	397	6.3	317	5.1	14	0.2
Thu 04-Jul-24	6117	86	1.4	5222	85.4	532	8.7	265	4.3	12	0.2
Fri 05-Jul-24	6138	88	1.4	5220	85.0	556	9.1	263	4.3	11	0.2
Sat 06-Jul-24	6042	97	1.6	5476	90.6	137	2.3	330	5.5	2	0.0
Sun 07-Jul-24	4562	41	0.9	4107	90.0	77	1.7	336	7.4	1	0.0
Mon 08-Jul-24	6262	53	0.9	5460	87.2	425	6.8	309	4.9	15	0.2
Tue 09-Jul-24	6118	83	1.4	5233	85.5	521	8.5	269	4.4	12	0.2
<b>Total Vehicles</b>											
[--]	41501	500	1.2	36200	87.3	2645	6.2	2089	5.1	67	0.2



13541		WOODSTOCK			Site No: 13541005		Location Site 5 - Manor Rd, Woodstock (I/c #69)									
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56

Wed 03-Jul-24																
00:00	36	33.6	27.8	5.3	0	0	0	2	13	11	8	2	0	0	0	0
01:00	17	35.9	29.1	6	0	0	0	1	4	7	2	3	0	0	0	0
02:00	24	35.8	31	8.1	0	0	0	2	2	10	6	3	0	0	0	1
03:00	9	-	32.9	5.4	0	0	0	0	1	2	3	3	0	0	0	0
04:00	8	-	31	3.1	0	0	0	0	0	4	4	0	0	0	0	0
05:00	41	35.1	30.3	4.9	0	0	0	1	6	15	15	4	0	0	0	0
06:00	138	34.4	29.1	5.5	0	0	1	5	30	57	35	7	2	1	0	0
07:00	323	30.9	26.5	4.8	0	0	1	34	113	128	41	6	0	0	0	0
08:00	381	30.1	26	4.1	0	0	2	32	147	172	28	0	0	0	0	0
09:00	369	29.8	25	5.3	1	3	19	34	142	149	16	3	2	0	0	0
10:00	336	30.1	25.6	4.4	0	0	2	27	170	104	30	3	0	0	0	0
11:00	377	30.3	26	5	0	1	3	49	126	163	26	7	1	1	0	0
12:00	389	29.8	25.2	4.5	0	0	4	52	168	139	23	3	0	0	0	0
13:00	371	30.5	25.3	5	0	0	1	54	180	88	42	5	0	0	1	0
14:00	394	30	25.5	4.5	0	0	1	41	192	126	27	7	0	0	0	0
15:00	467	29.6	24.8	4.6	0	0	2	81	216	135	25	8	0	0	0	0
16:00	611	29.8	24.6	4.9	0	1	7	127	254	173	43	6	0	0	0	0
17:00	627	29.2	24.3	4.5	0	0	10	117	292	177	29	2	0	0	0	0
18:00	457	29.7	24.5	4.9	0	0	4	99	198	116	37	2	1	0	0	0
19:00	279	30.8	26.1	5.5	0	3	1	36	96	104	30	6	3	0	0	0
20:00	239	31.8	26.3	5.3	0	0	0	39	75	83	35	7	0	0	0	0
21:00	177	31.4	26.7	5	0	0	0	23	49	76	25	4	0	0	0	0
22:00	132	31.8	26.7	5.4	0	0	0	17	44	48	17	5	1	0	0	0
23:00	60	34.8	29.3	5.8	0	0	0	0	19	24	10	3	4	0	0	0
12H,7-19	5102	30	25.2	4.8	1	5	56	747	2198	1670	367	52	4	1	1	0
16H,6-22	5935	30.2	25.4	4.9	1	8	58	850	2448	1990	492	76	9	2	1	0
18H,6-24	6127	30.3	25.5	4.9	1	8	58	867	2511	2062	519	84	14	2	1	0
24H,0-24	6262	30.4	25.6	5	1	8	58	873	2537	2111	557	99	14	2	1	1

13541		WOODSTOCK			Site No: 13541005		Location Site 5 - Manor Rd, Woodstock (l/c #69)									
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
<b>Thu 04-Jul-24</b>																
00:00	47	33.8	28.2	6.1	0	0	0	5	11	19	8	2	2	0	0	0
01:00	24	37.1	31.4	5.1	0	0	0	0	1	14	4	4	1	0	0	0
02:00	20	38.1	31.5	6.5	0	0	0	2	1	6	5	6	0	0	0	0
03:00	10	31	28	5.6	0	0	0	1	2	5	1	1	0	0	0	0
04:00	7	-	32.1	4	0	0	0	0	0	3	3	1	0	0	0	0
05:00	40	38.8	31.6	7.2	0	0	0	2	9	6	11	10	1	1	0	0
06:00	130	32.9	27.1	5.1	0	0	0	6	60	35	24	4	1	0	0	0
07:00	313	31.3	27.4	4.4	0	0	1	16	89	157	44	5	1	0	0	0
08:00	336	30.3	25.8	5.7	0	0	6	52	108	140	25	1	1	0	1	2
09:00	307	30.3	25.4	5	0	2	0	43	139	88	28	6	1	0	0	0
10:00	297	30.5	25.5	5	0	0	1	49	118	93	31	5	0	0	0	0
11:00	360	29.6	24.9	4.7	1	1	3	45	185	99	21	4	1	0	0	0
12:00	380	29.6	24.4	4.7	0	0	0	86	170	93	28	3	0	0	0	0
13:00	389	29.9	25.2	4.8	0	0	2	63	170	122	23	8	1	0	0	0
14:00	396	29.9	24.8	4.8	0	0	0	87	159	116	31	3	0	0	0	0
15:00	461	29.9	24.6	5.2	0	2	13	89	185	131	35	6	0	0	0	0
16:00	567	29.3	23.9	5.1	0	1	22	134	229	143	36	2	0	0	0	0
17:00	613	29.4	24.2	4.8	0	4	13	122	258	184	31	1	0	0	0	0
18:00	500	30.6	26	5.4	0	0	4	62	203	170	48	9	1	0	1	2
19:00	308	30.2	25.5	4.7	0	0	1	40	133	105	25	3	1	0	0	0
20:00	257	30.8	26.3	5.2	0	0	3	34	79	107	27	6	1	0	0	0
21:00	170	30.9	26.1	5	0	0	0	16	80	49	21	3	0	1	0	0
22:00	127	33.9	28.1	6.2	0	0	0	9	40	45	23	7	2	0	0	1
23:00	58	30.8	26.3	5.6	0	1	1	5	18	25	6	2	0	0	0	0
12H,7-19	4919	30	25	5.1	1	10	65	848	2013	1536	381	53	6	0	2	4
16H,6-22	5784	30.2	25.2	5.1	1	10	69	944	2365	1832	478	69	9	1	2	4
18H,6-24	5969	30.2	25.3	5.1	1	11	70	958	2423	1902	507	78	11	1	2	5
24H,0-24	6117	30.4	25.4	5.2	1	11	70	968	2447	1955	539	102	15	2	2	5

13541		WOODSTOCK			Site No: 13541005		Location Site 5 - Manor Rd, Woodstock (l/c #69)									
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56

Fri 05-Jul-24																
00:00	56	33.2	28.4	5.7	0	0	0	5	10	29	7	3	2	0	0	0
01:00	22	37.5	31.7	5.2	0	0	0	0	1	12	4	4	1	0	0	0
02:00	16	36.2	31	5.6	0	0	0	1	1	6	5	3	0	0	0	0
03:00	9	-	26.8	4.5	0	0	0	1	2	5	1	0	0	0	0	0
04:00	7	-	31.4	3.1	0	0	0	0	0	3	4	0	0	0	0	0
05:00	48	38.2	30.8	6.8	0	0	0	2	13	8	13	10	2	0	0	0
06:00	137	32.5	26.7	5	0	0	0	7	68	34	23	4	1	0	0	0
07:00	296	31.5	27.5	4.4	0	0	1	13	85	148	44	4	1	0	0	0
08:00	319	30.1	25.5	5.5	0	0	7	53	103	131	21	1	1	0	1	1
09:00	297	30.2	25.1	5.1	0	3	0	45	142	74	26	7	0	0	0	0
10:00	295	30.4	25.6	4.9	0	0	1	45	118	99	26	6	0	0	0	0
11:00	365	29.8	25.1	4.7	1	1	2	39	195	94	28	4	1	0	0	0
12:00	383	29.7	24.7	4.7	0	0	0	78	169	106	26	4	0	0	0	0
13:00	395	30	25.1	5.1	0	0	3	70	169	117	24	11	1	0	0	0
14:00	390	29.7	24.8	4.7	0	0	0	78	168	114	26	4	0	0	0	0
15:00	458	29.9	24.5	5.3	0	2	16	88	183	129	32	8	0	0	0	0
16:00	584	29.4	23.9	5	0	1	18	147	231	147	38	2	0	0	0	0
17:00	635	29.3	24.1	4.8	0	5	17	123	273	186	30	1	0	0	0	0
18:00	479	30.7	26.1	5.8	0	0	5	60	190	160	49	10	1	0	1	3
19:00	295	29.9	25.3	4.6	0	0	1	44	124	104	19	2	1	0	0	0
20:00	279	30.7	26.3	5.1	0	0	3	33	94	113	26	9	1	0	0	0
21:00	183	30.8	26.3	4.8	0	0	0	16	81	60	23	2	0	1	0	0
22:00	126	34.8	28.8	6.3	0	0	0	6	40	40	27	9	3	0	0	1
23:00	64	31.6	26.5	5.8	0	1	1	6	20	25	8	3	0	0	0	0
12H,7-19	4896	30	25	5.1	1	12	70	839	2026	1505	370	62	5	0	2	4
16H,6-22	5790	30.1	25.2	5.1	1	12	74	939	2393	1816	461	79	8	1	2	4
18H,6-24	5980	30.2	25.3	5.2	1	13	75	951	2453	1881	496	91	11	1	2	5
24H,0-24	6138	30.3	25.4	5.2	1	13	75	960	2480	1944	530	111	16	1	2	5

13541		WOODSTOCK			Site No: 13541005		Location Site 5 - Manor Rd, Woodstock (l/c #69)									
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56

Sat 06-Jul-24																
00:00	36	31.9	29.2	3.9	0	0	0	0	4	25	6	0	1	0	0	0
01:00	16	33.8	29.8	6.4	0	0	0	0	4	8	2	0	2	0	0	0
02:00	10	42.7	36.5	6.5	0	0	0	0	0	3	1	3	3	0	0	0
03:00	4	-	29.8	6.4	0	0	0	0	1	2	0	1	0	0	0	0
04:00	21	39.4	31.8	6.9	0	0	0	0	5	6	3	5	2	0	0	0
05:00	54	31.3	28.8	5.1	1	0	1	0	1	42	6	3	0	0	0	0
06:00	64	32	29	3.4	0	0	0	0	7	45	10	2	0	0	0	0
07:00	143	35.9	30.6	4.9	0	0	0	2	13	75	32	18	3	0	0	0
08:00	264	34	29.6	4.1	0	0	0	2	33	145	74	9	0	1	0	0
09:00	257	32.1	28.7	3.7	0	1	0	1	39	167	46	2	1	0	0	0
10:00	201	33.2	28.5	4.7	0	0	3	3	44	103	39	9	0	0	0	0
11:00	293	32.1	27.4	5	0	3	4	1	101	130	45	7	2	0	0	0
12:00	420	31.8	27.8	4.5	0	1	5	13	101	227	62	11	0	0	0	0
13:00	457	32.2	28.2	4.7	0	0	1	8	123	240	69	12	2	0	0	2
14:00	435	30.6	27	4.2	0	2	3	4	160	218	40	7	1	0	0	0
15:00	556	30.5	26.9	3.9	0	1	1	16	194	288	52	4	0	0	0	0
16:00	437	30.7	26.8	4.2	0	1	1	20	153	209	51	2	0	0	0	0
17:00	569	30.5	27.2	3.6	0	0	0	9	185	323	48	4	0	0	0	0
18:00	432	30.6	27.7	4.1	0	0	0	3	127	256	36	6	0	4	0	0
19:00	293	30.5	26.8	4	0	0	0	5	125	133	25	4	1	0	0	0
20:00	205	31.1	27.8	4.1	0	0	0	5	56	112	29	2	1	0	0	0
21:00	201	33.8	29	4.4	0	0	0	3	40	102	46	9	1	0	0	0
22:00	252	31.8	28.3	3.9	0	0	0	14	30	163	44	1	0	0	0	0
23:00	422	32	27.8	4.7	0	1	6	15	97	227	64	12	0	0	0	0
12H,7-19	4464	31.3	27.7	4.3	0	9	18	82	1273	2381	594	91	9	5	0	2
16H,6-22	5227	31.3	27.7	4.3	0	9	18	95	1501	2773	704	108	12	5	0	2
18H,6-24	5901	31.4	27.8	4.3	0	10	24	124	1628	3163	812	121	12	5	0	2
24H,0-24	6042	31.5	27.8	4.4	1	10	25	124	1643	3249	830	133	20	5	0	2

13541		WOODSTOCK			Site No: 13541005		Location Site 5 - Manor Rd, Woodstock (l/c #69)									
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
<b>Sun 07-Jul-24</b>																
00:00	158	35.3	30.9	5.2	0	0	0	0	30	45	68	8	7	0	0	0
01:00	27	34.9	31.1	4.3	0	0	0	0	4	6	16	1	0	0	0	0
02:00	19	39	33.2	5.6	0	0	0	0	1	7	4	6	1	0	0	0
03:00	9	-	28.5	2.8	0	0	0	0	1	7	1	0	0	0	0	0
04:00	11	33.1	29.4	4.6	0	0	0	0	2	6	2	1	0	0	0	0
05:00	16	36.2	29.4	6	0	0	0	0	6	4	3	3	0	0	0	0
06:00	28	31.4	28.1	4.1	0	0	0	0	8	15	4	1	0	0	0	0
07:00	65	35.3	29.8	5.1	0	0	0	1	13	27	16	8	0	0	0	0
08:00	84	35.2	29.9	5.2	0	0	0	2	17	29	27	9	0	0	0	0
09:00	199	30.8	28	4.2	0	2	3	1	30	138	22	3	0	0	0	0
10:00	225	32.5	26.8	5.5	0	1	4	26	60	87	43	4	0	0	0	0
11:00	326	30.6	27	3.9	0	0	4	2	114	172	33	1	0	0	0	0
12:00	388	31.3	28	3.8	0	0	1	1	97	227	59	1	2	0	0	0
13:00	375	33.1	28.8	4	0	0	0	5	69	210	82	8	1	0	0	0
14:00	440	30.4	27.2	3.4	0	0	0	1	150	255	32	2	0	0	0	0
15:00	350	30.6	27.4	3.7	0	0	1	9	93	211	33	3	0	0	0	0
16:00	492	30.6	27.4	3.7	0	1	0	6	142	293	47	2	1	0	0	0
17:00	435	30.9	27.6	4.1	0	0	0	15	122	235	55	7	1	0	0	0
18:00	286	33.3	29.2	4	0	1	0	0	38	176	59	12	0	0	0	0
19:00	213	30.8	27.7	3.8	0	0	0	1	63	121	24	3	1	0	0	0
20:00	200	32.1	28.1	3.9	0	0	0	2	54	106	35	3	0	0	0	0
21:00	120	30.9	27	5.1	0	0	1	14	26	62	13	3	1	0	0	0
22:00	60	36.8	30.9	4.9	0	0	0	0	5	33	11	10	1	0	0	0
23:00	36	35.7	31.1	6.2	0	0	0	0	7	11	13	4	0	0	1	0
12H,7-19	3665	31.2	27.8	4.1	0	5	13	69	945	2060	508	60	5	0	0	0
16H,6-22	4226	31.2	27.8	4.1	0	5	14	86	1096	2364	584	70	7	0	0	0
18H,6-24	4322	31.4	27.9	4.2	0	5	14	86	1108	2408	608	84	8	0	1	0
24H,0-24	4562	32	28	4.3	0	5	14	86	1152	2483	702	103	16	0	1	0

13541		WOODSTOCK			Site No: 13541005		Location Site 5 - Manor Rd, Woodstock (I/c #69)									
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56

Mon 08-Jul-24																
00:00	37	33.5	27.3	5.5	0	0	0	3	15	9	8	2	0	0	0	0
01:00	18	35.7	29.6	5.7	0	0	0	1	3	8	3	3	0	0	0	0
02:00	23	36.1	30.7	8.8	0	0	0	3	3	6	7	3	0	0	0	1
03:00	9	-	32.9	5.4	0	0	0	0	1	2	3	3	0	0	0	0
04:00	10	32.7	30	2.8	0	0	0	0	0	7	3	0	0	0	0	0
05:00	40	35.1	30.3	5	0	0	0	1	6	15	14	4	0	0	0	0
06:00	143	34.7	29.2	5.7	0	0	1	6	29	60	34	9	3	1	0	0
07:00	320	30.9	26.5	4.7	0	0	1	30	114	130	38	7	0	0	0	0
08:00	364	30	25.9	4	0	0	2	31	141	170	20	0	0	0	0	0
09:00	380	29.9	25	5.3	1	4	16	36	155	143	20	3	2	0	0	0
10:00	319	30	25.6	4.2	0	0	1	27	158	106	25	2	0	0	0	0
11:00	384	30.2	25.8	4.9	0	1	3	48	140	161	21	8	1	1	0	0
12:00	387	29.8	25.3	4.3	0	0	2	47	174	140	20	4	0	0	0	0
13:00	376	31.1	25.4	5.2	0	0	1	59	180	78	52	5	0	0	1	0
14:00	401	30	25.4	4.6	0	0	1	46	195	124	25	10	0	0	0	0
15:00	485	29.5	24.7	4.7	0	0	3	92	221	135	26	8	0	0	0	0
16:00	605	29.8	24.6	5	0	1	9	130	240	174	45	6	0	0	0	0
17:00	591	29.1	24.3	4.4	0	0	11	109	278	167	25	1	0	0	0	0
18:00	471	29.9	24.6	4.9	0	0	3	99	208	116	42	2	1	0	0	0
19:00	293	30.9	26.1	5.4	0	3	1	36	106	105	35	5	2	0	0	0
20:00	254	31.2	26.4	5	0	0	0	33	86	95	33	7	0	0	0	0
21:00	166	30.9	26.8	4.8	0	0	0	19	47	75	22	3	0	0	0	0
22:00	127	32.2	26.6	5.6	0	0	0	22	35	46	19	4	1	0	0	0
23:00	59	35	29.3	6.1	0	0	0	0	19	25	7	3	5	0	0	0
12H,7-19	5083	30	25.1	4.8	1	6	53	754	2204	1644	359	56	4	1	1	0
16H,6-22	5939	30.2	25.4	4.9	1	9	55	848	2472	1979	483	80	9	2	1	0
18H,6-24	6125	30.3	25.5	4.9	1	9	55	870	2526	2050	509	87	15	2	1	0
24H,0-24	6262	30.4	25.5	5	1	9	55	878	2554	2097	547	102	15	2	1	1

13541		WOODSTOCK			Site No: 13541005		Location Site 5 - Manor Rd, Woodstock (l/c #69)										
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Northbound												
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56	

Tue 09-Jul-24																
00:00	37	33.1	28.4	5.4	0	0	0	3	7	18	7	1	1	0	0	0
01:00	27	36.6	31.5	4.9	0	0	0	0	1	15	6	4	1	0	0	0
02:00	21	38	31.1	7	0	0	0	3	1	5	6	6	0	0	0	0
03:00	8	-	26.6	4.7	0	0	0	1	2	4	1	0	0	0	0	0
04:00	7	-	30.6	3.1	0	0	0	0	0	4	3	0	0	0	0	0
05:00	35	37.3	29.5	7.7	0	0	0	3	13	3	9	5	1	1	0	0
06:00	127	32.7	26.9	4.9	0	0	0	5	63	32	22	5	0	0	0	0
07:00	340	31.6	27.5	4.6	0	0	1	22	87	172	51	6	1	0	0	0
08:00	321	30.3	25.9	5.8	0	0	7	48	97	140	24	1	1	0	1	2
09:00	310	30.4	25.4	5.1	0	3	0	45	131	96	29	5	1	0	0	0
10:00	292	30.5	25.3	5	0	0	1	56	108	91	33	3	0	0	0	0
11:00	357	29.8	25.1	4.7	1	1	3	40	180	102	25	4	1	0	0	0
12:00	380	29.4	24.2	4.7	0	0	0	95	163	96	23	3	0	0	0	0
13:00	397	29.8	25	4.8	0	0	3	68	170	125	24	6	1	0	0	0
14:00	383	29.8	24.8	4.7	0	0	0	79	160	113	27	4	0	0	0	0
15:00	447	30	24.7	5.3	0	2	15	79	176	136	32	7	0	0	0	0
16:00	567	29.2	23.9	5	0	1	22	128	236	146	33	1	0	0	0	0
17:00	630	29.5	24.2	5	0	5	16	131	244	198	35	1	0	0	0	0
18:00	508	30.4	25.8	5.3	0	0	4	66	216	165	41	13	1	0	1	1
19:00	301	30	25.4	4.6	0	0	1	42	126	109	20	2	1	0	0	0
20:00	267	31.2	26.6	5.3	0	0	3	35	77	110	33	8	1	0	0	0
21:00	172	30.8	25.8	4.9	0	0	0	14	94	39	22	2	0	1	0	0
22:00	134	34.5	28.1	5.8	0	0	0	11	44	38	29	11	1	0	0	0
23:00	50	30	25.3	5.2	0	1	1	6	17	21	4	0	0	0	0	0
12H,7-19	4932	30.1	25	5.1	1	12	72	857	1968	1580	377	54	6	0	2	3
16H,6-22	5799	30.2	25.2	5.1	1	12	76	953	2328	1870	474	71	8	1	2	3
18H,6-24	5983	30.2	25.3	5.1	1	13	77	970	2389	1929	507	82	9	1	2	3
24H,0-24	6118	30.3	25.4	5.2	1	13	77	980	2413	1978	539	98	12	2	2	3

13541 WOODSTOCK Site No: 13541005 Location Site 5 - Manor Rd, Woodstock (l/c #69)  
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Northbound

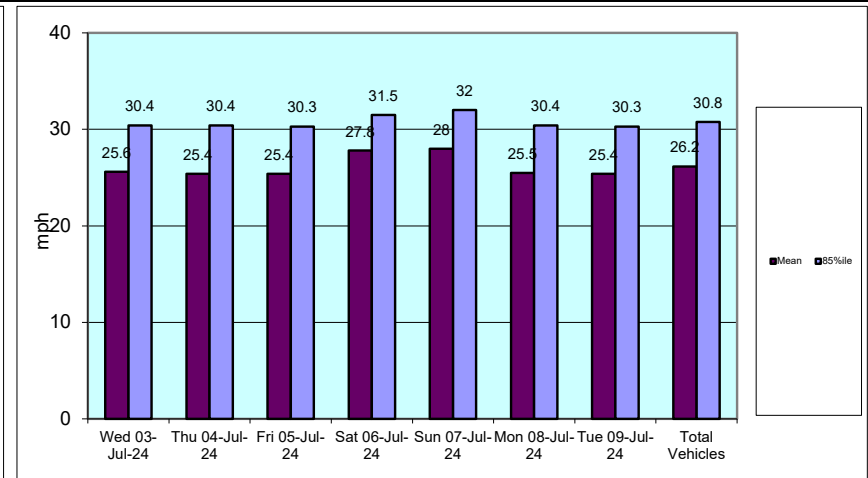
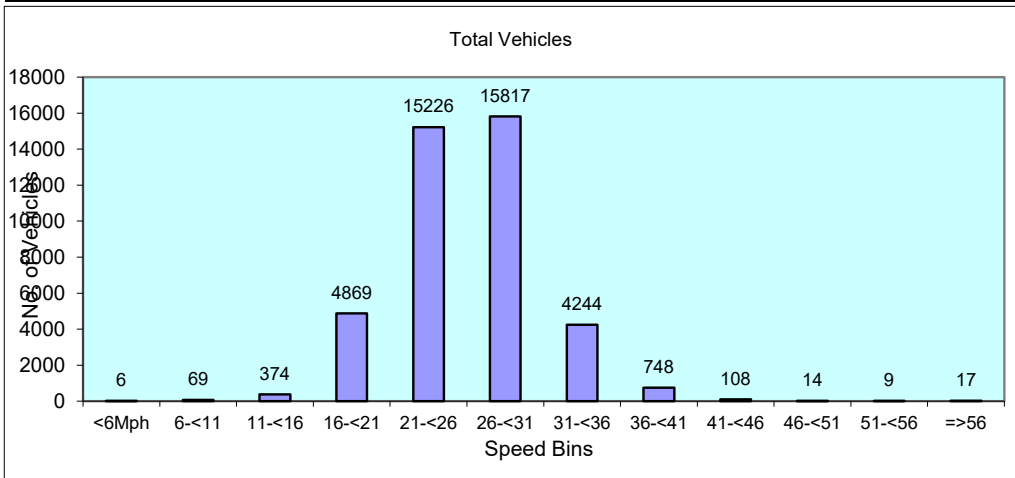
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
-------------	----------------	--------------	------------	------------	-------	-------	--------	--------	--------	--------	--------	--------	--------	--------	--------	------

**Daily Totals**

Wed 03-Jul-24	6262	30.4	25.6	5	1	8	58	873	2537	2111	557	99	14	2	1	1
Thu 04-Jul-24	6117	30.4	25.4	5.2	1	11	70	968	2447	1955	539	102	15	2	2	5
Fri 05-Jul-24	6138	30.3	25.4	5.2	1	13	75	960	2480	1944	530	111	16	1	2	5
Sat 06-Jul-24	6042	31.5	27.8	4.4	1	10	25	124	1643	3249	830	133	20	5	0	2
Sun 07-Jul-24	4562	32	28	4.3	0	5	14	86	1152	2483	702	103	16	0	1	0
Mon 08-Jul-24	6262	30.4	25.5	5	1	9	55	878	2554	2097	547	102	15	2	1	1
Tue 09-Jul-24	6118	30.3	25.4	5.2	1	13	77	980	2413	1978	539	98	12	2	2	3

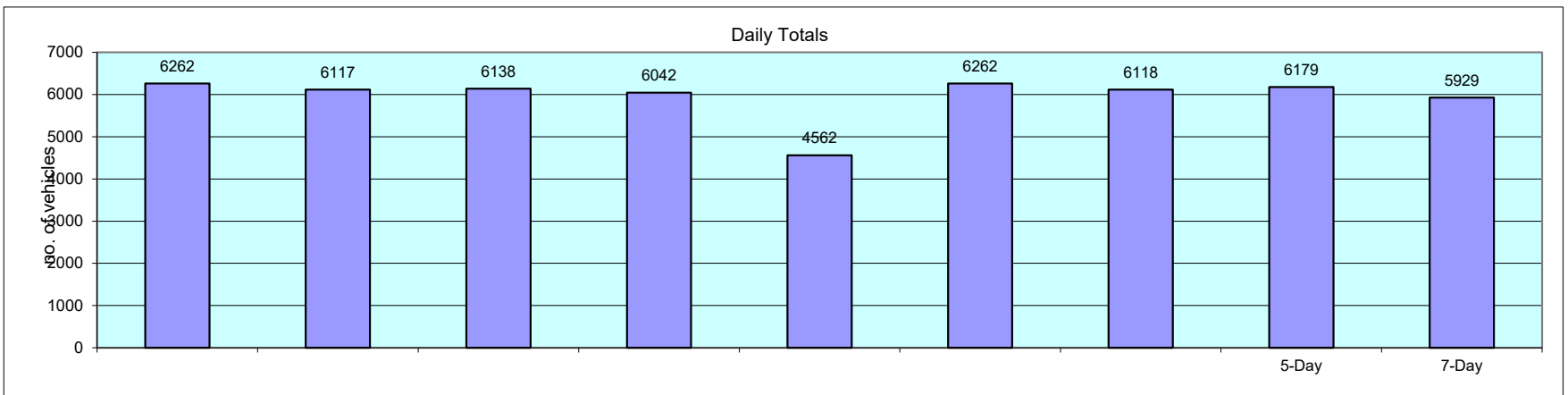
**Total Vehicles**

[--]	41501	30.8	26.2	4.9	6	69	374	4869	15226	15817	4244	748	108	14	9	17
------	-------	------	------	-----	---	----	-----	------	-------	-------	------	-----	-----	----	---	----



13541	WOODSTOCK		Site No: 13541005	Location	Site 5 - Manor Rd, Woodstock (I/c #69)				
			Channel: Northbound						
TIME PERIOD	Wed 03-Jul-24	Thu 04-Jul-24	Fri 05-Jul-24	Sat 06-Jul-24	Sun 07-Jul-24	Mon 08-Jul-24	Tue 09-Jul-24	5-Day Av	7-Day Av
<b>Week Begin: 03-Jul-24</b>									
00:00	36	47	56	36	158	37	37	43	58
01:00	17	24	22	16	27	18	27	22	22
02:00	24	20	16	10	19	23	21	21	19
03:00	9	10	9	4	9	9	8	9	8
04:00	8	7	7	21	11	10	7	8	10
05:00	41	40	48	54	16	40	35	41	39
06:00	138	130	137	64	28	143	127	135	110
07:00	323	313	296	143	65	320	340	318	257
08:00	381	336	319	264	84	364	321	344	296
09:00	369	307	297	257	199	380	310	333	303
10:00	336	297	295	201	225	319	292	308	281
11:00	377	360	365	293	326	384	357	369	352
12:00	389	380	383	420	388	387	380	384	390
13:00	371	389	395	457	375	376	397	386	394
14:00	394	396	390	435	440	401	383	393	406
15:00	467	461	458	556	350	485	447	464	461
16:00	611	567	584	437	492	605	567	587	552
17:00	627	613	635	569	435	591	630	619	586
18:00	457	500	479	432	286	471	508	483	448
19:00	279	308	295	293	213	293	301	295	283
20:00	239	257	279	205	200	254	267	259	243
21:00	177	170	183	201	120	166	172	174	170
22:00	132	127	126	252	60	127	134	129	137
23:00	60	58	64	422	36	59	50	58	107
<b>12H,7-19</b>	<b>5102</b>	<b>4919</b>	<b>4896</b>	<b>4464</b>	<b>3665</b>	<b>5083</b>	<b>4932</b>	<b>4986</b>	<b>4723</b>
<b>16H,6-22</b>	<b>5935</b>	<b>5784</b>	<b>5790</b>	<b>5227</b>	<b>4226</b>	<b>5939</b>	<b>5799</b>	<b>5849</b>	<b>5529</b>
<b>18H,6-24</b>	<b>6127</b>	<b>5969</b>	<b>5980</b>	<b>5901</b>	<b>4322</b>	<b>6125</b>	<b>5983</b>	<b>6037</b>	<b>5772</b>
<b>24H,0-24</b>	<b>6262</b>	<b>6117</b>	<b>6138</b>	<b>6042</b>	<b>4562</b>	<b>6262</b>	<b>6118</b>	<b>6179</b>	<b>5929</b>
<b>Am</b>	<b>08:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>		
<b>Peak</b>	<b>381</b>	<b>360</b>	<b>365</b>	<b>293</b>	<b>326</b>	<b>384</b>	<b>357</b>		
<b>Pm</b>	<b>17:00</b>	<b>17:00</b>	<b>17:00</b>	<b>17:00</b>	<b>16:00</b>	<b>16:00</b>	<b>17:00</b>		
<b>Peak</b>	<b>627</b>	<b>613</b>	<b>635</b>	<b>569</b>	<b>492</b>	<b>605</b>	<b>630</b>		

13541	WOODSTOCK	Site No: 13541005	Location	Site 5 - Manor Rd, Woodstock (l/c #69)					
		Channel: Northbound							
<b>TIME PERIOD</b>	<b>Wed 03-Jul-24</b>	<b>Thu 04-Jul-24</b>	<b>Fri 05-Jul-24</b>	<b>Sat 06-Jul-24</b>	<b>Sun 07-Jul-24</b>	<b>Mon 08-Jul-24</b>	<b>Tue 09-Jul-24</b>	<b>5-Day Av</b>	<b>7-Day Av</b>



13541		WOODSTOCK				Site No: 13541005		Location Site 5 - Manor Rd, Woodstock (l/c #69)							
Wed 03-Jul-24 to Tue 09-Jul-24						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
<b>Wed 03-Jul-24</b>															
00:00	12	1	7	3	0	1	0	0	0	0	0	0	0	0	
01:00	4	0	3	0	0	0	0	0	0	0	0	1	0	0	
02:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
03:00	12	1	8	2	0	0	0	0	0	0	1	0	0	0	
04:00	22	1	18	3	0	0	0	0	0	0	0	0	0	0	
05:00	75	0	55	14	0	3	0	0	1	0	2	0	0	0	
06:00	303	2	229	52	3	4	2	0	6	0	2	3	0	0	
07:00	567	8	464	70	5	9	0	1	6	0	1	3	0	0	
08:00	660	12	554	71	4	6	1	0	9	0	2	1	0	0	
09:00	480	3	389	55	6	7	2	1	10	0	2	5	0	0	
10:00	417	1	328	64	3	10	4	0	4	0	3	0	0	0	
11:00	402	4	306	64	4	11	5	0	4	0	3	1	0	0	
12:00	394	2	308	51	5	15	2	1	6	1	0	3	0	0	
13:00	389	4	301	54	4	13	1	0	3	0	8	1	0	0	
14:00	364	3	295	48	5	4	3	0	2	0	1	3	0	0	
15:00	419	2	340	53	4	7	1	1	3	0	4	4	0	0	
16:00	365	2	301	50	5	3	0	1	2	0	1	0	0	0	
17:00	330	5	281	36	1	3	0	0	1	0	1	2	0	0	
18:00	298	2	251	31	3	6	1	0	0	0	2	2	0	0	
19:00	182	1	159	16	0	4	0	0	2	0	0	0	0	0	
20:00	146	3	121	16	0	1	0	0	3	0	0	2	0	0	
21:00	101	1	83	15	0	1	0	0	1	0	0	0	0	0	
22:00	63	0	56	5	0	1	0	0	0	0	1	0	0	0	
23:00	26	0	23	1	0	1	0	0	0	0	0	1	0	0	
12H,7-19	5085	48	4118	647	49	94	20	5	50	1	28	25	0	0	
16H,6-22	5817	55	4710	746	52	104	22	5	62	1	30	30	0	0	
18H,6-24	5906	55	4789	752	52	106	22	5	62	1	31	31	0	0	
24H,0-24	6034	58	4883	774	52	110	22	5	63	1	34	32	0	0	

13541		WOODSTOCK				Site No: 13541005		Location Site 5 - Manor Rd, Woodstock (l/c #69)						
Wed 03-Jul-24 to Tue 09-Jul-24		Channel: Southbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
<b>Thu 04-Jul-24</b>														
00:00	13	0	10	2	0	1	0	0	0	0	0	0	0	0
01:00	12	0	8	4	0	0	0	0	0	0	0	0	0	0
02:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0
03:00	5	0	2	3	0	0	0	0	0	0	0	0	0	0
04:00	11	0	5	4	0	1	0	0	0	0	1	0	0	0
05:00	84	1	65	10	0	2	0	0	3	0	2	1	0	0
06:00	265	4	205	38	2	5	2	0	5	0	2	2	0	0
07:00	580	6	469	84	3	8	1	1	4	0	2	2	0	0
08:00	625	10	530	64	3	8	3	1	2	0	2	2	0	0
09:00	513	6	422	57	5	8	4	0	6	0	0	5	0	0
10:00	447	6	349	72	3	8	1	0	5	0	1	2	0	0
11:00	394	4	320	53	2	8	2	0	4	0	0	1	0	0
12:00	406	6	316	61	3	8	2	1	3	1	3	2	0	0
13:00	345	3	263	61	1	7	3	1	4	0	1	1	0	0
14:00	376	4	302	49	6	8	1	0	3	0	1	2	0	0
15:00	447	9	363	55	5	7	1	1	5	0	0	1	0	0
16:00	434	8	345	62	6	4	1	1	2	0	4	1	0	0
17:00	346	3	292	41	0	5	0	0	2	1	2	0	0	0
18:00	270	2	236	24	0	5	2	0	0	0	0	1	0	0
19:00	220	4	188	19	2	3	0	1	2	0	1	0	0	0
20:00	133	2	112	13	0	2	2	0	0	0	0	2	0	0
21:00	113	2	96	13	0	2	0	0	0	0	0	0	0	0
22:00	73	1	56	12	1	1	0	0	1	0	1	0	0	0
23:00	36	2	29	2	0	1	1	0	0	0	0	1	0	0
12H,7-19	5183	67	4207	683	37	84	21	6	40	2	16	20	0	0
16H,6-22	5914	79	4808	766	41	96	25	7	47	2	19	24	0	0
18H,6-24	6023	82	4893	780	42	98	26	7	48	2	20	25	0	0
24H,0-24	6156	83	4991	803	42	102	26	7	51	2	23	26	0	0

13541		WOODSTOCK				Site No: 13541005		Location Site 5 - Manor Rd, Woodstock (l/c #69)							
Wed 03-Jul-24 to Tue 09-Jul-24		Channel: Southbound										FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
<b>Fri 05-Jul-24</b>															
00:00	10	0	7	2	0	1	0	0	0	0	0	0	0	0	
01:00	10	0	6	3	0	0	1	0	0	0	0	0	0	0	
02:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	
03:00	6	0	2	4	0	0	0	0	0	0	0	0	0	0	
04:00	13	0	6	5	0	1	0	0	0	0	1	0	0	0	
05:00	89	0	74	8	0	2	0	0	2	0	2	1	0	0	
06:00	252	4	200	33	2	5	2	0	3	0	1	2	0	0	
07:00	596	8	472	93	2	8	1	1	5	1	2	3	0	0	
08:00	634	9	551	56	3	4	4	1	2	0	2	2	0	0	
09:00	511	8	419	58	7	4	5	0	5	0	0	5	0	0	
10:00	443	9	356	64	3	4	1	0	3	0	1	2	0	0	
11:00	376	2	304	53	2	7	3	0	4	0	0	1	0	0	
12:00	400	3	314	60	2	9	3	1	2	1	3	2	0	0	
13:00	359	4	270	68	1	5	2	1	6	0	1	1	0	0	
14:00	348	3	286	39	3	10	1	0	2	0	1	3	0	0	
15:00	448	6	370	55	3	8	1	1	3	0	0	1	0	0	
16:00	410	6	330	56	3	6	1	1	2	0	4	1	0	0	
17:00	351	2	288	50	0	6	0	0	2	1	2	0	0	0	
18:00	261	3	229	22	0	3	3	0	0	0	0	1	0	0	
19:00	215	4	178	23	3	4	0	1	1	0	1	0	0	0	
20:00	143	1	119	16	0	2	2	0	0	0	0	3	0	0	
21:00	100	2	84	12	0	2	0	0	0	0	0	0	0	0	
22:00	78	1	62	11	1	1	0	0	1	0	1	0	0	0	
23:00	36	1	31	1	0	1	1	0	0	0	0	1	0	0	
12H,7-19	5137	63	4189	674	29	74	25	6	36	3	16	22	0	0	
16H,6-22	5847	74	4770	758	34	87	29	7	40	3	18	27	0	0	
18H,6-24	5961	76	4863	770	35	89	30	7	41	3	19	28	0	0	
24H,0-24	6098	76	4967	792	35	93	31	7	43	3	22	29	0	0	

13541		WOODSTOCK				Site No: 13541005		Location Site 5 - Manor Rd, Woodstock (l/c #69)							
Wed 03-Jul-24 to Tue 09-Jul-24		Channel: Southbound										FIVE OR LESS		SEVEN OR MORE	
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	OR MORE AXLE ARTIC	
<b>Sat 06-Jul-24</b>															
00:00	22	0	18	2	0	0	0	0	1	0	1	0	0	0	
01:00	5	0	3	1	0	0	0	0	0	0	1	0	0	0	
02:00	6	0	4	1	0	0	0	0	0	0	1	0	0	0	
03:00	17	0	14	1	0	0	1	0	0	0	0	1	0	0	
04:00	22	0	17	4	0	0	0	0	0	0	1	0	0	0	
05:00	36	1	28	4	1	0	0	0	0	0	1	1	0	0	
06:00	129	0	112	12	0	3	1	0	0	0	1	0	0	0	
07:00	311	6	266	25	1	4	1	0	0	0	7	1	0	0	
08:00	482	2	445	20	2	8	1	0	3	0	0	1	0	0	
09:00	610	5	567	24	0	12	0	0	0	0	1	1	0	0	
10:00	615	10	561	30	0	5	2	1	4	0	1	1	0	0	
11:00	535	10	509	9	1	5	0	1	0	0	0	0	0	0	
12:00	437	10	392	23	1	7	2	0	1	0	1	0	0	0	
13:00	405	14	367	19	0	4	0	0	0	0	0	1	0	0	
14:00	387	8	350	19	1	6	0	0	3	0	0	0	0	0	
15:00	357	16	332	4	2	2	0	0	1	0	0	0	0	0	
16:00	316	10	284	14	0	2	0	0	3	0	0	3	0	0	
17:00	401	6	377	10	0	6	0	0	1	0	1	0	0	0	
18:00	308	7	289	7	1	2	0	0	1	0	1	0	0	0	
19:00	230	3	210	14	0	1	0	1	0	0	0	1	0	0	
20:00	137	2	125	4	0	3	0	0	3	0	0	0	0	0	
21:00	93	1	75	12	0	4	0	0	1	0	0	0	0	0	
22:00	92	1	80	7	0	3	1	0	0	0	0	0	0	0	
23:00	50	0	45	2	0	2	0	0	0	0	0	1	0	0	
12H,7-19	5164	104	4739	204	9	63	6	2	17	0	12	8	0	0	
16H,6-22	5753	110	5261	246	9	74	7	3	21	0	13	9	0	0	
18H,6-24	5895	111	5386	255	9	79	8	3	21	0	13	10	0	0	
24H,0-24	6003	112	5470	268	10	79	9	3	22	0	18	12	0	0	

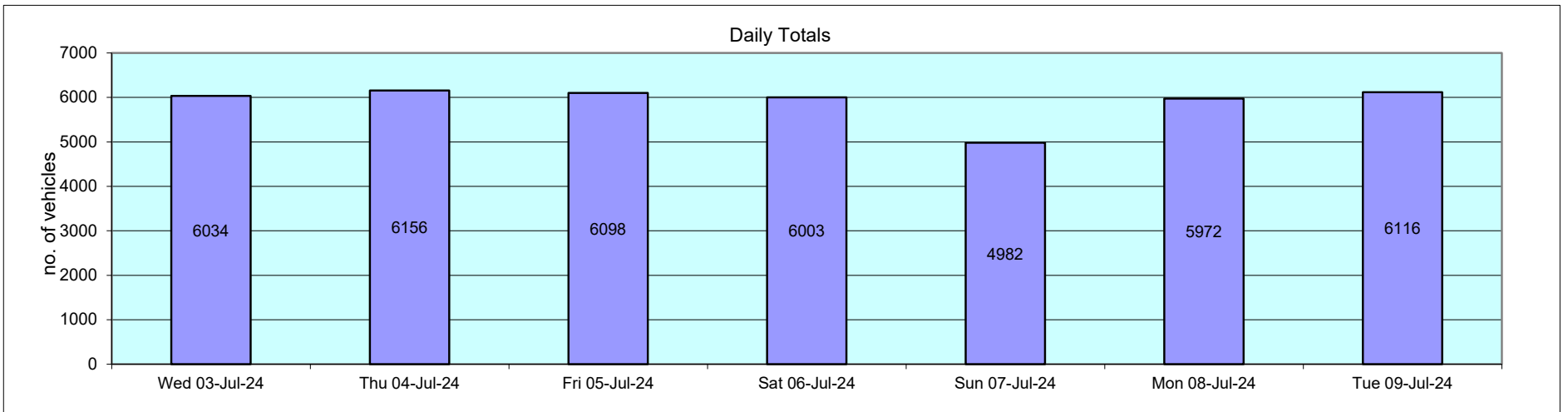
13541		WOODSTOCK				Site No: 13541005		Location Site 5 - Manor Rd, Woodstock (l/c #69)						
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Southbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
<b>Sun 07-Jul-24</b>														
00:00	39	0	33	4	0	1	0	0	0	1	0	0	0	0
01:00	28	1	15	8	0	0	1	0	0	2	1	0	0	0
02:00	14	0	7	4	0	0	0	2	0	0	1	0	0	0
03:00	12	0	11	1	0	0	0	0	0	0	0	0	0	0
04:00	21	0	14	7	0	0	0	0	0	0	0	0	0	0
05:00	36	0	30	3	1	1	0	0	0	0	1	0	0	0
06:00	94	0	84	8	0	2	0	0	0	0	0	0	0	0
07:00	166	1	140	22	1	2	0	0	0	0	0	0	0	0
08:00	236	0	215	11	1	3	3	0	0	0	0	3	0	0
09:00	437	4	409	17	0	4	0	1	1	0	0	1	0	0
10:00	510	9	467	30	1	2	0	0	1	0	0	0	0	0
11:00	537	3	505	25	0	3	1	0	0	0	0	0	0	0
12:00	463	3	429	21	0	4	2	0	2	0	0	1	1	0
13:00	362	1	335	17	3	6	0	0	0	0	0	0	0	0
14:00	318	4	289	17	1	6	0	0	0	0	1	0	0	0
15:00	372	2	353	11	0	3	0	1	2	0	0	0	0	0
16:00	361	1	343	5	3	3	1	0	5	0	0	0	0	0
17:00	249	2	228	14	0	3	1	0	1	0	0	0	0	0
18:00	264	1	248	11	0	3	1	0	0	0	0	0	0	0
19:00	194	0	185	5	0	1	0	1	0	0	2	0	0	0
20:00	123	2	110	6	0	4	1	0	0	0	0	0	0	0
21:00	82	3	75	1	0	2	0	0	0	0	1	0	0	0
22:00	47	1	40	2	0	3	1	0	0	0	0	0	0	0
23:00	17	0	15	0	0	0	0	0	1	0	1	0	0	0
12H,7-19	4275	31	3961	201	10	42	9	2	12	0	1	5	1	0
16H,6-22	4768	36	4415	221	10	51	10	3	12	0	4	5	1	0
18H,6-24	4832	37	4470	223	10	54	11	3	13	0	5	5	1	0
24H,0-24	4982	38	4580	250	11	56	12	5	13	3	8	5	1	0

13541		WOODSTOCK				Site No: 13541005		Location Site 5 - Manor Rd, Woodstock (l/c #69)							
Wed 03-Jul-24 to Tue 09-Jul-24		Channel: Southbound													
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
<b>Mon 08-Jul-24</b>															
00:00	17	1	11	4	0	1	0	0	0	0	0	0	0	0	
01:00	4	0	3	0	0	0	0	0	0	0	0	1	0	0	
02:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
03:00	15	1	10	3	0	0	0	0	0	0	1	0	0	0	
04:00	17	1	13	3	0	0	0	0	0	0	0	0	0	0	
05:00	71	0	56	11	0	2	0	0	1	0	1	0	0	0	
06:00	310	2	245	45	2	2	2	0	7	0	2	3	0	0	
07:00	560	7	458	75	5	7	0	1	4	0	1	2	0	0	
08:00	685	15	566	78	4	7	1	0	11	0	2	1	0	0	
09:00	469	4	367	59	9	3	2	1	14	0	3	7	0	0	
10:00	422	1	337	62	2	6	4	0	6	0	4	0	0	0	
11:00	389	6	293	62	5	9	6	0	4	0	3	1	0	0	
12:00	377	1	292	46	5	18	2	1	7	1	0	4	0	0	
13:00	381	5	292	52	4	16	1	0	4	0	6	1	0	0	
14:00	357	2	295	42	3	5	4	0	1	0	1	4	0	0	
15:00	398	2	327	53	2	3	1	1	2	0	4	3	0	0	
16:00	345	2	286	46	4	4	0	1	1	0	1	0	0	0	
17:00	345	5	295	37	1	4	0	0	1	0	1	1	0	0	
18:00	303	3	253	32	2	7	1	0	0	0	2	3	0	0	
19:00	171	1	149	17	0	2	0	0	2	0	0	0	0	0	
20:00	154	2	130	16	0	1	0	0	3	0	0	2	0	0	
21:00	93	1	73	16	0	1	0	0	2	0	0	0	0	0	
22:00	57	0	49	6	0	1	0	0	0	0	1	0	0	0	
23:00	30	0	27	1	0	1	0	0	0	0	0	1	0	0	
12H,7-19	5031	53	4061	644	46	89	22	5	55	1	28	27	0	0	
16H,6-22	5759	59	4658	738	48	95	24	5	69	1	30	32	0	0	
18H,6-24	5846	59	4734	745	48	97	24	5	69	1	31	33	0	0	
24H,0-24	5972	62	4829	766	48	100	24	5	70	1	33	34	0	0	

13541		WOODSTOCK				Site No: 13541005		Location Site 5 - Manor Rd, Woodstock (l/c #69)						
Wed 03-Jul-24 to Tue 09-Jul-24		Channel: Southbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
<b>Tue 09-Jul-24</b>														
00:00	11	0	8	2	0	1	0	0	0	0	0	0	0	0
01:00	15	0	11	4	0	0	0	0	0	0	0	0	0	0
02:00	11	0	10	0	0	0	0	0	0	0	0	1	0	0
03:00	5	0	1	4	0	0	0	0	0	0	0	0	0	0
04:00	11	0	7	2	0	1	0	0	0	0	1	0	0	0
05:00	82	1	58	13	0	2	0	0	4	0	3	1	0	0
06:00	258	6	197	37	3	5	1	0	5	0	1	3	0	0
07:00	595	7	490	74	3	11	1	2	3	0	2	2	0	0
08:00	631	10	536	65	4	7	3	1	1	0	1	3	0	0
09:00	513	6	413	60	7	9	5	0	8	0	0	5	0	0
10:00	432	7	337	72	3	6	1	0	3	0	1	2	0	0
11:00	389	6	318	46	1	11	2	0	4	0	0	1	0	0
12:00	393	7	301	67	2	7	1	1	2	1	2	2	0	0
13:00	323	3	250	57	1	5	2	1	2	0	1	1	0	0
14:00	372	5	291	57	6	4	1	0	4	0	1	3	0	0
15:00	445	13	352	61	7	5	1	1	4	0	0	1	0	0
16:00	448	4	365	58	8	2	1	2	2	0	5	1	0	0
17:00	332	4	285	35	0	5	0	0	1	1	1	0	0	0
18:00	262	3	224	28	0	4	2	0	0	0	0	1	0	0
19:00	231	4	194	24	2	4	0	1	1	0	1	0	0	0
20:00	135	2	111	15	0	3	2	0	0	0	0	2	0	0
21:00	126	2	106	16	0	2	0	0	0	0	0	0	0	0
22:00	66	1	51	10	1	1	0	0	1	0	1	0	0	0
23:00	30	2	23	1	0	1	1	1	0	0	0	1	0	0
12H,7-19	5135	75	4162	680	42	76	20	8	34	2	14	22	0	0
16H,6-22	5885	89	4770	772	47	90	23	9	40	2	16	27	0	0
18H,6-24	5981	92	4844	783	48	92	24	10	41	2	17	28	0	0
24H,0-24	6116	93	4939	808	48	96	24	10	45	2	21	30	0	0

13541 WOODSTOCK Site No: 13541005 Location Site 5 - Manor Rd, Woodstock (l/c #69)  
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
<b>Daily Totals</b>														
Wed 03-Jul-24	6034	58	4883	774	52	110	22	5	63	1	34	32	0	0
Thu 04-Jul-24	6156	83	4991	803	42	102	26	7	51	2	23	26	0	0
Fri 05-Jul-24	6098	76	4967	792	35	93	31	7	43	3	22	29	0	0
Sat 06-Jul-24	6003	112	5470	268	10	79	9	3	22	0	18	12	0	0
Sun 07-Jul-24	4982	38	4580	250	11	56	12	5	13	3	8	5	1	0
Mon 08-Jul-24	5972	62	4829	766	48	100	24	5	70	1	33	34	0	0
Tue 09-Jul-24	6116	93	4939	808	48	96	24	10	45	2	21	30	0	0
<b>Total Vehicles</b>														
[--]	41361	522	34659	4461	246	636	148	42	307	12	159	168	1	0



13541		WOODSTOCK		Site No: 13541005		Location		Site 5 - Manor Rd, Woodstock (l/c #69)			
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Wed 03-Jul-24</b>											
00:00	12	1	8.3	7	58.3	3	25.0	1	8.3	0	0.0
01:00	4	0	0.0	3	75.0	0	0.0	1	25.0	0	0.0
02:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
03:00	12	1	8.3	8	66.7	2	16.7	1	8.3	0	0.0
04:00	22	1	4.6	18	81.8	3	13.6	0	0.0	0	0.0
05:00	75	0	0.0	55	73.3	14	18.7	6	8.0	0	0.0
06:00	303	2	0.7	229	75.6	52	17.2	17	5.6	3	1.0
07:00	567	8	1.4	464	81.8	70	12.4	20	3.5	5	0.9
08:00	660	12	1.8	554	83.9	71	10.8	19	2.9	4	0.6
09:00	480	3	0.6	389	81.0	55	11.5	27	5.6	6	1.3
10:00	417	1	0.2	328	78.7	64	15.4	21	5.0	3	0.7
11:00	402	4	1.0	306	76.1	64	15.9	24	6.0	4	1.0
12:00	394	2	0.5	308	78.2	51	12.9	28	7.1	5	1.3
13:00	389	4	1.0	301	77.4	54	13.9	26	6.7	4	1.0
14:00	364	3	0.8	295	81.0	48	13.2	13	3.6	5	1.4
15:00	419	2	0.5	340	81.2	53	12.7	20	4.8	4	1.0
16:00	365	2	0.6	301	82.5	50	13.7	7	1.9	5	1.4
17:00	330	5	1.5	281	85.2	36	10.9	7	2.1	1	0.3
18:00	298	2	0.7	251	84.2	31	10.4	11	3.7	3	1.0
19:00	182	1	0.6	159	87.4	16	8.8	6	3.3	0	0.0
20:00	146	3	2.1	121	82.9	16	11.0	6	4.1	0	0.0
21:00	101	1	1.0	83	82.2	15	14.9	2	2.0	0	0.0
22:00	63	0	0.0	56	88.9	5	7.9	2	3.2	0	0.0
23:00	26	0	0.0	23	88.5	1	3.9	2	7.7	0	0.0
<b>12H,7-19</b>	<b>5085</b>	<b>48</b>	<b>0.9</b>	<b>4118</b>	<b>81.0</b>	<b>647</b>	<b>12.7</b>	<b>223</b>	<b>4.4</b>	<b>49</b>	<b>1.0</b>
<b>16H,6-22</b>	<b>5817</b>	<b>55</b>	<b>1.0</b>	<b>4710</b>	<b>81.0</b>	<b>746</b>	<b>12.8</b>	<b>254</b>	<b>4.4</b>	<b>52</b>	<b>0.9</b>
<b>18H,6-24</b>	<b>5906</b>	<b>55</b>	<b>0.9</b>	<b>4789</b>	<b>81.1</b>	<b>752</b>	<b>12.7</b>	<b>258</b>	<b>4.4</b>	<b>52</b>	<b>0.9</b>
<b>24H,0-24</b>	<b>6034</b>	<b>58</b>	<b>1.0</b>	<b>4883</b>	<b>80.9</b>	<b>774</b>	<b>12.8</b>	<b>267</b>	<b>4.4</b>	<b>52</b>	<b>0.9</b>

13541		WOODSTOCK		Site No: 13541005		Location		Site 5 - Manor Rd, Woodstock (l/c #69)			
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Thu 04-Jul-24</b>											
00:00	13	0	0.0	10	76.9	2	15.4	1	7.7	0	0.0
01:00	12	0	0.0	8	66.7	4	33.3	0	0.0	0	0.0
02:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
03:00	5	0	0.0	2	40.0	3	60.0	0	0.0	0	0.0
04:00	11	0	0.0	5	45.5	4	36.4	2	18.2	0	0.0
05:00	84	1	1.2	65	77.4	10	11.9	8	9.5	0	0.0
06:00	265	4	1.5	205	77.4	38	14.3	16	6.0	2	0.8
07:00	580	6	1.0	469	80.9	84	14.5	18	3.1	3	0.5
08:00	625	10	1.6	530	84.8	64	10.2	18	2.9	3	0.5
09:00	513	6	1.2	422	82.3	57	11.1	23	4.5	5	1.0
10:00	447	6	1.3	349	78.1	72	16.1	17	3.8	3	0.7
11:00	394	4	1.0	320	81.2	53	13.5	15	3.8	2	0.5
12:00	406	6	1.5	316	77.8	61	15.0	20	4.9	3	0.7
13:00	345	3	0.9	263	76.2	61	17.7	17	4.9	1	0.3
14:00	376	4	1.1	302	80.3	49	13.0	15	4.0	6	1.6
15:00	447	9	2.0	363	81.2	55	12.3	15	3.4	5	1.1
16:00	434	8	1.8	345	79.5	62	14.3	13	3.0	6	1.4
17:00	346	3	0.9	292	84.4	41	11.9	10	2.9	0	0.0
18:00	270	2	0.7	236	87.4	24	8.9	8	3.0	0	0.0
19:00	220	4	1.8	188	85.5	19	8.6	7	3.2	2	0.9
20:00	133	2	1.5	112	84.2	13	9.8	6	4.5	0	0.0
21:00	113	2	1.8	96	85.0	13	11.5	2	1.8	0	0.0
22:00	73	1	1.4	56	76.7	12	16.4	3	4.1	1	1.4
23:00	36	2	5.6	29	80.6	2	5.6	3	8.3	0	0.0
<b>12H,7-19</b>	<b>5183</b>	<b>67</b>	<b>1.3</b>	<b>4207</b>	<b>81.2</b>	<b>683</b>	<b>13.2</b>	<b>189</b>	<b>3.7</b>	<b>37</b>	<b>0.7</b>
<b>16H,6-22</b>	<b>5914</b>	<b>79</b>	<b>1.3</b>	<b>4808</b>	<b>81.3</b>	<b>766</b>	<b>13.0</b>	<b>220</b>	<b>3.7</b>	<b>41</b>	<b>0.7</b>
<b>18H,6-24</b>	<b>6023</b>	<b>82</b>	<b>1.4</b>	<b>4893</b>	<b>81.2</b>	<b>780</b>	<b>13.0</b>	<b>226</b>	<b>3.8</b>	<b>42</b>	<b>0.7</b>
<b>24H,0-24</b>	<b>6156</b>	<b>83</b>	<b>1.4</b>	<b>4991</b>	<b>81.1</b>	<b>803</b>	<b>13.0</b>	<b>237</b>	<b>3.9</b>	<b>42</b>	<b>0.7</b>

13541		WOODSTOCK			Site No: 13541005		Location		Site 5 - Manor Rd, Woodstock (l/c #69)			
Wed 03-Jul-24 to Tue 09-Jul-24		Channel: Southbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %	
<b>Fri 05-Jul-24</b>												
00:00	10	0	0.0	7	70.0	2	20.0	1	10.0	0	0.0	
01:00	10	0	0.0	6	60.0	3	30.0	1	10.0	0	0.0	
02:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0	
03:00	6	0	0.0	2	33.3	4	66.7	0	0.0	0	0.0	
04:00	13	0	0.0	6	46.2	5	38.5	2	15.4	0	0.0	
05:00	89	0	0.0	74	83.2	8	9.0	7	7.9	0	0.0	
06:00	252	4	1.6	200	79.4	33	13.1	13	5.2	2	0.8	
07:00	596	8	1.3	472	79.2	93	15.6	21	3.5	2	0.3	
08:00	634	9	1.4	551	86.9	56	8.8	15	2.4	3	0.5	
09:00	511	8	1.6	419	82.0	58	11.4	19	3.7	7	1.4	
10:00	443	9	2.0	356	80.4	64	14.5	11	2.5	3	0.7	
11:00	376	2	0.5	304	80.9	53	14.1	15	4.0	2	0.5	
12:00	400	3	0.8	314	78.5	60	15.0	21	5.3	2	0.5	
13:00	359	4	1.1	270	75.2	68	18.9	16	4.5	1	0.3	
14:00	348	3	0.9	286	82.2	39	11.2	17	4.9	3	0.9	
15:00	448	6	1.3	370	82.6	55	12.3	14	3.1	3	0.7	
16:00	410	6	1.5	330	80.5	56	13.7	15	3.7	3	0.7	
17:00	351	2	0.6	288	82.1	50	14.3	11	3.1	0	0.0	
18:00	261	3	1.2	229	87.7	22	8.4	7	2.7	0	0.0	
19:00	215	4	1.9	178	82.8	23	10.7	7	3.3	3	1.4	
20:00	143	1	0.7	119	83.2	16	11.2	7	4.9	0	0.0	
21:00	100	2	2.0	84	84.0	12	12.0	2	2.0	0	0.0	
22:00	78	1	1.3	62	79.5	11	14.1	3	3.9	1	1.3	
23:00	36	1	2.8	31	86.1	1	2.8	3	8.3	0	0.0	
12H,7-19	5137	63	1.2	4189	81.6	674	13.1	182	3.5	29	0.6	
16H,6-22	5847	74	1.3	4770	81.6	758	13.0	211	3.6	34	0.6	
18H,6-24	5961	76	1.3	4863	81.6	770	12.9	217	3.6	35	0.6	
24H,0-24	6098	76	1.3	4967	81.5	792	13.0	228	3.7	35	0.6	

13541		WOODSTOCK		Site No: 13541005		Location		Site 5 - Manor Rd, Woodstock (l/c #69)			
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Sat 06-Jul-24</b>											
00:00	22	0	0.0	18	81.8	2	9.1	2	9.1	0	0.0
01:00	5	0	0.0	3	60.0	1	20.0	1	20.0	0	0.0
02:00	6	0	0.0	4	66.7	1	16.7	1	16.7	0	0.0
03:00	17	0	0.0	14	82.4	1	5.9	2	11.8	0	0.0
04:00	22	0	0.0	17	77.3	4	18.2	1	4.6	0	0.0
05:00	36	1	2.8	28	77.8	4	11.1	2	5.6	1	2.8
06:00	129	0	0.0	112	86.8	12	9.3	5	3.9	0	0.0
07:00	311	6	1.9	266	85.5	25	8.0	13	4.2	1	0.3
08:00	482	2	0.4	445	92.3	20	4.2	13	2.7	2	0.4
09:00	610	5	0.8	567	93.0	24	3.9	14	2.3	0	0.0
10:00	615	10	1.6	561	91.2	30	4.9	14	2.3	0	0.0
11:00	535	10	1.9	509	95.1	9	1.7	6	1.1	1	0.2
12:00	437	10	2.3	392	89.7	23	5.3	11	2.5	1	0.2
13:00	405	14	3.5	367	90.6	19	4.7	5	1.2	0	0.0
14:00	387	8	2.1	350	90.4	19	4.9	9	2.3	1	0.3
15:00	357	16	4.5	332	93.0	4	1.1	3	0.8	2	0.6
16:00	316	10	3.2	284	89.9	14	4.4	8	2.5	0	0.0
17:00	401	6	1.5	377	94.0	10	2.5	8	2.0	0	0.0
18:00	308	7	2.3	289	93.8	7	2.3	4	1.3	1	0.3
19:00	230	3	1.3	210	91.3	14	6.1	3	1.3	0	0.0
20:00	137	2	1.5	125	91.2	4	2.9	6	4.4	0	0.0
21:00	93	1	1.1	75	80.7	12	12.9	5	5.4	0	0.0
22:00	92	1	1.1	80	87.0	7	7.6	4	4.4	0	0.0
23:00	50	0	0.0	45	90.0	2	4.0	3	6.0	0	0.0
<b>12H,7-19</b>	<b>5164</b>	<b>104</b>	<b>2.0</b>	<b>4739</b>	<b>91.8</b>	<b>204</b>	<b>4.0</b>	<b>108</b>	<b>2.1</b>	<b>9</b>	<b>0.2</b>
<b>16H,6-22</b>	<b>5753</b>	<b>110</b>	<b>1.9</b>	<b>5261</b>	<b>91.5</b>	<b>246</b>	<b>4.3</b>	<b>127</b>	<b>2.2</b>	<b>9</b>	<b>0.2</b>
<b>18H,6-24</b>	<b>5895</b>	<b>111</b>	<b>1.9</b>	<b>5386</b>	<b>91.4</b>	<b>255</b>	<b>4.3</b>	<b>134</b>	<b>2.3</b>	<b>9</b>	<b>0.2</b>
<b>24H,0-24</b>	<b>6003</b>	<b>112</b>	<b>1.9</b>	<b>5470</b>	<b>91.1</b>	<b>268</b>	<b>4.5</b>	<b>143</b>	<b>2.4</b>	<b>10</b>	<b>0.2</b>

13541		WOODSTOCK		Site No: 13541005		Location		Site 5 - Manor Rd, Woodstock (l/c #69)			
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Sun 07-Jul-24</b>											
00:00	39	0	0.0	33	84.6	4	10.3	2	5.1	0	0.0
01:00	28	1	3.6	15	53.6	8	28.6	4	14.3	0	0.0
02:00	14	0	0.0	7	50.0	4	28.6	3	21.4	0	0.0
03:00	12	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
04:00	21	0	0.0	14	66.7	7	33.3	0	0.0	0	0.0
05:00	36	0	0.0	30	83.3	3	8.3	2	5.6	1	2.8
06:00	94	0	0.0	84	89.4	8	8.5	2	2.1	0	0.0
07:00	166	1	0.6	140	84.3	22	13.3	2	1.2	1	0.6
08:00	236	0	0.0	215	91.1	11	4.7	9	3.8	1	0.4
09:00	437	4	0.9	409	93.6	17	3.9	7	1.6	0	0.0
10:00	510	9	1.8	467	91.6	30	5.9	3	0.6	1	0.2
11:00	537	3	0.6	505	94.0	25	4.7	4	0.7	0	0.0
12:00	463	3	0.7	429	92.7	21	4.5	10	2.2	0	0.0
13:00	362	1	0.3	335	92.5	17	4.7	6	1.7	3	0.8
14:00	318	4	1.3	289	90.9	17	5.4	7	2.2	1	0.3
15:00	372	2	0.5	353	94.9	11	3.0	6	1.6	0	0.0
16:00	361	1	0.3	343	95.0	5	1.4	9	2.5	3	0.8
17:00	249	2	0.8	228	91.6	14	5.6	5	2.0	0	0.0
18:00	264	1	0.4	248	93.9	11	4.2	4	1.5	0	0.0
19:00	194	0	0.0	185	95.4	5	2.6	4	2.1	0	0.0
20:00	123	2	1.6	110	89.4	6	4.9	5	4.1	0	0.0
21:00	82	3	3.7	75	91.5	1	1.2	3	3.7	0	0.0
22:00	47	1	2.1	40	85.1	2	4.3	4	8.5	0	0.0
23:00	17	0	0.0	15	88.2	0	0.0	2	11.8	0	0.0
12H,7-19	4275	31	0.7	3961	92.7	201	4.7	72	1.7	10	0.2
16H,6-22	4768	36	0.8	4415	92.6	221	4.6	86	1.8	10	0.2
18H,6-24	4832	37	0.8	4470	92.5	223	4.6	92	1.9	10	0.2
24H,0-24	4982	38	0.8	4580	91.9	250	5.0	103	2.1	11	0.2

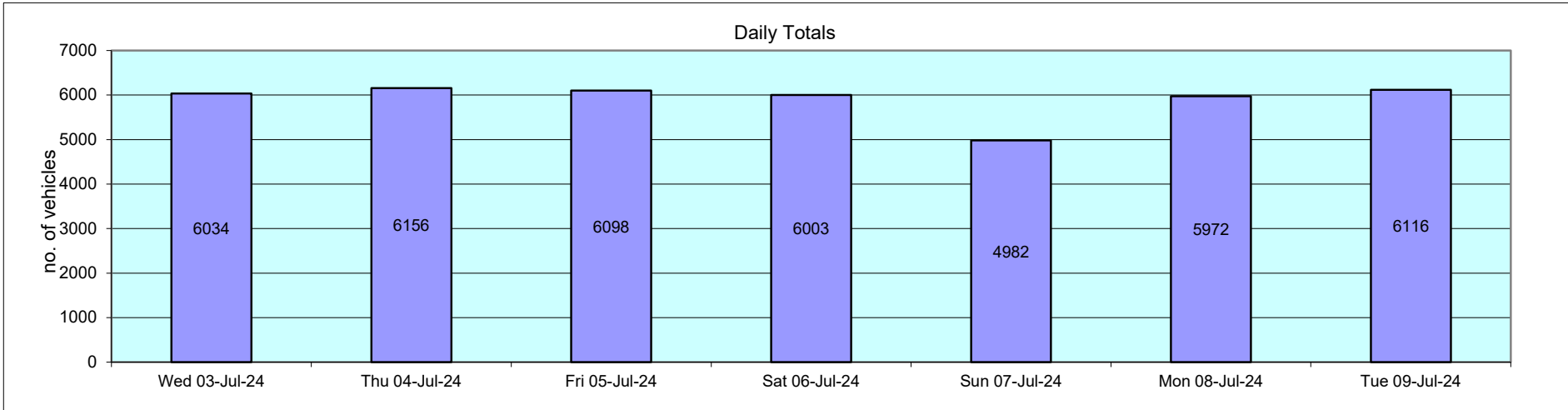
13541 WOODSTOCK Site No: 13541005 Location Site 5 - Manor Rd, Woodstock (l/c #69)  
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Mon 08-Jul-24</b>											
00:00	17	1	5.9	11	64.7	4	23.5	1	5.9	0	0.0
01:00	4	0	0.0	3	75.0	0	0.0	1	25.0	0	0.0
02:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	15	1	6.7	10	66.7	3	20.0	1	6.7	0	0.0
04:00	17	1	5.9	13	76.5	3	17.7	0	0.0	0	0.0
05:00	71	0	0.0	56	78.9	11	15.5	4	5.6	0	0.0
06:00	310	2	0.7	245	79.0	45	14.5	16	5.2	2	0.7
07:00	560	7	1.3	458	81.8	75	13.4	15	2.7	5	0.9
08:00	685	15	2.2	566	82.6	78	11.4	22	3.2	4	0.6
09:00	469	4	0.9	367	78.3	59	12.6	30	6.4	9	1.9
10:00	422	1	0.2	337	79.9	62	14.7	20	4.7	2	0.5
11:00	389	6	1.5	293	75.3	62	15.9	23	5.9	5	1.3
12:00	377	1	0.3	292	77.5	46	12.2	33	8.8	5	1.3
13:00	381	5	1.3	292	76.6	52	13.7	28	7.4	4	1.1
14:00	357	2	0.6	295	82.6	42	11.8	15	4.2	3	0.8
15:00	398	2	0.5	327	82.2	53	13.3	14	3.5	2	0.5
16:00	345	2	0.6	286	82.9	46	13.3	7	2.0	4	1.2
17:00	345	5	1.5	295	85.5	37	10.7	7	2.0	1	0.3
18:00	303	3	1.0	253	83.5	32	10.6	13	4.3	2	0.7
19:00	171	1	0.6	149	87.1	17	9.9	4	2.3	0	0.0
20:00	154	2	1.3	130	84.4	16	10.4	6	3.9	0	0.0
21:00	93	1	1.1	73	78.5	16	17.2	3	3.2	0	0.0
22:00	57	0	0.0	49	86.0	6	10.5	2	3.5	0	0.0
23:00	30	0	0.0	27	90.0	1	3.3	2	6.7	0	0.0
<b>12H,7-19</b>	<b>5031</b>	<b>53</b>	<b>1.1</b>	<b>4061</b>	<b>80.7</b>	<b>644</b>	<b>12.8</b>	<b>227</b>	<b>4.5</b>	<b>46</b>	<b>0.9</b>
<b>16H,6-22</b>	<b>5759</b>	<b>59</b>	<b>1.0</b>	<b>4658</b>	<b>80.9</b>	<b>738</b>	<b>12.8</b>	<b>256</b>	<b>4.5</b>	<b>48</b>	<b>0.8</b>
<b>18H,6-24</b>	<b>5846</b>	<b>59</b>	<b>1.0</b>	<b>4734</b>	<b>81.0</b>	<b>745</b>	<b>12.7</b>	<b>260</b>	<b>4.5</b>	<b>48</b>	<b>0.8</b>
<b>24H,0-24</b>	<b>5972</b>	<b>62</b>	<b>1.0</b>	<b>4829</b>	<b>80.9</b>	<b>766</b>	<b>12.8</b>	<b>267</b>	<b>4.5</b>	<b>48</b>	<b>0.8</b>

13541		WOODSTOCK		Site No: 13541005		Location		Site 5 - Manor Rd, Woodstock (l/c #69)			
Wed 03-Jul-24 to Tue 09-Jul-24				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Tue 09-Jul-24</b>											
00:00	11	0	0.0	8	72.7	2	18.2	1	9.1	0	0.0
01:00	15	0	0.0	11	73.3	4	26.7	0	0.0	0	0.0
02:00	11	0	0.0	10	90.9	0	0.0	1	9.1	0	0.0
03:00	5	0	0.0	1	20.0	4	80.0	0	0.0	0	0.0
04:00	11	0	0.0	7	63.6	2	18.2	2	18.2	0	0.0
05:00	82	1	1.2	58	70.7	13	15.9	10	12.2	0	0.0
06:00	258	6	2.3	197	76.4	37	14.3	15	5.8	3	1.2
07:00	595	7	1.2	490	82.4	74	12.4	21	3.5	3	0.5
08:00	631	10	1.6	536	84.9	65	10.3	16	2.5	4	0.6
09:00	513	6	1.2	413	80.5	60	11.7	27	5.3	7	1.4
10:00	432	7	1.6	337	78.0	72	16.7	13	3.0	3	0.7
11:00	389	6	1.5	318	81.8	46	11.8	18	4.6	1	0.3
12:00	393	7	1.8	301	76.6	67	17.1	16	4.1	2	0.5
13:00	323	3	0.9	250	77.4	57	17.7	12	3.7	1	0.3
14:00	372	5	1.3	291	78.2	57	15.3	13	3.5	6	1.6
15:00	445	13	2.9	352	79.1	61	13.7	12	2.7	7	1.6
16:00	448	4	0.9	365	81.5	58	13.0	13	2.9	8	1.8
17:00	332	4	1.2	285	85.8	35	10.5	8	2.4	0	0.0
18:00	262	3	1.2	224	85.5	28	10.7	7	2.7	0	0.0
19:00	231	4	1.7	194	84.0	24	10.4	7	3.0	2	0.9
20:00	135	2	1.5	111	82.2	15	11.1	7	5.2	0	0.0
21:00	126	2	1.6	106	84.1	16	12.7	2	1.6	0	0.0
22:00	66	1	1.5	51	77.3	10	15.2	3	4.6	1	1.5
23:00	30	2	6.7	23	76.7	1	3.3	4	13.3	0	0.0
12H,7-19	5135	75	1.5	4162	81.1	680	13.2	176	3.4	42	0.8
16H,6-22	5885	89	1.5	4770	81.1	772	13.1	207	3.5	47	0.8
18H,6-24	5981	92	1.5	4844	81.0	783	13.1	214	3.6	48	0.8
24H,0-24	6116	93	1.5	4939	80.8	808	13.2	228	3.7	48	0.8

13541 WOODSTOCK Site No: 13541005 Location Site 5 - Manor Rd, Woodstock (l/c #69)  
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Daily Totals</b>											
Wed 03-Jul-24	6034	58	1.0	4883	80.9	774	12.8	267	4.4	52	0.9
Thu 04-Jul-24	6156	83	1.4	4991	81.1	803	13.0	237	3.9	42	0.7
Fri 05-Jul-24	6098	76	1.3	4967	81.5	792	13.0	228	3.7	35	0.6
Sat 06-Jul-24	6003	112	1.9	5470	91.1	268	4.5	143	2.4	10	0.2
Sun 07-Jul-24	4982	38	0.8	4580	91.9	250	5.0	103	2.1	11	0.2
Mon 08-Jul-24	5972	62	1.0	4829	80.9	766	12.8	267	4.5	48	0.8
Tue 09-Jul-24	6116	93	1.5	4939	80.8	808	13.2	228	3.7	48	0.8
<b>Total Vehicles</b>											
[--]	41361	522	1.3	34659	84.0	4461	10.6	1473	3.5	246	0.6



13541		WOODSTOCK			Site No: 13541005		Location Site 5 - Manor Rd, Woodstock (l/c #69)									
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56

Wed 03-Jul-24																
00:00	12	38.8	33.5	6.5	0	0	0	0	0	6	2	3	0	1	0	0
01:00	4	-	28.5	7.1	0	0	0	0	2	1	0	1	0	0	0	0
02:00	3	-	25.2	10.4	0	0	1	0	0	1	1	0	0	0	0	0
03:00	12	39.7	34.8	5.8	0	0	0	0	1	2	3	5	1	0	0	0
04:00	22	40	34.4	5.4	0	0	0	0	1	4	10	4	3	0	0	0
05:00	75	38.1	33.2	4.7	0	0	0	0	4	18	34	17	2	0	0	0
06:00	303	33.9	28.6	5.2	0	0	0	14	74	132	65	12	5	1	0	0
07:00	567	31.8	27.4	4.3	0	0	0	27	179	261	94	6	0	0	0	0
08:00	660	30.5	26.5	4.1	0	0	1	39	252	300	66	2	0	0	0	0
09:00	480	30.5	26	4.7	0	0	2	57	183	185	46	7	0	0	0	0
10:00	417	30	25.3	4.6	0	0	5	51	188	138	32	3	0	0	0	0
11:00	402	30.1	25.5	4.5	0	0	1	49	180	137	33	1	0	1	0	0
12:00	394	30.2	25.4	4.5	0	0	5	39	196	113	39	2	0	0	0	0
13:00	389	30.9	26.3	4.6	0	1	1	29	162	140	53	3	0	0	0	0
14:00	364	31	26.2	4.9	0	0	0	52	119	138	53	2	0	0	0	0
15:00	419	30.6	26.3	4.3	0	0	0	38	161	171	49	0	0	0	0	0
16:00	365	32.1	27	4.9	0	0	2	36	104	154	65	4	0	0	0	0
17:00	330	32.2	27.3	4.8	0	0	0	32	86	147	61	4	0	0	0	0
18:00	298	32.6	27.6	4.7	0	0	0	14	97	124	54	9	0	0	0	0
19:00	182	32.8	27.8	5.2	1	0	0	12	44	86	32	5	2	0	0	0
20:00	146	34	28.5	5.2	0	1	0	6	35	60	36	8	0	0	0	0
21:00	101	33.5	28.2	5.1	0	0	0	4	31	42	17	6	1	0	0	0
22:00	63	36.6	30.2	5.7	0	0	0	2	10	29	11	9	2	0	0	0
23:00	26	34	28.5	5.3	0	0	0	1	8	9	6	2	0	0	0	0
12H,7-19	5085	30.8	26.4	4.6	0	1	17	463	1907	2008	645	43	0	1	0	0
16H,6-22	5817	31	26.6	4.7	1	2	17	499	2091	2328	795	74	8	2	0	0
18H,6-24	5906	31.1	26.7	4.7	1	2	17	502	2109	2366	812	85	10	2	0	0
24H,0-24	6034	31.5	26.8	4.8	1	2	18	502	2117	2398	862	115	16	3	0	0

13541		WOODSTOCK			Site No: 13541005		Location Site 5 - Manor Rd, Woodstock (l/c #69)									
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56

Thu 04-Jul-24																
00:00	13	33.8	29.3	7.7	0	0	0	0	6	3	2	1	0	1	0	0
01:00	12	39.4	32.7	7.1	0	0	0	1	0	5	1	4	1	0	0	0
02:00	8	-	36.6	7.6	0	0	0	0	0	1	4	2	0	0	1	0
03:00	5	-	30.5	5.8	0	0	0	0	1	2	1	1	0	0	0	0
04:00	11	45.6	34	8.3	0	0	0	0	1	4	3	1	0	2	0	0
05:00	84	36.4	31.1	5.5	0	0	0	3	9	30	28	12	2	0	0	0
06:00	265	35.3	29.8	5.4	0	0	0	15	46	85	91	28	0	0	0	0
07:00	580	31.7	27	4.7	0	0	9	35	186	248	100	2	0	0	0	0
08:00	625	30.6	26.3	4.6	0	0	14	45	214	283	65	4	0	0	0	0
09:00	513	30.3	26.2	4.3	1	0	1	37	207	218	46	3	0	0	0	0
10:00	447	30	24.9	5	0	3	16	54	191	146	34	3	0	0	0	0
11:00	394	30.4	25.9	4.5	0	0	2	42	157	153	37	3	0	0	0	0
12:00	406	30.3	25.5	4.6	0	0	4	52	168	140	42	0	0	0	0	0
13:00	345	30.4	26.1	4.7	0	0	7	31	118	154	32	3	0	0	0	0
14:00	376	30.7	26.1	5.4	0	8	8	31	112	170	45	2	0	0	0	0
15:00	447	30.8	26.6	4.7	0	1	2	42	142	201	55	2	2	0	0	0
16:00	434	31.5	26.9	4.6	0	1	0	25	160	175	69	3	1	0	0	0
17:00	346	31.7	27.3	4.5	0	0	0	17	116	154	49	10	0	0	0	0
18:00	270	33.4	28.3	4.6	0	0	0	14	61	120	72	3	0	0	0	0
19:00	220	32.6	27.4	5	0	0	3	13	66	93	37	8	0	0	0	0
20:00	133	31.1	25.3	5.7	0	1	5	23	42	41	21	0	0	0	0	0
21:00	113	34.6	28.6	6.1	0	0	0	6	38	30	30	8	0	0	0	1
22:00	73	31.7	27.5	4.6	0	0	0	5	20	35	11	2	0	0	0	0
23:00	36	37.3	32.1	5.6	0	0	1	0	3	8	16	8	0	0	0	0
12H,7-19	5183	30.8	26.4	4.7	1	13	63	425	1832	2162	646	38	3	0	0	0
16H,6-22	5914	31.1	26.6	4.9	1	14	71	482	2024	2411	825	82	3	0	0	1
18H,6-24	6023	31.3	26.6	4.9	1	14	72	487	2047	2454	852	92	3	0	0	1
24H,0-24	6156	31.5	26.7	5	1	14	72	491	2064	2499	891	113	6	3	1	1

13541		WOODSTOCK			Site No: 13541005		Location Site 5 - Manor Rd, Woodstock (l/c #69)									
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56

Fri 05-Jul-24																
00:00	10	36	30	8.3	0	0	0	0	4	3	1	1	0	1	0	0
01:00	10	38.5	31.5	7.3	0	0	0	1	0	5	1	2	1	0	0	0
02:00	9	-	35.7	7.7	0	0	0	0	0	2	4	2	0	0	1	0
03:00	6	-	30.2	5.3	0	0	0	0	1	3	1	1	0	0	0	0
04:00	13	33.8	32.3	6.3	0	0	0	0	1	5	5	1	0	1	0	0
05:00	89	37.9	31.6	6	0	0	0	4	9	28	28	16	4	0	0	0
06:00	252	35.5	30.1	5.4	0	0	0	14	38	81	89	30	0	0	0	0
07:00	596	31.3	26.9	4.5	0	0	5	39	198	258	94	2	0	0	0	0
08:00	634	30.4	26.1	4.5	0	0	14	49	227	285	58	1	0	0	0	0
09:00	511	30.2	26.1	4.2	1	0	1	32	216	220	38	3	0	0	0	0
10:00	443	30	24.8	5.2	0	2	20	55	190	136	37	3	0	0	0	0
11:00	376	30.5	26	4.5	0	0	2	35	155	141	40	3	0	0	0	0
12:00	400	30.1	25.5	4.5	0	0	4	47	173	141	35	0	0	0	0	0
13:00	359	30.3	25.9	4.8	0	0	11	34	124	159	27	4	0	0	0	0
14:00	348	30.6	26.3	5.1	0	6	6	26	104	167	36	3	0	0	0	0
15:00	448	30.8	26.7	4.6	0	1	2	39	136	212	55	1	2	0	0	0
16:00	410	32.1	27.2	4.6	0	1	0	20	145	165	75	3	1	0	0	0
17:00	351	31	27	4.4	0	0	0	21	118	160	47	5	0	0	0	0
18:00	261	33.5	28.3	4.6	0	0	0	14	59	113	71	4	0	0	0	0
19:00	215	31.2	26.9	4.8	0	0	4	14	66	97	30	4	0	0	0	0
20:00	143	31.2	25.5	5.5	0	1	3	26	45	45	23	0	0	0	0	0
21:00	100	35	28.9	6.4	0	0	0	4	37	21	28	9	0	0	0	1
22:00	78	30.9	27.4	4.3	0	0	0	4	22	41	9	2	0	0	0	0
23:00	36	36.8	32.8	5.2	0	0	1	0	2	4	22	7	0	0	0	0
12H,7-19	5137	30.7	26.3	4.7	1	10	65	411	1845	2157	613	32	3	0	0	0
16H,6-22	5847	31	26.5	4.8	1	11	72	469	2031	2401	783	75	3	0	0	1
18H,6-24	5961	31	26.6	4.9	1	11	73	473	2055	2446	814	84	3	0	0	1
24H,0-24	6098	31.3	26.7	5	1	11	73	478	2070	2492	854	107	8	2	1	1

13541		WOODSTOCK			Site No: 13541005		Location Site 5 - Manor Rd, Woodstock (I/c #69)									
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56

Sat 06-Jul-24																
00:00	22	36.3	31.7	5	0	0	0	0	3	6	9	4	0	0	0	0
01:00	5	-	34.5	2.6	0	0	0	0	0	0	4	1	0	0	0	0
02:00	6	-	30.2	3	0	0	0	0	0	4	2	0	0	0	0	0
03:00	17	44.3	36.7	8	0	0	0	0	1	3	5	3	3	1	1	0
04:00	22	36.3	32.4	4.8	0	0	0	0	1	8	9	3	1	0	0	0
05:00	36	35.5	32.1	3.8	0	0	0	0	1	12	19	4	0	0	0	0
06:00	129	34.7	30.5	4.3	0	0	0	0	8	74	37	9	0	0	1	0
07:00	311	33.5	29.5	3.6	0	0	0	2	30	188	87	3	1	0	0	0
08:00	482	31.2	28.8	3	0	0	0	0	47	359	73	3	0	0	0	0
09:00	610	30.8	28.1	3.3	0	1	0	3	116	414	74	2	0	0	0	0
10:00	615	30.6	27.8	3.2	0	0	0	5	130	424	55	1	0	0	0	0
11:00	535	30.4	27.7	3.1	0	0	0	5	112	380	36	2	0	0	0	0
12:00	437	32	28.5	3.7	0	1	0	4	74	276	79	3	0	0	0	0
13:00	405	31.6	28.5	3.7	0	2	0	2	65	267	65	4	0	0	0	0
14:00	387	32.2	29	3.2	0	0	0	3	33	274	74	3	0	0	0	0
15:00	357	30.8	28.1	3.3	0	0	1	2	64	246	42	2	0	0	0	0
16:00	316	30.7	27.5	3.9	0	1	1	10	72	197	34	1	0	0	0	0
17:00	401	30.5	27.5	3.3	0	0	0	5	103	259	34	0	0	0	0	0
18:00	308	32.7	28.9	3.6	0	0	0	1	46	194	60	7	0	0	0	0
19:00	230	31	28.5	3.5	0	0	0	2	36	158	30	4	0	0	0	0
20:00	137	34	30	3.6	0	0	0	2	5	85	40	5	0	0	0	0
21:00	93	34.4	30.2	3.9	0	0	0	0	7	53	27	6	0	0	0	0
22:00	92	33.5	29.5	3.5	0	0	0	0	11	52	29	0	0	0	0	0
23:00	50	33.2	29.2	4	0	0	0	0	8	30	9	3	0	0	0	0
12H,7-19	5164	31	28.3	3.4	0	5	2	42	892	3478	713	31	1	0	0	0
16H,6-22	5753	31.2	28.4	3.5	0	5	2	46	948	3848	847	55	1	0	1	0
18H,6-24	5895	31.3	28.4	3.5	0	5	2	46	967	3930	885	58	1	0	1	0
24H,0-24	6003	31.6	28.5	3.6	0	5	2	46	973	3963	933	73	5	1	2	0

13541		WOODSTOCK			Site No: 13541005		Location Site 5 - Manor Rd, Woodstock (I/c #69)										
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Southbound												
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56	

Sun 07-Jul-24																
00:00	39	35.6	31.8	4.3	0	0	0	0	1	17	16	4	1	0	0	0
01:00	28	34.3	30.5	3.7	0	0	0	0	3	11	14	0	0	0	0	0
02:00	14	43.3	34.9	7.3	0	0	0	0	0	6	3	1	3	1	0	0
03:00	12	39.7	34.8	5.8	0	0	0	0	1	2	3	5	1	0	0	0
04:00	21	33	29.7	3.1	0	0	0	0	1	14	6	0	0	0	0	0
05:00	36	31.1	29.3	4.8	0	0	0	1	2	27	4	1	0	1	0	0
06:00	94	35.5	31.6	4.3	0	0	0	1	4	35	44	9	1	0	0	0
07:00	166	33.7	29.7	3.6	0	0	0	3	8	103	49	3	0	0	0	0
08:00	236	32.6	29	3.4	0	0	0	1	29	153	52	1	0	0	0	0
09:00	437	30.7	28.4	3	0	0	0	1	59	331	43	3	0	0	0	0
10:00	510	30.9	28.4	3.2	0	1	0	2	75	362	69	1	0	0	0	0
11:00	537	30.8	28.2	3.3	0	0	0	4	97	369	64	3	0	0	0	0
12:00	463	30.8	28.2	3.3	0	0	0	7	74	323	58	1	0	0	0	0
13:00	362	31.8	29.1	3.1	0	0	0	1	27	270	59	5	0	0	0	0
14:00	318	32.1	28.8	3.3	0	0	0	0	42	215	59	2	0	0	0	0
15:00	372	31.2	28.6	3.3	0	0	3	0	41	269	57	2	0	0	0	0
16:00	361	32.8	28.9	3.7	0	0	0	1	60	218	77	4	0	1	0	0
17:00	249	33.7	29.8	3.6	0	0	0	1	16	156	70	4	2	0	0	0
18:00	264	34.2	30.1	3.6	0	0	0	1	20	143	95	5	0	0	0	0
19:00	194	31.9	29.3	2.7	0	0	0	1	3	154	35	1	0	0	0	0
20:00	123	34.9	30.8	3.7	0	0	0	0	3	71	39	10	0	0	0	0
21:00	82	34.3	30	4.2	0	0	0	1	9	40	29	2	1	0	0	0
22:00	47	34.2	29.9	4.1	0	0	0	1	4	25	15	2	0	0	0	0
23:00	17	35.9	31.7	5.2	0	0	0	0	1	8	5	2	1	0	0	0
12H,7-19	4275	32	28.8	3.4	0	1	3	22	548	2912	752	34	2	1	0	0
16H,6-22	4768	32.4	28.9	3.4	0	1	3	25	567	3212	899	56	4	1	0	0
18H,6-24	4832	32.4	28.9	3.5	0	1	3	26	572	3245	919	60	5	1	0	0
24H,0-24	4982	32.6	29	3.5	0	1	3	27	580	3322	965	71	10	3	0	0

13541		WOODSTOCK			Site No: 13541005		Location Site 5 - Manor Rd, Woodstock (l/c #69)									
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56

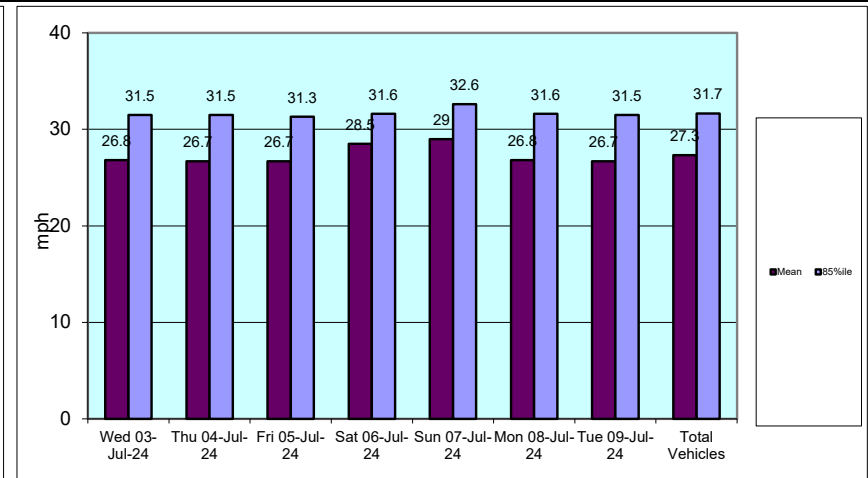
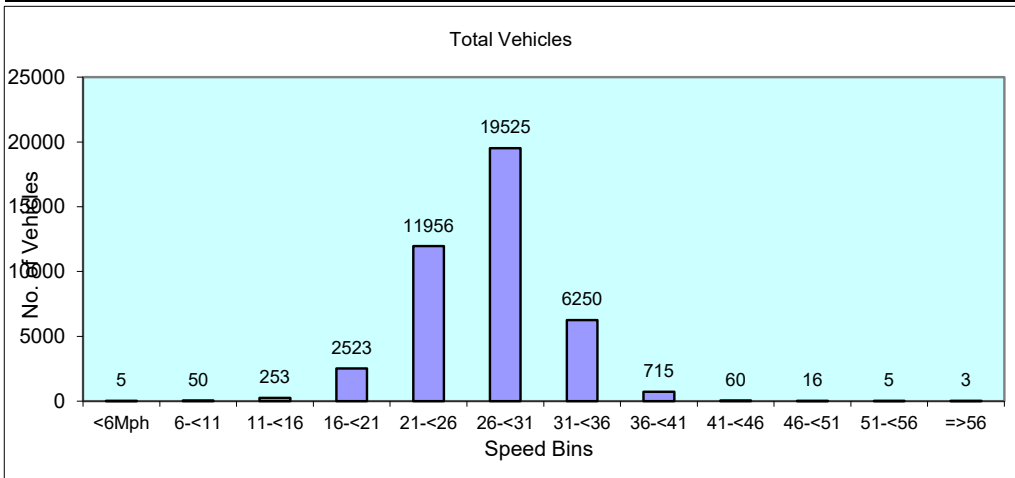
Mon 08-Jul-24																
00:00	17	39	34.1	5.7	0	0	0	0	0	6	5	5	0	1	0	0
01:00	4	-	28.5	7.1	0	0	0	0	2	1	0	1	0	0	0	0
02:00	2	-	21	10.6	0	0	1	0	0	1	0	0	0	0	0	0
03:00	15	39.9	35.8	5.1	0	0	0	0	1	1	4	8	1	0	0	0
04:00	17	37.6	33.8	4.7	0	0	0	0	1	2	10	3	1	0	0	0
05:00	71	36.8	33	4.1	0	0	0	0	2	17	39	12	1	0	0	0
06:00	310	33.7	28.5	5.2	0	0	0	18	67	145	62	12	5	1	0	0
07:00	560	31.9	27.6	4.3	0	0	0	21	171	267	94	7	0	0	0	0
08:00	685	30.6	26.7	4.1	0	0	1	38	247	323	73	3	0	0	0	0
09:00	469	30.4	25.9	4.6	0	0	1	52	192	174	43	7	0	0	0	0
10:00	422	30.1	25.4	4.5	0	0	4	48	195	136	36	3	0	0	0	0
11:00	389	30.2	25.5	4.6	0	0	1	49	176	125	36	1	0	1	0	0
12:00	377	30.4	25.4	4.6	0	0	4	40	187	102	41	3	0	0	0	0
13:00	381	30.9	26.2	4.6	0	1	1	29	167	128	51	4	0	0	0	0
14:00	357	31.5	26.5	4.8	0	0	0	44	116	137	58	2	0	0	0	0
15:00	398	30.7	26.3	4.4	0	0	0	38	151	160	49	0	0	0	0	0
16:00	345	31.6	26.9	4.7	0	0	3	27	106	150	56	3	0	0	0	0
17:00	345	32.3	27.3	4.8	0	0	0	33	93	150	63	6	0	0	0	0
18:00	303	32.7	27.7	4.5	0	0	0	13	93	130	61	6	0	0	0	0
19:00	171	32.6	27.4	5.5	1	0	0	16	44	75	28	5	2	0	0	0
20:00	154	34.2	28.4	5.4	0	1	0	7	42	56	38	10	0	0	0	0
21:00	93	32.2	27.4	5	0	0	0	5	33	38	11	6	0	0	0	0
22:00	57	35.3	28.9	5.8	0	0	0	3	14	24	8	7	1	0	0	0
23:00	30	33	27.7	5.1	0	0	0	1	12	10	5	2	0	0	0	0
12H,7-19	5031	30.9	26.5	4.6	0	1	15	432	1894	1982	661	45	0	1	0	0
16H,6-22	5759	31.1	26.7	4.7	1	2	15	478	2080	2296	800	78	7	2	0	0
18H,6-24	5846	31.2	26.7	4.7	1	2	15	482	2106	2330	813	87	8	2	0	0
24H,0-24	5972	31.6	26.8	4.8	1	2	16	482	2112	2358	871	116	11	3	0	0

13541		WOODSTOCK			Site No: 13541005		Location Site 5 - Manor Rd, Woodstock (l/c #69)									
Wed 03-Jul-24 to Tue 09-Jul-24					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56

Tue 09-Jul-24																
00:00	11	33.1	28	5.4	0	0	0	0	5	3	2	1	0	0	0	0
01:00	15	39.9	34.5	6.7	0	0	0	1	0	4	1	8	1	0	0	0
02:00	11	39.1	36.2	6.6	0	0	0	0	0	1	6	3	0	0	1	0
03:00	5	-	30.5	5.8	0	0	0	0	1	2	1	1	0	0	0	0
04:00	11	38.1	32.6	7.5	0	0	0	0	2	3	3	2	0	1	0	0
05:00	82	36.8	31.4	5.3	0	0	0	2	9	27	29	14	1	0	0	0
06:00	258	35.5	29.9	5.6	0	0	0	17	44	78	89	30	0	0	0	0
07:00	595	31.9	26.9	4.8	0	0	8	44	191	243	107	2	0	0	0	0
08:00	631	30.5	26.3	4.6	0	0	17	37	218	290	68	1	0	0	0	0
09:00	513	30.2	26.2	4.1	1	0	1	34	204	232	40	1	0	0	0	0
10:00	432	30.1	24.9	5.3	0	4	20	50	179	140	35	4	0	0	0	0
11:00	389	30.3	25.8	4.4	0	0	2	43	154	154	35	1	0	0	0	0
12:00	393	30.6	25.7	4.7	0	0	3	52	156	134	48	0	0	0	0	0
13:00	323	30.4	26.2	4.6	0	0	5	30	108	148	29	3	0	0	0	0
14:00	372	30.9	26.3	5.3	0	8	4	33	109	164	53	1	0	0	0	0
15:00	445	30.6	26.4	4.6	0	1	1	46	143	202	49	2	1	0	0	0
16:00	448	31.2	26.7	4.6	0	1	0	32	166	178	68	2	1	0	0	0
17:00	332	30.9	27	4.4	0	0	0	19	115	151	40	7	0	0	0	0
18:00	262	33.1	28.4	4.3	0	0	0	10	56	129	64	3	0	0	0	0
19:00	231	32.7	27.5	5.1	0	0	3	12	72	96	38	10	0	0	0	0
20:00	135	31.9	25.6	5.8	0	1	4	25	38	42	25	0	0	0	0	0
21:00	126	34.7	28.3	6.2	0	0	0	6	49	33	25	12	0	0	0	1
22:00	66	31.8	27.5	4.6	0	0	0	4	19	31	10	2	0	0	0	0
23:00	30	38.5	32.5	6.1	0	0	1	0	2	8	9	10	0	0	0	0
12H,7-19	5135	30.8	26.4	4.7	1	14	61	430	1799	2165	636	27	2	0	0	0
16H,6-22	5885	31.1	26.6	4.9	1	15	68	490	2002	2414	813	79	2	0	0	1
18H,6-24	5981	31.2	26.6	4.9	1	15	69	494	2023	2453	832	91	2	0	0	1
24H,0-24	6116	31.5	26.7	5	1	15	69	497	2040	2493	874	120	4	1	1	1

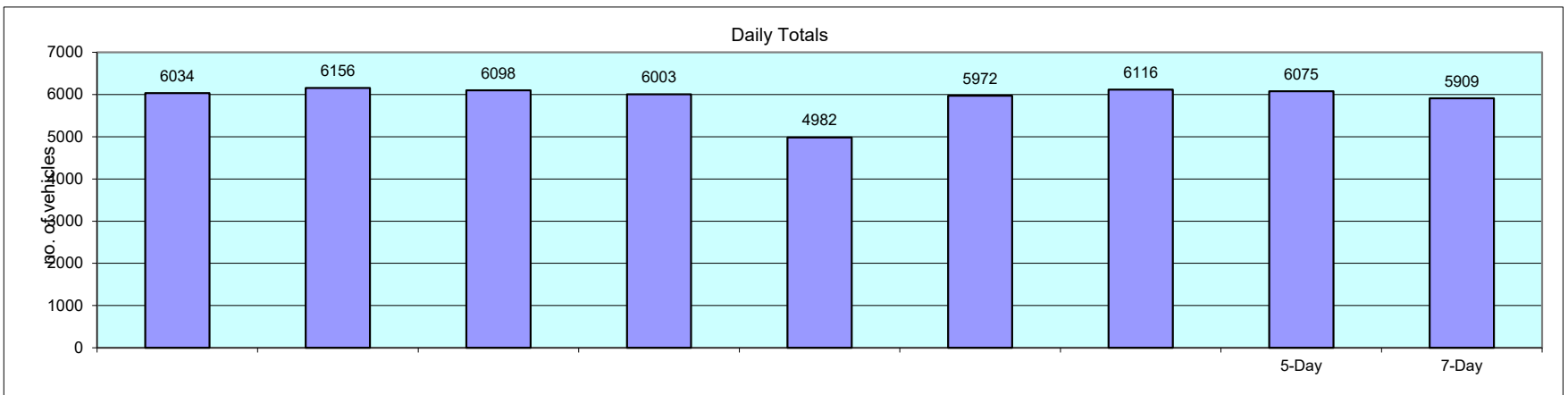
13541 WOODSTOCK Site No: 13541005 Location Site 5 - Manor Rd, Woodstock (I/c #69)  
 Wed 03-Jul-24 to Tue 09-Jul-24 Channel: Southbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
<b>Daily Totals</b>																
Wed 03-Jul-24	6034	31.5	26.8	4.8	1	2	18	502	2117	2398	862	115	16	3	0	0
Thu 04-Jul-24	6156	31.5	26.7	5	1	14	72	491	2064	2499	891	113	6	3	1	1
Fri 05-Jul-24	6098	31.3	26.7	5	1	11	73	478	2070	2492	854	107	8	2	1	1
Sat 06-Jul-24	6003	31.6	28.5	3.6	0	5	2	46	973	3963	933	73	5	1	2	0
Sun 07-Jul-24	4982	32.6	29	3.5	0	1	3	27	580	3322	965	71	10	3	0	0
Mon 08-Jul-24	5972	31.6	26.8	4.8	1	2	16	482	2112	2358	871	116	11	3	0	0
Tue 09-Jul-24	6116	31.5	26.7	5	1	15	69	497	2040	2493	874	120	4	1	1	1
<b>Total Vehicles</b>																
[--]	41361	31.7	27.3	4.5	5	50	253	2523	11956	19525	6250	715	60	16	5	3



13541	WOODSTOCK		Site No: 13541005	Location	Site 5 - Manor Rd, Woodstock (l/c #69)				
			Channel: Southbound						
TIME PERIOD	Wed 03-Jul-24	Thu 04-Jul-24	Fri 05-Jul-24	Sat 06-Jul-24	Sun 07-Jul-24	Mon 08-Jul-24	Tue 09-Jul-24	5-Day Av	7-Day Av
<b>Week Begin: 03-Jul-24</b>									
00:00	12	13	10	22	39	17	11	13	18
01:00	4	12	10	5	28	4	15	9	11
02:00	3	8	9	6	14	2	11	7	8
03:00	12	5	6	17	12	15	5	9	10
04:00	22	11	13	22	21	17	11	15	17
05:00	75	84	89	36	36	71	82	80	68
06:00	303	265	252	129	94	310	258	278	230
07:00	567	580	596	311	166	560	595	580	482
08:00	660	625	634	482	236	685	631	647	565
09:00	480	513	511	610	437	469	513	497	505
10:00	417	447	443	615	510	422	432	432	469
11:00	402	394	376	535	537	389	389	390	432
12:00	394	406	400	437	463	377	393	394	410
13:00	389	345	359	405	362	381	323	359	366
14:00	364	376	348	387	318	357	372	363	360
15:00	419	447	448	357	372	398	445	431	412
16:00	365	434	410	316	361	345	448	400	383
17:00	330	346	351	401	249	345	332	341	336
18:00	298	270	261	308	264	303	262	279	281
19:00	182	220	215	230	194	171	231	204	206
20:00	146	133	143	137	123	154	135	142	139
21:00	101	113	100	93	82	93	126	107	101
22:00	63	73	78	92	47	57	66	67	68
23:00	26	36	36	50	17	30	30	32	32
<b>12H,7-19</b>	<b>5085</b>	<b>5183</b>	<b>5137</b>	<b>5164</b>	<b>4275</b>	<b>5031</b>	<b>5135</b>	<b>5114</b>	<b>5001</b>
<b>16H,6-22</b>	<b>5817</b>	<b>5914</b>	<b>5847</b>	<b>5753</b>	<b>4768</b>	<b>5759</b>	<b>5885</b>	<b>5844</b>	<b>5678</b>
<b>18H,6-24</b>	<b>5906</b>	<b>6023</b>	<b>5961</b>	<b>5895</b>	<b>4832</b>	<b>5846</b>	<b>5981</b>	<b>5943</b>	<b>5778</b>
<b>24H,0-24</b>	<b>6034</b>	<b>6156</b>	<b>6098</b>	<b>6003</b>	<b>4982</b>	<b>5972</b>	<b>6116</b>	<b>6075</b>	<b>5909</b>
<b>Am</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>10:00</b>	<b>11:00</b>	<b>08:00</b>	<b>08:00</b>		
<b>Peak</b>	<b>660</b>	<b>625</b>	<b>634</b>	<b>615</b>	<b>537</b>	<b>685</b>	<b>631</b>		
<b>Pm</b>	<b>15:00</b>	<b>15:00</b>	<b>15:00</b>	<b>12:00</b>	<b>12:00</b>	<b>15:00</b>	<b>16:00</b>		
<b>Peak</b>	<b>419</b>	<b>447</b>	<b>448</b>	<b>437</b>	<b>463</b>	<b>398</b>	<b>448</b>		

13541	WOODSTOCK	Site No: 13541005	Location	Site 5 - Manor Rd, Woodstock (l/c #69)					
		Channel: Southbound							
<b>TIME PERIOD</b>	<b>Wed 03-Jul-24</b>	<b>Thu 04-Jul-24</b>	<b>Fri 05-Jul-24</b>	<b>Sat 06-Jul-24</b>	<b>Sun 07-Jul-24</b>	<b>Mon 08-Jul-24</b>	<b>Tue 09-Jul-24</b>	<b>5-Day Av</b>	<b>7-Day Av</b>



## **Appendix C**

Accidents between dates 01/01/2019 and 31/12/2023 (60) months

Selection: Notes:  
Woodstock RTC Data 2019-2023 Non-Confidential

Tuesday 22/01/2019 Time 1817 Slight at A44 NW BOUND CWAY APPROX 200M SE OF RBT J/W A4095 KIDLINGTON  
E: 446023 N: 215522 Junction Detail: 0 Control  
Other Road surface Wet/Damp Darkness: no street lighting  
Vehicle Reference 1 Car Moving from SE to N Going ahead other  
Casualty Reference: 1 Age: 25 Female Driver/rider Severity: Slight Injured by vehicle: 1  
Casualty Reference: 2 Age: 54 Female Passenger Severity: Slight Injured by vehicle: 1  
Vehicle Reference 2 Car Moving from SE to N Going ahead but held up  
Casualty Reference: 3 Age: 31 Female Driver/rider Severity: Slight Injured by vehicle: 2

Tuesday 05/02/2019 Time 1751 Slight at A4095 BLADON ROAD AT PED CROSSING POINT APPROX 15M SW OF RBT J/W A44 KIDLINGTON  
E: 445818 N: 215640 Junction Detail: 1 Control 4  
Raining without high winds Road surface Wet/Damp Darkness: street lighting unknown  
Vehicle Reference 1 90 Moving from SE to W Turning left  
Casualty Reference: 1 Age: 15 Female Pedestrian Severity: Slight Injured by vehicle: 1

Monday 13/05/2019 Time 2329 Serious at A44 J/W A4095 AT BLADON ROUNDABOUT KIDLINGTON  
E: 445803 N: 215637 Junction Detail: 1 Control 4  
Fine without high winds Road surface Dry Darkness: no street lighting  
Vehicle Reference 1 Car Moving from N to S Turning right  
Vehicle Reference 2 Car Moving from N to S Turning right  
Casualty Reference: 1 Age: 31 Female Driver/rider Severity: Serious Injured by vehicle: 2

Accidents between dates 01/01/2019 and 31/12/2023 (60) months

Selection:

Notes:

Woodstock RTC Data 2019-2023 Non-Confidential

Thursday 23/05/2019 Time 1953 Serious at A4095 J/W SHIPTON ROAD WOODTOCK  
 E: 446434 N: 216410 Junction Detail: 3 Control 4  
 Fine without high winds Road surface Dry Daylight

Vehicle Reference 1	Car			Moving from NE to W	Turning right		
Casualty Reference:	3	Age:	80	Female	Driver/rider	Severity: Serious	Injured by vehicle: 1
Vehicle Reference 2	Car			Moving from S to NE	Going ahead other		
Casualty Reference:	1	Age:	19	Male	Driver/rider	Severity: Slight	Injured by vehicle: 2
Casualty Reference:	2	Age:	20	Male	Passenger	Severity: Slight	Injured by vehicle: 2

Sunday 14/07/2019 Time 2230 Slight at A44 BLADON RBT J/W A4095 KIDLINGTON  
 E: 445832 N: 215713 Junction Detail: 1 Control 4  
 Fine without high winds Road surface Dry Darkness: street lights present and lit

Vehicle Reference 1	Car			Moving from S to NE	Going ahead other		
Vehicle Reference 2	Car			Moving from N to SE	Going ahead other		
Casualty Reference:	1	Age:	22	Female	Driver/rider	Severity: Slight	Injured by vehicle: 2

Wednesday 21/08/2019 Time 2005 Slight at A44 BLADON RBT J/W A4095 KIDLINGTON  
 E: 445825 N: 215712 Junction Detail: 1 Control 4  
 Fine without high winds Road surface Dry Daylight

Vehicle Reference 1	Car			Moving from N to SE	Going ahead other		
Vehicle Reference 2	Pedal Cycle			Moving from S to NE	Going ahead other		
Casualty Reference:	1	Age:	41	Male	Driver/rider	Severity: Slight	Injured by vehicle: 2

Accidents between dates 01/01/2019 and 31/12/2023 (60) months

Selection:

Notes:

Woodstock RTC Data 2019-2023 Non-Confidential

Friday 08/11/2019 Time 0611 Slight at A4095 UPPER CAMPSFIELD ROAD APPROX 20M NE OF RBT J/W A44 WOODSTOCK  
 E: 445907 N: 215699 Junction Detail: 1 Control 4  
 Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit  
 Vehicle Reference 1 Car Moving from W to NE Going ahead left bend  
 Casualty Reference: 1 Age: 25 Male Driver/rider Severity: Slight Injured by vehicle: 1

Tuesday 12/11/2019 Time 1038 Serious at A44 OXFORD ROAD APPROX 450M SE OF J/W CADOGAN PARK WOODSTOCK  
 E: 445299 N: 216147 Junction Detail: 0 Control  
 Fine without high winds Road surface Dry Daylight  
 Vehicle Reference 1 Goods 3.5 tonnes mgw and under Moving from N to SE Reversing  
 Casualty Reference: 1 Age: 41 Male Pedestrian Severity: Serious Injured by vehicle: 1

Wednesday 20/11/2019 Time 1725 Slight at A44 OXFORD RD J/W OXFORD ROAD SERVICE ROAD OPPOSITE ENTRANCE GATE TO BLENHEIM PALACE  
 E: 444764 N: 216587 Junction Detail: 3 Control 4  
 Fine without high winds Road surface Dry Darkness: street lights present and lit  
 Vehicle Reference 1 Car Moving from SE to N Going ahead other  
 Vehicle Reference 2 Pedal Cycle Moving from SE to N Waiting to turn right  
 Casualty Reference: 1 Age: 34 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates 01/01/2019 and 31/12/2023 (60) months

Selection:

Notes:

Woodstock RTC Data 2019-2023 Non-Confidential

Monday 16/03/2020 Time 1535 Slight at A44 OXFORD STREET OUTSIDE THE CROWN PH NEAR THE PED CROSSING  
 E: 444619 N: 216706 Junction Detail: 3 Control 2  
 Fine without high winds Road surface Dry Daylight  
 Vehicle Reference 1 Car Moving from S to N Going ahead but held up  
 Casualty Reference: 1 Age: 12 Female Pedestrian Severity: Slight Injured by vehicle: 1

Tuesday 07/07/2020 Time 1815 Slight at A44 OXFORD STREET J/W HIGH STREET WOODSTOCK  
 E: 444648 N: 216674 Junction Detail: 3 Control 4  
 Raining without high winds Road surface Wet/Damp Daylight  
 Vehicle Reference 1 Car Moving from S to SE Turning right  
 Vehicle Reference 2 Car Moving from N to SE Going ahead other  
 Casualty Reference: 1 Age: 62 Female Driver/rider Severity: Slight Injured by vehicle: 2

Thursday 13/08/2020 Time 1154 Slight at A4260 BANBURY ROAD J/W A4095 BUNKERS HILL SHIPTON ON CHERWELL  
 E: 447154 N: 217420 Junction Detail: 3 Control 4  
 Fine without high winds Road surface Dry Daylight  
 Vehicle Reference 1 Car Moving from E to N U-turn  
 Casualty Reference: 1 Age: 18 Female Driver/rider Severity: Slight Injured by vehicle: 1  
 Vehicle Reference 2 Car Moving from N to SE Going ahead other

Accidents between dates 01/01/2019 and 31/12/2023 (60) months

Selection:

Notes:

Woodstock RTC Data 2019-2023 Non-Confidential

Tuesday 01/09/2020 Time 1815 Slight at A4260 BANBURY ROAD J/W A4095 TO WITNEY SHIPTON ON CHERWELL  
 E: 447212 N: 217268 Junction Detail: 3 Control 4  
 Fine without high winds Road surface Dry Daylight  
 Vehicle Reference 1 Car Moving from N to W Turning right  
 Casualty Reference: 1 Age: 57 Female Passenger Severity: Slight Injured by vehicle: 1  
 Vehicle Reference 2 Goods 3.5 tonnes mgw and under Moving from S to N Going ahead other

Monday 28/09/2020 Time 1433 Serious at A4260 BANBURY RD J/W A4095 UPPER CAMPSFIELD ROAD SHIPTON ON CHERWELL  
 E: 447210 N: 217267 Junction Detail: 3 Control 4  
 Fine without high winds Road surface Dry Daylight  
 Vehicle Reference 1 Car Moving from N to S Turning right  
 Casualty Reference: 1 Age: 75 Female Driver/rider Severity: Serious Injured by vehicle: 1  
 Vehicle Reference 2 Car Moving from SE to N Going ahead other  
 Casualty Reference: 2 Age: 57 Male Driver/rider Severity: Slight Injured by vehicle: 2

Wednesday 30/09/2020 Time 1500 Slight at A44 OXFORD RD J/W CADOGAN PARK WOODSTOCK  
 E: 444952 N: 216459 Junction Detail: 3 Control 4  
 Raining without high winds Road surface Wet/Damp Daylight  
 Vehicle Reference 1 Car Moving from S to NE Turning right  
 Vehicle Reference 2 Pedal Cycle Moving from N to SE Going ahead other  
 Casualty Reference: 1 Age: 42 Female Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates 01/01/2019 and 31/12/2023 (60) months

Selection: Notes:  
Woodstock RTC Data 2019-2023 Non-Confidential

Tuesday 03/11/2020 Time 1500 Slight at A44 OXFORD RD SERVICE ROAD OUTSIDE NO 13 WOODSTOCK  
E: 444821 N: 216575 Junction Detail: 0 Control  
Fine without high winds Road surface Dry Daylight  
Vehicle Reference 1 Car Moving from N to SE Going ahead other  
Casualty Reference: 1 Age: 71 Female Pedestrian Severity: Slight Injured by vehicle: 1

Wednesday 07/07/2021 Time 1827 Slight at A4260 BANBURY RD J/W A4095 BUNKERS HILL SHIPTON ON CHERWELL  
E: 447151 N: 217424 Junction Detail: 3 Control 4  
Fine without high winds Road surface Dry Daylight  
Vehicle Reference 1 Car Moving from E to N Turning right  
Casualty Reference: 1 Age: 19 Male Driver/rider Severity: Slight Injured by vehicle: 1  
Vehicle Reference 2 Car Moving from SE to N Going ahead other  
Casualty Reference: 2 Age: 25 Female Driver/rider Severity: Slight Injured by vehicle: 2

Thursday 12/08/2021 Time 1455 Slight at A44 OXFORDS RD  
E: 444848 N: 216526 Junction Detail: 0 Control  
Raining without high winds Road surface Wet/Damp Daylight  
Vehicle Reference 1 Bus or coach Moving from SE to N Starting  
Casualty Reference: 1 Age: 85 Female Passenger Severity: Slight Injured by vehicle: 1

Accidents between dates 01/01/2019 and 31/12/2023 (60) months

Selection:

Notes:

Woodstock RTC Data 2019-2023 Non-Confidential

Friday 12/11/2021 Time 0933 Slight at A4095 UPPER CAMPSFIELD RD APPROX 20M SW OF J/W SHIPTON RD WOODSTOCK  
 E: 446428 N: 216397 Junction Detail: 3 Control 4  
 Fine without high winds Road surface Dry Daylight  
 Vehicle Reference 1 Car Moving from S to NE Stopping  
 Vehicle Reference 2 Car Moving from S to NE Stopping  
 Casualty Reference: 1 Age: 81 Male Passenger Severity: Slight Injured by vehicle: 2

Monday 07/02/2022 Time 1500 Slight at A44 OXFORD RD 55M NW FROM COWELLS RD WOODSTOCK  
 E: 445251 N: 216194 Junction Detail: 0 Control  
 Fine without high winds Road surface Dry Daylight  
 Vehicle Reference 1 Car Moving from SE to N Going ahead other  
 Vehicle Reference 2 Car Moving from N to SE Going ahead other  
 Casualty Reference: 1 Age: 16 Female Passenger Severity: Slight Injured by vehicle: 2  
 Casualty Reference: 2 Age: 11 Female Passenger Severity: Slight Injured by vehicle: 2

Sunday 19/06/2022 Time 0949 Serious at A4260 BANBURY RD APPROX 330M S OF J/W A4095 UPPER CAMPSFIELD RD SHIPTON ON CHERWELL  
 E: 447365 N: 216979 Junction Detail: 0 Control  
 Fine without high winds Road surface Dry Daylight  
 Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Moving from N to S Going ahead other  
 Casualty Reference: 1 Age: 36 Male Driver/rider Severity: Serious Injured by vehicle: 1

Accidents between dates 01/01/2019 and 31/12/2023 (60) months

Selection:

Notes:

Woodstock RTC Data 2019-2023 Non-Confidential

Tuesday 21/06/2022 Time 1304 Slight at A44 OXFORD RD OPPOSITE ENTRANCE GATE TO BLENHEIM PALACE WOODSTOCK  
E: 444769 N: 216583 Junction Detail: 8 Control 4  
Fine without high winds Road surface Dry Daylight  
Vehicle Reference 1 Motorcycle 50cc and under Moving from N to S Going ahead other  
Casualty Reference: 1 Age: 16 Male Driver/rider Severity: Slight Injured by vehicle: 1  
Vehicle Reference 2 Car Moving from N to W Turning right

Monday 01/08/2022 Time 1442 Slight at A44 OXFORD ROAD APPROX 45M SE OF J/W COWELLS ROAD WOODSTOCK  
E: 445314 N: 216126 Junction Detail: 0 Control  
Fine without high winds Road surface Dry Daylight  
Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Moving from N to SE Overtaking moving vehicle O/S  
Casualty Reference: 1 Age: 19 Male Driver/rider Severity: Slight Injured by vehicle: 1

Thursday 18/08/2022 Time 1712 Slight at A4095 APPROX 10M NE OF A44 BLADON RBT KIDLINGTON  
E: 445891 N: 215700 Junction Detail: 1 Control 4  
Fine without high winds Road surface Dry Daylight  
Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Moving from W to NE Turning left  
Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Slight Injured by vehicle: 1

Accidents between dates 01/01/2019 and 31/12/2023 (60) months

Selection: Notes:  
Woodstock RTC Data 2019-2023 Non-Confidential

Wednesday 19/10/2022 Time 0910 Serious at A4095 APPROX 20M SW OF J/W A4260 SHIPTON ON CHERWELL  
E: 447200 N: 217260 Junction Detail: 3 Control 4  
Fine without high winds Road surface Dry Daylight  
Vehicle Reference 1 Car Moving from S to NE Going ahead other  
Casualty Reference: 1 Age: 22 Female Driver/rider Severity: Serious Injured by vehicle: 1  
Vehicle Reference 2 Car Moving from S to NE Going ahead but held up  
Vehicle Reference 3 Car Moving from S to NE Going ahead but held up

Monday 13/02/2023 Time 1400 Slight at A44 OXFORD ROAD J/W RECTORY LANE WOODSTOCK  
E: 444683 N: 216632 Junction Detail: 3 Control 4  
Fine without high winds Road surface Dry Daylight  
Vehicle Reference 1 Car Moving from S to N Turning left  
Casualty Reference: 1 Age: 75 Female Pedestrian Severity: Slight Injured by vehicle: 1

Saturday 20/05/2023 Time 1109 Slight at A44 BLADON RBT J/W A4095 KIDLINGTON  
E: 445884 N: 215665 Junction Detail: 1 Control 4  
Fine without high winds Road surface Dry Daylight  
Vehicle Reference 1 Motorcycle - unknown cc Moving from N to SE Going ahead other  
Casualty Reference: 1 Age: 47 Male Driver/rider Severity: Slight Injured by vehicle: 1

Accidents between dates 01/01/2019 and 31/12/2023 (60) months

Selection: Notes:  
Woodstock RTC Data 2019-2023 Non-Confidential

Thursday 08/06/2023 Time 0703 Serious at A4095 UPPER CAMPSFIELD ROAD APPROX 100M SW OF J/W SHIPTON ROAD WOODSTOCK  
E: 446368 N: 216309 Junction Detail: 0 Control  
Fine without high winds Road surface Dry Daylight  
Vehicle Reference 1 Car Moving from NE to S Going ahead other  
Casualty Reference: 1 Age: 65 Female Driver/rider Severity: Serious Injured by vehicle: 1  
Vehicle Reference 2 Car Moving from S to NE Going ahead other

Wednesday 20/09/2023 Time 1441 Slight at A4260 BANBURY ROAD J/W A4095 UPPER CAMPSFIELD ROAD SHIPTON ON CHERWELL  
E: 447218 N: 217272 Junction Detail: 3 Control 4  
Raining without high winds Road surface Wet/Damp Daylight  
Vehicle Reference 1 Car Moving from S to SE Turning right  
Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Moving from N to SE Going ahead other  
Casualty Reference: 1 Age: 17 Male Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates 01/01/2019 and 31/12/2023 (60) months

Selection:

Notes:

Woodstock RTC Data 2019-2023 Non-Confidential

Accidents involving:

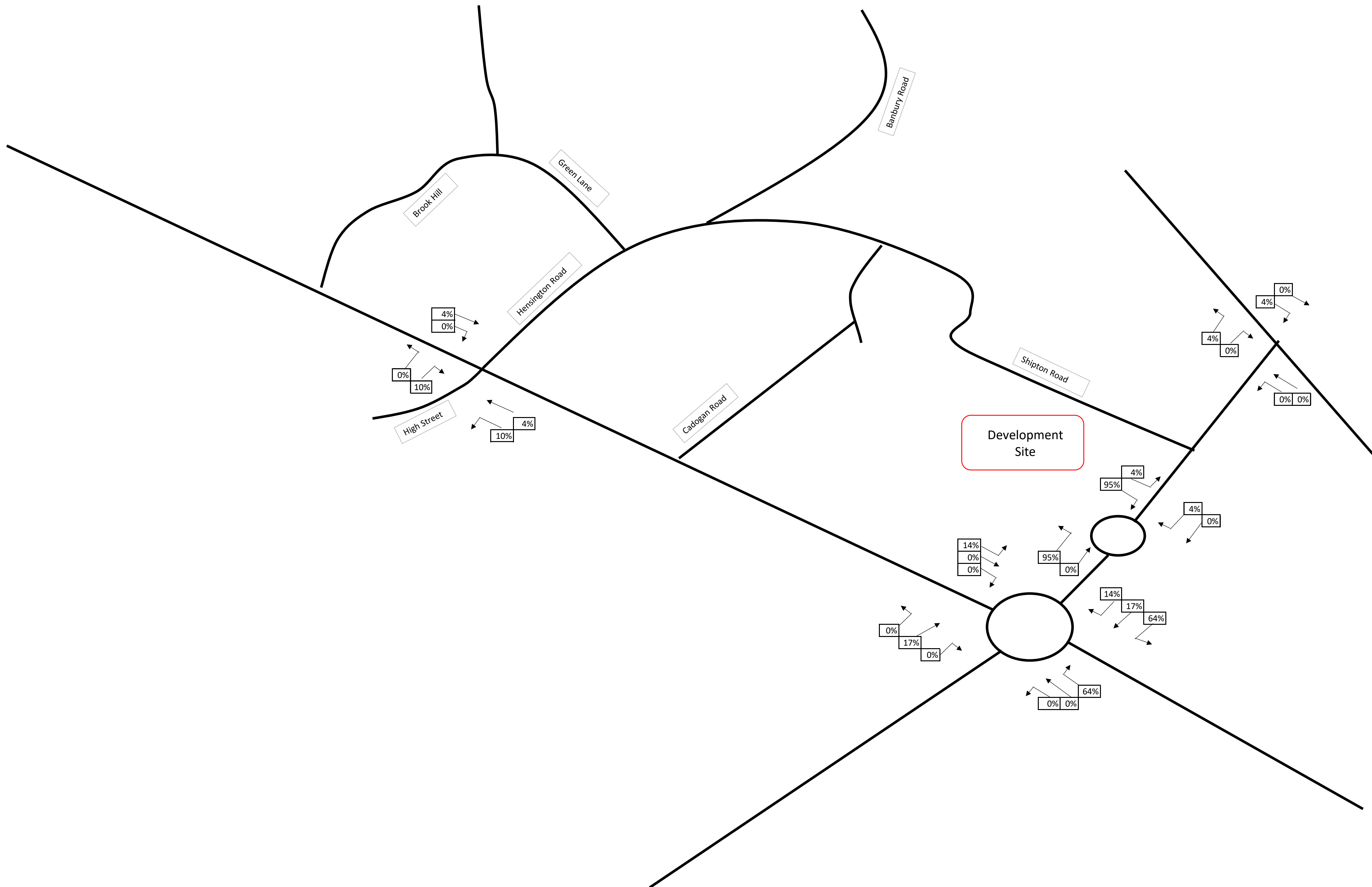
	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	6	15	21
2-wheeled motor vehicles	0	1	4	5
Pedal cycles	0	0	3	3
Horses & other	0	0	2	2
Total	0	7	22	29

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	5	11	16
Passenger	0	0	7	7
Motorcycle rider	0	1	4	5
Cyclist	0	0	3	3
Pedestrian	0	1	4	5
Other	0	0	0	0
Total	0	7	29	36

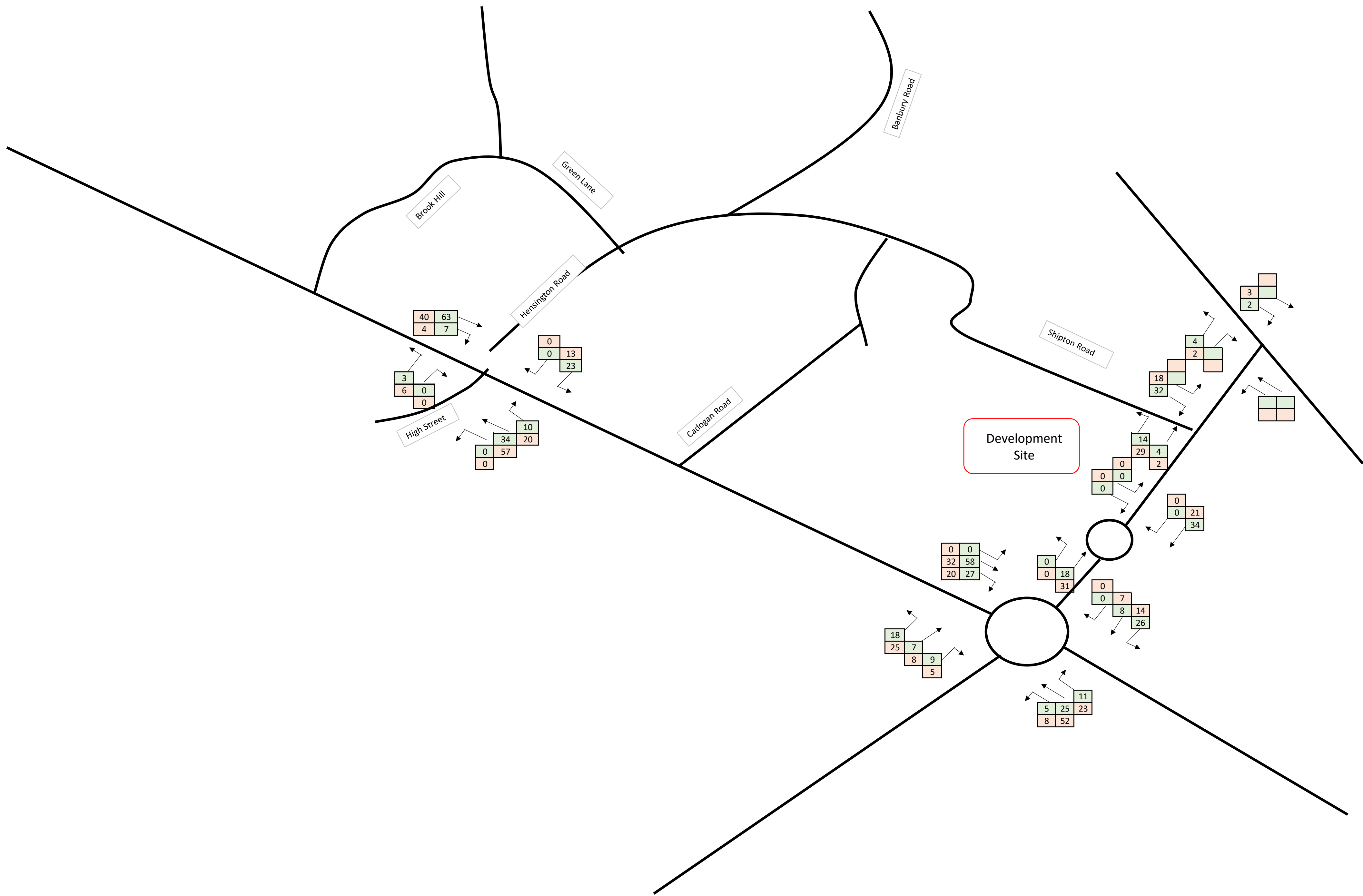
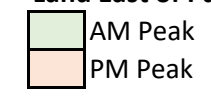
Number of casualties meeting the criteria: 36

## **Appendix D**





Land East of Park View, Woodstock - Committed Development Flows



## **Appendix E**

Junctions 10
ARCADY 10 - Roundabout Module
Version: 10.1.0.1820 © Copyright TRL Software Limited, 2023
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
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:** Proposed Site Access Roundabout RevB.j10  
**Path:** P:\23000's\23570\Junction Assessments\2024 Junction Assessments  
**Report generation date:** 12/09/2024 16:20:36

- »2031 Base + Com Dev + Dev, AM
- »2031 Base + Com Dev + Dev, PM

**Summary of junction performance**

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2031 Base + Com Dev + Dev						
1 - A4095 Upper Campsfield Road N	1.1	5.68	0.51	0.8	4.56	0.43
2 - A4095 Upper Campsfield Road S	0.6	3.42	0.35	0.8	3.90	0.45
3 - Site Access	0.2	3.37	0.16	0.1	3.25	0.09

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

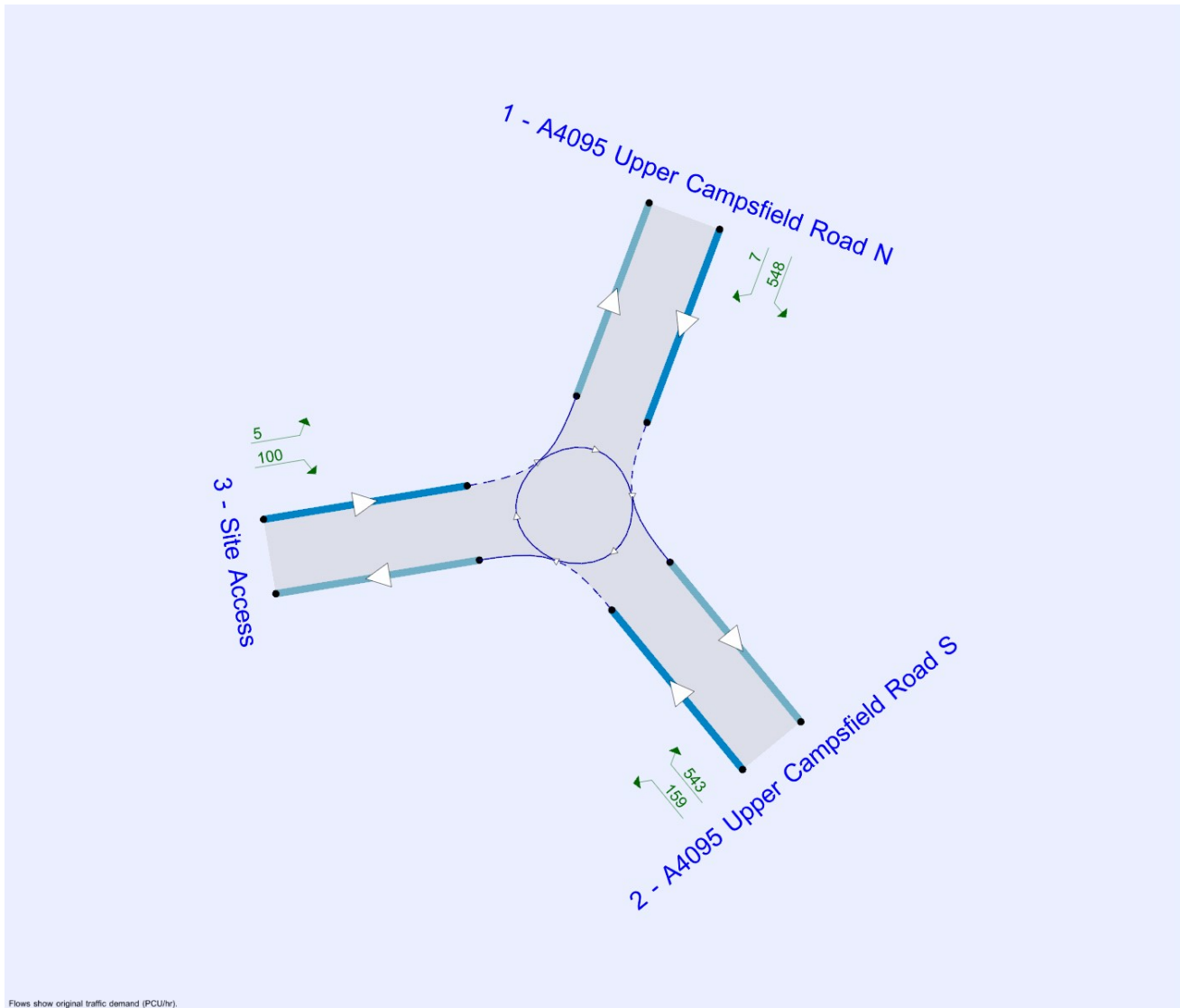
**File summary**

**File Description**

<b>Title</b>	Proposed Site Access Roundabout/ A4095
<b>Location</b>	Woodstock
<b>Site number</b>	
<b>Date</b>	12/09/2024
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	23570
<b>Enumerator</b>	DTA\arcady
<b>Description</b>	

**Units**

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

### Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

### Demand Set Summary

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

### Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

# 2031 Base + Com Dev + 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	untitled	Standard Roundabout		1, 2, 3	4.46	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.46	A

## Arms

### Arms

Arm	Name	Description	No give-way line
1	A4095 Upper Campsfield Road N		
2	A4095 Upper Campsfield Road S		
3	Site 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)	Entry only	Exit only
1 - A4095 Upper Campsfield Road N	3.50	7.20	7.8	20.0	45.0	35.0		
2 - A4095 Upper Campsfield Road S	3.50	6.70	21.4	20.0	45.0	28.0		
3 - Site Access	3.40	6.50	16.0	20.0	45.0	35.0		

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A4095 Upper Campsfield Road N	0.580	1480
2 - A4095 Upper Campsfield Road S	0.635	1728
3 - Site Access	0.600	1582

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)	Run automatically
D3	2031 Base + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A4095 Upper Campsfield Road N		ONE HOUR	✓	631	100.000
2 - A4095 Upper Campsfield Road S		ONE HOUR	✓	547	100.000
3 - Site Access		ONE HOUR	✓	185	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		1 - A4095 Upper Campsfield Road N	2 - A4095 Upper Campsfield Road S	3 - Site Access
From	1 - A4095 Upper Campsfield Road N	0	628	3
	2 - A4095 Upper Campsfield Road S	471	0	76
	3 - Site Access	8	177	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Heavy Vehicle %

		To		
		1 - A4095 Upper Campsfield Road N	2 - A4095 Upper Campsfield Road S	3 - Site Access
From	1 - A4095 Upper Campsfield Road N	0	6	0
	2 - A4095 Upper Campsfield Road S	8	0	0
	3 - Site Access	0	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A4095 Upper Campsfield Road N	0.51	5.68	1.1	A	579	869
2 - A4095 Upper Campsfield Road S	0.35	3.42	0.6	A	502	753
3 - Site Access	0.16	3.37	0.2	A	170	255

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road N	475	119	133	1403	0.339	473	359	0.0	0.5	4.094	A
2 - A4095 Upper Campsfield Road S	412	103	2	1727	0.238	410	603	0.0	0.3	2.919	A
3 - Site Access	139	35	353	1370	0.102	139	59	0.0	0.1	2.924	A

#### 08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road N	567	142	159	1387	0.409	567	430	0.5	0.7	4.643	A
2 - A4095 Upper Campsfield Road S	492	123	3	1726	0.285	491	723	0.3	0.4	3.113	A
3 - Site Access	166	42	423	1328	0.125	166	71	0.1	0.1	3.097	A

**08:15 - 08:30**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road N	695	174	195	1367	0.508	693	527	0.7	1.1	5.654	A
2 - A4095 Upper Campsfield Road S	602	151	3	1726	0.349	602	885	0.4	0.6	3.417	A
3 - Site Access	204	51	518	1271	0.160	203	87	0.1	0.2	3.370	A

**08:30 - 08:45**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road N	695	174	195	1367	0.508	695	527	1.1	1.1	5.677	A
2 - A4095 Upper Campsfield Road S	602	151	3	1726	0.349	602	886	0.6	0.6	3.420	A
3 - Site Access	204	51	519	1271	0.160	204	87	0.2	0.2	3.371	A

**08:45 - 09:00**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road N	567	142	159	1387	0.409	569	431	1.1	0.7	4.669	A
2 - A4095 Upper Campsfield Road S	492	123	3	1726	0.285	492	725	0.6	0.4	3.118	A
3 - Site Access	166	42	424	1328	0.125	166	71	0.2	0.1	3.101	A

**09:00 - 09:15**

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road N	475	119	133	1402	0.339	476	361	0.7	0.5	4.120	A
2 - A4095 Upper Campsfield Road S	412	103	2	1727	0.238	412	607	0.4	0.3	2.925	A
3 - Site Access	139	35	355	1369	0.102	139	60	0.1	0.1	2.929	A

# 2031 Base + Com Dev + 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	untitled	Standard Roundabout		1, 2, 3	4.12	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.12	A

## Traffic Demand

### Demand Set Details

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A4095 Upper Campsfield Road N		ONE HOUR	✓	555	100.000
2 - A4095 Upper Campsfield Road S		ONE HOUR	✓	702	100.000
3 - Site Access		ONE HOUR	✓	105	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		1 - A4095 Upper Campsfield Road N	2 - A4095 Upper Campsfield Road S	3 - Site Access
From	1 - A4095 Upper Campsfield Road N	0	548	7
	2 - A4095 Upper Campsfield Road S	543	0	159
	3 - Site Access	5	100	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Heavy Vehicle %

		To		
		1 - A4095 Upper Campsfield Road N	2 - A4095 Upper Campsfield Road S	3 - Site Access
From	1 - A4095 Upper Campsfield Road N	0	2	0
	2 - A4095 Upper Campsfield Road S	4	0	0
	3 - Site Access	0	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A4095 Upper Campsfield Road N	0.43	4.56	0.8	A	509	764
2 - A4095 Upper Campsfield Road S	0.45	3.90	0.8	A	644	966
3 - Site Access	0.09	3.25	0.1	A	96	145

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road N	418	104	75	1436	0.291	416	411	0.0	0.4	3.592	A
2 - A4095 Upper Campsfield Road S	529	132	5	1725	0.306	527	486	0.0	0.5	3.093	A
3 - Site Access	79	20	407	1338	0.059	79	125	0.0	0.1	2.859	A

#### 17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road N	499	125	90	1428	0.350	498	492	0.4	0.5	3.949	A
2 - A4095 Upper Campsfield Road S	631	158	6	1724	0.366	631	582	0.5	0.6	3.390	A
3 - Site Access	94	24	488	1290	0.073	94	149	0.1	0.1	3.011	A

#### 17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road N	611	153	110	1416	0.432	610	603	0.5	0.8	4.552	A
2 - A4095 Upper Campsfield Road S	773	193	8	1723	0.449	772	712	0.6	0.8	3.896	A
3 - Site Access	116	29	597	1224	0.094	116	183	0.1	0.1	3.247	A

#### 17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road N	611	153	110	1416	0.432	611	603	0.8	0.8	4.561	A
2 - A4095 Upper Campsfield Road S	773	193	8	1723	0.449	773	713	0.8	0.8	3.903	A
3 - Site Access	116	29	598	1224	0.094	116	183	0.1	0.1	3.248	A

#### 17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road N	499	125	90	1427	0.350	500	493	0.8	0.6	3.962	A
2 - A4095 Upper Campsfield Road S	631	158	6	1724	0.366	632	583	0.8	0.6	3.402	A
3 - Site Access	94	24	489	1289	0.073	94	149	0.1	0.1	3.015	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road N	418	104	75	1436	0.291	418	413	0.6	0.4	3.608	A
2 - A4095 Upper Campsfield Road S	529	132	5	1725	0.306	529	488	0.6	0.5	3.103	A
3 - Site Access	79	20	409	1337	0.059	79	125	0.1	0.1	2.864	A

Junctions 10
PICADY 10 - Priority Intersection Module
Version: 10.1.0.1820 © Copyright TRL Software Limited, 2023
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
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: A4095\_Shipton Road.j10  
 Path: P:\23000's\23570\Junction Assessments\2024 Junction Assessments  
 Report generation date: 12/09/2024 16:18:34

- »2024 Base, AM
- »2024 Base, PM
- »2031 Base, AM
- »2031 Base, PM
- »2031 Base + Com Dev, AM
- »2031 Base + Com Dev, PM
- »2031 Base + Com Dev + Dev, AM
- »2031 Base + Com Dev + Dev, PM

**Summary of junction performance**

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
<b>2024 Base</b>						
Stream B-AC	0.8	16.95	0.45	0.5	13.73	0.32
Stream C-AB	0.3	7.85	0.21	0.2	6.99	0.13
<b>2031 Base</b>						
Stream B-AC	1.0	18.62	0.49	0.5	14.61	0.34
Stream C-AB	0.3	8.08	0.22	0.2	7.15	0.14
<b>2031 Base + Com Dev</b>						
Stream B-AC	1.0	19.79	0.50	0.5	15.56	0.36
Stream C-AB	0.3	8.22	0.22	0.2	7.34	0.14
<b>2031 Base + Com Dev + Dev</b>						
Stream B-AC	1.0	20.06	0.50	0.6	15.68	0.36
Stream C-AB	0.3	8.26	0.22	0.2	7.36	0.14

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

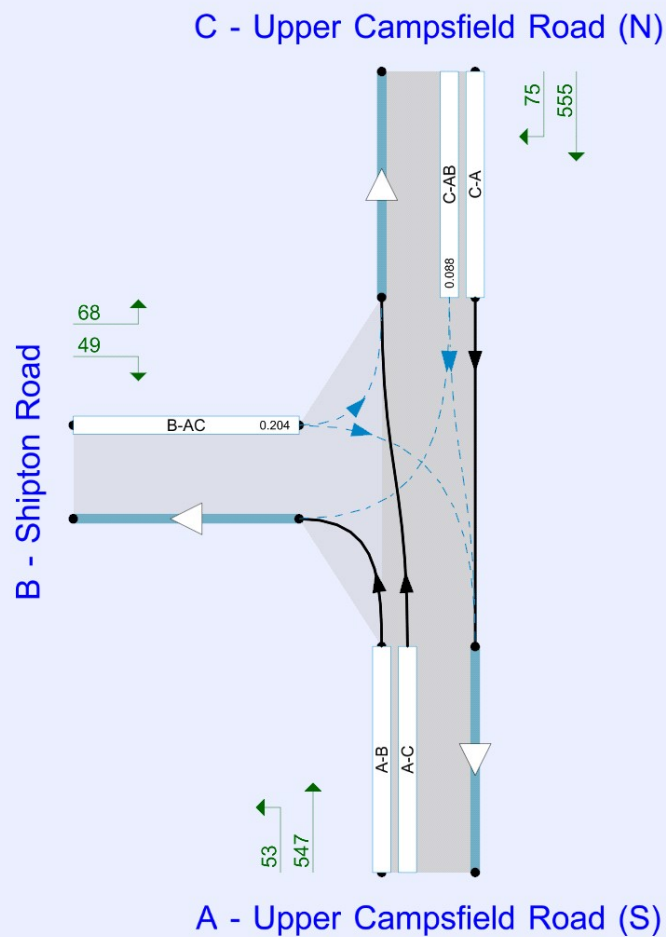
## File summary

### File Description

<b>Title</b>	Upper Campsfield Road/ Shipton Road
<b>Location</b>	
<b>Site number</b>	
<b>Date</b>	12/09/2024
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	23570
<b>Enumerator</b>	DTA/NicholaSanderson
<b>Description</b>	

### Units

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



Flows show original traffic demand (PCU/hr).  
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

### 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	2024 Base	AM	ONE HOUR	07:30	09:00	15
D2	2024 Base	PM	ONE HOUR	15:45	17:15	15
D3	2031 Base	AM	ONE HOUR	07:30	09:00	15
D4	2031 Base	PM	ONE HOUR	15:45	17:15	15
D5	2031 Base + Com Dev	AM	ONE HOUR	07:30	09:00	15
D6	2031 Base + Com Dev	PM	ONE HOUR	15:45	17:15	15
D7	2031 Base + Com Dev + Dev	AM	ONE HOUR	07:30	09:00	15
D8	2031 Base + Com Dev + Dev	PM	ONE HOUR	15:45	17:15	15

### Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

# 2024 Base, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.79	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.79	A

## Arms

### Arms

Arm	Name	Description	Arm type
A	Upper Campsfield Road (S)		Major
B	Shipton Road		Minor
C	Upper Campsfield Road (N)		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Upper Campsfield Road (N)	8.00		✓	3.20	200.0	✓	10.00

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

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Shipton Road	One lane	3.00	45	16

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	500	0.083	0.210	0.132	0.300
B-C	634	0.089	0.224	-	-
C-B	765	0.271	0.271	-	-

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

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

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 Base	AM	ONE HOUR	07:30	09:00	15

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Upper Campsfield Road (S)		✓	545	100.000
B - Shipton Road		✓	164	100.000
C - Upper Campsfield Road (N)		✓	607	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - Upper Campsfield Road (S)	B - Shipton Road	C - Upper Campsfield Road (N)
From	A - Upper Campsfield Road (S)	0	121	424
	B - Shipton Road	56	0	108
	C - Upper Campsfield Road (N)	493	114	0

## Vehicle Mix

### Heavy Vehicle %

		To		
		A - Upper Campsfield Road (S)	B - Shipton Road	C - Upper Campsfield Road (N)
From	A - Upper Campsfield Road (S)	0	3	7
	B - Shipton Road	5	0	4
	C - Upper Campsfield Road (N)	7	4	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.45	16.95	0.8	C
C-AB	0.21	7.85	0.3	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	462	0.267	122	0.4	10.980	B
C-AB	86	654	0.131	85	0.2	6.577	A
C-A	371			371			
A-B	91			91			
A-C	319			319			

**07:45 - 08:00**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	147	438	0.337	147	0.5	12.888	B
C-AB	102	632	0.162	102	0.2	7.062	A
C-A	443			443			
A-B	109			109			
A-C	381			381			

**08:00 - 08:15**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	181	402	0.449	179	0.8	16.771	C
C-AB	126	603	0.208	125	0.3	7.839	A
C-A	543			543			
A-B	133			133			
A-C	467			467			

**08:15 - 08:30**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	181	402	0.449	181	0.8	16.948	C
C-AB	126	603	0.208	126	0.3	7.848	A
C-A	543			543			
A-B	133			133			
A-C	467			467			

**08:30 - 08:45**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	147	438	0.337	149	0.5	13.051	B
C-AB	102	632	0.162	103	0.2	7.073	A
C-A	443			443			
A-B	109			109			
A-C	381			381			

**08:45 - 09:00**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	462	0.267	124	0.4	11.126	B
C-AB	86	654	0.131	86	0.2	6.594	A
C-A	371			371			
A-B	91			91			
A-C	319			319			

# 2024 Base, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.69	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.69	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024 Base	PM	ONE HOUR	15:45	17:15	15

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Upper Campsfield Road (S)		✓	522	100.000
B - Shipton Road		✓	111	100.000
C - Upper Campsfield Road (N)		✓	564	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - Upper Campsfield Road (S)	B - Shipton Road	C - Upper Campsfield Road (N)
From	A - Upper Campsfield Road (S)	0	50	472
	B - Shipton Road	47	0	64
	C - Upper Campsfield Road (N)	492	72	0

## Vehicle Mix

### Heavy Vehicle %

		To		
		A - Upper Campsfield Road (S)	B - Shipton Road	C - Upper Campsfield Road (N)
From	A - Upper Campsfield Road (S)	0	2	4
	B - Shipton Road	0	0	2
	C - Upper Campsfield Road (N)	5	3	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.32	13.73	0.5	B
C-AB	0.13	6.99	0.2	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	448	0.187	83	0.2	9.945	A
C-AB	54	659	0.082	54	0.1	6.127	A
C-A	370			370			
A-B	38			38			
A-C	355			355			

#### 16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	423	0.236	99	0.3	11.247	B
C-AB	65	638	0.101	65	0.1	6.468	A
C-A	442			442			
A-B	45			45			
A-C	424			424			

#### 16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	122	387	0.316	122	0.5	13.671	B
C-AB	79	609	0.130	79	0.2	6.991	A
C-A	542			542			
A-B	55			55			
A-C	520			520			

#### 16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	122	387	0.316	122	0.5	13.732	B
C-AB	79	609	0.130	79	0.2	6.994	A
C-A	542			542			
A-B	55			55			
A-C	520			520			

**16:45 - 17:00**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	423	0.236	100	0.3	11.313	B
C-AB	65	638	0.101	65	0.1	6.474	A
C-A	442			442			
A-B	45			45			
A-C	424			424			

**17:00 - 17:15**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	448	0.187	84	0.2	10.015	B
C-AB	54	659	0.082	54	0.1	6.139	A
C-A	370			370			
A-B	38			38			
A-C	355			355			

# 2031 Base, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.02	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.02	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 Base	AM	ONE HOUR	07:30	09:00	15

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Upper Campsfield Road (S)		✓	573	100.000
B - Shipton Road		✓	173	100.000
C - Upper Campsfield Road (N)		✓	637	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - Upper Campsfield Road (S)	B - Shipton Road	C - Upper Campsfield Road (N)
From	A - Upper Campsfield Road (S)	0	127	446
	B - Shipton Road	59	0	114
	C - Upper Campsfield Road (N)	518	119	0

## Vehicle Mix

### Heavy Vehicle %

		To		
		A - Upper Campsfield Road (S)	B - Shipton Road	C - Upper Campsfield Road (N)
From	A - Upper Campsfield Road (S)	0	3	7
	B - Shipton Road	5	0	4
	C - Upper Campsfield Road (N)	7	4	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.49	18.62	1.0	C
C-AB	0.22	8.08	0.3	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	456	0.285	129	0.4	11.409	B
C-AB	90	648	0.138	89	0.2	6.690	A
C-A	390			390			
A-B	96			96			
A-C	336			336			

#### 07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	156	430	0.362	155	0.6	13.620	B
C-AB	107	625	0.171	107	0.2	7.216	A
C-A	466			466			
A-B	114			114			
A-C	401			401			

#### 08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	190	392	0.486	189	1.0	18.359	C
C-AB	131	594	0.221	131	0.3	8.072	A
C-A	570			570			
A-B	140			140			
A-C	491			491			

#### 08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	190	392	0.486	190	1.0	18.616	C
C-AB	131	594	0.221	131	0.3	8.083	A
C-A	570			570			
A-B	140			140			
A-C	491			491			

**08:30 - 08:45**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	156	430	0.362	157	0.6	13.837	B
C-AB	107	625	0.171	107	0.2	7.228	A
C-A	466			466			
A-B	114			114			
A-C	401			401			

**08:45 - 09:00**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	456	0.286	131	0.4	11.579	B
C-AB	90	648	0.138	90	0.2	6.709	A
C-A	390			390			
A-B	96			96			
A-C	336			336			

# 2031 Base, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.78	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.78	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 Base	PM	ONE HOUR	15:45	17:15	15

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Upper Campsfield Road (S)		✓	550	100.000
B - Shipton Road		✓	117	100.000
C - Upper Campsfield Road (N)		✓	593	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - Upper Campsfield Road (S)	B - Shipton Road	C - Upper Campsfield Road (N)
From	A - Upper Campsfield Road (S)	0	53	497
	B - Shipton Road	49	0	68
	C - Upper Campsfield Road (N)	518	75	0

## Vehicle Mix

### Heavy Vehicle %

		To		
		A - Upper Campsfield Road (S)	B - Shipton Road	C - Upper Campsfield Road (N)
From	A - Upper Campsfield Road (S)	0	2	4
	B - Shipton Road	0	0	2
	C - Upper Campsfield Road (N)	5	3	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.34	14.61	0.5	B
C-AB	0.14	7.15	0.2	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	442	0.199	87	0.2	10.227	B
C-AB	56	653	0.086	56	0.1	6.209	A
C-A	390			390			
A-B	40			40			
A-C	374			374			

#### 16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	416	0.253	105	0.3	11.694	B
C-AB	67	631	0.107	67	0.1	6.577	A
C-A	466			466			
A-B	48			48			
A-C	447			447			

#### 16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	129	378	0.341	128	0.5	14.530	B
C-AB	83	601	0.137	82	0.2	7.148	A
C-A	570			570			
A-B	58			58			
A-C	547			547			

#### 16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	129	378	0.341	129	0.5	14.609	B
C-AB	83	601	0.137	83	0.2	7.151	A
C-A	570			570			
A-B	58			58			
A-C	547			547			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	416	0.253	106	0.3	11.780	B
C-AB	67	631	0.107	68	0.1	6.581	A
C-A	466			466			
A-B	48			48			
A-C	447			447			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	442	0.199	88	0.3	10.310	B
C-AB	56	653	0.086	57	0.1	6.221	A
C-A	390			390			
A-B	40			40			
A-C	374			374			

# 2031 Base + Com Dev, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.02	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.02	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031 Base + Com Dev	AM	ONE HOUR	07:30	09:00	15

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Upper Campsfield Road (S)		✓	598	100.000
B - Shipton Road		✓	173	100.000
C - Upper Campsfield Road (N)		✓	688	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - Upper Campsfield Road (S)	B - Shipton Road	C - Upper Campsfield Road (N)
From	A - Upper Campsfield Road (S)	0	127	471
	B - Shipton Road	59	0	114
	C - Upper Campsfield Road (N)	569	119	0

## Vehicle Mix

### Heavy Vehicle %

		To		
		A - Upper Campsfield Road (S)	B - Shipton Road	C - Upper Campsfield Road (N)
From	A - Upper Campsfield Road (S)	0	3	7
	B - Shipton Road	5	0	4
	C - Upper Campsfield Road (N)	7	4	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.50	19.79	1.0	C
C-AB	0.22	8.22	0.3	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	449	0.290	129	0.4	11.669	B
C-AB	90	643	0.139	89	0.2	6.748	A
C-A	428			428			
A-B	96			96			
A-C	355			355			

#### 07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	156	421	0.370	155	0.6	14.084	B
C-AB	107	619	0.173	107	0.2	7.304	A
C-A	512			512			
A-B	114			114			
A-C	423			423			

#### 08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	190	380	0.501	189	1.0	19.474	C
C-AB	131	587	0.223	131	0.3	8.204	A
C-A	626			626			
A-B	140			140			
A-C	519			519			

#### 08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	190	380	0.501	190	1.0	19.791	C
C-AB	131	587	0.223	131	0.3	8.215	A
C-A	626			626			
A-B	140			140			
A-C	519			519			

**08:30 - 08:45**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	156	421	0.370	157	0.6	14.341	B
C-AB	107	619	0.173	107	0.2	7.314	A
C-A	512			512			
A-B	114			114			
A-C	423			423			

**08:45 - 09:00**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	449	0.290	131	0.4	11.853	B
C-AB	90	643	0.139	90	0.2	6.768	A
C-A	428			428			
A-B	96			96			
A-C	355			355			

# 2031 Base + Com Dev, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.78	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.78	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031 Base + Com Dev	PM	ONE HOUR	15:45	17:15	15

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Upper Campsfield Road (S)		✓	596	100.000
B - Shipton Road		✓	117	100.000
C - Upper Campsfield Road (N)		✓	623	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - Upper Campsfield Road (S)	B - Shipton Road	C - Upper Campsfield Road (N)
From	A - Upper Campsfield Road (S)	0	53	543
	B - Shipton Road	49	0	68
	C - Upper Campsfield Road (N)	548	75	0

## Vehicle Mix

### Heavy Vehicle %

		To		
		A - Upper Campsfield Road (S)	B - Shipton Road	C - Upper Campsfield Road (N)
From	A - Upper Campsfield Road (S)	0	2	4
	B - Shipton Road	0	0	2
	C - Upper Campsfield Road (N)	5	3	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.36	15.56	0.5	C
C-AB	0.14	7.34	0.2	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	432	0.204	87	0.3	10.518	B
C-AB	56	643	0.088	56	0.1	6.308	A
C-A	413			413			
A-B	40			40			
A-C	409			409			

#### 16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	404	0.261	105	0.4	12.166	B
C-AB	67	620	0.109	67	0.1	6.708	A
C-A	493			493			
A-B	48			48			
A-C	488			488			

#### 16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	129	363	0.355	128	0.5	15.460	C
C-AB	83	587	0.141	82	0.2	7.342	A
C-A	603			603			
A-B	58			58			
A-C	598			598			

#### 16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	129	363	0.355	129	0.5	15.560	C
C-AB	83	587	0.141	83	0.2	7.345	A
C-A	603			603			
A-B	58			58			
A-C	598			598			

**16:45 - 17:00**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	404	0.261	106	0.4	12.261	B
C-AB	67	620	0.109	68	0.1	6.714	A
C-A	493			493			
A-B	48			48			
A-C	488			488			

**17:00 - 17:15**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	432	0.204	88	0.3	10.606	B
C-AB	56	643	0.088	57	0.1	6.318	A
C-A	413			413			
A-B	40			40			
A-C	409			409			

# 2031 Base + Com Dev + Dev, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.03	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.03	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2031 Base + Com Dev + Dev	AM	ONE HOUR	07:30	09:00	15

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Upper Campsfield Road (S)		✓	606	100.000
B - Shipton Road		✓	173	100.000
C - Upper Campsfield Road (N)		✓	692	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - Upper Campsfield Road (S)	B - Shipton Road	C - Upper Campsfield Road (N)
From	A - Upper Campsfield Road (S)	0	127	479
	B - Shipton Road	59	0	114
	C - Upper Campsfield Road (N)	573	119	0

## Vehicle Mix

### Heavy Vehicle %

		To		
		A - Upper Campsfield Road (S)	B - Shipton Road	C - Upper Campsfield Road (N)
From	A - Upper Campsfield Road (S)	0	3	7
	B - Shipton Road	5	0	4
	C - Upper Campsfield Road (N)	7	4	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.50	20.06	1.0	C
C-AB	0.22	8.26	0.3	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	447	0.291	129	0.4	11.729	B
C-AB	90	641	0.140	89	0.2	6.767	A
C-A	431			431			
A-B	96			96			
A-C	361			361			

#### 07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	156	419	0.371	155	0.6	14.191	B
C-AB	107	617	0.173	107	0.2	7.331	A
C-A	515			515			
A-B	114			114			
A-C	431			431			

#### 08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	190	377	0.505	189	1.0	19.728	C
C-AB	131	584	0.224	131	0.3	8.247	A
C-A	631			631			
A-B	140			140			
A-C	527			527			

#### 08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	190	377	0.505	190	1.0	20.060	C
C-AB	131	584	0.224	131	0.3	8.258	A
C-A	631			631			
A-B	140			140			
A-C	527			527			

**08:30 - 08:45**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	156	419	0.372	157	0.6	14.454	B
C-AB	107	617	0.173	107	0.2	7.345	A
C-A	515			515			
A-B	114			114			
A-C	431			431			

**08:45 - 09:00**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	447	0.291	131	0.4	11.917	B
C-AB	90	641	0.140	90	0.2	6.791	A
C-A	431			431			
A-B	96			96			
A-C	361			361			

# 2031 Base + Com Dev + Dev, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.77	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.77	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2031 Base + Com Dev + Dev	PM	ONE HOUR	15:45	17:15	15

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Upper Campsfield Road (S)		✓	600	100.000
B - Shipton Road		✓	117	100.000
C - Upper Campsfield Road (N)		✓	630	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - Upper Campsfield Road (S)	B - Shipton Road	C - Upper Campsfield Road (N)
From	A - Upper Campsfield Road (S)	0	53	547
	B - Shipton Road	49	0	68
	C - Upper Campsfield Road (N)	555	75	0

## Vehicle Mix

### Heavy Vehicle %

		To		
		A - Upper Campsfield Road (S)	B - Shipton Road	C - Upper Campsfield Road (N)
From	A - Upper Campsfield Road (S)	0	2	4
	B - Shipton Road	0	0	2
	C - Upper Campsfield Road (N)	5	3	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.36	15.68	0.6	C
C-AB	0.14	7.36	0.2	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	431	0.204	87	0.3	10.555	B
C-AB	56	643	0.088	56	0.1	6.317	A
C-A	418			418			
A-B	40			40			
A-C	412			412			

#### 16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	402	0.261	105	0.4	12.225	B
C-AB	67	619	0.109	67	0.1	6.720	A
C-A	499			499			
A-B	48			48			
A-C	492			492			

#### 16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	129	361	0.357	128	0.5	15.581	C
C-AB	83	586	0.141	82	0.2	7.359	A
C-A	611			611			
A-B	58			58			
A-C	602			602			

#### 16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	129	361	0.357	129	0.6	15.683	C
C-AB	83	586	0.141	83	0.2	7.362	A
C-A	611			611			
A-B	58			58			
A-C	602			602			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	402	0.262	106	0.4	12.321	B
C-AB	67	619	0.109	68	0.1	6.729	A
C-A	499			499			
A-B	48			48			
A-C	492			492			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	431	0.204	88	0.3	10.642	B
C-AB	56	643	0.088	57	0.1	6.329	A
C-A	418			418			
A-B	40			40			
A-C	412			412			

Junctions 10
PICADY 10 - Priority Intersection Module
Version: 10.1.0.1820 © Copyright TRL Software Limited, 2023
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
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: A4095\_A4260 Banbury Road.j10  
 Path: P:\23000's\23570\Junction Assessments\2024 Junction Assessments  
 Report generation date: 12/09/2024 16:15:25

- »2024 Base, AM
- »2024 Base, PM
- »2031 Base, AM
- »2031 Base, PM
- »2031 Base + Com Dev, AM
- »2031 Base + Com Dev, PM
- »2031 Base + Com Dev + Dev, AM
- »2031 Base + Com Dev + Dev, PM

**Summary of junction performance**

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
<b>2024 Base</b>						
Stream B-C	2.5	17.56	0.71	3.2	24.79	0.77
Stream B-A	0.0	0.00	0.00	0.0	29.14	0.02
Stream C-B	1.8	10.70	0.63	1.7	11.97	0.63
<b>2031 Base</b>						
Stream B-C	3.0	20.30	0.75	4.3	31.57	0.82
Stream B-A	0.0	0.00	0.00	0.0	40.12	0.02
Stream C-B	2.0	11.81	0.66	2.1	13.52	0.67
<b>2031 Base + Com Dev</b>						
Stream B-C	3.0	20.31	0.75	4.3	31.57	0.82
Stream B-A	0.0	0.00	0.00	0.0	40.12	0.02
Stream C-B	2.0	11.82	0.66	2.1	13.52	0.67
<b>2031 Base + Com Dev + Dev</b>						
Stream B-C	3.2	21.28	0.76	4.5	33.01	0.83
Stream B-A	0.0	0.00	0.00	0.0	42.85	0.03
Stream C-B	2.1	11.94	0.67	2.1	13.91	0.68

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



### Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75				✓		0.85	36.00	20.00		500

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Base	AM	ONE HOUR	07:15	08:45	15	✓
D2	2024 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2031 Base	AM	ONE HOUR	07:15	08:45	15	✓
D4	2031 Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2031 Base + Com Dev	AM	ONE HOUR	07:15	08:45	15	✓
D6	2031 Base + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2031 Base + Com Dev + Dev	AM	ONE HOUR	07:15	08:45	15	✓
D8	2031 Base + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15	✓

### Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

# 2024 Base, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	Two-way	Two-way		7.41	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.41	A

## Arms

### Arms

Arm	Name	Description	Arm type
A	A4260 Banbury Road (S)		Major
B	A4095 Upper Campsfield Road		Minor
C	A4260 Banbury Road (N)		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A4260 Banbury Road (N)	13.00		✓	3.25	180.0		-

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

### Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - A4095 Upper Campsfield Road	One lane plus flare	10.00	6.50	4.28	3.40	3.08		1.00	78	55

## Slope / Intercept / Capacity

### Custom Intercept Adjustments

Custom stream intercept adjustment	Stream	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
1	B-C	✓	To reflect queue length survey	60

### Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	543	0.069	0.174	0.109	0.249
B-C	794	0.078	0.198	-	-
C-B	756	0.204	0.204	-	-

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

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

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

### Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
C-B	✓	To reflect queue length survey	250

## 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)	Run automatically
D1	2024 Base	AM	ONE HOUR	07:15	08:45	15	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A4260 Banbury Road (S)		ONE HOUR	✓	226	100.000
B - A4095 Upper Campsfield Road		ONE HOUR	✓	481	100.000
C - A4260 Banbury Road (N)		ONE HOUR	✓	1223	100.000

## Origin-Destination Data

### Demand (PCU/hr)

From	To		
	A - A4260 Banbury Road (S)	B - A4095 Upper Campsfield Road	C - A4260 Banbury Road (N)
A - A4260 Banbury Road (S)	0	7	219
B - A4095 Upper Campsfield Road	0	0	481
C - A4260 Banbury Road (N)	676	547	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Heavy Vehicle %

From	To		
	A - A4260 Banbury Road (S)	B - A4095 Upper Campsfield Road	C - A4260 Banbury Road (N)
A - A4260 Banbury Road (S)	0	0	8
B - A4095 Upper Campsfield Road	0	0	6
C - A4260 Banbury Road (N)	4	5	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.71	17.56	2.5	C	441	662
B-A	0.00	0.00	0.0	A	0	0
C-A					620	930
C-B	0.63	10.70	1.8	B	502	753
A-B					6	10
A-C					201	301

### Main Results for each time segment

#### 07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	362	91	761	0.476	358	0.0	0.9	9.389	A
B-A	0	0	356	0.000	0	0.0	0.0	0.000	A
C-A	509	127			509				
C-B	412	103	971	0.424	409	0.0	0.8	6.686	A
A-B	5	1			5				
A-C	165	41			165				

#### 07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	432	108	755	0.573	431	0.9	1.4	11.709	B
B-A	0	0	319	0.000	0	0.0	0.0	0.000	A
C-A	608	152			608				
C-B	492	123	964	0.510	490	0.8	1.1	7.955	A
A-B	6	2			6				
A-C	197	49			197				

#### 07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	530	132	746	0.710	525	1.4	2.4	16.970	C
B-A	0	0	269	0.000	0	0.0	0.0	0.000	A
C-A	744	186			744				
C-B	602	151	955	0.631	600	1.1	1.7	10.553	B
A-B	8	2			8				
A-C	241	60			241				

#### 08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	530	132	746	0.710	529	2.4	2.5	17.558	C
B-A	0	0	268	0.000	0	0.0	0.0	0.000	A
C-A	744	186			744				
C-B	602	151	955	0.631	602	1.7	1.8	10.703	B
A-B	8	2			8				
A-C	241	60			241				

#### 08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	432	108	755	0.573	437	2.5	1.5	12.150	B
B-A	0	0	318	0.000	0	0.0	0.0	0.000	A
C-A	608	152			608				
C-B	492	123	964	0.510	494	1.8	1.1	8.086	A
A-B	6	2			6				
A-C	197	49			197				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	362	91	761	0.476	364	1.5	1.0	9.656	A
B-A	0	0	355	0.000	0	0.0	0.0	0.000	A
C-A	509	127			509				
C-B	412	103	971	0.424	413	1.1	0.8	6.792	A
A-B	5	1			5				
A-C	165	41			165				

# 2024 Base, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	Two-way	Two-way		9.04	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.04	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024 Base	PM	ONE HOUR	16:45	18:15	15	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A4260 Banbury Road (S)		ONE HOUR	✓	721	100.000
B - A4095 Upper Campsfield Road		ONE HOUR	✓	448	100.000
C - A4260 Banbury Road (N)		ONE HOUR	✓	699	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - A4260 Banbury Road (S)	B - A4095 Upper Campsfield Road	C - A4260 Banbury Road (N)
From	A - A4260 Banbury Road (S)	0	11	710
	B - A4095 Upper Campsfield Road	2	0	446
	C - A4260 Banbury Road (N)	216	483	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Heavy Vehicle %

		To		
		A - A4260 Banbury Road (S)	B - A4095 Upper Campsfield Road	C - A4260 Banbury Road (N)
From	A - A4260 Banbury Road (S)	0	0	2
	B - A4095 Upper Campsfield Road	0	0	2
	C - A4260 Banbury Road (N)	4	4	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.77	24.79	3.2	C	409	614
B-A	0.02	29.14	0.0	D	2	3
C-A					198	297
C-B	0.63	11.97	1.7	B	443	665
A-B					10	15
A-C					652	977

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	336	84	687	0.489	332	0.0	1.0	10.237	B
B-A	2	0.38	302	0.005	1	0.0	0.0	11.998	B
C-A	163	41			163				
C-B	364	91	895	0.406	361	0.0	0.7	6.971	A
A-B	8	2			8				
A-C	535	134			535				

#### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	401	100	666	0.602	399	1.0	1.5	13.623	B
B-A	2	0.45	234	0.008	2	0.0	0.0	15.500	C
C-A	194	49			194				
C-B	434	109	874	0.497	433	0.7	1.0	8.469	A
A-B	10	2			10				
A-C	638	160			638				

#### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	491	123	637	0.771	485	1.5	3.1	23.135	C
B-A	2	0.55	131	0.017	2	0.0	0.0	28.009	D
C-A	238	59			238				
C-B	532	133	844	0.630	529	1.0	1.7	11.776	B
A-B	12	3			12				
A-C	782	195			782				

#### 17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	491	123	637	0.771	490	3.1	3.2	24.786	C
B-A	2	0.55	126	0.018	2	0.0	0.0	29.140	D
C-A	238	59			238				
C-B	532	133	844	0.630	532	1.7	1.7	11.972	B
A-B	12	3			12				
A-C	782	195			782				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	401	100	666	0.602	408	3.2	1.6	14.540	B
B-A	2	0.45	229	0.008	2	0.0	0.0	15.880	C
C-A	194	49			194				
C-B	434	109	874	0.497	437	1.7	1.0	8.626	A
A-B	10	2			10				
A-C	638	160			638				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	336	84	687	0.489	338	1.6	1.0	10.600	B
B-A	2	0.38	298	0.005	2	0.0	0.0	12.130	B
C-A	163	41			163				
C-B	364	91	895	0.406	365	1.0	0.7	7.077	A
A-B	8	2			8				
A-C	535	134			535				

# 2031 Base, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	Two-way	Two-way		8.41	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.41	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031 Base	AM	ONE HOUR	07:15	08:45	15	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A4260 Banbury Road (S)		ONE HOUR	✓	237	100.000
B - A4095 Upper Campsfield Road		ONE HOUR	✓	506	100.000
C - A4260 Banbury Road (N)		ONE HOUR	✓	1285	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - A4260 Banbury Road (S)	B - A4095 Upper Campsfield Road	C - A4260 Banbury Road (N)
From	A - A4260 Banbury Road (S)	0	7	230
	B - A4095 Upper Campsfield Road	0	0	506
	C - A4260 Banbury Road (N)	710	575	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Heavy Vehicle %

		To		
		A - A4260 Banbury Road (S)	B - A4095 Upper Campsfield Road	C - A4260 Banbury Road (N)
From	A - A4260 Banbury Road (S)	0	0	8
	B - A4095 Upper Campsfield Road	0	0	6
	C - A4260 Banbury Road (N)	4	5	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.75	20.30	3.0	C	464	696
B-A	0.00	0.00	0.0	A	0	0
C-A					652	977
C-B	0.66	11.81	2.0	B	528	791
A-B					6	10
A-C					211	317

### Main Results for each time segment

#### 07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	381	95	759	0.502	377	0.0	1.0	9.867	A
B-A	0	0	347	0.000	0	0.0	0.0	0.000	A
C-A	535	134			535				
C-B	433	108	969	0.447	430	0.0	0.8	6.959	A
A-B	5	1			5				
A-C	173	43			173				

#### 07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	455	114	753	0.604	453	1.0	1.6	12.629	B
B-A	0	0	308	0.000	0	0.0	0.0	0.000	A
C-A	638	160			638				
C-B	517	129	962	0.537	515	0.8	1.2	8.431	A
A-B	6	2			6				
A-C	207	52			207				

#### 07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	557	139	743	0.749	552	1.6	2.9	19.341	C
B-A	0	0	255	0.000	0	0.0	0.0	0.000	A
C-A	782	195			782				
C-B	633	158	953	0.665	630	1.2	2.0	11.592	B
A-B	8	2			8				
A-C	253	63			253				

#### 08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	557	139	743	0.749	557	2.9	3.0	20.303	C
B-A	0	0	254	0.000	0	0.0	0.0	0.000	A
C-A	782	195			782				
C-B	633	158	953	0.665	633	2.0	2.0	11.812	B
A-B	8	2			8				
A-C	253	63			253				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	455	114	753	0.604	460	3.0	1.7	13.283	B
B-A	0	0	307	0.000	0	0.0	0.0	0.000	A
C-A	638	160			638				
C-B	517	129	962	0.537	520	2.0	1.2	8.610	A
A-B	6	2			6				
A-C	207	52			207				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	381	95	759	0.502	383	1.7	1.1	10.205	B
B-A	0	0	346	0.000	0	0.0	0.0	0.000	A
C-A	535	134			535				
C-B	433	108	969	0.447	434	1.2	0.9	7.085	A
A-B	5	1			5				
A-C	173	43			173				

# 2031 Base, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	Two-way	Two-way		11.07	B

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.07	B

## Traffic Demand

### Demand Set Details

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A4260 Banbury Road (S)		ONE HOUR	✓	759	100.000
B - A4095 Upper Campsfield Road		ONE HOUR	✓	471	100.000
C - A4260 Banbury Road (N)		ONE HOUR	✓	736	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - A4260 Banbury Road (S)	B - A4095 Upper Campsfield Road	C - A4260 Banbury Road (N)
From	A - A4260 Banbury Road (S)	0	12	747
	B - A4095 Upper Campsfield Road	2	0	469
	C - A4260 Banbury Road (N)	228	508	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Heavy Vehicle %

		To		
		A - A4260 Banbury Road (S)	B - A4095 Upper Campsfield Road	C - A4260 Banbury Road (N)
From	A - A4260 Banbury Road (S)	0	0	2
	B - A4095 Upper Campsfield Road	0	0	2
	C - A4260 Banbury Road (N)	4	4	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.82	31.57	4.3	D	430	646
B-A	0.02	40.12	0.0	E	2	3
C-A					209	314
C-B	0.67	13.52	2.1	B	466	699
A-B					11	17
A-C					685	1028

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	353	88	681	0.518	349	0.0	1.1	10.905	B
B-A	2	0.38	285	0.005	1	0.0	0.0	12.707	B
C-A	172	43			172				
C-B	382	96	889	0.430	379	0.0	0.8	7.298	A
A-B	9	2			9				
A-C	562	141			562				

#### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	422	105	659	0.639	419	1.1	1.7	15.099	C
B-A	2	0.45	211	0.009	2	0.0	0.0	17.184	C
C-A	205	51			205				
C-B	457	114	867	0.527	455	0.8	1.1	9.065	A
A-B	11	3			11				
A-C	672	168			672				

#### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	516	129	629	0.821	507	1.7	4.0	28.258	D
B-A	2	0.55	99	0.022	2	0.0	0.0	37.055	E
C-A	251	63			251				
C-B	559	140	836	0.669	556	1.1	2.0	13.214	B
A-B	13	3			13				
A-C	822	206			822				

#### 17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	516	129	629	0.821	515	4.0	4.3	31.566	D
B-A	2	0.55	92	0.024	2	0.0	0.0	40.125	E
C-A	251	63			251				
C-B	559	140	836	0.669	559	2.0	2.1	13.524	B
A-B	13	3			13				
A-C	822	206			822				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	422	105	659	0.639	431	4.3	1.9	16.711	C
B-A	2	0.45	203	0.009	2	0.0	0.0	17.892	C
C-A	205	51			205				
C-B	457	114	867	0.527	460	2.1	1.2	9.286	A
A-B	11	3			11				
A-C	672	168			672				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	353	88	681	0.518	356	1.9	1.1	11.393	B
B-A	2	0.38	281	0.005	2	0.0	0.0	12.893	B
C-A	172	43			172				
C-B	382	96	889	0.430	384	1.2	0.8	7.433	A
A-B	9	2			9				
A-C	562	141			562				

# 2031 Base + Com Dev, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	Two-way	Two-way		8.41	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.41	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031 Base + Com Dev	AM	ONE HOUR	07:15	08:45	15	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A4260 Banbury Road (S)		ONE HOUR	✓	238	100.000
B - A4095 Upper Campsfield Road		ONE HOUR	✓	506	100.000
C - A4260 Banbury Road (N)		ONE HOUR	✓	1285	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - A4260 Banbury Road (S)	B - A4095 Upper Campsfield Road	C - A4260 Banbury Road (N)
From	A - A4260 Banbury Road (S)	0	8	230
	B - A4095 Upper Campsfield Road	0	0	506
	C - A4260 Banbury Road (N)	710	575	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Heavy Vehicle %

		To		
		A - A4260 Banbury Road (S)	B - A4095 Upper Campsfield Road	C - A4260 Banbury Road (N)
From	A - A4260 Banbury Road (S)	0	0	8
	B - A4095 Upper Campsfield Road	0	0	6
	C - A4260 Banbury Road (N)	4	5	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.75	20.31	3.0	C	464	696
B-A	0.00	0.00	0.0	A	0	0
C-A					652	977
C-B	0.66	11.82	2.0	B	528	791
A-B					7	11
A-C					211	317

### Main Results for each time segment

#### 07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	381	95	759	0.502	377	0.0	1.0	9.868	A
B-A	0	0	347	0.000	0	0.0	0.0	0.000	A
C-A	535	134			535				
C-B	433	108	969	0.447	430	0.0	0.8	6.961	A
A-B	6	2			6				
A-C	173	43			173				

#### 07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	455	114	753	0.604	453	1.0	1.6	12.632	B
B-A	0	0	308	0.000	0	0.0	0.0	0.000	A
C-A	638	160			638				
C-B	517	129	962	0.537	515	0.8	1.2	8.435	A
A-B	7	2			7				
A-C	207	52			207				

#### 07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	557	139	743	0.749	552	1.6	2.9	19.350	C
B-A	0	0	255	0.000	0	0.0	0.0	0.000	A
C-A	782	195			782				
C-B	633	158	952	0.665	630	1.2	2.0	11.601	B
A-B	9	2			9				
A-C	253	63			253				

#### 08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	557	139	743	0.749	557	2.9	3.0	20.310	C
B-A	0	0	254	0.000	0	0.0	0.0	0.000	A
C-A	782	195			782				
C-B	633	158	952	0.665	633	2.0	2.0	11.820	B
A-B	9	2			9				
A-C	253	63			253				

**08:15 - 08:30**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	455	114	753	0.604	460	3.0	1.7	13.284	B
B-A	0	0	307	0.000	0	0.0	0.0	0.000	A
C-A	638	160			638				
C-B	517	129	962	0.537	520	2.0	1.2	8.612	A
A-B	7	2			7				
A-C	207	52			207				

**08:30 - 08:45**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	381	95	759	0.502	383	1.7	1.1	10.208	B
B-A	0	0	345	0.000	0	0.0	0.0	0.000	A
C-A	535	134			535				
C-B	433	108	969	0.447	434	1.2	0.9	7.090	A
A-B	6	2			6				
A-C	173	43			173				

# 2031 Base + Com Dev, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	Two-way	Two-way		11.07	B

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.07	B

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031 Base + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A4260 Banbury Road (S)		ONE HOUR	✓	759	100.000
B - A4095 Upper Campsfield Road		ONE HOUR	✓	471	100.000
C - A4260 Banbury Road (N)		ONE HOUR	✓	736	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - A4260 Banbury Road (S)	B - A4095 Upper Campsfield Road	C - A4260 Banbury Road (N)
From	A - A4260 Banbury Road (S)	0	12	747
	B - A4095 Upper Campsfield Road	2	0	469
	C - A4260 Banbury Road (N)	228	508	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Heavy Vehicle %

		To		
		A - A4260 Banbury Road (S)	B - A4095 Upper Campsfield Road	C - A4260 Banbury Road (N)
From	A - A4260 Banbury Road (S)	0	0	2
	B - A4095 Upper Campsfield Road	0	0	2
	C - A4260 Banbury Road (N)	4	4	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.82	31.57	4.3	D	430	646
B-A	0.02	40.12	0.0	E	2	3
C-A					209	314
C-B	0.67	13.52	2.1	B	466	699
A-B					11	17
A-C					685	1028

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	353	88	681	0.518	349	0.0	1.1	10.905	B
B-A	2	0.38	285	0.005	1	0.0	0.0	12.707	B
C-A	172	43			172				
C-B	382	96	889	0.430	379	0.0	0.8	7.298	A
A-B	9	2			9				
A-C	562	141			562				

#### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	422	105	659	0.639	419	1.1	1.7	15.099	C
B-A	2	0.45	211	0.009	2	0.0	0.0	17.184	C
C-A	205	51			205				
C-B	457	114	867	0.527	455	0.8	1.1	9.065	A
A-B	11	3			11				
A-C	672	168			672				

#### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	516	129	629	0.821	507	1.7	4.0	28.258	D
B-A	2	0.55	99	0.022	2	0.0	0.0	37.055	E
C-A	251	63			251				
C-B	559	140	836	0.669	556	1.1	2.0	13.214	B
A-B	13	3			13				
A-C	822	206			822				

#### 17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	516	129	629	0.821	515	4.0	4.3	31.566	D
B-A	2	0.55	92	0.024	2	0.0	0.0	40.125	E
C-A	251	63			251				
C-B	559	140	836	0.669	559	2.0	2.1	13.524	B
A-B	13	3			13				
A-C	822	206			822				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	422	105	659	0.639	431	4.3	1.9	16.711	C
B-A	2	0.45	203	0.009	2	0.0	0.0	17.892	C
C-A	205	51			205				
C-B	457	114	867	0.527	460	2.1	1.2	9.286	A
A-B	11	3			11				
A-C	672	168			672				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	353	88	681	0.518	356	1.9	1.1	11.393	B
B-A	2	0.38	281	0.005	2	0.0	0.0	12.893	B
C-A	172	43			172				
C-B	382	96	889	0.430	384	1.2	0.8	7.433	A
A-B	9	2			9				
A-C	562	141			562				

# 2031 Base + Com Dev + Dev, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	Two-way	Two-way		8.75	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.75	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031 Base + Com Dev + Dev	AM	ONE HOUR	07:15	08:45	15	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A4260 Banbury Road (S)		ONE HOUR	✓	238	100.000
B - A4095 Upper Campsfield Road		ONE HOUR	✓	514	100.000
C - A4260 Banbury Road (N)		ONE HOUR	✓	1288	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - A4260 Banbury Road (S)	B - A4095 Upper Campsfield Road	C - A4260 Banbury Road (N)
From	A - A4260 Banbury Road (S)	0	8	230
	B - A4095 Upper Campsfield Road	0	0	514
	C - A4260 Banbury Road (N)	710	578	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Heavy Vehicle %

		To		
		A - A4260 Banbury Road (S)	B - A4095 Upper Campsfield Road	C - A4260 Banbury Road (N)
From	A - A4260 Banbury Road (S)	0	0	8
	B - A4095 Upper Campsfield Road	0	0	6
	C - A4260 Banbury Road (N)	4	5	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.76	21.28	3.2	C	472	707
B-A	0.00	0.00	0.0	A	0	0
C-A					652	977
C-B	0.67	11.94	2.1	B	530	796
A-B					7	11
A-C					211	317

### Main Results for each time segment

#### 07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	387	97	759	0.510	383	0.0	1.1	10.018	B
B-A	0	0	346	0.000	0	0.0	0.0	0.000	A
C-A	535	134			535				
C-B	435	109	969	0.449	432	0.0	0.8	6.991	A
A-B	6	2			6				
A-C	173	43			173				

#### 07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	462	116	753	0.614	460	1.1	1.6	12.929	B
B-A	0	0	307	0.000	0	0.0	0.0	0.000	A
C-A	638	160			638				
C-B	520	130	962	0.540	518	0.8	1.2	8.484	A
A-B	7	2			7				
A-C	207	52			207				

#### 07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	566	141	743	0.761	560	1.6	3.1	20.163	C
B-A	0	0	254	0.000	0	0.0	0.0	0.000	A
C-A	782	195			782				
C-B	636	159	952	0.668	633	1.2	2.0	11.715	B
A-B	9	2			9				
A-C	253	63			253				

#### 08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	566	141	743	0.761	565	3.1	3.2	21.283	C
B-A	0	0	253	0.000	0	0.0	0.0	0.000	A
C-A	782	195			782				
C-B	636	159	952	0.668	636	2.0	2.1	11.942	B
A-B	9	2			9				
A-C	253	63			253				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	462	116	753	0.614	468	3.2	1.7	13.667	B
B-A	0	0	306	0.000	0	0.0	0.0	0.000	A
C-A	638	160			638				
C-B	520	130	962	0.540	523	2.1	1.3	8.668	A
A-B	7	2			7				
A-C	207	52			207				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	387	97	759	0.510	389	1.7	1.1	10.383	B
B-A	0	0	345	0.000	0	0.0	0.0	0.000	A
C-A	535	134			535				
C-B	435	109	969	0.449	437	1.3	0.9	7.121	A
A-B	6	2			6				
A-C	173	43			173				

# 2031 Base + Com Dev + Dev, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	Two-way	Two-way		11.57	B

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.57	B

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2031 Base + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A4260 Banbury Road (S)		ONE HOUR	✓	759	100.000
B - A4095 Upper Campsfield Road		ONE HOUR	✓	476	100.000
C - A4260 Banbury Road (N)		ONE HOUR	✓	743	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - A4260 Banbury Road (S)	B - A4095 Upper Campsfield Road	C - A4260 Banbury Road (N)
From	A - A4260 Banbury Road (S)	0	12	747
	B - A4095 Upper Campsfield Road	2	0	474
	C - A4260 Banbury Road (N)	228	515	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Heavy Vehicle %

		To		
		A - A4260 Banbury Road (S)	B - A4095 Upper Campsfield Road	C - A4260 Banbury Road (N)
From	A - A4260 Banbury Road (S)	0	0	2
	B - A4095 Upper Campsfield Road	0	0	2
	C - A4260 Banbury Road (N)	4	4	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.83	33.01	4.5	D	435	652
B-A	0.03	42.85	0.0	E	2	3
C-A					209	314
C-B	0.68	13.91	2.1	B	473	709
A-B					11	17
A-C					685	1028

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	357	89	681	0.524	352	0.0	1.1	11.023	B
B-A	2	0.38	282	0.005	1	0.0	0.0	12.825	B
C-A	172	43			172				
C-B	388	97	889	0.436	385	0.0	0.8	7.372	A
A-B	9	2			9				
A-C	562	141			562				

#### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	426	107	659	0.646	423	1.1	1.8	15.370	C
B-A	2	0.45	208	0.009	2	0.0	0.0	17.491	C
C-A	205	51			205				
C-B	463	116	867	0.534	461	0.8	1.2	9.202	A
A-B	11	3			11				
A-C	672	168			672				

#### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	522	130	629	0.830	512	1.8	4.2	29.272	D
B-A	2	0.55	94	0.023	2	0.0	0.0	39.131	E
C-A	251	63			251				
C-B	567	142	836	0.679	563	1.2	2.1	13.564	B
A-B	13	3			13				
A-C	822	206			822				

#### 17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	522	130	629	0.830	521	4.2	4.5	33.006	D
B-A	2	0.55	86	0.026	2	0.0	0.0	42.854	E
C-A	251	63			251				
C-B	567	142	836	0.679	567	2.1	2.1	13.907	B
A-B	13	3			13				
A-C	822	206			822				

**17:45 - 18:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	426	107	659	0.646	436	4.5	2.0	17.157	C
B-A	2	0.45	199	0.009	2	0.0	0.0	18.285	C
C-A	205	51			205				
C-B	463	116	867	0.534	467	2.1	1.2	9.442	A
A-B	11	3			11				
A-C	672	168			672				

**18:00 - 18:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	357	89	681	0.524	360	2.0	1.1	11.537	B
B-A	2	0.38	278	0.005	2	0.0	0.0	13.023	B
C-A	172	43			172				
C-B	388	97	889	0.436	389	1.2	0.8	7.513	A
A-B	9	2			9				
A-C	562	141			562				

Junctions 10
ARCADY 10 - Roundabout Module
Version: 10.1.0.1820 © Copyright TRL Software Limited, 2023
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
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:** Bladon Roundabout.j10  
**Path:** P:\23000's\23570\Junction Assessments\2024 Junction Assessments  
**Report generation date:** 12/09/2024 16:06:35

- »2024 Base, AM
- »2024 Base, PM
- »2031 Base, AM
- »2031 Base, PM
- »2031 Base + Committed Development, AM
- »2031 Base + Committed Development, PM
- »2031 Base + Committed Development + Development, AM
- »2031 Base + Committed Development + Development, PM

**Summary of junction performance**

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
<b>2024 Base</b>						
1 - A4095 Upper Campsfield Road	2.7	15.60	0.73	1.2	7.27	0.55
2 - A44 Woodstock Road (s)	1.0	3.81	0.51	1.7	4.84	0.64
3 - A4095 Bladon Road	1.5	6.54	0.60	1.1	5.61	0.52
4 - A44 Oxford Road (n)	1.9	7.46	0.66	0.7	3.90	0.40
<b>2031 Base</b>						
1 - A4095 Upper Campsfield Road	3.7	21.12	0.80	1.4	8.13	0.59
2 - A44 Woodstock Road (s)	1.2	4.12	0.54	2.1	5.49	0.67
3 - A4095 Bladon Road	1.8	7.41	0.64	1.3	6.19	0.56
4 - A44 Oxford Road (n)	2.4	8.81	0.71	0.7	4.15	0.43
<b>2031 Base + Committed Development</b>						
1 - A4095 Upper Campsfield Road	9.4	50.29	0.93	1.7	9.55	0.64
2 - A44 Woodstock Road (s)	1.4	4.57	0.58	2.9	7.07	0.75
3 - A4095 Bladon Road	2.2	8.63	0.69	1.6	7.51	0.62
4 - A44 Oxford Road (n)	4.0	13.42	0.81	0.9	4.70	0.48
<b>2031 Base + Committed Development + Development</b>						
1 - A4095 Upper Campsfield Road	76.2	274.36	1.18	2.8	13.40	0.74
2 - A44 Woodstock Road (s)	1.5	4.86	0.61	4.2	9.72	0.81
3 - A4095 Bladon Road	2.5	9.84	0.72	2.1	9.38	0.68
4 - A44 Oxford Road (n)	4.9	16.43	0.84	1.1	5.44	0.53

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

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

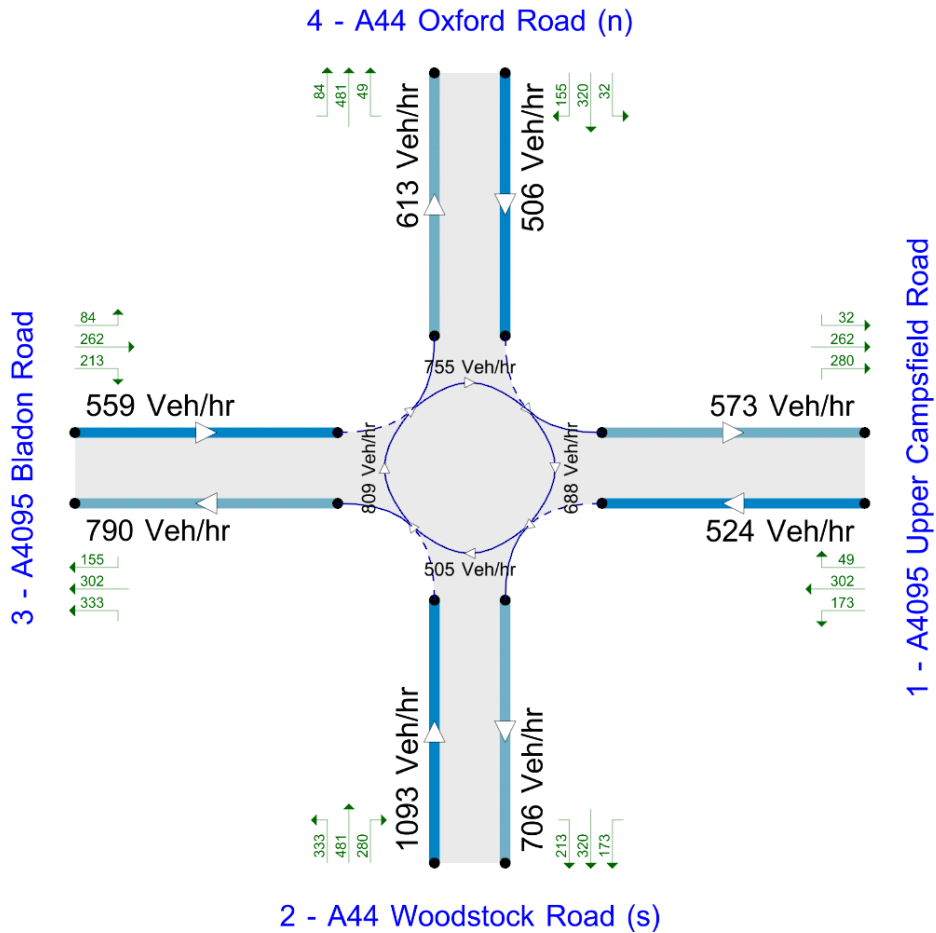
**File summary**

**File Description**

<b>Title</b>	Bladon Roundabout
<b>Location</b>	Woodstock
<b>Site number</b>	
<b>Date</b>	12/09/2024
<b>Version</b>	
<b>Status</b>	
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	25370
<b>Enumerator</b>	DTA\arcady
<b>Description</b>	

**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



Flows show modelled flow through junction (Veh/hr).  
Time Segment: 15:45-16:00

The junction diagram reflects the last run of Junctions.

### Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2024 Base	AM	ONE HOUR	07:30	09:00	15	✓
D18	2024 Base	PM	ONE HOUR	15:45	17:15	15	✓
D19	2031 Base	AM	ONE HOUR	07:30	09:00	15	✓
D20	2031 Base	PM	ONE HOUR	15:45	17:15	15	✓
D21	2031 Base + Committed Development	AM	ONE HOUR	07:30	09:00	15	✓
D22	2031 Base + Committed Development	PM	ONE HOUR	15:45	17:15	15	✓
D23	2031 Base + Committed Development + Development	AM	ONE HOUR	07:30	09:00	15	✓
D24	2031 Base + Committed Development + Development	PM	ONE HOUR	15:45	17:15	15	✓

### Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

# 2024 Base, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A4095 Bladon Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A44 Oxford Road (n) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	7.70	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.70	A

## Arms

### Arms

Arm	Name	Description	No give-way line
1	A4095 Upper Campsfield Road		
2	A44 Woodstock Road (s)		
3	A4095 Bladon Road		
4	A44 Oxford Road (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)	Entry only	Exit only
1 - A4095 Upper Campsfield Road	3.50	7.00	10.7	20.3	82.0	35.5		
2 - A44 Woodstock Road (s)	7.30	8.50	12.0	30.0	82.0	35.2		
3 - A4095 Bladon Road	3.50	7.30	34.0	21.5	82.0	37.0		
4 - A44 Oxford Road (n)	3.50	7.65	42.6	30.0	82.0	29.0		

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A4095 Upper Campsfield Road	0.442	1550
2 - A44 Woodstock Road (s)	0.581	2483
3 - A4095 Bladon Road	0.488	1869
4 - A44 Oxford Road (n)	0.524	2059

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)	Run automatically
D17	2024 Base	AM	ONE HOUR	07:30	09:00	15	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A4095 Upper Campsfield Road		ONE HOUR	✓	574	100.000
2 - A44 Woodstock Road (s)		ONE HOUR	✓	882	100.000
3 - A4095 Bladon Road		ONE HOUR	✓	753	100.000
4 - A44 Oxford Road (n)		ONE HOUR	✓	855	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1 - A4095 Upper Campsfield Road	2 - A44 Woodstock Road (s)	3 - A4095 Bladon Road	4 - A44 Oxford Road (n)
From	1 - A4095 Upper Campsfield Road	0	165	341	68
	2 - A44 Woodstock Road (s)	219	0	190	473
	3 - A4095 Bladon Road	257	436	0	60
	4 - A44 Oxford Road (n)	48	625	182	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Heavy Vehicle %

		To			
		1 - A4095 Upper Campsfield Road	2 - A44 Woodstock Road (s)	3 - A4095 Bladon Road	4 - A44 Oxford Road (n)
From	1 - A4095 Upper Campsfield Road	0	4	6	15
	2 - A44 Woodstock Road (s)	8	0	7	9
	3 - A4095 Bladon Road	4	2	0	8
	4 - A44 Oxford Road (n)	11	5	9	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A4095 Upper Campsfield Road	0.73	15.60	2.7	C	527	790
2 - A44 Woodstock Road (s)	0.51	3.81	1.0	A	809	1214
3 - A4095 Bladon Road	0.60	6.54	1.5	A	691	1036
4 - A44 Oxford Road (n)	0.66	7.46	1.9	A	785	1177

### Main Results for each time segment

#### 07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	432	108	932	1051	0.411	429	393	0.0	0.7	5.767	A
2 - A44 Woodstock Road (s)	664	166	442	2036	0.326	662	919	0.0	0.5	2.617	A
3 - A4095 Bladon Road	567	142	570	1517	0.374	565	534	0.0	0.6	3.770	A
4 - A44 Oxford Road (n)	644	161	684	1588	0.405	641	451	0.0	0.7	3.791	A

#### 07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	516	129	1116	971	0.531	514	470	0.7	1.1	7.848	A
2 - A44 Woodstock Road (s)	793	198	530	1985	0.399	792	1100	0.5	0.7	3.016	A
3 - A4095 Bladon Road	677	169	682	1459	0.464	676	640	0.6	0.9	4.592	A
4 - A44 Oxford Road (n)	769	192	819	1518	0.506	767	540	0.7	1.0	4.783	A

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	632	158	1364	864	0.732	626	576	1.1	2.6	14.809	B
2 - A44 Woodstock Road (s)	971	243	646	1918	0.506	970	1344	0.7	1.0	3.791	A
3 - A4095 Bladon Road	829	207	835	1380	0.601	827	780	0.9	1.5	6.475	A
4 - A44 Oxford Road (n)	941	235	1001	1425	0.661	938	660	1.0	1.9	7.341	A

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	632	158	1368	862	0.734	632	577	2.6	2.7	15.596	C
2 - A44 Woodstock Road (s)	971	243	650	1915	0.507	971	1350	1.0	1.0	3.811	A
3 - A4095 Bladon Road	829	207	837	1379	0.601	829	785	1.5	1.5	6.540	A
4 - A44 Oxford Road (n)	941	235	1004	1423	0.661	941	662	1.9	1.9	7.463	A

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	516	129	1122	968	0.533	522	472	2.7	1.2	8.170	A
2 - A44 Woodstock Road (s)	793	198	536	1981	0.400	794	1108	1.0	0.7	3.035	A
3 - A4095 Bladon Road	677	169	685	1458	0.464	679	646	1.5	0.9	4.642	A
4 - A44 Oxford Road (n)	769	192	822	1517	0.507	772	542	1.9	1.0	4.860	A

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	432	108	938	1048	0.412	434	395	1.2	0.7	5.875	A
2 - A44 Woodstock Road (s)	664	166	447	2034	0.327	665	925	0.7	0.5	2.631	A
3 - A4095 Bladon Road	567	142	573	1515	0.374	568	538	0.9	0.6	3.805	A
4 - A44 Oxford Road (n)	644	161	688	1586	0.406	645	453	1.0	0.7	3.831	A

# 2024 Base, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A4095 Bladon Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A44 Oxford Road (n) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	5.29	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.29	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2024 Base	PM	ONE HOUR	15:45	17:15	15	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A4095 Upper Campsfield Road		ONE HOUR	✓	543	100.000
2 - A44 Woodstock Road (s)		ONE HOUR	✓	1175	100.000
3 - A4095 Bladon Road		ONE HOUR	✓	641	100.000
4 - A44 Oxford Road (n)		ONE HOUR	✓	557	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1 - A4095 Upper Campsfield Road	2 - A44 Woodstock Road (s)	3 - A4095 Bladon Road	4 - A44 Oxford Road (n)
From	1 - A4095 Upper Campsfield Road	0	134	361	48
	2 - A44 Woodstock Road (s)	217	0	414	544
	3 - A4095 Bladon Road	298	265	0	78
	4 - A44 Oxford Road (n)	18	366	173	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

**Heavy Vehicle %**

		To			
		1 - A4095 Upper Campsfield Road	2 - A44 Woodstock Road (s)	3 - A4095 Bladon Road	4 - A44 Oxford Road (n)
From	1 - A4095 Upper Campsfield Road	0	4	4	8
	2 - A44 Woodstock Road (s)	4	0	1	4
	3 - A4095 Bladon Road	4	7	0	3
	4 - A44 Oxford Road (n)	0	4	2	0

**Results**

**Results Summary for whole modelled period**

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A4095 Upper Campsfield Road	0.55	7.27	1.2	A	498	747
2 - A44 Woodstock Road (s)	0.64	4.84	1.7	A	1078	1617
3 - A4095 Bladon Road	0.52	5.61	1.1	A	588	882
4 - A44 Oxford Road (n)	0.40	3.90	0.7	A	511	767

**Main Results for each time segment**

**15:45 - 16:00**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	409	102	603	1218	0.336	407	400	0.0	0.5	4.428	A
2 - A44 Woodstock Road (s)	885	221	436	2156	0.410	882	574	0.0	0.7	2.818	A
3 - A4095 Bladon Road	483	121	607	1484	0.325	481	711	0.0	0.5	3.582	A
4 - A44 Oxford Road (n)	419	105	585	1682	0.249	418	503	0.0	0.3	2.845	A

**16:00 - 16:15**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	488	122	722	1165	0.419	487	479	0.5	0.7	5.303	A
2 - A44 Woodstock Road (s)	1056	264	522	2106	0.502	1055	687	0.7	1.0	3.420	A
3 - A4095 Bladon Road	576	144	726	1426	0.404	575	851	0.5	0.7	4.227	A
4 - A44 Oxford Road (n)	501	125	700	1621	0.309	500	602	0.3	0.4	3.211	A

**16:15 - 16:30**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	598	149	884	1094	0.547	596	586	0.7	1.2	7.205	A
2 - A44 Woodstock Road (s)	1294	323	639	2038	0.635	1291	841	1.0	1.7	4.803	A
3 - A4095 Bladon Road	706	176	889	1348	0.524	704	1041	0.7	1.1	5.577	A
4 - A44 Oxford Road (n)	613	153	857	1537	0.399	612	736	0.4	0.7	3.890	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	598	149	885	1093	0.547	598	587	1.2	1.2	7.269	A
2 - A44 Woodstock Road (s)	1294	323	641	2037	0.635	1294	842	1.7	1.7	4.845	A
3 - A4095 Bladon Road	706	176	891	1347	0.524	706	1044	1.1	1.1	5.614	A
4 - A44 Oxford Road (n)	613	153	859	1536	0.399	613	738	0.7	0.7	3.900	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	488	122	724	1164	0.419	490	480	1.2	0.7	5.355	A
2 - A44 Woodstock Road (s)	1056	264	525	2104	0.502	1059	689	1.7	1.0	3.452	A
3 - A4095 Bladon Road	576	144	729	1425	0.404	578	855	1.1	0.7	4.259	A
4 - A44 Oxford Road (n)	501	125	703	1619	0.309	502	604	0.7	0.5	3.225	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	409	102	606	1217	0.336	410	402	0.7	0.5	4.467	A
2 - A44 Woodstock Road (s)	885	221	439	2155	0.411	886	577	1.0	0.7	2.839	A
3 - A4095 Bladon Road	483	121	610	1483	0.325	483	715	0.7	0.5	3.607	A
4 - A44 Oxford Road (n)	419	105	588	1680	0.250	420	505	0.5	0.3	2.858	A

# 2031 Base, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A4095 Bladon Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A44 Oxford Road (n) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	9.41	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.41	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D19	2031 Base	AM	ONE HOUR	07:30	09:00	15	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A4095 Upper Campsfield Road		ONE HOUR	✓	603	100.000
2 - A44 Woodstock Road (s)		ONE HOUR	✓	929	100.000
3 - A4095 Bladon Road		ONE HOUR	✓	791	100.000
4 - A44 Oxford Road (n)		ONE HOUR	✓	898	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1 - A4095 Upper Campsfield Road	2 - A44 Woodstock Road (s)	3 - A4095 Bladon Road	4 - A44 Oxford Road (n)
From	1 - A4095 Upper Campsfield Road	0	174	358	71
	2 - A44 Woodstock Road (s)	231	0	200	498
	3 - A4095 Bladon Road	270	458	0	63
	4 - A44 Oxford Road (n)	50	657	191	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

**Heavy Vehicle %**

		To			
From		1 - A4095 Upper Campsfield Road	2 - A44 Woodstock Road (s)	3 - A4095 Bladon Road	4 - A44 Oxford Road (n)
	1 - A4095 Upper Campsfield Road	0	4	6	15
	2 - A44 Woodstock Road (s)	8	0	7	9
	3 - A4095 Bladon Road	4	2	0	8
	4 - A44 Oxford Road (n)	11	5	9	0

**Results**

**Results Summary for whole modelled period**

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A4095 Upper Campsfield Road	0.80	21.12	3.7	C	553	830
2 - A44 Woodstock Road (s)	0.54	4.12	1.2	A	852	1279
3 - A4095 Bladon Road	0.64	7.41	1.8	A	726	1089
4 - A44 Oxford Road (n)	0.71	8.81	2.4	A	824	1236

**Main Results for each time segment**

**07:30 - 07:45**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	454	113	979	1031	0.440	451	413	0.0	0.8	6.176	A
2 - A44 Woodstock Road (s)	699	175	464	2023	0.346	697	966	0.0	0.5	2.709	A
3 - A4095 Bladon Road	596	149	600	1501	0.397	593	561	0.0	0.7	3.951	A
4 - A44 Oxford Road (n)	676	169	719	1570	0.431	673	474	0.0	0.8	4.003	A

**07:45 - 08:00**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	542	136	1172	947	0.572	540	495	0.8	1.3	8.799	A
2 - A44 Woodstock Road (s)	835	209	556	1970	0.424	834	1156	0.5	0.7	3.167	A
3 - A4095 Bladon Road	711	178	718	1440	0.494	710	672	0.7	1.0	4.920	A
4 - A44 Oxford Road (n)	807	202	861	1497	0.539	806	567	0.8	1.2	5.195	A

**08:00 - 08:15**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	664	166	1432	834	0.796	655	605	1.3	3.5	19.209	C
2 - A44 Woodstock Road (s)	1023	256	675	1901	0.538	1021	1411	0.7	1.2	4.085	A
3 - A4095 Bladon Road	871	218	878	1358	0.641	868	818	1.0	1.8	7.301	A
4 - A44 Oxford Road (n)	989	247	1053	1398	0.707	984	694	1.2	2.3	8.590	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	664	166	1438	832	0.798	663	607	3.5	3.7	21.124	C
2 - A44 Woodstock Road (s)	1023	256	682	1897	0.539	1023	1419	1.2	1.2	4.117	A
3 - A4095 Bladon Road	871	218	881	1357	0.642	871	824	1.8	1.8	7.409	A
4 - A44 Oxford Road (n)	989	247	1056	1397	0.708	989	696	2.3	2.4	8.811	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	542	136	1180	943	0.575	552	497	3.7	1.4	9.402	A
2 - A44 Woodstock Road (s)	835	209	565	1965	0.425	837	1167	1.2	0.7	3.197	A
3 - A4095 Bladon Road	711	178	722	1439	0.494	714	680	1.8	1.0	4.991	A
4 - A44 Oxford Road (n)	807	202	865	1495	0.540	812	570	2.4	1.2	5.312	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	454	113	986	1028	0.442	456	416	1.4	0.8	6.324	A
2 - A44 Woodstock Road (s)	699	175	469	2021	0.346	700	973	0.7	0.5	2.727	A
3 - A4095 Bladon Road	596	149	603	1500	0.397	597	566	1.0	0.7	3.993	A
4 - A44 Oxford Road (n)	676	169	723	1567	0.431	678	477	1.2	0.8	4.055	A

# 2031 Base, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A4095 Bladon Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A44 Oxford Road (n) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	5.89	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.89	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D20	2031 Base	PM	ONE HOUR	15:45	17:15	15	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A4095 Upper Campsfield Road		ONE HOUR	✓	572	100.000
2 - A44 Woodstock Road (s)		ONE HOUR	✓	1236	100.000
3 - A4095 Bladon Road		ONE HOUR	✓	675	100.000
4 - A44 Oxford Road (n)		ONE HOUR	✓	586	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1 - A4095 Upper Campsfield Road	2 - A44 Woodstock Road (s)	3 - A4095 Bladon Road	4 - A44 Oxford Road (n)
From	1 - A4095 Upper Campsfield Road	0	141	380	51
	2 - A44 Woodstock Road (s)	228	0	436	572
	3 - A4095 Bladon Road	314	279	0	82
	4 - A44 Oxford Road (n)	19	385	182	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

**Heavy Vehicle %**

		To			
From		1 - A4095 Upper Campsfield Road	2 - A44 Woodstock Road (s)	3 - A4095 Bladon Road	4 - A44 Oxford Road (n)
	1 - A4095 Upper Campsfield Road	0	4	4	8
	2 - A44 Woodstock Road (s)	4	0	1	4
	3 - A4095 Bladon Road	4	7	0	3
	4 - A44 Oxford Road (n)	0	4	2	0

**Results**

**Results Summary for whole modelled period**

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A4095 Upper Campsfield Road	0.59	8.13	1.4	A	525	787
2 - A44 Woodstock Road (s)	0.67	5.49	2.1	A	1134	1701
3 - A4095 Bladon Road	0.56	6.19	1.3	A	619	929
4 - A44 Oxford Road (n)	0.43	4.15	0.7	A	538	807

**Main Results for each time segment**

**15:45 - 16:00**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	431	108	635	1204	0.358	428	421	0.0	0.6	4.629	A
2 - A44 Woodstock Road (s)	931	233	459	2143	0.434	927	604	0.0	0.8	2.954	A
3 - A4095 Bladon Road	508	127	639	1469	0.346	506	748	0.0	0.5	3.731	A
4 - A44 Oxford Road (n)	441	110	616	1666	0.265	440	529	0.0	0.4	2.934	A

**16:00 - 16:15**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	514	129	760	1149	0.448	513	504	0.6	0.8	5.656	A
2 - A44 Woodstock Road (s)	1111	278	550	2090	0.532	1110	723	0.8	1.1	3.669	A
3 - A4095 Bladon Road	607	152	764	1408	0.431	606	896	0.5	0.8	4.483	A
4 - A44 Oxford Road (n)	527	132	737	1601	0.329	526	633	0.4	0.5	3.347	A

**16:15 - 16:30**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	630	157	930	1073	0.587	627	616	0.8	1.4	8.030	A
2 - A44 Woodstock Road (s)	1361	340	673	2018	0.674	1357	884	1.1	2.0	5.419	A
3 - A4095 Bladon Road	743	186	934	1326	0.561	741	1096	0.8	1.3	6.138	A
4 - A44 Oxford Road (n)	645	161	901	1513	0.426	644	774	0.5	0.7	4.138	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	630	157	931	1073	0.587	630	618	1.4	1.4	8.127	A
2 - A44 Woodstock Road (s)	1361	340	675	2017	0.675	1361	886	2.0	2.1	5.487	A
3 - A4095 Bladon Road	743	186	937	1325	0.561	743	1099	1.3	1.3	6.191	A
4 - A44 Oxford Road (n)	645	161	904	1512	0.427	645	776	0.7	0.7	4.152	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	514	129	762	1147	0.448	517	506	1.4	0.8	5.726	A
2 - A44 Woodstock Road (s)	1111	278	553	2088	0.532	1115	726	2.1	1.1	3.711	A
3 - A4095 Bladon Road	607	152	768	1406	0.431	609	900	1.3	0.8	4.524	A
4 - A44 Oxford Road (n)	527	132	740	1599	0.329	528	636	0.7	0.5	3.362	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	431	108	638	1203	0.358	432	423	0.8	0.6	4.677	A
2 - A44 Woodstock Road (s)	931	233	462	2141	0.435	932	607	1.1	0.8	2.982	A
3 - A4095 Bladon Road	508	127	642	1467	0.346	509	753	0.8	0.5	3.759	A
4 - A44 Oxford Road (n)	441	110	619	1664	0.265	442	532	0.5	0.4	2.946	A

# 2031 Base + Committed Development, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A4095 Bladon Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A44 Oxford Road (n) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	16.70	C

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	16.70	C

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	2031 Base + Committed Development	AM	ONE HOUR	07:30	09:00	15	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A4095 Upper Campsfield Road		ONE HOUR	✓	654	100.000
2 - A44 Woodstock Road (s)		ONE HOUR	✓	984	100.000
3 - A4095 Bladon Road		ONE HOUR	✓	827	100.000
4 - A44 Oxford Road (n)		ONE HOUR	✓	1009	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1 - A4095 Upper Campsfield Road	2 - A44 Woodstock Road (s)	3 - A4095 Bladon Road	4 - A44 Oxford Road (n)
From	1 - A4095 Upper Campsfield Road	0	216	367	71
	2 - A44 Woodstock Road (s)	249	0	205	530
	3 - A4095 Bladon Road	277	467	0	83
	4 - A44 Oxford Road (n)	50	734	225	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

**Heavy Vehicle %**

		To			
		1 - A4095 Upper Campsfield Road	2 - A44 Woodstock Road (s)	3 - A4095 Bladon Road	4 - A44 Oxford Road (n)
From	1 - A4095 Upper Campsfield Road	0	4	6	15
	2 - A44 Woodstock Road (s)	8	0	7	9
	3 - A4095 Bladon Road	4	2	0	8
	4 - A44 Oxford Road (n)	11	5	9	0

**Results**

**Results Summary for whole modelled period**

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A4095 Upper Campsfield Road	0.93	50.29	9.4	F	600	900
2 - A44 Woodstock Road (s)	0.58	4.57	1.4	A	903	1354
3 - A4095 Bladon Road	0.69	8.63	2.2	A	759	1138
4 - A44 Oxford Road (n)	0.81	13.42	4.0	B	926	1389

**Main Results for each time segment**

**07:30 - 07:45**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	492	123	1068	993	0.496	488	432	0.0	1.0	7.085	A
2 - A44 Woodstock Road (s)	741	185	496	2005	0.370	738	1061	0.0	0.6	2.838	A
3 - A4095 Bladon Road	623	156	638	1481	0.421	620	597	0.0	0.7	4.169	A
4 - A44 Oxford Road (n)	760	190	744	1556	0.488	756	513	0.0	0.9	4.477	A

**07:45 - 08:00**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	588	147	1279	901	0.652	585	517	1.0	1.8	11.244	B
2 - A44 Woodstock Road (s)	885	221	593	1948	0.454	884	1270	0.6	0.8	3.378	A
3 - A4095 Bladon Road	743	186	763	1416	0.525	742	714	0.7	1.1	5.329	A
4 - A44 Oxford Road (n)	907	227	891	1481	0.612	905	614	0.9	1.6	6.220	A

**08:00 - 08:15**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	720	180	1559	779	0.924	696	632	1.8	7.7	36.169	E
2 - A44 Woodstock Road (s)	1083	271	712	1879	0.576	1081	1543	0.8	1.3	4.499	A
3 - A4095 Bladon Road	911	228	932	1329	0.685	906	862	1.1	2.1	8.438	A
4 - A44 Oxford Road (n)	1111	278	1089	1379	0.805	1102	749	1.6	3.9	12.570	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	720	180	1569	775	0.929	713	634	7.7	9.4	50.288	F
2 - A44 Woodstock Road (s)	1083	271	725	1872	0.579	1083	1557	1.3	1.4	4.566	A
3 - A4095 Bladon Road	911	228	935	1327	0.686	910	874	2.1	2.2	8.630	A
4 - A44 Oxford Road (n)	1111	278	1093	1377	0.807	1110	752	3.9	4.0	13.415	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	588	147	1293	895	0.657	618	520	9.4	2.0	14.274	B
2 - A44 Woodstock Road (s)	885	221	618	1934	0.457	887	1293	1.4	0.8	3.443	A
3 - A4095 Bladon Road	743	186	769	1413	0.526	748	736	2.2	1.1	5.446	A
4 - A44 Oxford Road (n)	907	227	897	1478	0.614	917	620	4.0	1.6	6.520	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	492	123	1077	989	0.498	496	435	2.0	1.0	7.360	A
2 - A44 Woodstock Road (s)	741	185	502	2001	0.370	742	1071	0.8	0.6	2.863	A
3 - A4095 Bladon Road	623	156	641	1479	0.421	624	603	1.1	0.7	4.221	A
4 - A44 Oxford Road (n)	760	190	749	1554	0.489	762	516	1.6	1.0	4.561	A

# 2031 Base + Committed Development, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A4095 Bladon Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A44 Oxford Road (n) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	7.15	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.15	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	2031 Base + Committed Development	PM	ONE HOUR	15:45	17:15	15	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A4095 Upper Campsfield Road		ONE HOUR	✓	601	100.000
2 - A44 Woodstock Road (s)		ONE HOUR	✓	1351	100.000
3 - A4095 Bladon Road		ONE HOUR	✓	717	100.000
4 - A44 Oxford Road (n)		ONE HOUR	✓	652	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1 - A4095 Upper Campsfield Road	2 - A44 Woodstock Road (s)	3 - A4095 Bladon Road	4 - A44 Oxford Road (n)
From	1 - A4095 Upper Campsfield Road	0	164	386	51
	2 - A44 Woodstock Road (s)	266	0	444	641
	3 - A4095 Bladon Road	321	284	0	112
	4 - A44 Oxford Road (n)	19	427	206	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

**Heavy Vehicle %**

		To			
From		1 - A4095 Upper Campsfield Road	2 - A44 Woodstock Road (s)	3 - A4095 Bladon Road	4 - A44 Oxford Road (n)
	1 - A4095 Upper Campsfield Road	0	4	4	8
	2 - A44 Woodstock Road (s)	4	0	1	4
	3 - A4095 Bladon Road	4	7	0	3
	4 - A44 Oxford Road (n)	0	4	2	0

**Results**

**Results Summary for whole modelled period**

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A4095 Upper Campsfield Road	0.64	9.55	1.7	A	551	827
2 - A44 Woodstock Road (s)	0.75	7.07	2.9	A	1240	1860
3 - A4095 Bladon Road	0.62	7.51	1.6	A	658	987
4 - A44 Oxford Road (n)	0.48	4.70	0.9	A	598	897

**Main Results for each time segment**

**15:45 - 16:00**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	452	113	688	1181	0.383	450	454	0.0	0.6	4.909	A
2 - A44 Woodstock Road (s)	1017	254	482	2128	0.478	1013	656	0.0	0.9	3.218	A
3 - A4095 Bladon Road	540	135	719	1431	0.377	537	777	0.0	0.6	4.016	A
4 - A44 Oxford Road (n)	491	123	653	1646	0.298	489	603	0.0	0.4	3.108	A

**16:00 - 16:15**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	540	135	823	1121	0.482	539	544	0.6	0.9	6.175	A
2 - A44 Woodstock Road (s)	1215	304	577	2073	0.586	1213	785	0.9	1.4	4.176	A
3 - A4095 Bladon Road	645	161	860	1363	0.473	643	930	0.6	0.9	4.994	A
4 - A44 Oxford Road (n)	586	147	782	1577	0.372	585	722	0.4	0.6	3.628	A

**16:15 - 16:30**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	662	165	1007	1040	0.637	659	665	0.9	1.7	9.369	A
2 - A44 Woodstock Road (s)	1487	372	705	1998	0.745	1482	961	1.4	2.8	6.900	A
3 - A4095 Bladon Road	789	197	1051	1271	0.621	787	1136	0.9	1.6	7.392	A
4 - A44 Oxford Road (n)	718	179	955	1485	0.484	717	882	0.6	0.9	4.677	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	662	165	1010	1038	0.637	662	667	1.7	1.7	9.546	A
2 - A44 Woodstock Road (s)	1487	372	708	1996	0.745	1487	963	2.8	2.9	7.068	A
3 - A4095 Bladon Road	789	197	1055	1269	0.622	789	1141	1.6	1.6	7.506	A
4 - A44 Oxford Road (n)	718	179	959	1483	0.484	718	885	0.9	0.9	4.705	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	540	135	827	1119	0.483	543	547	1.7	0.9	6.284	A
2 - A44 Woodstock Road (s)	1215	304	581	2071	0.587	1220	789	2.9	1.4	4.262	A
3 - A4095 Bladon Road	645	161	865	1360	0.474	647	936	1.6	0.9	5.069	A
4 - A44 Oxford Road (n)	586	147	787	1575	0.372	587	726	0.9	0.6	3.650	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	452	113	691	1179	0.384	454	457	0.9	0.6	4.972	A
2 - A44 Woodstock Road (s)	1017	254	485	2126	0.478	1019	660	1.4	0.9	3.256	A
3 - A4095 Bladon Road	540	135	723	1429	0.378	541	782	0.9	0.6	4.057	A
4 - A44 Oxford Road (n)	491	123	657	1644	0.299	492	607	0.6	0.4	3.125	A

# 2031 Base + Committed Development + Development, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A4095 Bladon Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A44 Oxford Road (n) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	69.33	F

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	69.33	F

## 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)	Run automatically
D23	2031 Base + Committed Development + Development	AM	ONE HOUR	07:30	09:00	15	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A4095 Upper Campsfield Road		ONE HOUR	✓	832	100.000
2 - A44 Woodstock Road (s)		ONE HOUR	✓	1035	100.000
3 - A4095 Bladon Road		ONE HOUR	✓	841	100.000
4 - A44 Oxford Road (n)		ONE HOUR	✓	1020	100.000

## Origin-Destination Data

### Demand (Veh/hr)

	From	To			
		1 - A4095 Upper Campsfield Road	2 - A44 Woodstock Road (s)	3 - A4095 Bladon Road	4 - A44 Oxford Road (n)
	1 - A4095 Upper Campsfield Road	0	335	399	98
	2 - A44 Woodstock Road (s)	300	0	205	530
	3 - A4095 Bladon Road	291	467	0	83
	4 - A44 Oxford Road (n)	61	734	225	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - A4095 Upper Campsfield Road	2 - A44 Woodstock Road (s)	3 - A4095 Bladon Road	4 - A44 Oxford Road (n)
From	1 - A4095 Upper Campsfield Road	0	4	6	15
	2 - A44 Woodstock Road (s)	8	0	7	9
	3 - A4095 Bladon Road	4	2	0	8
	4 - A44 Oxford Road (n)	11	5	9	0

## Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A4095 Upper Campsfield Road	1.18	274.36	76.2	F	763	1145
2 - A44 Woodstock Road (s)	0.61	4.86	1.5	A	950	1425
3 - A4095 Bladon Road	0.72	9.84	2.5	A	772	1158
4 - A44 Oxford Road (n)	0.84	16.43	4.9	C	936	1404

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	626	157	1068	994	0.630	620	489	0.0	1.7	9.473	A
2 - A44 Woodstock Road (s)	779	195	539	1980	0.394	777	1149	0.0	0.6	2.986	A
3 - A4095 Bladon Road	633	158	696	1450	0.437	630	620	0.0	0.8	4.375	A
4 - A44 Oxford Road (n)	768	192	793	1530	0.502	764	533	0.0	1.0	4.675	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	748	187	1278	902	0.829	737	585	1.7	4.3	20.666	C
2 - A44 Woodstock Road (s)	930	233	642	1920	0.485	929	1374	0.6	0.9	3.630	A
3 - A4095 Bladon Road	756	189	832	1380	0.548	754	739	0.8	1.2	5.739	A
4 - A44 Oxford Road (n)	917	229	949	1450	0.633	914	637	1.0	1.7	6.690	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	916	229	1556	781	1.173	770	715	4.3	40.7	119.563	F
2 - A44 Woodstock Road (s)	1140	285	705	1883	0.605	1137	1621	0.9	1.5	4.828	A
3 - A4095 Bladon Road	926	231	1003	1292	0.717	921	840	1.2	2.4	9.572	A
4 - A44 Oxford Road (n)	1123	281	1160	1341	0.837	1111	764	1.7	4.7	14.929	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	916	229	1569	776	1.181	774	718	40.7	76.2	274.361	F
2 - A44 Woodstock Road (s)	1140	285	710	1880	0.606	1139	1633	1.5	1.5	4.861	A
3 - A4095 Bladon Road	926	231	1005	1291	0.717	926	844	2.4	2.5	9.844	A
4 - A44 Oxford Road (n)	1123	281	1165	1339	0.839	1122	766	4.7	4.9	16.430	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	748	187	1297	894	0.837	882	589	76.2	42.6	242.728	F
2 - A44 Woodstock Road (s)	930	233	732	1867	0.498	933	1447	1.5	1.0	3.860	A
3 - A4095 Bladon Road	756	189	852	1369	0.552	761	813	2.5	1.3	5.966	A
4 - A44 Oxford Road (n)	917	229	956	1446	0.634	930	657	4.9	1.8	7.137	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	626	157	1077	989	0.633	789	492	42.6	1.8	37.268	E
2 - A44 Woodstock Road (s)	779	195	642	1920	0.406	780	1225	1.0	0.7	3.164	A
3 - A4095 Bladon Road	633	158	719	1438	0.440	635	703	1.3	0.8	4.494	A
4 - A44 Oxford Road (n)	768	192	799	1527	0.503	771	555	1.8	1.0	4.780	A

# 2031 Base + Committed Development + Development, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A4095 Bladon Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A44 Oxford Road (n) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	9.57	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.57	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D24	2031 Base + Committed Development + Development	PM	ONE HOUR	15:45	17:15	15	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A4095 Upper Campsfield Road		ONE HOUR	✓	700	100.000
2 - A44 Woodstock Road (s)		ONE HOUR	✓	1458	100.000
3 - A4095 Bladon Road		ONE HOUR	✓	746	100.000
4 - A44 Oxford Road (n)		ONE HOUR	✓	675	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1 - A4095 Upper Campsfield Road	2 - A44 Woodstock Road (s)	3 - A4095 Bladon Road	4 - A44 Oxford Road (n)
From	1 - A4095 Upper Campsfield Road	0	231	404	65
	2 - A44 Woodstock Road (s)	373	0	444	641
	3 - A4095 Bladon Road	350	284	0	112
	4 - A44 Oxford Road (n)	42	427	206	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - A4095 Upper Campsfield Road	2 - A44 Woodstock Road (s)	3 - A4095 Bladon Road	4 - A44 Oxford Road (n)
From	1 - A4095 Upper Campsfield Road	0	4	4	8
	2 - A44 Woodstock Road (s)	4	0	1	4
	3 - A4095 Bladon Road	4	7	0	3
	4 - A44 Oxford Road (n)	0	4	2	0

## Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A4095 Upper Campsfield Road	0.74	13.40	2.8	B	642	964
2 - A44 Woodstock Road (s)	0.81	9.72	4.2	A	1338	2007
3 - A4095 Bladon Road	0.68	9.38	2.1	A	685	1027
4 - A44 Oxford Road (n)	0.53	5.44	1.1	A	619	929

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	527	132	688	1181	0.446	524	573	0.0	0.8	5.456	A
2 - A44 Woodstock Road (s)	1098	274	505	2113	0.520	1093	706	0.0	1.1	3.517	A
3 - A4095 Bladon Road	562	140	809	1388	0.405	559	790	0.0	0.7	4.328	A
4 - A44 Oxford Road (n)	508	127	755	1594	0.319	506	613	0.0	0.5	3.304	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	629	157	823	1121	0.562	627	686	0.8	1.3	7.271	A
2 - A44 Woodstock Road (s)	1311	328	605	2054	0.638	1308	845	1.1	1.7	4.806	A
3 - A4095 Bladon Road	671	168	968	1311	0.512	669	945	0.7	1.0	5.596	A
4 - A44 Oxford Road (n)	607	152	903	1515	0.401	606	734	0.5	0.7	3.958	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	771	193	1006	1040	0.741	765	838	1.3	2.7	12.839	B
2 - A44 Woodstock Road (s)	1605	401	739	1976	0.812	1596	1033	1.7	4.1	9.238	A
3 - A4095 Bladon Road	821	205	1181	1208	0.680	817	1154	1.0	2.1	9.118	A
4 - A44 Oxford Road (n)	743	186	1103	1408	0.528	741	895	0.7	1.1	5.384	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	771	193	1010	1038	0.742	770	842	2.7	2.8	13.403	B
2 - A44 Woodstock Road (s)	1605	401	743	1974	0.813	1605	1037	4.1	4.2	9.722	A
3 - A4095 Bladon Road	821	205	1188	1205	0.682	821	1160	2.1	2.1	9.376	A
4 - A44 Oxford Road (n)	743	186	1108	1405	0.529	743	900	1.1	1.1	5.436	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	629	157	828	1119	0.563	635	692	2.8	1.3	7.538	A
2 - A44 Woodstock Road (s)	1311	328	611	2051	0.639	1320	851	4.2	1.8	4.992	A
3 - A4095 Bladon Road	671	168	977	1307	0.513	675	954	2.1	1.1	5.736	A
4 - A44 Oxford Road (n)	607	152	911	1510	0.402	609	741	1.1	0.7	3.998	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	527	132	692	1179	0.447	529	577	1.3	0.8	5.556	A
2 - A44 Woodstock Road (s)	1098	274	510	2110	0.520	1100	711	1.8	1.1	3.576	A
3 - A4095 Bladon Road	562	140	814	1385	0.405	563	796	1.1	0.7	4.387	A
4 - A44 Oxford Road (n)	508	127	760	1591	0.319	509	617	0.7	0.5	3.331	A

Junctions 10
ARCADY 10 - Roundabout Module
Version: 10.1.0.1820 © Copyright TRL Software Limited, 2023
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
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:** Bladon Roundabout\_Mitigation\_Upper Campsfield Road.j10  
**Path:** P:\23000's\23570\Junction Assessments\2024 Junction Assessments  
**Report generation date:** 12/09/2024 16:10:50

- »2031 Base + Com Dev, AM
- »2031 Base + Com Dev, PM
- »2031 Base + Com Dev + Dev, AM
- »2031 Base + Com Dev + Dev, PM

**Summary of junction performance**

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2031 Base + Com Dev						
1 - A4095 Upper Campsfield Road	1.4	7.22	0.59	0.7	4.08	0.43
2 - A44 Woodstock Road (s)	1.4	4.58	0.58	2.9	7.07	0.75
3 - A4095 Bladon Road	2.2	8.64	0.69	1.6	7.51	0.62
4 - A44 Oxford Road (n)	4.0	13.42	0.81	0.9	4.70	0.48
2031 Base + Com Dev + Dev						
1 - A4095 Upper Campsfield Road	2.9	11.81	0.75	1.0	4.66	0.50
2 - A44 Woodstock Road (s)	1.6	5.20	0.62	4.2	9.73	0.81
3 - A4095 Bladon Road	2.5	10.09	0.72	2.1	9.38	0.68
4 - A44 Oxford Road (n)	4.9	16.43	0.84	1.1	5.44	0.53

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

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

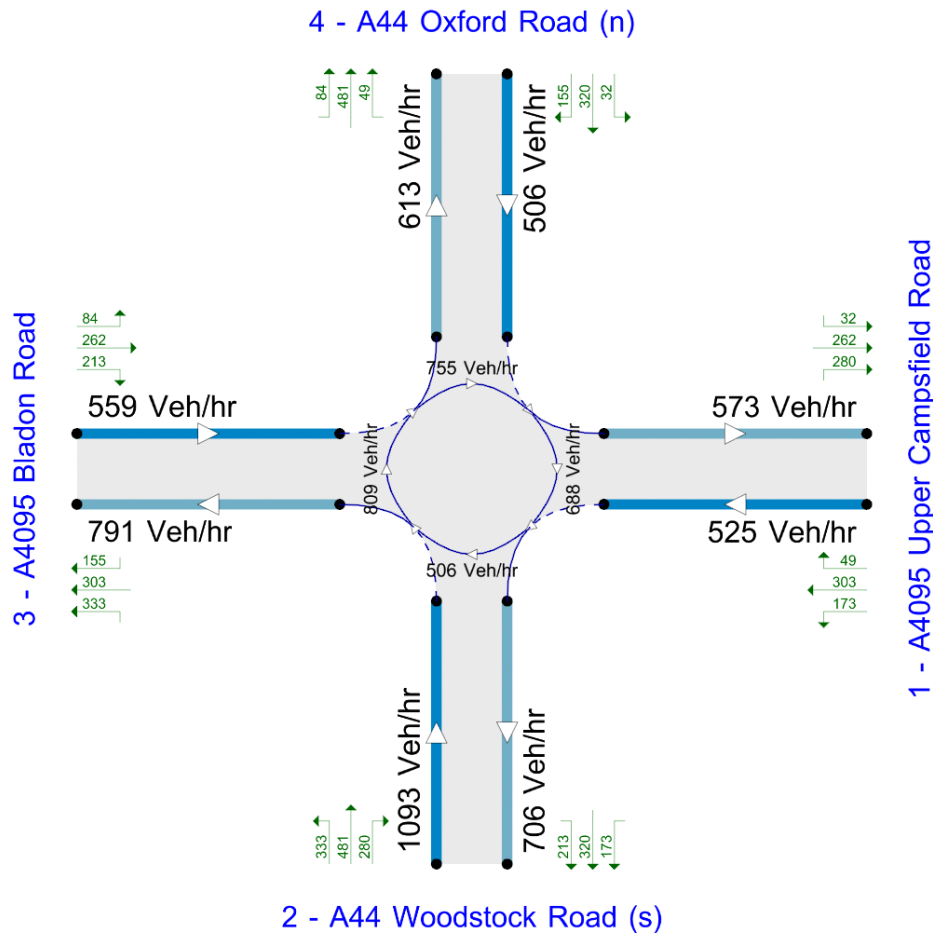
**File summary**

**File Description**

<b>Title</b>	Bladon Roundabout - Mitigation Works
<b>Location</b>	Woodstock
<b>Site number</b>	
<b>Date</b>	12/09/2024
<b>Version</b>	
<b>Status</b>	
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	23570
<b>Enumerator</b>	DTA\arcady
<b>Description</b>	

**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



Flows show modelled flow through junction (Veh/hr).  
Time Segment: 15:45-16:00

The junction diagram reflects the last run of Junctions.

**Analysis Options**

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.95	50.00	20.00		500

**Demand Set Summary**

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031 Base + Com Dev	AM	ONE HOUR	07:30	09:00	15	✓
D6	2031 Base + Com Dev	PM	ONE HOUR	15:45	17:15	15	✓
D7	2031 Base + Com Dev + Dev	AM	ONE HOUR	07:30	09:00	15	✓
D8	2031 Base + Com Dev + Dev	PM	ONE HOUR	15:45	17:15	15	✓

**Analysis Set Details**

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000



# 2031 Base + Com Dev, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A4095 Upper Campsfield Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - A4095 Bladon Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A44 Oxford Road (n) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	8.59	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.59	A

## Arms

### Arms

Arm	Name	Description	No give-way line
1	A4095 Upper Campsfield Road		
2	A44 Woodstock Road (s)		
3	A4095 Bladon Road		
4	A44 Oxford Road (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)	Entry only	Exit only
1 - A4095 Upper Campsfield Road	3.50	8.10	80.0	20.0	80.0	38.0		
2 - A44 Woodstock Road (s)	7.30	8.50	12.0	30.0	82.0	35.2		
3 - A4095 Bladon Road	3.50	7.30	34.0	21.5	82.0	37.0		
4 - A44 Oxford Road (n)	3.50	7.65	42.6	30.0	82.0	29.0		

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A4095 Upper Campsfield Road	0.536	2176
2 - A44 Woodstock Road (s)	0.581	2483
3 - A4095 Bladon Road	0.488	1869
4 - A44 Oxford Road (n)	0.524	2059

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)	Run automatically
D5	2031 Base + Com Dev	AM	ONE HOUR	07:30	09:00	15	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A4095 Upper Campsfield Road		ONE HOUR	✓	654	100.000
2 - A44 Woodstock Road (s)		ONE HOUR	✓	984	100.000
3 - A4095 Bladon Road		ONE HOUR	✓	827	100.000
4 - A44 Oxford Road (n)		ONE HOUR	✓	1009	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1 - A4095 Upper Campsfield Road	2 - A44 Woodstock Road (s)	3 - A4095 Bladon Road	4 - A44 Oxford Road (n)
From	1 - A4095 Upper Campsfield Road	0	216	367	71
	2 - A44 Woodstock Road (s)	249	0	205	530
	3 - A4095 Bladon Road	277	467	0	83
	4 - A44 Oxford Road (n)	50	734	225	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Heavy Vehicle %

		To			
		1 - A4095 Upper Campsfield Road	2 - A44 Woodstock Road (s)	3 - A4095 Bladon Road	4 - A44 Oxford Road (n)
From	1 - A4095 Upper Campsfield Road	0	4	6	15
	2 - A44 Woodstock Road (s)	8	0	7	9
	3 - A4095 Bladon Road	4	2	0	8
	4 - A44 Oxford Road (n)	11	5	9	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A4095 Upper Campsfield Road	0.59	7.22	1.4	A	600	900
2 - A44 Woodstock Road (s)	0.58	4.58	1.4	A	903	1354
3 - A4095 Bladon Road	0.69	8.64	2.2	A	759	1138
4 - A44 Oxford Road (n)	0.81	13.42	4.0	B	926	1389

### Main Results for each time segment

#### 07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	492	123	1068	1483	0.332	490	432	0.0	0.5	3.619	A
2 - A44 Woodstock Road (s)	741	185	497	2004	0.370	738	1062	0.0	0.6	2.840	A
3 - A4095 Bladon Road	623	156	638	1480	0.421	620	598	0.0	0.7	4.169	A
4 - A44 Oxford Road (n)	760	190	744	1556	0.488	756	513	0.0	0.9	4.477	A

#### 07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	588	147	1279	1372	0.429	587	517	0.5	0.7	4.581	A
2 - A44 Woodstock Road (s)	885	221	595	1947	0.454	884	1271	0.6	0.8	3.381	A
3 - A4095 Bladon Road	743	186	763	1416	0.525	742	715	0.7	1.1	5.330	A
4 - A44 Oxford Road (n)	907	227	891	1481	0.612	905	614	0.9	1.6	6.220	A

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	720	180	1559	1224	0.588	717	632	0.7	1.4	7.069	A
2 - A44 Woodstock Road (s)	1083	271	726	1871	0.579	1081	1550	0.8	1.4	4.545	A
3 - A4095 Bladon Road	911	228	934	1328	0.686	906	874	1.1	2.1	8.461	A
4 - A44 Oxford Road (n)	1111	278	1089	1379	0.805	1102	751	1.6	3.9	12.569	B

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	720	180	1569	1218	0.591	720	634	1.4	1.4	7.218	A
2 - A44 Woodstock Road (s)	1083	271	730	1869	0.580	1083	1560	1.4	1.4	4.581	A
3 - A4095 Bladon Road	911	228	936	1327	0.686	910	877	2.1	2.2	8.638	A
4 - A44 Oxford Road (n)	1111	278	1093	1377	0.807	1110	753	3.9	4.0	13.416	B

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	588	147	1293	1364	0.431	591	520	1.4	0.8	4.669	A
2 - A44 Woodstock Road (s)	885	221	600	1944	0.455	887	1284	1.4	0.8	3.409	A
3 - A4095 Bladon Road	743	186	766	1414	0.526	748	721	2.2	1.1	5.433	A
4 - A44 Oxford Road (n)	907	227	897	1478	0.614	917	617	4.0	1.6	6.520	A

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	492	123	1077	1478	0.333	493	435	0.8	0.5	3.658	A
2 - A44 Woodstock Road (s)	741	185	500	2002	0.370	742	1070	0.8	0.6	2.858	A
3 - A4095 Bladon Road	623	156	641	1479	0.421	624	601	1.1	0.7	4.220	A
4 - A44 Oxford Road (n)	760	190	749	1554	0.489	762	516	1.6	1.0	4.561	A

# 2031 Base + Com Dev, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A4095 Upper Campsfield Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - A4095 Bladon Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A44 Oxford Road (n) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	6.16	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.16	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031 Base + Com Dev	PM	ONE HOUR	15:45	17:15	15	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A4095 Upper Campsfield Road		ONE HOUR	✓	601	100.000
2 - A44 Woodstock Road (s)		ONE HOUR	✓	1351	100.000
3 - A4095 Bladon Road		ONE HOUR	✓	717	100.000
4 - A44 Oxford Road (n)		ONE HOUR	✓	652	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1 - A4095 Upper Campsfield Road	2 - A44 Woodstock Road (s)	3 - A4095 Bladon Road	4 - A44 Oxford Road (n)
From	1 - A4095 Upper Campsfield Road	0	164	386	51
	2 - A44 Woodstock Road (s)	266	0	444	641
	3 - A4095 Bladon Road	321	284	0	112
	4 - A44 Oxford Road (n)	19	427	206	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

**Heavy Vehicle %**

		To			
		1 - A4095 Upper Campsfield Road	2 - A44 Woodstock Road (s)	3 - A4095 Bladon Road	4 - A44 Oxford Road (n)
From	1 - A4095 Upper Campsfield Road	0	4	4	8
	2 - A44 Woodstock Road (s)	4	0	1	4
	3 - A4095 Bladon Road	4	7	0	3
	4 - A44 Oxford Road (n)	0	4	2	0

## Results

**Results Summary for whole modelled period**

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A4095 Upper Campsfield Road	0.43	4.08	0.7	A	551	827
2 - A44 Woodstock Road (s)	0.75	7.07	2.9	A	1240	1860
3 - A4095 Bladon Road	0.62	7.51	1.6	A	658	987
4 - A44 Oxford Road (n)	0.48	4.70	0.9	A	598	897

**Main Results for each time segment**

**15:45 - 16:00**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	452	113	688	1716	0.264	451	454	0.0	0.4	2.843	A
2 - A44 Woodstock Road (s)	1017	254	483	2128	0.478	1013	656	0.0	0.9	3.219	A
3 - A4095 Bladon Road	540	135	719	1431	0.377	537	777	0.0	0.6	4.017	A
4 - A44 Oxford Road (n)	491	123	653	1646	0.298	489	603	0.0	0.4	3.108	A

**16:00 - 16:15**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	540	135	823	1643	0.329	540	544	0.4	0.5	3.260	A
2 - A44 Woodstock Road (s)	1215	304	577	2072	0.586	1213	786	0.9	1.4	4.177	A
3 - A4095 Bladon Road	645	161	860	1363	0.473	643	930	0.6	0.9	4.994	A
4 - A44 Oxford Road (n)	586	147	782	1577	0.372	585	722	0.4	0.6	3.628	A

**16:15 - 16:30**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	662	165	1007	1545	0.428	661	665	0.5	0.7	4.069	A
2 - A44 Woodstock Road (s)	1487	372	707	1997	0.745	1482	961	1.4	2.8	6.913	A
3 - A4095 Bladon Road	789	197	1051	1271	0.621	787	1138	0.9	1.6	7.393	A
4 - A44 Oxford Road (n)	718	179	955	1485	0.484	717	882	0.6	0.9	4.677	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	662	165	1010	1543	0.429	662	667	0.7	0.7	4.082	A
2 - A44 Woodstock Road (s)	1487	372	708	1996	0.745	1487	963	2.8	2.9	7.068	A
3 - A4095 Bladon Road	789	197	1055	1269	0.622	789	1141	1.6	1.6	7.507	A
4 - A44 Oxford Road (n)	718	179	959	1483	0.484	718	885	0.9	0.9	4.705	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	540	135	827	1641	0.329	541	547	0.7	0.5	3.277	A
2 - A44 Woodstock Road (s)	1215	304	579	2071	0.586	1220	789	2.9	1.4	4.257	A
3 - A4095 Bladon Road	645	161	865	1360	0.474	647	934	1.6	0.9	5.070	A
4 - A44 Oxford Road (n)	586	147	787	1575	0.372	587	726	0.9	0.6	3.650	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	452	113	691	1714	0.264	453	457	0.5	0.4	2.857	A
2 - A44 Woodstock Road (s)	1017	254	485	2127	0.478	1019	660	1.4	0.9	3.258	A
3 - A4095 Bladon Road	540	135	723	1429	0.378	541	781	0.9	0.6	4.057	A
4 - A44 Oxford Road (n)	491	123	657	1644	0.299	492	606	0.6	0.4	3.127	A

# 2031 Base + Com Dev + Dev, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A4095 Upper Campsfield Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - A4095 Bladon Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A44 Oxford Road (n) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	10.83	B

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.83	B

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031 Base + Com Dev + Dev	AM	ONE HOUR	07:30	09:00	15	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A4095 Upper Campsfield Road		ONE HOUR	✓	832	100.000
2 - A44 Woodstock Road (s)		ONE HOUR	✓	1035	100.000
3 - A4095 Bladon Road		ONE HOUR	✓	841	100.000
4 - A44 Oxford Road (n)		ONE HOUR	✓	1020	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1 - A4095 Upper Campsfield Road	2 - A44 Woodstock Road (s)	3 - A4095 Bladon Road	4 - A44 Oxford Road (n)
From	1 - A4095 Upper Campsfield Road	0	335	399	98
	2 - A44 Woodstock Road (s)	300	0	205	530
	3 - A4095 Bladon Road	291	467	0	83
	4 - A44 Oxford Road (n)	61	734	225	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		1 - A4095 Upper Campsfield Road	2 - A44 Woodstock Road (s)	3 - A4095 Bladon Road	4 - A44 Oxford Road (n)
From	1 - A4095 Upper Campsfield Road	0	4	6	15
	2 - A44 Woodstock Road (s)	8	0	7	9
	3 - A4095 Bladon Road	4	2	0	8
	4 - A44 Oxford Road (n)	11	5	9	0

## Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A4095 Upper Campsfield Road	0.75	11.81	2.9	B	763	1145
2 - A44 Woodstock Road (s)	0.62	5.20	1.6	A	950	1425
3 - A4095 Bladon Road	0.72	10.09	2.5	B	772	1158
4 - A44 Oxford Road (n)	0.84	16.43	4.9	C	936	1404

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	626	157	1068	1484	0.422	623	489	0.0	0.7	4.170	A
2 - A44 Woodstock Road (s)	779	195	541	1978	0.394	777	1151	0.0	0.6	2.989	A
3 - A4095 Bladon Road	633	158	696	1450	0.437	630	621	0.0	0.8	4.376	A
4 - A44 Oxford Road (n)	768	192	793	1530	0.502	764	533	0.0	1.0	4.675	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	748	187	1278	1373	0.545	746	585	0.7	1.2	5.729	A
2 - A44 Woodstock Road (s)	930	233	647	1917	0.485	929	1377	0.6	0.9	3.641	A
3 - A4095 Bladon Road	756	189	833	1379	0.548	754	744	0.8	1.2	5.744	A
4 - A44 Oxford Road (n)	917	229	949	1450	0.633	914	638	1.0	1.7	6.690	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	916	229	1556	1226	0.747	910	715	1.2	2.8	11.139	B
2 - A44 Woodstock Road (s)	1140	285	788	1835	0.621	1137	1677	0.9	1.6	5.139	A
3 - A4095 Bladon Road	926	231	1019	1283	0.722	921	906	1.2	2.5	9.789	A
4 - A44 Oxford Road (n)	1123	281	1159	1341	0.837	1111	780	1.7	4.7	14.921	B

**08:15 - 08:30**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	916	229	1569	1219	0.751	916	718	2.8	2.9	11.809	B
2 - A44 Woodstock Road (s)	1140	285	794	1831	0.622	1139	1690	1.6	1.6	5.204	A
3 - A4095 Bladon Road	926	231	1022	1282	0.722	926	912	2.5	2.5	10.092	B
4 - A44 Oxford Road (n)	1123	281	1165	1339	0.839	1122	783	4.7	4.9	16.429	C

**08:30 - 08:45**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	748	187	1297	1363	0.549	755	589	2.9	1.2	5.983	A
2 - A44 Woodstock Road (s)	930	233	656	1912	0.487	933	1396	1.6	1.0	3.691	A
3 - A4095 Bladon Road	756	189	837	1377	0.549	761	752	2.5	1.2	5.894	A
4 - A44 Oxford Road (n)	917	229	957	1446	0.634	930	642	4.9	1.8	7.137	A

**08:45 - 09:00**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	626	157	1077	1479	0.424	628	492	1.2	0.7	4.243	A
2 - A44 Woodstock Road (s)	779	195	545	1976	0.394	780	1160	1.0	0.7	3.016	A
3 - A4095 Bladon Road	633	158	700	1448	0.437	635	626	1.2	0.8	4.437	A
4 - A44 Oxford Road (n)	768	192	798	1527	0.503	771	536	1.8	1.0	4.778	A

# 2031 Base + Com Dev + Dev, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A4095 Upper Campsfield Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - A4095 Bladon Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A44 Oxford Road (n) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	7.85	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.85	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2031 Base + Com Dev + Dev	PM	ONE HOUR	15:45	17:15	15	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A4095 Upper Campsfield Road		ONE HOUR	✓	700	100.000
2 - A44 Woodstock Road (s)		ONE HOUR	✓	1458	100.000
3 - A4095 Bladon Road		ONE HOUR	✓	746	100.000
4 - A44 Oxford Road (n)		ONE HOUR	✓	675	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1 - A4095 Upper Campsfield Road	2 - A44 Woodstock Road (s)	3 - A4095 Bladon Road	4 - A44 Oxford Road (n)
From	1 - A4095 Upper Campsfield Road	0	231	404	65
	2 - A44 Woodstock Road (s)	373	0	444	641
	3 - A4095 Bladon Road	350	284	0	112
	4 - A44 Oxford Road (n)	42	427	206	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Heavy Vehicle %

		To			
		1 - A4095 Upper Campsfield Road	2 - A44 Woodstock Road (s)	3 - A4095 Bladon Road	4 - A44 Oxford Road (n)
From	1 - A4095 Upper Campsfield Road	0	4	4	8
	2 - A44 Woodstock Road (s)	4	0	1	4
	3 - A4095 Bladon Road	4	7	0	3
	4 - A44 Oxford Road (n)	0	4	2	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A4095 Upper Campsfield Road	0.50	4.66	1.0	A	642	964
2 - A44 Woodstock Road (s)	0.81	9.73	4.2	A	1338	2007
3 - A4095 Bladon Road	0.68	9.38	2.1	A	685	1027
4 - A44 Oxford Road (n)	0.53	5.44	1.1	A	619	929

### Main Results for each time segment

#### 15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	527	132	688	1716	0.307	525	573	0.0	0.4	3.020	A
2 - A44 Woodstock Road (s)	1098	274	506	2112	0.520	1093	706	0.0	1.1	3.519	A
3 - A4095 Bladon Road	562	140	809	1388	0.405	559	791	0.0	0.7	4.328	A
4 - A44 Oxford Road (n)	508	127	755	1594	0.319	506	613	0.0	0.5	3.304	A

#### 16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	629	157	823	1643	0.383	629	686	0.4	0.6	3.547	A
2 - A44 Woodstock Road (s)	1311	328	606	2054	0.638	1308	846	1.1	1.7	4.809	A
3 - A4095 Bladon Road	671	168	968	1311	0.512	669	946	0.7	1.0	5.596	A
4 - A44 Oxford Road (n)	607	152	903	1515	0.401	606	734	0.5	0.7	3.958	A

#### 16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	771	193	1006	1545	0.499	769	838	0.6	1.0	4.635	A
2 - A44 Woodstock Road (s)	1605	401	742	1975	0.813	1596	1034	1.7	4.1	9.269	A
3 - A4095 Bladon Road	821	205	1181	1208	0.680	817	1156	1.0	2.1	9.123	A
4 - A44 Oxford Road (n)	743	186	1103	1408	0.528	741	896	0.7	1.1	5.383	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	771	193	1010	1543	0.500	771	842	1.0	1.0	4.661	A
2 - A44 Woodstock Road (s)	1605	401	743	1974	0.813	1605	1037	4.1	4.2	9.727	A
3 - A4095 Bladon Road	821	205	1188	1205	0.682	821	1160	2.1	2.1	9.377	A
4 - A44 Oxford Road (n)	743	186	1108	1405	0.529	743	900	1.1	1.1	5.436	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	629	157	828	1641	0.384	631	692	1.0	0.6	3.572	A
2 - A44 Woodstock Road (s)	1311	328	608	2053	0.639	1320	850	4.2	1.8	4.980	A
3 - A4095 Bladon Road	671	168	977	1307	0.513	675	952	2.1	1.1	5.735	A
4 - A44 Oxford Road (n)	607	152	911	1510	0.402	609	740	1.1	0.7	3.998	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	527	132	692	1713	0.308	528	577	0.6	0.4	3.037	A
2 - A44 Woodstock Road (s)	1098	274	509	2111	0.520	1100	711	1.8	1.1	3.574	A
3 - A4095 Bladon Road	562	140	814	1385	0.405	563	795	1.1	0.7	4.385	A
4 - A44 Oxford Road (n)	508	127	760	1591	0.319	509	617	0.7	0.5	3.331	A

Junctions 10
PICADY 10 - Priority Intersection Module
Version: 10.1.0.1820 © Copyright TRL Software Limited, 2023
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
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: Hensington Road - A44 - High Street Crossroads.j10  
 Path: P:\23000's\23570\Junction Assessments\2024 Junction Assessments  
 Report generation date: 12/09/2024 16:02:40

- »2024 Base, AM
- »2024 Base, PM
- »2031 Base, AM
- »2031 Base, PM
- »2031 Base + Com Dev, AM
- »2031 Base + Com Dev, PM
- »2031 Base + Com Dev + Dev, AM
- »2031 Base + Com Dev + Dev, PM

**Summary of junction performance**

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
<b>2024 Base</b>						
Stream B-ACD	0.2	17.54	0.20	0.4	17.74	0.31
Stream A-BCD	0.7	6.17	0.24	0.6	4.68	0.19
Stream D-ABC	0.9	21.46	0.48	0.9	19.58	0.46
Stream C-ABD	0.0	7.84	0.02	0.0	8.49	0.04
<b>2031 Base</b>						
Stream B-ACD	0.3	19.09	0.22	0.5	19.53	0.34
Stream A-BCD	0.8	6.31	0.27	0.7	4.66	0.21
Stream D-ABC	1.1	24.65	0.52	1.0	21.80	0.50
Stream C-ABD	0.0	7.91	0.03	0.0	8.63	0.04
<b>2031 Base + Com Dev</b>						
Stream B-ACD	0.4	23.15	0.28	0.8	25.95	0.45
Stream A-BCD	1.2	6.78	0.33	1.1	5.13	0.32
Stream D-ABC	2.2	41.03	0.70	1.5	30.18	0.61
Stream C-ABD	0.1	7.94	0.05	0.1	8.99	0.05
<b>2031 Base + Com Dev + Dev</b>						
Stream B-ACD	0.4	24.51	0.30	0.8	27.46	0.46
Stream A-BCD	1.2	6.75	0.34	1.2	5.16	0.33
Stream D-ABC	2.3	44.34	0.71	1.6	32.51	0.63
Stream C-ABD	0.1	8.03	0.05	0.1	9.03	0.05

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

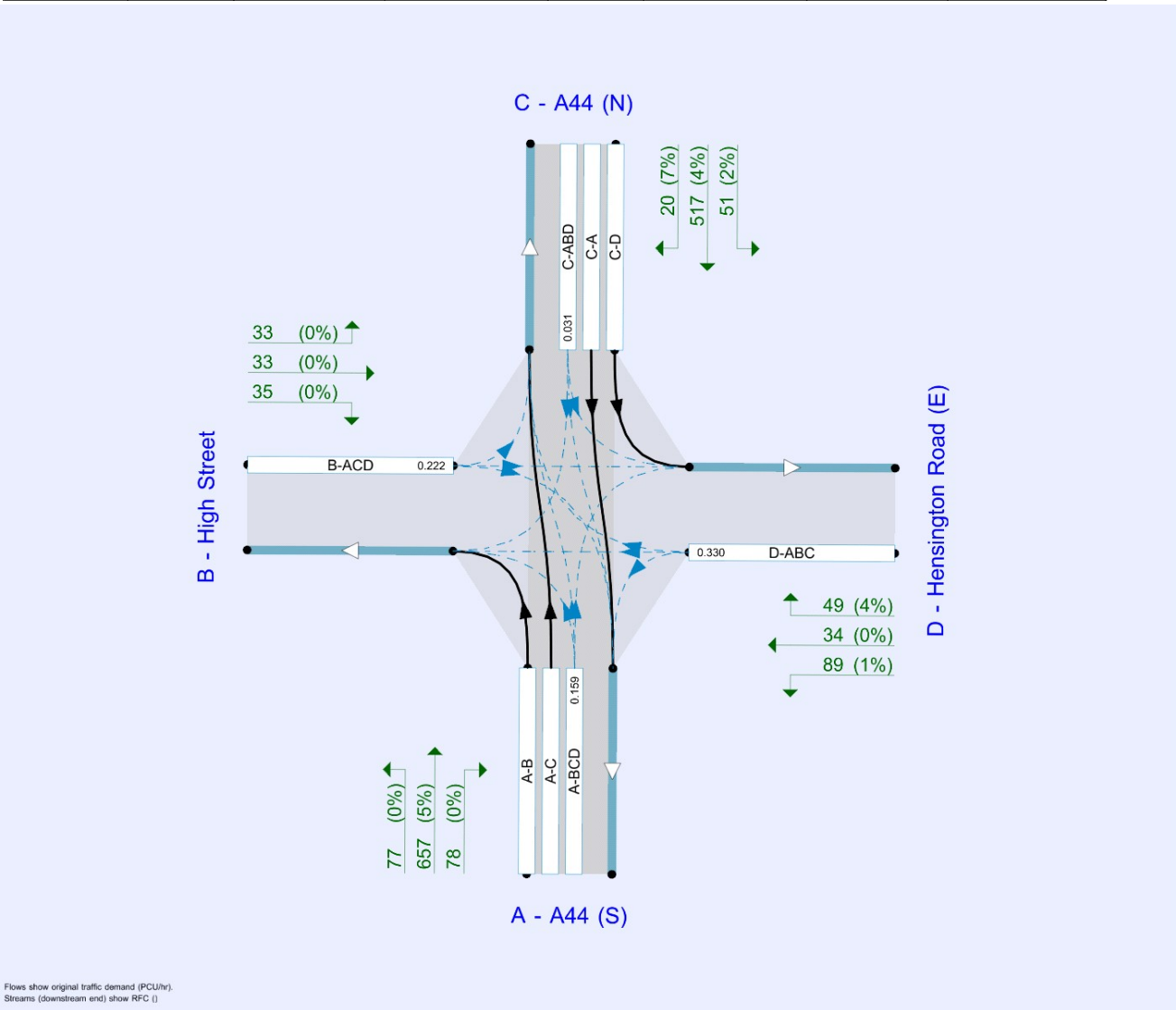
## File summary

### File Description

<b>Title</b>	A44/ Hensington Road/ High Street
<b>Location</b>	Woodstock
<b>Site number</b>	
<b>Date</b>	12/09/2024
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	23570
<b>Enumerator</b>	DTA\Arcady
<b>Description</b>	

### Units

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



### Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	70.00	20.00		500

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2031 Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031 Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2031 Base + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031 Base + Com Dev	PM	ONE HOUR	15:45	17:15	15	✓
D7	2031 Base + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031 Base + Com Dev + Dev	PM	ONE HOUR	15:45	17:15	15	✓

### Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

# 2024 Base, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		3.37	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.37	A

## Arms

### Arms

Arm	Name	Description	Arm type
A	A44 (S)		Major
B	High Street		Minor
C	A44 (N)		Major
D	Hensington Road (E)		Minor

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - A44 (S)	6.50			120.0	✓	0.00
C - A44 (N)	6.50			103.0	✓	1.00

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

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - High Street	One lane	3.10	27	18
D - Hensington Road (E)	One lane	3.10	17	16

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	643	-	-	-	-	-	-	0.244	0.348	0.244	-	-	-
B-A	500	0.089	0.225	0.225	-	-	-	0.142	0.322	-	0.225	0.225	0.113
B-C	642	0.096	0.243	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	500	0.089	0.225	0.225	-	-	-	0.142	0.322	0.142	-	-	-
B-D, offside lane	500	0.089	0.225	0.225	-	-	-	0.142	0.322	0.142	-	-	-
C-B	634	0.240	0.240	0.343	-	-	-	-	-	-	-	-	-
D-A	640	-	-	-	-	-	-	0.243	-	0.096	-	-	-
D-B, nearside lane	496	0.141	0.141	0.319	-	-	-	0.223	0.223	0.088	-	-	-
D-B, offside lane	496	0.141	0.141	0.319	-	-	-	0.223	0.223	0.088	-	-	-
D-C	496	-	0.141	0.319	0.112	0.223	0.223	0.223	0.223	0.088	-	-	-

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

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Base	AM	ONE HOUR	07:45	09:15	15	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A44 (S)		ONE HOUR	✓	527	100.000
B - High Street		ONE HOUR	✓	47	100.000
C - A44 (N)		ONE HOUR	✓	747	100.000
D - Hensington Road (E)		ONE HOUR	✓	142	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		A - A44 (S)	B - High Street	C - A44 (N)	D - Hensington Road (E)
From	A - A44 (S)	0	64	393	70
	B - High Street	32	0	6	9
	C - A44 (N)	667	11	0	69
	D - Hensington Road (E)	87	21	34	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Heavy Vehicle %

		To			
		A - A44 (S)	B - High Street	C - A44 (N)	D - Hensington Road (E)
From	A - A44 (S)	0	5	11	0
	B - High Street	3	0	0	0
	C - A44 (N)	8	9	0	4
	D - Hensington Road (E)	0	0	12	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.20	17.54	0.2	C	43	65
ABCD	0.24	6.17	0.7	A	144	216
A-B					48	71
A-C					292	438
D-ABC	0.48	21.46	0.9	C	130	195
C-ABD	0.02	7.84	0.0	A	10	16
C-D					63	95
C-A					612	918

**Main Results for each time segment**

**07:45 - 08:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	35	9	344	0.103	35	0.0	0.1	11.869	B
A-BCD	97	24	753	0.129	96	0.0	0.3	5.720	A
A-B	42	10			42				
A-C	258	64			258				
D-ABC	107	27	412	0.260	105	0.0	0.4	12.020	B
C-ABD	8	2	545	0.016	8	0.0	0.0	7.309	A
C-D	52	13			52				
C-A	502	125			502				

**08:00 - 08:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	42	11	309	0.137	42	0.1	0.2	13.730	B
A-BCD	134	33	781	0.171	133	0.3	0.4	5.834	A
A-B	48	12			48				
A-C	293	73			293				
D-ABC	128	32	377	0.338	127	0.4	0.5	14.719	B
C-ABD	10	3	531	0.019	10	0.0	0.0	7.535	A
C-D	62	15			62				
C-A	599	150			599				

**08:15 - 08:30**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	52	13	262	0.198	51	0.2	0.2	17.445	C
A-BCD	200	50	822	0.244	199	0.4	0.7	6.115	A
A-B	53	13			53				
A-C	327	82			327				
D-ABC	156	39	328	0.476	155	0.5	0.9	21.090	C
C-ABD	13	3	513	0.025	13	0.0	0.0	7.835	A
C-D	76	19			76				
C-A	734	183			734				

**08:30 - 08:45**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	52	13	261	0.198	52	0.2	0.2	17.542	C
A-BCD	201	50	823	0.244	201	0.7	0.7	6.166	A
A-B	53	13			53				
A-C	326	82			326				
D-ABC	156	39	328	0.476	156	0.9	0.9	21.456	C
C-ABD	13	3	513	0.025	13	0.0	0.0	7.839	A
C-D	76	19			76				
C-A	734	183			734				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	42	11	309	0.137	43	0.2	0.2	13.820	B
A-BCD	134	34	781	0.172	135	0.7	0.4	5.916	A
A-B	48	12			48				
A-C	292	73			292				
D-ABC	128	32	377	0.339	129	0.9	0.5	14.987	B
C-ABD	10	3	530	0.019	10	0.0	0.0	7.545	A
C-D	62	15			62				
C-A	599	150			599				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	35	9	343	0.103	36	0.2	0.1	11.949	B
A-BCD	98	24	754	0.130	98	0.4	0.3	5.779	A
A-B	42	10			42				
A-C	257	64			257				
D-ABC	107	27	411	0.260	108	0.5	0.4	12.198	B
C-ABD	8	2	545	0.016	8	0.0	0.0	7.317	A
C-D	52	13			52				
C-A	502	125			502				

# 2024 Base, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		3.68	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.68	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024 Base	PM	ONE HOUR	15:45	17:15	15	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A44 (S)		ONE HOUR	✓	682	100.000
B - High Street		ONE HOUR	✓	82	100.000
C - A44 (N)		ONE HOUR	✓	490	100.000
D - Hensington Road (E)		ONE HOUR	✓	146	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		A - A44 (S)	B - High Street	C - A44 (N)	D - Hensington Road (E)
From	A - A44 (S)	0	73	554	55
	B - High Street	33	0	26	23
	C - A44 (N)	427	15	0	48
	D - Hensington Road (E)	72	27	47	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

**Heavy Vehicle %**

		To			
From		A - A44 (S)	B - High Street	C - A44 (N)	D - Hensington Road (E)
	A - A44 (S)	0	0	5	0
	B - High Street	0	0	0	0
	C - A44 (N)	4	7	0	2
	D - Hensington Road (E)	1	0	4	0

## Results

**Results Summary for whole modelled period**

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.31	17.74	0.4	C	75	113
A-BCD	0.19	4.68	0.6	A	137	206
A-B					57	85
A-C					432	648
D-ABC	0.46	19.58	0.9	C	134	201
C-ABD	0.04	8.49	0.0	A	14	21
C-D					44	66
C-A					391	587

**Main Results for each time segment**

**15:45 - 16:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	62	15	374	0.165	61	0.0	0.2	11.468	B
A-BCD	89	22	880	0.102	89	0.0	0.2	4.657	A
A-B	49	12			49				
A-C	375	94			375				
D-ABC	110	27	419	0.262	108	0.0	0.4	11.753	B
C-ABD	12	3	516	0.022	11	0.0	0.0	7.625	A
C-D	36	9			36				
C-A	321	80			321				

**16:00 - 16:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	74	18	341	0.216	73	0.2	0.3	13.453	B
A-BCD	126	31	931	0.135	125	0.2	0.3	4.585	A
A-B	57	14			57				
A-C	430	108			430				
D-ABC	131	33	390	0.337	131	0.4	0.5	14.112	B
C-ABD	14	3	496	0.028	14	0.0	0.0	7.979	A
C-D	43	11			43				
C-A	383	96			383				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	90	23	293	0.308	90	0.3	0.4	17.604	C
A-BCD	195	49	1005	0.194	194	0.3	0.6	4.571	A
A-B	65	16			65				
A-C	491	123			491				
D-ABC	161	40	348	0.462	159	0.5	0.8	19.304	C
C-ABD	17	4	471	0.037	17	0.0	0.0	8.484	A
C-D	53	13			53				
C-A	469	117			469				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	90	23	293	0.308	90	0.4	0.4	17.743	C
A-BCD	195	49	1006	0.194	195	0.6	0.6	4.588	A
A-B	65	16			65				
A-C	491	123			491				
D-ABC	161	40	348	0.463	161	0.8	0.9	19.583	C
C-ABD	17	4	470	0.037	17	0.0	0.0	8.491	A
C-D	53	13			53				
C-A	469	117			469				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	74	18	340	0.217	74	0.4	0.3	13.581	B
A-BCD	127	32	932	0.136	128	0.6	0.4	4.618	A
A-B	57	14			57				
A-C	430	107			430				
D-ABC	131	33	389	0.337	133	0.9	0.5	14.340	B
C-ABD	14	3	496	0.028	14	0.0	0.0	7.987	A
C-D	43	11			43				
C-A	383	96			383				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	62	15	374	0.165	62	0.3	0.2	11.571	B
A-BCD	90	23	880	0.102	91	0.4	0.2	4.685	A
A-B	49	12			49				
A-C	374	94			374				
D-ABC	110	27	419	0.263	111	0.5	0.4	11.922	B
C-ABD	12	3	516	0.022	12	0.0	0.0	7.635	A
C-D	36	9			36				
C-A	321	80			321				

# 2031 Base, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		3.78	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.78	A

## Traffic Demand

### Demand Set Details

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A44 (S)		ONE HOUR	✓	554	100.000
B - High Street		ONE HOUR	✓	49	100.000
C - A44 (N)		ONE HOUR	✓	785	100.000
D - Hensington Road (E)		ONE HOUR	✓	149	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		A - A44 (S)	B - High Street	C - A44 (N)	D - Hensington Road (E)
From	A - A44 (S)	0	67	413	74
	B - High Street	34	0	6	9
	C - A44 (N)	701	12	0	72
	D - Hensington Road (E)	91	22	36	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

**Heavy Vehicle %**

		To			
From		A - A44 (S)	B - High Street	C - A44 (N)	D - Hensington Road (E)
	A - A44 (S)	0	5	11	0
	B - High Street	3	0	0	0
	C - A44 (N)	8	9	0	4
	D - Hensington Road (E)	0	0	12	0

## Results

**Results Summary for whole modelled period**

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.22	19.09	0.3	C	45	67
A-BCD	0.27	6.31	0.8	A	160	240
A-B					49	73
A-C					300	450
D-ABC	0.52	24.65	1.1	C	137	205
C-ABD	0.03	7.91	0.0	A	12	17
C-D					66	99
C-A					643	964

**Main Results for each time segment**

**07:45 - 08:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	37	9	334	0.110	36	0.0	0.1	12.329	B
A-BCD	106	27	760	0.140	105	0.0	0.3	5.749	A
A-B	43	11			43				
A-C	267	67			267				
D-ABC	112	28	402	0.279	111	0.0	0.4	12.607	B
C-ABD	9	2	542	0.017	9	0.0	0.0	7.367	A
C-D	54	14			54				
C-A	528	132			528				

**08:00 - 08:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	44	11	298	0.148	44	0.1	0.2	14.471	B
A-BCD	148	37	789	0.187	147	0.3	0.5	5.892	A
A-B	49	12			49				
A-C	301	75			301				
D-ABC	134	33	366	0.366	133	0.4	0.6	15.819	C
C-ABD	11	3	527	0.021	11	0.0	0.0	7.601	A
C-D	65	16			65				
C-A	630	157			630				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	54	13	247	0.218	54	0.2	0.3	18.952	C
A-BCD	224	56	834	0.269	223	0.5	0.8	6.250	A
A-B	54	13			54				
A-C	332	83			332				
D-ABC	164	41	314	0.523	162	0.6	1.1	24.047	C
C-ABD	14	4	510	0.028	14	0.0	0.0	7.908	A
C-D	79	20			79				
C-A	771	193			771				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	54	13	246	0.219	54	0.3	0.3	19.091	C
A-BCD	225	56	835	0.270	225	0.8	0.8	6.309	A
A-B	54	13			54				
A-C	331	83			331				
D-ABC	164	41	314	0.523	164	1.1	1.1	24.651	C
C-ABD	14	4	509	0.028	14	0.0	0.0	7.914	A
C-D	79	20			79				
C-A	771	193			771				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	44	11	297	0.149	44	0.3	0.2	14.596	B
A-BCD	148	37	791	0.188	150	0.8	0.5	5.987	A
A-B	49	12			49				
A-C	301	75			301				
D-ABC	134	33	366	0.366	136	1.1	0.6	16.212	C
C-ABD	11	3	526	0.021	11	0.0	0.0	7.613	A
C-D	65	16			65				
C-A	630	157			630				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	37	9	333	0.111	37	0.2	0.1	12.420	B
A-BCD	107	27	760	0.141	108	0.5	0.3	5.815	A
A-B	43	11			43				
A-C	267	67			267				
D-ABC	112	28	402	0.279	113	0.6	0.4	12.826	B
C-ABD	9	2	541	0.017	9	0.0	0.0	7.375	A
C-D	54	14			54				
C-A	528	132			528				

# 2031 Base, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		4.03	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.03	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031 Base	PM	ONE HOUR	15:45	17:15	15	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A44 (S)		ONE HOUR	✓	717	100.000
B - High Street		ONE HOUR	✓	86	100.000
C - A44 (N)		ONE HOUR	✓	516	100.000
D - Hensington Road (E)		ONE HOUR	✓	153	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		A - A44 (S)	B - High Street	C - A44 (N)	D - Hensington Road (E)
From	A - A44 (S)	0	77	582	58
	B - High Street	35	0	27	24
	C - A44 (N)	449	16	0	51
	D - Hensington Road (E)	76	28	49	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Heavy Vehicle %

		To			
From		A - A44 (S)	B - High Street	C - A44 (N)	D - Hensington Road (E)
	A - A44 (S)	0	0	5	0
	B - High Street	0	0	0	0
	C - A44 (N)	4	7	0	2
	D - Hensington Road (E)	1	0	4	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.34	19.53	0.5	C	79	118
A-BCD	0.21	4.66	0.7	A	153	230
A-B					59	88
A-C					446	669
D-ABC	0.50	21.80	1.0	C	140	211
C-ABD	0.04	8.63	0.0	A	15	23
C-D					47	70
C-A					411	617

### Main Results for each time segment

#### 15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	65	16	365	0.177	64	0.0	0.2	11.931	B
A-BCD	98	25	893	0.110	97	0.0	0.2	4.634	A
A-B	52	13			52				
A-C	390	97			390				
D-ABC	115	29	412	0.280	114	0.0	0.4	12.223	B
C-ABD	12	3	511	0.024	12	0.0	0.0	7.714	A
C-D	38	10			38				
C-A	338	84			338				

#### 16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	77	19	329	0.235	77	0.2	0.3	14.244	B
A-BCD	140	35	948	0.148	139	0.2	0.4	4.574	A
A-B	59	15			59				
A-C	446	111			446				
D-ABC	138	34	381	0.361	137	0.4	0.6	14.964	B
C-ABD	15	4	490	0.030	15	0.0	0.0	8.093	A
C-D	46	11			46				
C-A	403	101			403				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	95	24	279	0.339	94	0.3	0.5	19.329	C
A-BCD	220	55	1027	0.214	219	0.4	0.7	4.596	A
A-B	67	17			67				
A-C	503	126			503				
D-ABC	168	42	336	0.501	167	0.6	1.0	21.382	C
C-ABD	19	5	465	0.040	19	0.0	0.0	8.627	A
C-D	56	14			56				
C-A	493	123			493				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	95	24	279	0.340	95	0.5	0.5	19.530	C
A-BCD	220	55	1027	0.215	220	0.7	0.7	4.616	A
A-B	66	17			66				
A-C	503	126			503				
D-ABC	168	42	336	0.501	168	1.0	1.0	21.799	C
C-ABD	19	5	464	0.040	19	0.0	0.0	8.632	A
C-D	56	14			56				
C-A	493	123			493				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	77	19	329	0.235	78	0.5	0.3	14.412	B
A-BCD	141	35	949	0.148	142	0.7	0.4	4.613	A
A-B	59	15			59				
A-C	445	111			445				
D-ABC	138	34	381	0.361	139	1.0	0.6	15.277	C
C-ABD	15	4	490	0.030	15	0.0	0.0	8.104	A
C-D	46	11			46				
C-A	403	101			403				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	65	16	364	0.178	65	0.3	0.2	12.056	B
A-BCD	99	25	893	0.111	100	0.4	0.3	4.664	A
A-B	51	13			51				
A-C	389	97			389				
D-ABC	115	29	412	0.280	116	0.6	0.4	12.424	B
C-ABD	12	3	510	0.024	12	0.0	0.0	7.725	A
C-D	38	10			38				
C-A	338	84			338				

# 2031 Base + Com Dev, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		6.14	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.14	A

## Traffic Demand

### Demand Set Details

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A44 (S)		ONE HOUR	✓	603	100.000
B - High Street		ONE HOUR	✓	57	100.000
C - A44 (N)		ONE HOUR	✓	854	100.000
D - Hensington Road (E)		ONE HOUR	✓	182	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		A - A44 (S)	B - High Street	C - A44 (N)	D - Hensington Road (E)
From	A - A44 (S)	0	67	452	84
	B - High Street	34	0	9	14
	C - A44 (N)	763	19	0	72
	D - Hensington Road (E)	114	32	36	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

**Heavy Vehicle %**

		To			
		A - A44 (S)	B - High Street	C - A44 (N)	D - Hensington Road (E)
From	A - A44 (S)	0	5	11	0
	B - High Street	3	0	0	0
	C - A44 (N)	8	9	0	4
	D - Hensington Road (E)	0	0	12	0

## Results

**Results Summary for whole modelled period**

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.28	23.15	0.4	C	52	78
A-BCD	0.33	6.78	1.2	A	198	297
A-B					46	69
A-C					309	464
D-ABC	0.70	41.03	2.2	E	167	251
C-ABD	0.05	7.94	0.1	A	19	28
C-D					66	99
C-A					699	1048

**Main Results for each time segment**

**07:45 - 08:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	43	11	320	0.134	42	0.0	0.2	13.163	B
A-BCD	128	32	771	0.166	127	0.0	0.4	5.866	A
A-B	42	11			42				
A-C	284	71			284				
D-ABC	137	34	388	0.353	135	0.0	0.5	14.395	B
C-ABD	15	4	541	0.028	15	0.0	0.0	7.445	A
C-D	54	14			54				
C-A	574	143			574				

**08:00 - 08:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	51	13	279	0.184	51	0.2	0.2	16.028	C
A-BCD	181	45	804	0.226	180	0.4	0.6	6.097	A
A-B	47	12			47				
A-C	314	79			314				
D-ABC	164	41	348	0.470	162	0.5	0.9	19.675	C
C-ABD	18	5	529	0.034	18	0.0	0.0	7.669	A
C-D	65	16			65				
C-A	685	171			685				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	63	16	222	0.282	62	0.2	0.4	22.786	C
A-BCD	283	71	854	0.331	281	0.6	1.1	6.699	A
A-B	49	12			49				
A-C	332	83			332				
D-ABC	200	50	289	0.694	196	0.9	2.0	37.776	E
C-ABD	23	6	518	0.045	23	0.0	0.1	7.929	A
C-D	79	20			79				
C-A	838	209			838				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	63	16	221	0.284	63	0.4	0.4	23.150	C
A-BCD	284	71	855	0.332	284	1.1	1.2	6.778	A
A-B	49	12			49				
A-C	331	83			331				
D-ABC	200	50	288	0.695	200	2.0	2.2	41.032	E
C-ABD	23	6	517	0.045	23	0.1	0.1	7.940	A
C-D	79	20			79				
C-A	838	209			838				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	51	13	278	0.185	52	0.4	0.2	16.278	C
A-BCD	183	46	805	0.227	185	1.2	0.6	6.216	A
A-B	46	12			46				
A-C	313	78			313				
D-ABC	164	41	347	0.471	169	2.2	0.9	21.081	C
C-ABD	18	5	528	0.035	18	0.1	0.0	7.685	A
C-D	65	16			65				
C-A	685	171			685				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	43	11	319	0.135	43	0.2	0.2	13.307	B
A-BCD	129	32	772	0.168	130	0.6	0.4	5.945	A
A-B	42	10			42				
A-C	283	71			283				
D-ABC	137	34	388	0.353	139	0.9	0.6	14.842	B
C-ABD	15	4	541	0.028	15	0.0	0.0	7.459	A
C-D	54	14			54				
C-A	574	143			574				

# 2031 Base + Com Dev, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		5.68	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.68	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031 Base + Com Dev	PM	ONE HOUR	15:45	17:15	15	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A44 (S)		ONE HOUR	✓	798	100.000
B - High Street		ONE HOUR	✓	101	100.000
C - A44 (N)		ONE HOUR	✓	565	100.000
D - Hensington Road (E)		ONE HOUR	✓	172	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		A - A44 (S)	B - High Street	C - A44 (N)	D - Hensington Road (E)
From	A - A44 (S)	0	77	643	78
	B - High Street	35	0	33	33
	C - A44 (N)	494	20	0	51
	D - Hensington Road (E)	89	34	49	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

**Heavy Vehicle %**

		To			
		A - A44 (S)	B - High Street	C - A44 (N)	D - Hensington Road (E)
From	A - A44 (S)	0	0	5	0
	B - High Street	0	0	0	0
	C - A44 (N)	4	7	0	2
	D - Hensington Road (E)	1	0	4	0

## Results

**Results Summary for whole modelled period**

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.45	25.95	0.8	D	93	139
A-BCD	0.32	5.13	1.1	A	230	346
A-B					54	81
A-C					448	672
D-ABC	0.61	30.18	1.5	D	158	237
C-ABD	0.05	8.99	0.1	A	20	29
C-D					47	70
C-A					452	678

**Main Results for each time segment**

**15:45 - 16:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	76	19	347	0.219	75	0.0	0.3	13.167	B
A-BCD	143	36	918	0.156	142	0.0	0.4	4.758	A
A-B	49	12			49				
A-C	408	102			408				
D-ABC	129	32	398	0.326	128	0.0	0.5	13.460	B
C-ABD	16	4	499	0.031	15	0.0	0.0	7.951	A
C-D	38	10			38				
C-A	371	93			371				

**16:00 - 16:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	91	23	307	0.295	90	0.3	0.4	16.546	C
A-BCD	208	52	979	0.213	208	0.4	0.6	4.802	A
A-B	54	14			54				
A-C	455	114			455				
D-ABC	155	39	362	0.427	154	0.5	0.7	17.470	C
C-ABD	19	5	478	0.040	19	0.0	0.0	8.384	A
C-D	46	11			46				
C-A	443	111			443				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	111	28	250	0.444	110	0.4	0.8	25.338	D
A-BCD	337	84	1068	0.316	335	0.6	1.1	5.086	A
A-B	58	14			58				
A-C	483	121			483				
D-ABC	189	47	310	0.610	186	0.7	1.5	28.861	D
C-ABD	24	6	452	0.053	24	0.0	0.1	8.979	A
C-D	56	14			56				
C-A	542	136			542				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	111	28	250	0.445	111	0.8	0.8	25.951	D
A-BCD	339	85	1069	0.317	339	1.1	1.1	5.127	A
A-B	58	14			58				
A-C	482	121			482				
D-ABC	189	47	310	0.611	189	1.5	1.5	30.182	D
C-ABD	24	6	451	0.053	24	0.1	0.1	8.993	A
C-D	56	14			56				
C-A	542	136			542				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	91	23	306	0.297	92	0.8	0.4	16.933	C
A-BCD	210	52	981	0.214	212	1.1	0.7	4.860	A
A-B	54	14			54				
A-C	453	113			453				
D-ABC	155	39	361	0.428	158	1.5	0.8	18.209	C
C-ABD	19	5	477	0.040	19	0.1	0.0	8.402	A
C-D	46	11			46				
C-A	443	111			443				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	76	19	346	0.220	77	0.4	0.3	13.374	B
A-BCD	145	36	919	0.157	146	0.7	0.4	4.802	A
A-B	49	12			49				
A-C	407	102			407				
D-ABC	129	32	397	0.326	131	0.8	0.5	13.796	B
C-ABD	16	4	498	0.031	16	0.0	0.0	7.967	A
C-D	38	10			38				
C-A	371	93			371				

# 2031 Base + Com Dev + Dev, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		6.44	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.44	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031 Base + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A44 (S)		ONE HOUR	✓	629	100.000
B - High Street		ONE HOUR	✓	57	100.000
C - A44 (N)		ONE HOUR	✓	865	100.000
D - Hensington Road (E)		ONE HOUR	✓	182	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		A - A44 (S)	B - High Street	C - A44 (N)	D - Hensington Road (E)
From	A - A44 (S)	0	67	478	84
	B - High Street	34	0	9	14
	C - A44 (N)	774	19	0	72
	D - Hensington Road (E)	114	32	36	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

**Heavy Vehicle %**

		To			
From		A - A44 (S)	B - High Street	C - A44 (N)	D - Hensington Road (E)
	A - A44 (S)	0	5	11	0
	B - High Street	3	0	0	0
	C - A44 (N)	8	9	0	4
	D - Hensington Road (E)	0	0	12	0

## Results

**Results Summary for whole modelled period**

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.30	24.51	0.4	C	52	78
A-BCD	0.34	6.75	1.2	A	208	311
A-B					45	68
A-C					324	486
D-ABC	0.71	44.34	2.3	E	167	251
C-ABD	0.05	8.03	0.1	A	19	28
C-D					66	99
C-A					709	1063

**Main Results for each time segment**

**07:45 - 08:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	43	11	314	0.137	42	0.0	0.2	13.438	B
A-BCD	133	33	783	0.170	131	0.0	0.4	5.802	A
A-B	42	10			42				
A-C	299	75			299				
D-ABC	137	34	384	0.357	135	0.0	0.6	14.621	B
C-ABD	15	4	537	0.028	15	0.0	0.0	7.505	A
C-D	54	14			54				
C-A	582	146			582				

**08:00 - 08:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	51	13	272	0.188	51	0.2	0.2	16.529	C
A-BCD	189	47	820	0.231	188	0.4	0.6	6.030	A
A-B	46	12			46				
A-C	330	82			330				
D-ABC	164	41	343	0.477	162	0.6	0.9	20.211	C
C-ABD	18	5	525	0.035	18	0.0	0.0	7.743	A
C-D	65	16			65				
C-A	695	174			695				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	63	16	213	0.294	62	0.2	0.4	24.079	C
A-BCD	299	75	874	0.342	296	0.6	1.2	6.658	A
A-B	48	12			48				
A-C	346	86			346				
D-ABC	200	50	282	0.711	195	0.9	2.2	40.311	E
C-ABD	23	6	512	0.046	23	0.0	0.1	8.019	A
C-D	79	20			79				
C-A	850	212			850				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	63	16	212	0.296	63	0.4	0.4	24.509	C
A-BCD	300	75	875	0.343	300	1.2	1.2	6.747	A
A-B	48	12			48				
A-C	344	86			344				
D-ABC	200	50	281	0.712	200	2.2	2.3	44.336	E
C-ABD	23	6	512	0.046	23	0.1	0.1	8.029	A
C-D	79	20			79				
C-A	850	212			850				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	51	13	270	0.189	52	0.4	0.2	16.820	C
A-BCD	191	48	821	0.232	193	1.2	0.7	6.156	A
A-B	46	12			46				
A-C	329	82			329				
D-ABC	164	41	342	0.478	169	2.3	1.0	21.842	C
C-ABD	18	5	524	0.035	18	0.1	0.0	7.758	A
C-D	65	16			65				
C-A	695	174			695				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	43	11	313	0.137	43	0.2	0.2	13.594	B
A-BCD	134	34	784	0.171	135	0.7	0.4	5.885	A
A-B	42	10			42				
A-C	298	74			298				
D-ABC	137	34	384	0.357	139	1.0	0.6	15.095	C
C-ABD	15	4	536	0.028	15	0.0	0.0	7.523	A
C-D	54	14			54				
C-A	582	146			582				

# 2031 Base + Com Dev + Dev, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		5.91	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.91	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2031 Base + Com Dev + Dev	PM	ONE HOUR	15:45	17:15	15	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A44 (S)		ONE HOUR	✓	812	100.000
B - High Street		ONE HOUR	✓	101	100.000
C - A44 (N)		ONE HOUR	✓	588	100.000
D - Hensington Road (E)		ONE HOUR	✓	172	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		A - A44 (S)	B - High Street	C - A44 (N)	D - Hensington Road (E)
From	A - A44 (S)	0	77	657	78
	B - High Street	35	0	33	33
	C - A44 (N)	517	20	0	51
	D - Hensington Road (E)	89	34	49	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

**Heavy Vehicle %**

From	To			
	A - A44 (S)	B - High Street	C - A44 (N)	D - Hensington Road (E)
A - A44 (S)	0	0	5	0
B - High Street	0	0	0	0
C - A44 (N)	4	7	0	2
D - Hensington Road (E)	1	0	4	0

## Results

**Results Summary for whole modelled period**

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.46	27.46	0.8	D	93	139
A-BCD	0.33	5.16	1.2	A	237	356
A-B					53	80
A-C					454	682
D-ABC	0.63	32.51	1.6	D	158	237
C-ABD	0.05	9.03	0.1	A	20	29
C-D					47	70
C-A					473	710

**Main Results for each time segment**

**15:45 - 16:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	76	19	343	0.222	75	0.0	0.3	13.400	B
A-BCD	146	37	923	0.159	145	0.0	0.4	4.749	A
A-B	49	12			49				
A-C	416	104			416				
D-ABC	129	32	392	0.330	128	0.0	0.5	13.733	B
C-ABD	16	4	498	0.031	15	0.0	0.0	7.980	A
C-D	38	10			38				
C-A	389	97			389				

**16:00 - 16:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	91	23	301	0.301	90	0.3	0.4	17.000	C
A-BCD	214	54	985	0.217	213	0.4	0.6	4.805	A
A-B	54	14			54				
A-C	462	115			462				
D-ABC	155	39	355	0.435	154	0.5	0.8	18.043	C
C-ABD	19	5	476	0.040	19	0.0	0.0	8.418	A
C-D	46	11			46				
C-A	464	116			464				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	111	28	243	0.458	110	0.4	0.8	26.714	D
A-BCD	350	87	1076	0.325	347	0.6	1.2	5.119	A
A-B	57	14			57				
A-C	487	122			487				
D-ABC	189	47	301	0.628	186	0.8	1.6	30.858	D
C-ABD	24	6	450	0.054	24	0.0	0.1	9.017	A
C-D	56	14			56				
C-A	567	142			567				

16:30 - 16:45


Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	111	28	242	0.460	111	0.8	0.8	27.455	D
A-BCD	351	88	1077	0.326	351	1.2	1.2	5.164	A
A-B	57	14			57				
A-C	486	121			486				
D-ABC	189	47	301	0.629	189	1.6	1.6	32.509	D
C-ABD	24	6	450	0.054	24	0.1	0.1	9.031	A
C-D	56	14			56				
C-A	567	142			567				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	91	23	300	0.302	92	0.8	0.4	17.443	C
A-BCD	216	54	987	0.218	218	1.2	0.7	4.862	A
A-B	54	13			54				
A-C	460	115			460				
D-ABC	155	39	355	0.436	158	1.6	0.8	18.909	C
C-ABD	19	5	475	0.040	19	0.1	0.0	8.437	A
C-D	46	11			46				
C-A	464	116			464				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	76	19	342	0.223	77	0.4	0.3	13.620	B
A-BCD	148	37	924	0.160	149	0.7	0.4	4.795	A
A-B	49	12			49				
A-C	415	104			415				
D-ABC	129	32	391	0.331	131	0.8	0.5	14.095	B
C-ABD	16	4	497	0.031	16	0.0	0.0	7.998	A
C-D	38	10			38				
C-A	389	97			389				



---

Forester House  
Doctor's Lane  
Henley-in-Arden  
Warwickshire  
B95 5AW

Tel: +44(0)1564 793598  
[inmail@dtatransportation.co.uk](mailto:inmail@dtatransportation.co.uk)  
[www.dtatransportation.co.uk](http://www.dtatransportation.co.uk)